Minnesota Pollution Control Agency

June 21, 1999

Mr. James Barton
Metropolitan Council
Transportation Division
Mears Park Centre
230 East Fifth Street
St. Paul, Minnesota 5101

RE: Minnesota Pollution Control Agency Comments on the May 1, 1998 Version of the Draft 1999-2002 Transportation Improvement Program

Dear Mr. Barton:

The Minnesota Pollution Control Agency (MPCA) staff has completed its review of the Draft 2000-2002 Transportation Improvement Program (TIP) for consistency with joint requirements of the Clean Air Act Amendments (CAAA) of 1990 and the Transportation Equity Act for the 21st Century (TEA-21) with respect to air quality and transportation.

Given that the Environmental Protection Agency conformity rule requires that full technical information be available to the public, we request that these changes be made in the text of the TIP version which is mailed to the Transportation Advisory Board (TAB) for its June 30, 1999 meeting:

1. For actual construction projects, please add to the description the number of lanes and the project limits.

2. For alternative investment study projects, when no construction is proposed, please state:

   a) the study is the contemplated action; and
   b) the regional emissions analysis contains an assumption of one single occupancy vehicle (SOV, also known as mixed use) lane of traffic in each direction.

With these changes, as shown in your June 16, 1999, facsimile to us, the TIP fully meets the CAAA and TEA-21 requirements. If you have questions about the information contained in this letter or the attachment, please contact me at (651) 296-7723.

Sincerely,

Susanne P. Spitzer

Susanne P. Spitzer, AICP
Principal Transportation Planner
Community and Areawide Programs Section
Policy and Planning Division

SPS:jmd
Enclosure
cc: See Attached Page

Appendix

The TIP must:

1. be consistent with the long-range comprehensive transportation plan (the Metropolitan Council's Transportation Policy Plan);
2. be consistent with the State Implementation Plan (SIP) for Air Quality;
3. discuss the status of all Transportation Control Measures officially adopted as part of the SIP;
4. be based on the most recent planning estimates created by the Metropolitan Council (hereafter Council) staff;
5. use the most recently Environmental Protection Agency -approved air quality models;
6. demonstrate that regional emissions resulting from implementation of projects of regional significance are less than those in the emissions budget established by the emissions inventory;
7. include emissions from nonfederal regionally significant projects in this regional emissions analysis;
8. appropriately classify projects as exempt, needing regional emissions analysis, or in a category in which they may need intersection-specific (hotspot) analysis;
9. be fiscally constrained for the first two years;
10. include projects that significantly increase single occupancy vehicle capacity only if they are part of an approved Congestion Management System plan;
11. lead to no increases in the number or severity of violations at any monitor currently violating federal air quality standards;
12. demonstrate it meets public involvement requirements of the Transportation Equity Act for the 21st Century and those contained in the conformity rule;
13. include all Title 23 and Transit Act projects; and
14. identify all projects which have received National Environmental Policy Act approval but have not progressed within three years.

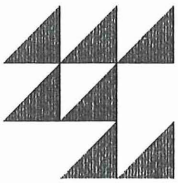
DRAFT

2000 - 2002

TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE

TWIN CITIES METROPOLITAN AREA



METROPOLITAN COUNCIL

2000 - 2002

TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE

TWIN CITIES METROPOLITAN AREA

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

Publication No.

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2000 - 2002 TRANSPORTATION IMPROVEMENT PROGRAM

SUMMARY

The Twin Cities Metropolitan Planning Organization's Transportation Improvement Program (TIP) for 2000 through 2002 responds to procedures required by the Transportation Equity Act for the 21st Century (TEA 21). The legislation requires that all federally funded transportation projects within the entire seven county area be included in the regional TIP. The TIP must be consistent with the projections of federal funds and local matching funds. All major transportation projects in the federally defined carbon-monoxide nonattainment 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 2000-2002 TIP is fiscally constrained and is in conformity with the CAAA of 1990 and was prepared through a process that gave adequate opportunity for public involvement.

The Transportation Improvement Program (TIP) for 2000 through 2002 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, 1999-2000. This year projects that have had contracts let or in some manner have been authorized have been deleted resulting in a TIP for three years (2000-2002).

The region developed separate processes to solicit projects utilizing Surface Transportation Program Urban Guarantee funds (STP), Congestion Mitigation Air Quality Funds (CMAQ), and Transportation Enhancement Funds (TEP). The region also solicited for transit projects for use of Regional Transit Bond funds. Mn/DOT, working with the region, solicited for and prioritized projects for Bridge Improvement/Replacement, Hazard Elimination and Rail Safety. A cooperative process was followed to prioritize the remaining "highway funds" (Title I), and to a limited degree, state highway funds.

The 2000-2002 TIP for the Twin Cities Metropolitan Area includes Title I type projects valued at approximately $945 million for highway, transit, enhancement, bike and walk projects, of which approximately $500 million is requested of the federal government including High Priority Project funds allocated to regional projects.

The region has assumed it will receive approximately $324 million in federal transit funds (Title III) over the 2000-2002 period. The region will receive $62 million in Title III, Sections 5307 and 5309 in 2000. The region is also requesting $32.5 million in Section 5309 funds for LRT in 2000. The region will receive $2,500,000 annually in Section 5307 funds which may be used for operating and maintenance activities. Title I funds approved for transit capital projects, new service operating costs, and transportation demand management projects over the three year period total to approximately $40 million.

The TAB will hold two public information meetings, an open house and a public hearing on the TIP prior to adoption. Over 300 groups will be mailed notices of these meetings, in addition to the various public notifications carried out in accordance with Council requirements. The TAB will consider and respond to all comments received on the draft TIP prior to adopting the final TIP.

The TIP, adopted by the Transportation Advisory Board will be approved by the Metropolitan Council, assuming it implements and is consistent with the regional Transportation Development Guide/Policy Plan (TPP) adopted on Dec. 19, 1996. All projects selected 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 requirements.

1. INTRODUCTION

The 2000-2002 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area (shown in Figure 1) is a multi-modal program of highway, transit, bike, walk and transportation enhancement projects and programs proposed for federal funding throughout the seven-county metropolitan area in the next three years. The TIP is prepared by the Metropolitan Council in cooperation with the Minnesota Department of Transportation (MN/DOT). The projects contained in the TIP are consistent with and implement the region's transportation plan and priorities.

FEDERAL REQUIREMENTS

Federal regulations require that a Transportation Improvement Program:

- Be developed and updated every two years.
- Must cover a period of at least three years.
- Be a product of a continuing, comprehensive and cooperative (3C) planning process.
- Be consistent with regional land use and transportation plans as well as the State Implementation Plan (SIP) for air quality.
- Fulfill requirements of the Aug. 15, 1997 final rule as required by the U.S. Environmental Protection Agency (EPA), Transportation Conformity Rule.
- Identify transportation improvements proposed in the Transportation Development Guide/Policy Plan and recommended for federal funding during the program period.
- Contain projects that are from a transportation plan approved by the Federal Highway Administration.
- Be developed from a conforming regional metropolitan transportation plan that is fiscally constrained.
- Be fiscally constrained.
- Be initiated by locally elected officials of general purpose governments.
- Include both highway and transit projects.
- Allow opportunities for public participation in preparation of the TIP.
- Afford an opportunity for participation of private transit providers in preparation of the TIP.
- Indicate the priorities in the seven-county metropolitan area.
- Indicate year in which initial contracts will be let.
- Indicate appropriate source of federal funds.

Metropolitan Council
Working for the Region, Planning for the Future

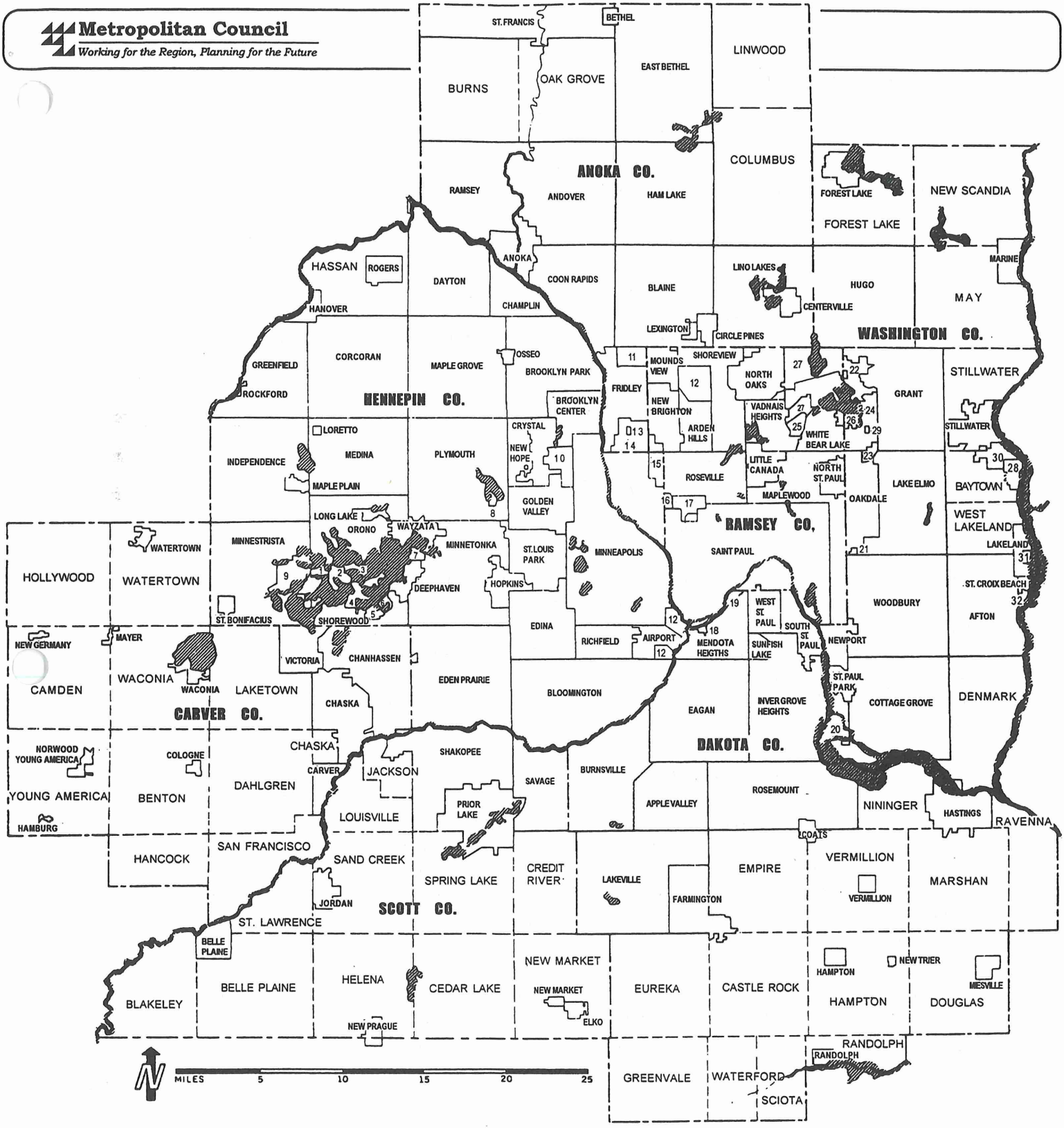


Fig. 1 Twin Cities Metropolitan Area **Political Boundaries, 1997**

1 SPRING PARK
2 ORONO
3 MINNETONKA BEACH
4 TONKA BAY
5 EXCELSIOR
6 GREENWOOD
7 WOODLAND
8 MEDICINE LAKE
9 MOUND
10 ROBBINSDALE
11 SPRING LAKE PARK
12 U.S. GOVERNMENT
13 HILLTOP
14 COLUMBIA HEIGHTS
15 ST. ANTHONY
16 LAUDERDALE
17 FALCON HEIGHTS
18 MENDOTA
19 LILYDALE
20 GREY CLOUD
21 LANDFALL
22 DELLWOOD
23 PINE SPRINGS
24 MAHTOMEDI
25 GEM LAKE
26 BIRCHWOOD
27 WHITE BEAR
28 BAYPORT
29 WILLERNIE
30 OAK PARK HEIGHTS
31 LAKELAND SHORES
32 ST. MARY'S POINT

ANOKA — County Boundary
ORONO — Municipal Boundary
CAMDEN — Township Boundary

- Include realistic estimates of total costs and revenues for the program period.
- Fulfill requirements of the final order on Environmental Justice

The 2000-2002 TIP for the Twin Cities Metropolitan Area meets all these requirements and will be submitted to Mn/DOT for inclusion in the STIP to be approved by the Governor's designee

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

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

REGIONAL PLANNING PROCESS

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

The Twin Cities regional transportation planning process is defined in the Prospectus revised in 1996. Administered and coordinated by the Metropolitan Council, this process is a continuing, comprehensive and cooperative effort, involving municipal and county governments, the Metropolitan Airports Commission (MAC), the Minnesota Department of Transportation (Mn/DOT), the Minnesota Pollution Control Agency (MPCA), transit operations and FHWA and FTA. Elected local government officials are ensured participation in the process through the Metropolitan Council's Transportation Advisory Board (TAB). The TAB provides a forum for the cooperative deliberation of state, regional and local officials, intermodal interests and private citizens.

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

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

PUBLIC PARTICIPATION OPPORTUNITIES IN PREPARATION OF THE TRANSPORTATION IMPROVEMENT PROGRAM

A concerted effort was made to insure all interested and concerned parties were offered opportunities to participate in the preparation of the TIP. Three meetings and an open house were held by the Transportation Advisory Board to provide information and to get public reaction to the TIP.

- A public meeting was held on April 21, 1999 to explain and answer questions about the TIP on schedule and approval process.
- A public meeting will be held on June 30, 1999 to initiate public comment on the draft TIP.
- An open house will be held on July 14, 1999 to provide opportunity for interested public to review TIP document.
- A public hearing will be held on July 21, 1999 to hear comments on the draft TIP.
- Public comment period ends on Aug. 13, 1999.

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 was published in the Metropolitan Digest which is mailed to 600 local elected officials and legislators. Notification of adoption of final TIP 1999 - 2002 by the Metropolitan Council will also be made in the State Register.

In May, 1997 solicitation for projects to be funded by Enhancement, STP and CMAQ funds were mailed to 700 cities, counties, agencies and special interest groups. Mn/DOT solicited projects for Bridge Improvement/Replacement (BIR) Hazard Elimination Safety (HES) and Highway Grade Crossing Safety (RRC). A forum was held to discuss the solicitation process and answer questions in June, 1997. The 102 projects were approved for a total of $104,500,000 of which $83,000,000 are federal funds.

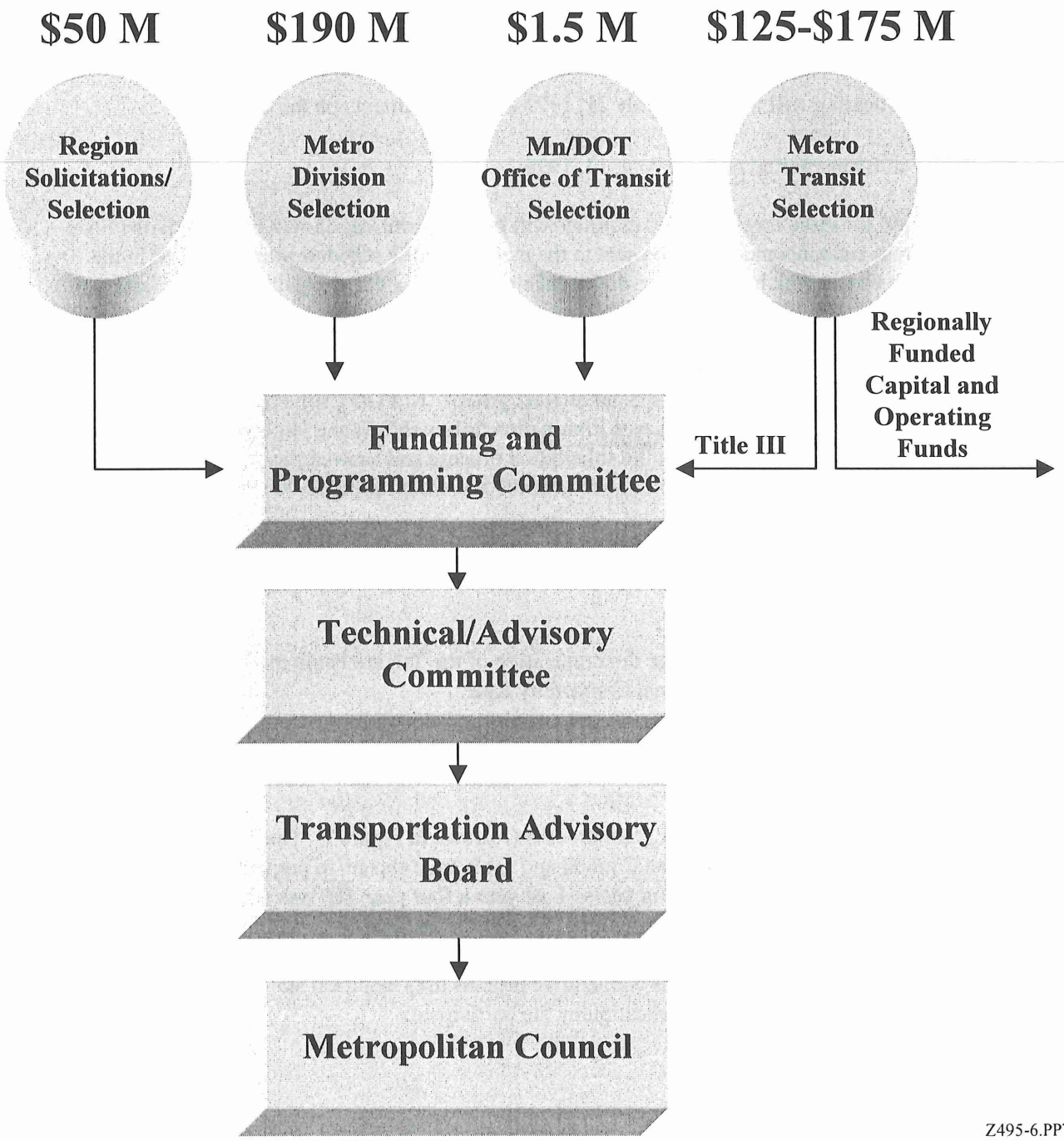
In addition, the presentations identified the meetings of the Transportation Advisory Board's TAC, TAB, Metropolitan Council's Transportation Committee and Council meetings when actions were taken, were noticed and open to the public.

The public participation procedure for the preparation of the TIP are being modified to comply with the consultation section of the EPA's Final Conformity Rule.

DEVELOPMENT AND CONTENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program process is shown in Figure 2. The TIP is a federally required three year program. The Metropolitan Council and TAB have chosen to prepare a four year document with a major amendment in alternating years. Last year a four year TIP was adopted, 1999-2002. This year a three-year 2000-2002 TIP was prepared. The TIP is an integral part of the overall transportation planning and implementing process, a cooperative effort among local units of government and metropolitan and state agencies. This cooperative process uses technical skills and resources of the various agencies, and minimizes duplication by the participants.

FIGURE 2
TWIN CITIES TRANSPORTATION PROGRAM FUNDING PROCESS
(Average Annual Dollars)



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

- The Regional Blueprint sets the overall priorities for regional facilities and services in the Twin Cities Metropolitan Area.

- The Metropolitan Council's 2020 Transportation Development Guide/Policy Plan (TPP) sets overall regional transportation policy and details major long-range transportation plans. This plan was adopted in 1996 and addresses ISTEA requirements and considerations.

- The Transportation Air Quality Control Plan, prepared by the Metropolitan Council, sets objectives and implementation strategies for transportation improvements to address air quality problems.

- Local comprehensive plans and transportation programs contain transportation elements that must be consistent with the Metropolitan Council's plans for transportation.

The TPP and the Air Quality Control Plan provide a framework for the development of specific projects by Mn/DOT, MCTO, 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 Development Guide/Policy Plan and the transportation Air Quality Control Plan.

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

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

The TPP is further refined through Major Investment Studies (MIS) and corridor and location studies. These studies lead to specific project recommendations that are included in implementation programs. Other projects, such as those concerned with resurfacing, bridge improvements and safety, arise from continual monitoring and evaluation of existing highway facilities through Mn/DOT's pavement and bridge management plans.

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

PROGRAM AREAS IN THE TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

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

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

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

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

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

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

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

2. SUMMARY OF REGIONAL PLANS AND PRIORITIES

All projects in the TIP are reviewed by the Transportation Advisory Board and the Metropolitan Council for consistency with the Transportation Development Guide Chapter/Policy Plan (TPP) and the Air Quality Control Plan. This chapter summarizes the TPP, indicates Council priorities and identifies air quality control measures undertaken in the region. The Council adopted a new TPP on Dec. 19, 1996. The Plan is in balance with forecasted revenues over the 23-year planning period and is in conformity with the CAAA of 1990. The Council held four public hearings on the TPP on Nov. 19 and 20, 1996 and adopted the TPP on Dec. 19, 1996. The material below describes the plan. The Regional Transportation Financial Plan is provided in Appendix D.

TRANSPORTATION DEVELOPMENT GUIDE CHAPTER/POLICY PLAN

Purpose and Authority

The Metropolitan Council is directed by Minnesota Statutes Sec. 473.145 to prepare a comprehensive development guide for the metropolitan area. The development guide, as currently implemented, consists of the *Regional Blueprint* and four "chapters," dealing with transportation, aviation, wastewater and regional recreation open space. Minn. Stat. Sec. 473.146 provides direction to the Council to adopt these comprehensive policy plans for transportation, airports, and wastewater treatment as chapters of the metropolitan development guide.

Legislation related to the Metropolitan Council and metropolitan land use planning states that the Metropolitan Council shall review and comment on the apparent consistency of the local comprehensive plans and capital improvement programs with adopted plans of the Council and that the Council may require a local government to modify any comprehensive plan or part thereof which may have a substantial impact on or contain a substantial departure from metropolitan system plans (Minn. Stat. Sec. 473.175). Further, local governments may not adopt any fiscal device or official control which permits activity in conflict with metropolitan system plans (Minn. Stat. Sec. 473.858).

The *Regional Blueprint* presents the overall priorities for regional facilities and services in the Twin Cities metropolitan area. The *Transportation Development Guide/System Plan* incorporates the transportation policies and plans that support the Metropolitan Council's *Regional Blueprint* and describes the Council's approach to investments between now and 2020. This is the eighth update of the *Transportation Development Guide* first adopted by the Council in 1971. It replaces the 1995 version and represents the fifth decade of coordinated effort in planning and implementing this region's metropolitan urban transportation system.

The *Transportation System Plan* has been prepared pursuant to Federal Intermodal Surface Transportation Efficiency Act (ISTEA) requirements and to Minnesota Statutes 473,145 and 146. Minnesota Statutes require the Council to review and revise the transportation guide at least every five years; ISTEA requires an update every three years. The plan preparation process includes the involvement of local elected officials through the Council's Transportation Advisory Board and the participation of citizens. The roles and responsibilities of all participants in the regional transportation planning process is fully described the *Prospectus*.

The *Transportation Policy Plan* conforms to ISTEA and the 1990 Clean Air Act Amendments (CAAA). ISTEA requires the consideration of 16 factors in the regional planning process for all metropolitan areas. The regional transportation planning process generates the development of various planning documents in addition to this *Transportation Policy Plan*. These documents are listed in the Appendix. The conformity of regional transportation plans and programs to CAAA requirements is determined by the air quality analysis methods as discussed in the Appendix.

The metropolitan systems plans are defined in Minn. Stat. Sec. 473.852, Subd. 8, as "the airports and transportation portions of the metropolitan development guide, the policy plans, and capital budgets for metropolitan wastewater service, transportation and regional recreation open space." The system plan for transportation consists of this entire *Transportation Development Guide/Policy Plan.*

The Metropolitan Council's regional growth strategy was adopted as part of its *Regional Blueprint*. To ensure that this regional growth strategy is implemented, the Council's regional growth strategy is hereby incorporated into the Council's system plan for transportation. Local government plans will be reviewed by the Council for their consistency with the Council's metropolitan systems plans. The Council's metropolitan system plans, including the regional growth strategy, will serve as the basis for the Council's determination to require a local plan modification if a local plan or any part of a local plan has a substantial impact on or contains a substantial departure from the Council's metropolitan system plans.

Multi-Year Regional Planning Process

The revised *Blueprint* defines the regional vision and goals incorporating the preferred urban form. The four revised development guide chapters provide policies and strategies intended to implement the *Blueprint* vision, describing the roles and responsibilities of the various levels of government and the public sector. The adoption of these documents on Dec. 19, 1996 concluded the first phase of the region's planning processes.

Local governments are required to respond to this regional vision in their local comprehensive plans. While some units of government may conclude their plans are up to date and consistent with regional plans, many more will soon begin the process of revising or creating new documents that interpret the regional direction, respond to the new directions and provide for implementation within the local context. The development of the plans is seen as an opportunity for dialogue between the Council and the local units of government, where problems can be discussed and an mutually agreeable approach can be developed for incorporation into the local plans.

After the local plans have been completed, analyzed and reviewed by the Council, the Council will determine how the *Blueprint*, the guide chapters and the forecasts may need to be changed.

Relationship to Regional Growth Management Strategy

The regional growth management strategy selects an urban growth and development pattern for the region, supported by guiding principles of incentives and pricing mechanism rather than government regulation to carry it out.

The strategy is rooted in several goals in the *Regional Blueprint*, including:

- Planning and actions for regional economic growth
- Enhancing the region's overall quality of life
- Fostering reinvestment in distressed areas and preserving the natural environment and open space

Other related, but more specific goals represent the direction of the growth management strategy:

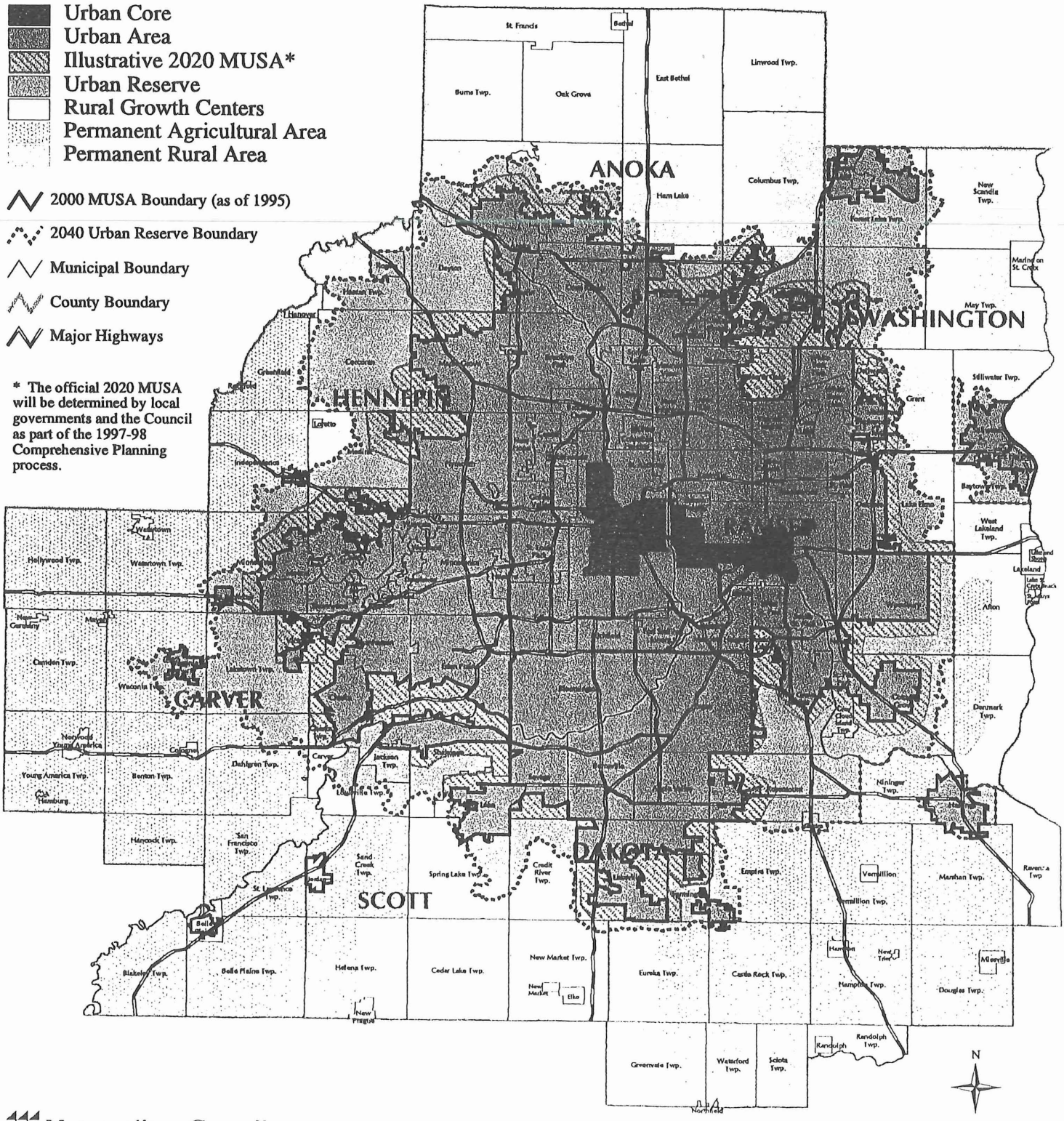
- Maintain and enhance the region's high level of quality of life;
- Contribute to economic development, job creation and the overall economic vitality of the region;
- Revitalize the urban core, with Council policies contributing to revitalization
- Spend public funds for infrastructure wisely and efficiently;
- Enhance the opportunity for individual home ownership and provide an adequate supply of various types of affordable housing;
- Avoid excessive consumption of open land, requiring an achievable development density; and;
- Encourage local governments to adopt plans that recognize their responsibility to contribute to regional solutions.

Figure 3 embodies the major concepts of the growth management strategy, showing an **urban service area** and a **rural area**, and areas within these categories.

- The emphasis in the **permanent agricultural area** and the **permanent rural area** is on preservation and permanence. The areas will not be developed for urban uses.
- In the permanent agricultural area (the area with the best land for agricultural purposes), the standard will be no more than one dwelling unit per 40 acres.
- The permanent rural area will have a mix of farm and nonfarm uses. The standard will be up to (a maximum of) one dwelling unit per 10 acres. Clustered housing will be encouraged to protect the rural character, natural resources and open space. Clustered housing involves locating rural housing in close proximity so most of the land in the development remains in open space. The area will be planned so it will not need urban services.
- The **"urban reserve"** is a new concept added to the *Blueprint*. It is a reservoir of land, established to accommodate the region's need for urbanization to the year 2040.
- The urban reserve will ring today's urban area in all parts of the region. Its outer edge will become the Twin Cities area's urban growth boundary. The boundary is based on watersheds, which allows the area to be served by more economical gravity sewers. Gravity sewers carry wastewater "downhill," reducing pumping costs.
- The Council will plan its regional sewer and transportation services and facilities based on the map. The Council plans and builds the large intercommunity sewer pipes; operates the public transit system; and in partnership with other units of government, plans the regional highway network. The Council will size new wastewater facilities for the entire urban growth area. Communities at the growing edge of the region will define and stage their 2020 Metropolitan Urban Service Area, or MUSA, within the urban reserve, in collaboration with the Council. The MUSA is the part of the region with urban-scale development and services. The area in the urban reserve, but outside the new 2020 MUSA will be planned so short-term development decisions are consistent with eventual full urbanization.

Fig. 3

Metro 2040 Regional Growth Strategy



Metropolitan Council
Geographic Information Systems

December 19, 1996

- There is a policy emphasis on increasing the housing density in the newly urbanizing areas as well as in current urban areas so the urban reserve can meet housing needs for 40 years or beyond. The desired density will be closer to historic trends, which are higher than today's typical density in the newly developing areas of the region.

- In the **urban area**, the focus will be on jobs and economic development activities within and around the Interstate Hwy. 494/694 beltway, with particular emphasis on the urban core (see Figure 3) and the nodes and corridors connected to it. The transportation system, especially transit, will be used to help bring about job concentrations. High levels of transportation services will be maintained in and around the major concentrations. The Council will offer transit service and other incentives will be used to encourage higher-density housing and business concentrations in the corridors.

- Redevelopment of housing and business properties throughout the area will be encouraged. Ways to accomplish this include Livable Communities grants and polluted site cleanup.

- The **urban core** of the region will be a major focus of reinvestment and redevelopment. The core area is limited to the areas in and adjacent to the two downtowns and in the corridor along University Avenue between them.

- Job concentrations and development nodes will be encouraged in the urban core area and brownfield sites (polluted former industrial sites) in the urban core will be prime targets for reinvestment and tax-base development. Access to job opportunities for core residents throughout the region will be increased.

- The urban core will be a priority for Council investments and incentives. The programs will aim at improving economic opportunities for residents and to improve the area's physical characteristics. The Council will use all of the tools at its disposal (such as Livable Communities grants and transit) to improve conditions in the core area, recognizing that its tools are limited.

- In the **counties adjacent to the Twin Cities**, the proposed policies support requiring long-range planning in communities with a population of over 5,000 people or where 50 percent of the residents commute to the Twin Cities to work. The policies support growth management and transportation planning, as well as steps toward economic self sufficiency. The adjacent counties are encouraged to coordinate their planning with the Council's planning.

- The emphasis in the **permanent agricultural area** and the **permanent rural area** is on preservation and permanence. The areas will not be developed for urban uses.

SUMMARY OF TPP

Substantial growth and new economic development are forecasted for the Twin Cities metropolitan area over the next 25 years. Nearly 650,000 new residents, about 400,000 new jobs and almost 350,000 households are projected. The Metropolitan Council's objective in accommodating this growth is to revitalize and promote economic development in the core area while encouraging orderly suburban development. The Council also wants to encourage higher densities, particularly along established transportation corridors.

The large amount of growth forecasted for the next 25 years will have a significant impact on the regional transportation system since little roadway expansion is planned. If current transportation investment levels and priorities are projected to 2020, congestion on major metropolitan roadways, a barometer of the ability of the system to meet travel demand, is expected to increase from 100 miles in 1995 to 220 miles in the year 2020.

Regional accessibility to various destinations (for example, work, business, education, recreation) will deteriorate significantly. Today, it is possible to access almost any point within the region in less than 60 minutes during the peak hour. This makes it possible for the region to function as a well interconnected economic entity. In 2020, only 60 to 70 percent of the metropolitan area will be accessible within 60 minutes from any point in the region. This constraint in the movement of people and goods will result in lost economic productivity, higher overall cost of doing business and decreased regional competitiveness in the world economy.

Key Transportation Policy Directions

The transportation policy direction provided in this plan will help implement the *Regional Blueprint*. The plan proposes five major transportation strategies to mitigate some of the negative consequences of a severely constrained transportation system and to preserve, to the greatest extent possible, current levels of regional accessibility with the limited resources available. The plan, however, acknowledges that the region cannot build its way out of congestion. The environmental, social, financial and political impacts would be too severe.

1. Reduce Travel Demand

The main objective of this strategy is to encourage behavioral and land use changes that will result in fewer vehicle trips, particularly during rush hours. Examples of initiatives that may help reduce travel demand are:

- Promote a better balance of jobs and housing
- Promote transportation modes other than the single-occupant vehicle (for example, transit, ridesharing, bicycles, walking)
- Promote pedestrian- and transit-friendly land uses
- Use pricing incentives/disincentives
- Increase telecommuting opportunities
- Encourage staggered work hours

Societal and technological changes and proactive planning by the private sector and the development community are critical in implementing this strategy.

2. Increase Transportation Capacity Through Better System Management

The main objective of this strategy is to better utilize the existing capacity of the transportation system and improve traffic flow. Examples of initiatives in this category are:

- Better traffic signal timing
- More ramp meter bypasses for vehicles with two or more occupants
- Increased enforcement of high-occupancy vehicle (HOV) facility use

- Faster removal of stalled vehicles and accidents
- Enhanced traveler information systems about alternate routes
- Better roadway access control

Most of these initiatives will increasingly rely on advanced Intelligent Transportation System (ITS) technology.

3. Replace and Improve the Existing Highway System

The main objective of this strategy is to replace and improve the existing system without a major corridor capacity expansion. (Table 1 and Fig. 4) Examples of projects included under this strategy are:

- Removal of bottlenecks
- Bridge replacement
- Pavement reconstruction
- Intersection and interchange construction/reconstruction
- Safety improvements

4. Improve the Transit System

The main objectives of this strategy are to alleviate growing traffic congestion, provide better accessibility to jobs, promote higher-density development and revitalize the core area of the region. (See Figures 5 and 6)

Key components of this strategy are:

- Develop a network of dedicated transitways to support an effective express transit route system
- Redesign and restructure existing services to provide a broad range of transit service options that better match land use and socioeconomic conditions
- Promote competition in the delivery of transit services
- Enhance coordination of services
- Encourage cities to create more pedestrian- and transit- oriented land uses
- Encourage more local involvement in transit decisions
- Improve safety and security for passengers and transit employees
- Implement transit related Intelligent Transportation System (ITS) technologies

5. Expand Highway Capacity

The objective of this strategy is to provide some additional capacity on the Metropolitan Highway System, a 657-mile network of freeways and expressways. This system (See Figure 4) carries the majority of vehicle travel in the region, the longest trips at higher speeds and accommodates both the movement of people and goods. Examples of projects included in this strategy are:

- Building some of the unfinished segments of the metropolitan highway system (See Table 2.)
- Rebuilding some expressways to freeway design
- Add one or more traffic lanes (mixed traffic use, HOV, or transitway) to better serve redevelopment of the core and intensification of employment nodes

Table 1
METROPOLITAN HIGHWAY SYSTEM IMPROVEMENT PROJECTS 2001-2020
(in millions)

Highway	From	To	Length (miles)	Status-Study Type	Subarea or MIS alternatives	Preserve	Manage	Improve	Right-of-Way	Total
I-94	McKnight Rd.	TH 120	1.7	East Metro Subarea Study	HOV,Transitway, Mixed	$ 6.0	$1.0	$ 8.0	$ 2.0	$ 17.0
I-35W	46th Street	W. I-94	5.3			19.0	3.0		9.0	55.0
I-35W	TH 36	Ramsey Co. Line	8.0	North Metro Subarea Study	HOV,Transitway,Mixed	27.0	6.0		6.0	63.0
I-694	TH 36	TH 36	5.5	North Metro Subarea Study	HOV,Transitway,Mixed	16.0	3.0	8.0	3.0	30.0
TH 52	Concord Blvd	I-94 Lafayette	2.8	Select Interchange Improv.s-Access Control		41.0	--	10.0	10.0	61.0
TH 61	Hastings Bridge		0.6			8.0	--		11.0	35.0
TH 169	I-494	I-94	15.8	NW MIS	HOV,Transitway,Mixed	27.0	3.0	32.0	12.0	75.0
TH 169	I-94	TH 610	2.8			3.0	1.0	14.0	4.0	21.0
TH 169	Mississippi River	TH 10	0.9			1.0	--	5.0	2.0	8.0
TH 36	I-35E	I-694	6.7	North Metro Subarea Study	HOV,Transitway,Mixed	8.0	1.0		3.0	18.0
TH 62	I-494	I-35W	8.1			23.0	2.0	16.0	12.0	53.0
TH 62	I-35W	TH 55	3.9			13.0	1.0		6.0	27.0
TH 100	Indiana Av.	BrooklynBlvd	1.0	EIS Underway		1.0	.0		3.0	14.0
TH 100	Golden Valley	29th St.	0.5	EIS Underway		--	--	6.0	2.0	8.0
TH 100	36th	Cedar Lk. Rd.	1.2			3.0	.0		5.0	20.0
TH 280	Como	TH 36	2.0			4.0	2.0		4.0	17.0
Isolated Improvements						34.0	10.0	24.0		68.0
TOTAL			66.8			$ 231.0	$ 33.0	$ 232.0	$ 94.0	$ 589.0

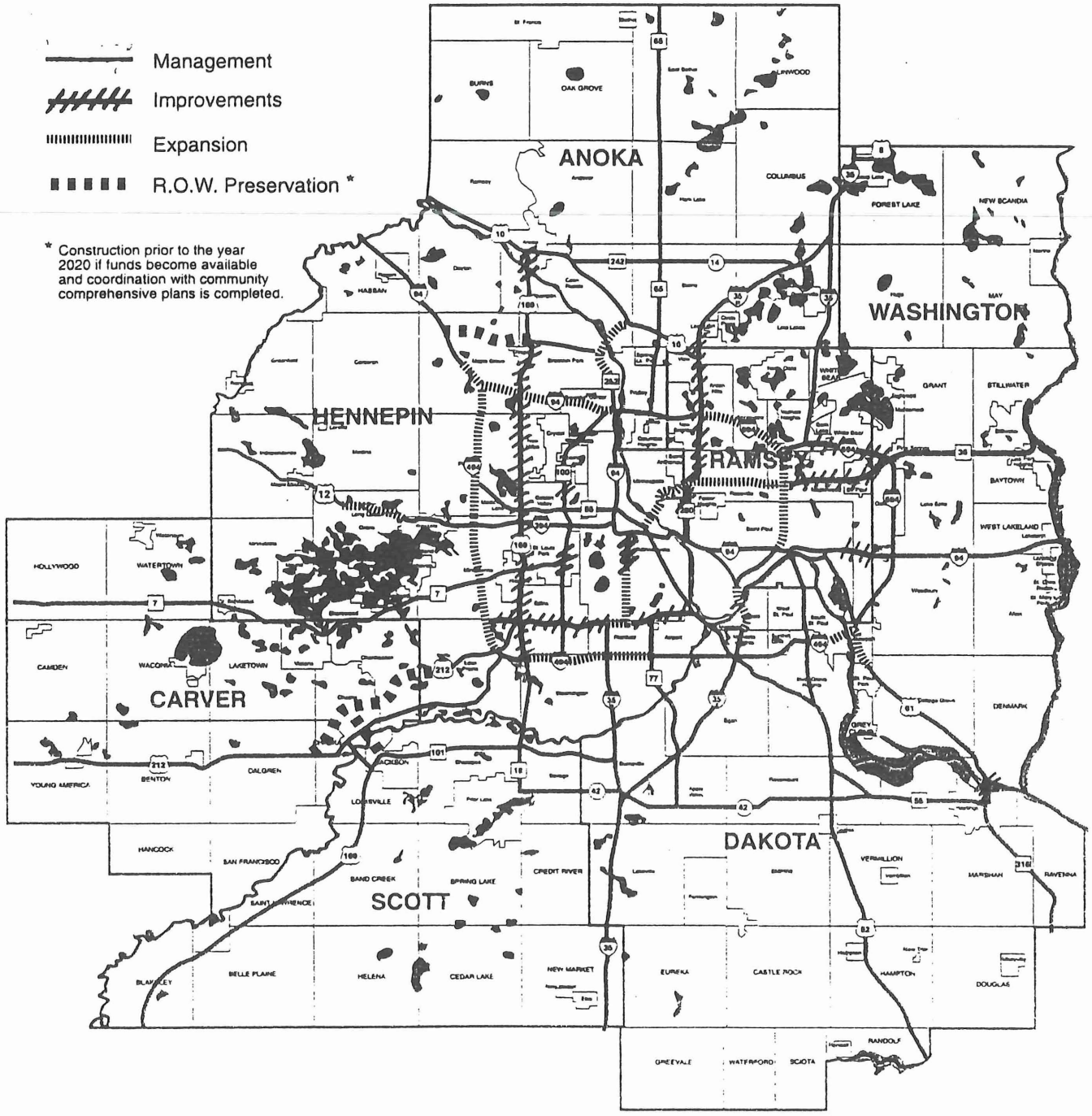
Table

METROPOLITAN HIGHWAY SYSTEM EXPANSION PROJECTS 2001-2020
(in millions)

Highway	From	To	Length (miles)	Status-Study Type	Subarea or MIS Alternative	Preserve	Manage	Expand	Right-of-Way	Total
I-94	Weaver Lk. Rd.	I-694	8.7	NW MIS	HOV,Transitway, Mixed	$ 27.0	$ 4.0	$ 14.0	$ 5.0	$ 50.0
I-35E	TH 110	TH 5	2.3	Corridor improvement needs to be defined	HOV/Mixed	30.0	1.0	25.0	6.0	61.0
I-35E	I-94	I-694	5.6	North Metro Subarea Study	HOV,Transitway,Mixed	45.0	3.0	56.0	21.0	125.0
I-35W	66th St.	46th St.	1.4	Continuation of TIP Project	HOV	11.0	2.0	49.0	3.0	65.0
I-35W	Washington Av	TH 36	4.2	North Metro Subarea Study	HOV,Transitway,Mixed	14.0	3.0	37.0	11.0	65.0
I-494	I-394	I-94	5.5	NW MIS	HOV,Transitway,Mixed	10.0	3.0	28.0	4.0	45.0
I-494	TH 212	I-394	7.9	MIS/FEIS Completed 1/97	Add HOV, Stage Implementation	24.0	6.0	20.0	5.0	55.0
I-494	TH 61	TH 56	1.6	MIS Underway		31.0	4.0	46.0	6.0	87.0
I-494	TH 77	TH 100	5.1	MIS/FEIS complete 1/97	Add HOV, Stage Implementation	8.0	4.0	87.0	20.0	119.0
I-694	I-35W	W. Jct. I-35E	5.6	North Metro Subarea Study	HOV,Transitway,Mixed	17.0	3.0	28.0	5.0	53.0
TH 12	Wayzata Blvd.	CR 6	4.3	Corridor Proposal Study Underway		2.0	--	37.0	4.0	43.0
TH 36	I-35W	I-35E	5.3	North Metro Subarea Study	HOV,Transitway,Mixed	15.0	--	32.0	9.0	56.0
TH 41	TH 169	TH 217	3.0	Right-of-Way Preservation					5.0	5.0
TH 61	60th Street	I-494	1.0	MIS Underway		3.0	--	23.0	5.0	31.0
TH 212	CSAH 4	To old align.	10.0	Right-of-way Preservation		--	--	--	16.0	16.0
TH 252	73rd Av.	TH 610	2.9	Corridor needs unclear-transit enhancement required		3.0	--	9.0	1.0	13.0
TH 610	TH 169	I-94	5.0	Right-of-way Preservation					5.0	5.0
TH 610	TH 252	TH 10	2.4	EISs may need supplement. Future HOV important		--	1.0	13.0	1.0	15.0
Transit Expansion (2.5%)								85.0		85.0
TOTAL			78.8			$ 240.0	$ 34.0	$ 589.0	$ 132.0	$ 994.0

Fig. 4

Metropolitan Highway System Investment Priorities

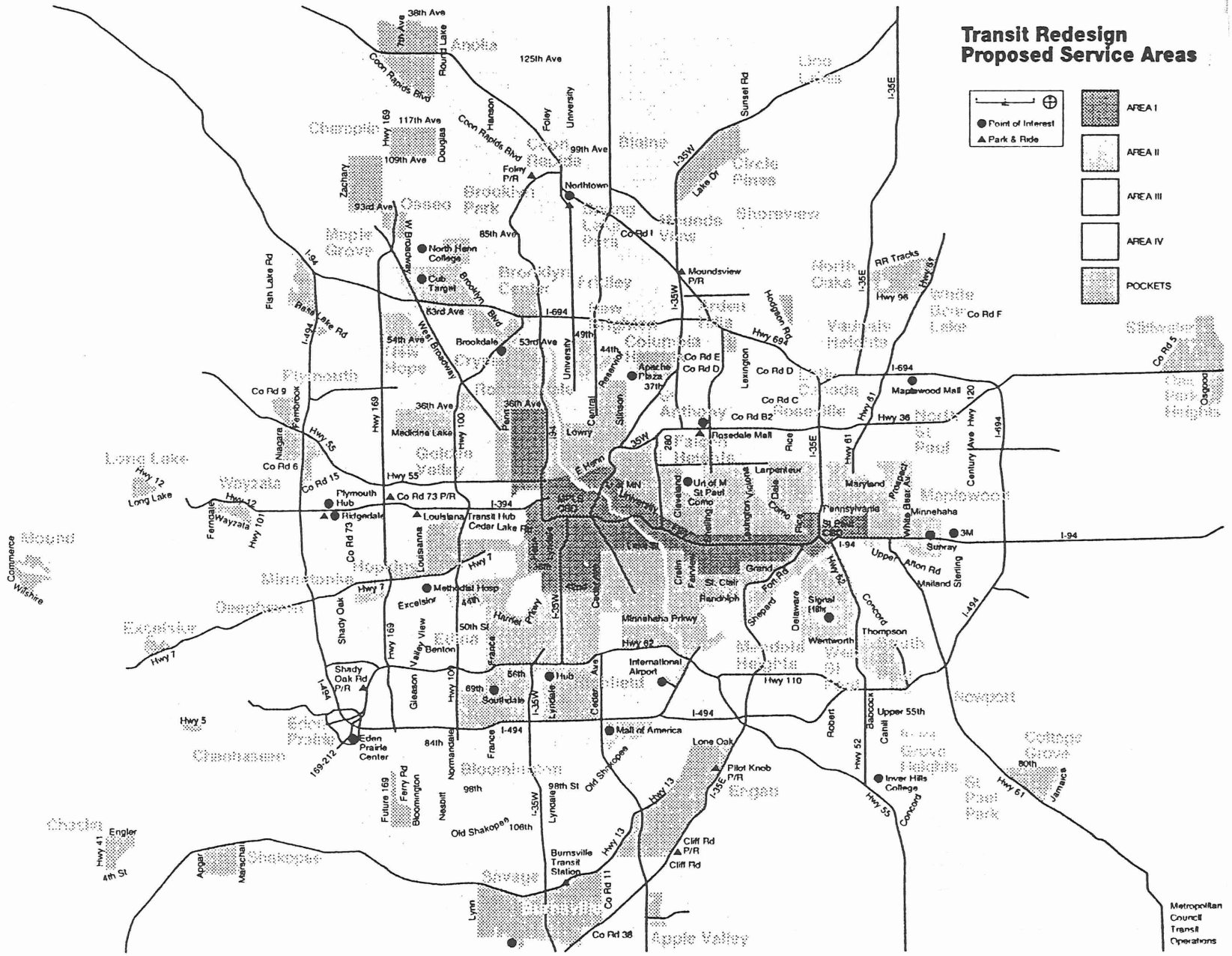


Metropolitan Council

Working for the Region, Planning for the Future

Transit Market Areas

Fig. 5

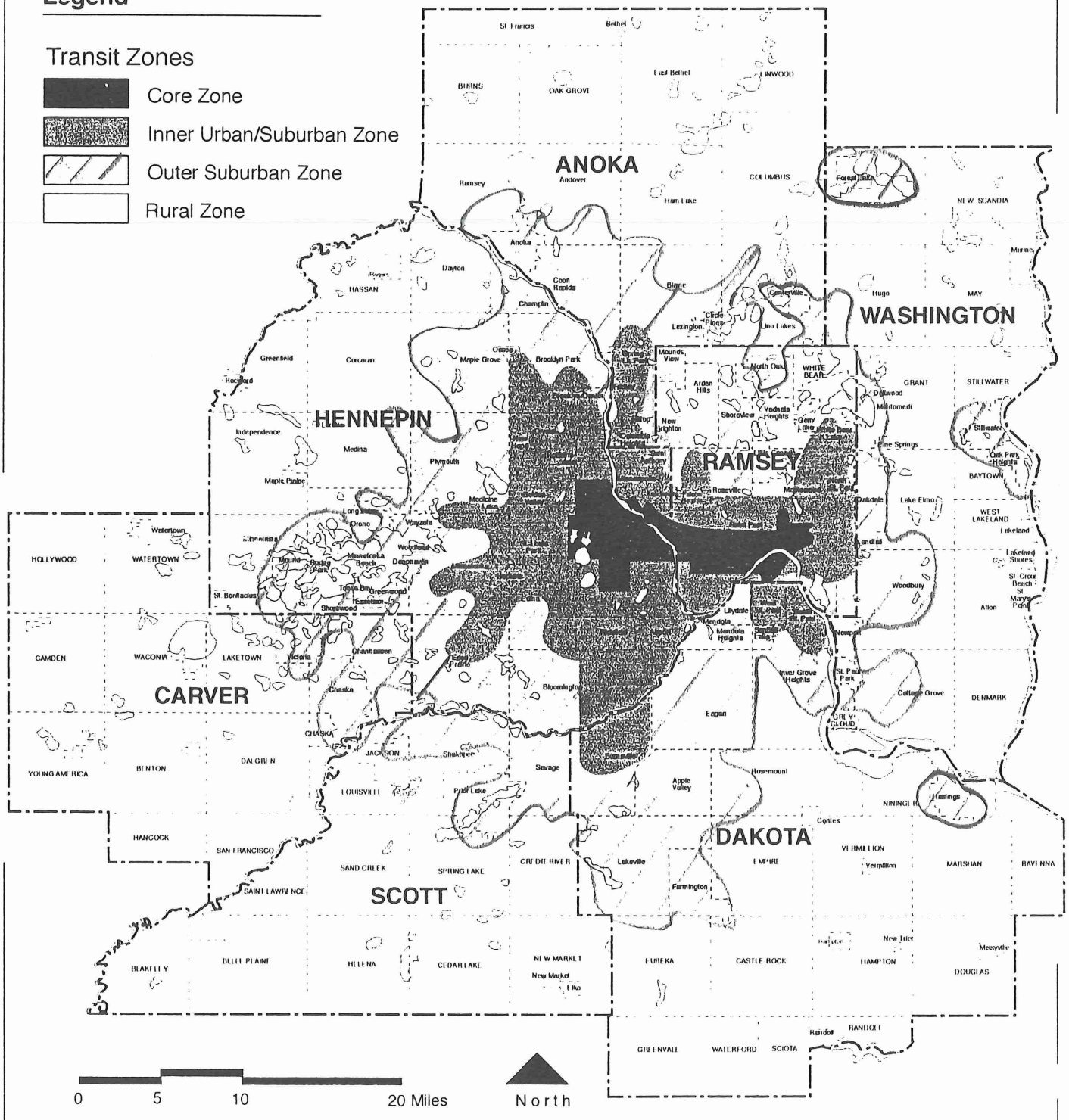


Metropolitan Council

Working for the Region, Planning for the Future

Transit System Concepts

Fig. 6



ENVIRONMENTAL JUSTICE

On April 15, 1997 U. S. DOT issued the Final Order On Environmental Justice.

This policy is intended to protect low income persons and minorities from experiencing disproportionately high and adverse impacts to human health and environmental effects of federal policies, programs and activities.

The key document and processes that will be involved in evaluation of the environmental justice provisions will be the Regional Transportation Plan and the individual project development reports. The TIP records decisions consistent with the directions given in the plan and the selection of projects that result from the project development process. Therefore, the TIP does not play a significant role in this issue.

The TPP was adopted in Dec. 1997, and did not address the environmental justice issue specifically. Nevertheless, in review of the analysis and evaluation of regional issues and solutions that were incorporated into the Blueprint, it is clear the intent of environmental justice was a key element of the Blueprint strategies and therefore the TPP.

The problems of the low income and minority communities in the region are the focus of many of the policies and action steps in the Blueprint. The location of low income persons in the region is shown on Figure 7. This same map appears in the Regional Blueprint and is provided here as an example of the region's policy direction concerning low income persons..

Action Step 2G of the Blueprint states the Council will support action to improve conditions in areas where poverty is concentrated, especially efforts to broaden economic and housing opportunities inside and outside those areas and to improve accessibility to jobs, housing and training opportunities.

The region has attempted to direct federal, state and regional resources, programs and activities to positively address the physical, social and environmental problems of the communities of low income and minorities. From a transportation perspective, this means the region will focus investments on the transit system to provide mobility for those seeking jobs that do not have automobiles available. The region has also directed resources and programs to improve street and highways to help retain and attract new businesses that provide jobs and tax base required to support social services and schools in the urban area.

Transitways, transit stations and hubs, and meter bypass ramps need to be built in the developed area to help improve transit services. Highway, interchanges or bridges may need to be reconstructed or expanded to provide the access necessary to support development and redevelopment. While these projects may result in some negative environmental impacts, especially during construction, the overall impact is generally positive. In addition, if these projects are of a significant size, the impacts to low income and minorities will be analyzed in detail in the project development process.

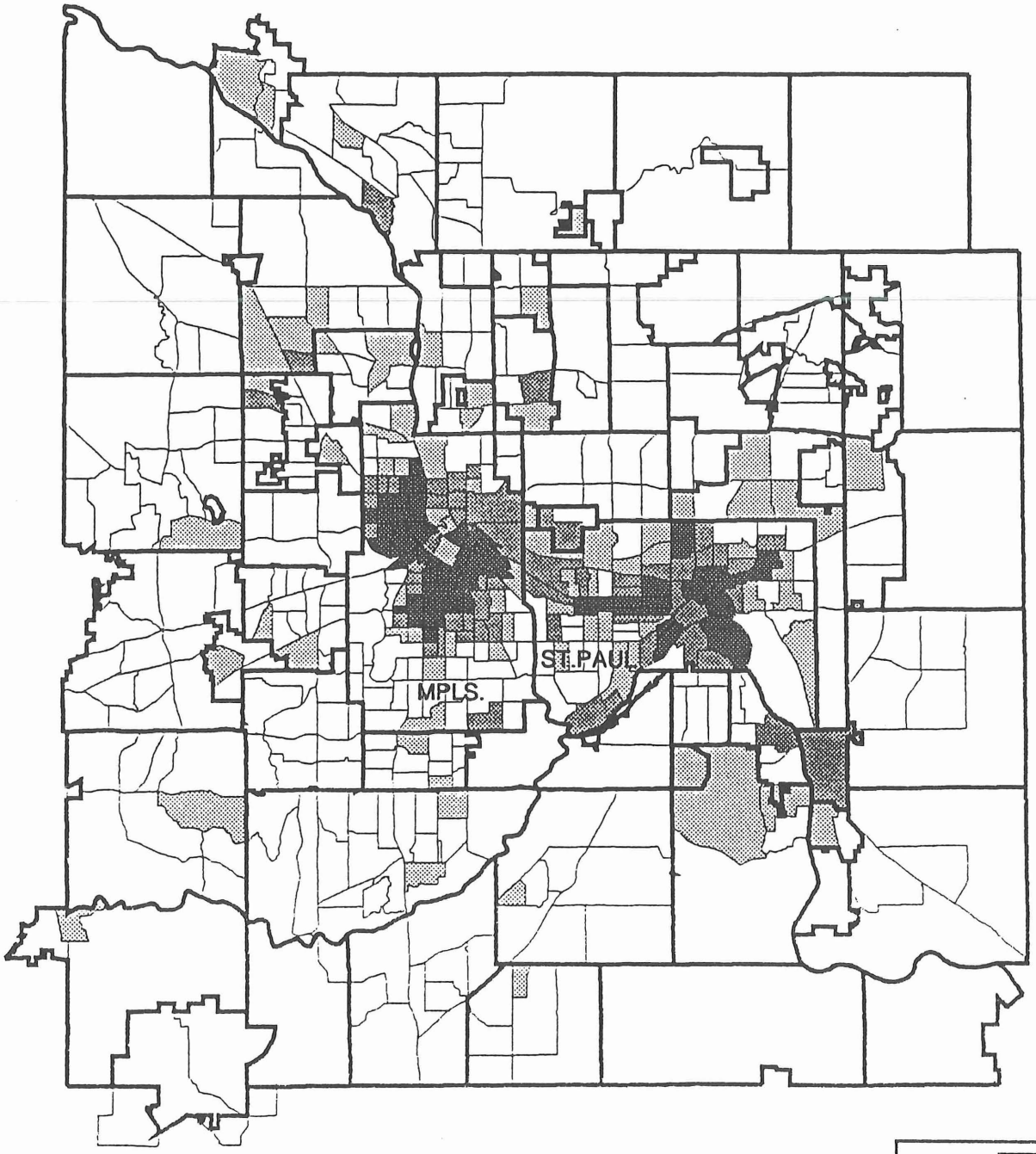
The region is also committed to involve the low income and minorities in the decision-making process. The Council continually reviews its public participation process to insure the involvement of these and other non-traditional partners. When the Council revises its Regional Transportation Plan, it will address the issue of Environmental Justice in accord with U.S. DOT's Final Order.

Twin Cities Metropolitan Area

Percent of Persons Below Poverty Level, 1989

(Census Tracts Above Metropolitan Average)

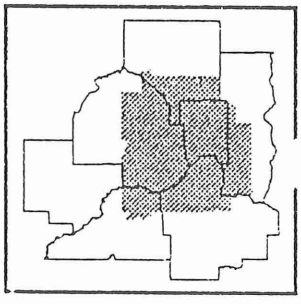
Fig. 7



27.7% - 76.6%
Highest decile

13.8% - 27.7%
Second highest decile

8.1% - 13.8%
Remaining tracts above regional average*



Metropolitan Council

Source: U.S. Bureau of the Census, 1990

*Tracts 701.01 and 612.00 not shown on map

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 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 but is still designated as a nonattainment area for CO. A redesignation request has been submitted by the Minnesota Pollution Control Agency (MPCA) to the EPA to redesignate the Twin Cities Metropolitan Area as a CO containment area. The EPA has approved the request contingent upon MPCA submittal of an acceptable revision to the vehicle inspection maintenance section of Minnesota State Implementation Plan (SIP). 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.

The 1977 Clean Air Act Amendments (CAAA) requires 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 by the its Commissioner as the Governor's representative. The SIP contains the programs and plans that will result in achievement of the NAAQS in areas currently not meeting standards ("nonattainment") for any pollutant covered by the NAAQS. The SIP serves as the state's legally binding commitment to actions that will reduce or eliminate air quality problems.

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. This program will terminate after the region is designated a CO conformity area. 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 August 1997 Final Rule

The U. S. Environmental Protection Agency (EPA), in accordance with requirements of the CAAA, issued in the transportation conformity rule in August 1997. The rule will be revised in response to recent federal court decisions. As described in the rule, the MPO must make a conformity determination on transportation plans and programs for nonattainment areas, including federally funded or approved projects, as well as non-federal projects which are regionally significant. The MPO prepared the 2000-2002 TIP following the requirements of the final conformity rule. A consultation process was followed, involving the MPCA, Mn/DOT, U.S.DOT and the Council, as described in the provision of the interagency consultation process and in Appendix B.

Projects Included in TIP Conformity Analysis

The TIP conformity analysis involves review of all federally funded or approved highway and transit projects, all state trunk highway projects, and all projects which meet the federal definition of regionally significant (see Appendix B) in the Twin Cities nonattainment area. Certain project types will not have regional or local emissions impact. The TIP project tables annotate the projects "exempt" from regional emission analysis with a code under the column "AQ," corresponding to the appropriate category listed in Exhibit 3. Certain types of exempt projects may require a hotspot analysis. Those projects which 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, those projects 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, shows that the TIP continues to remain below the 1996 motor vehicle emissions budget established for the region. The TIP is fiscally constrained, and comes from the conforming metropolitan long range transportation plan. Interagency consultation and public participation processes specified in the EPA rule and in the Transportation Policy Plan were followed in the development of the TIP and the conformity analysis. A detailed description of the conformity analysis is found in Appendix B.

Original and New SIP Measures

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

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

This chapter discusses the sources and level of federal, state and regional transportation funds available for regional projects and the process used to select projects for inclusion in the TIP. The balance between selected projects and the financial resources is the key element in this chapter.

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 Appendix A.

RESOURCES AVAILABLE 2000-2002

The Region receives federal Title I and III funds, state trunk highway funds and regional transit capital funds from bond sales. All federally funded projects require a local match provided by the sponsoring agency. These could be from state trunk highway funds, regional bond funds, and city or county funds or from other groups such as the DNR. These add to the value of projects in the TIP.

Transportation resources available to the region for highway, transit, and alternative mode projects are approximately $460 million/year. (See Figure 8.) These funds include capital investments for highway, transit and alternative modes and some operating funds for the metropolitan and small area transit systems. Annually, Federal Title I and State Trunk Highway funds represent over 63 percent of the funds available, while Federal Title III and other state and local taxes represent the remaining 37%. A major portion of these funds, approximately $80 million, comes from property taxes that help operate the regional transit system. Funding for the Hiawatha LRT ($324 million) is included in the detailed tables but not included in this summary figure since the source of funds have yet to be clearly defined. This is consistent with FTA procedures.

Recorded in Table 3 is the region's "target" for Federal Title I and state trunk highway funds. These targets set out the parameters that are used in the regional and MN/DOT process for project selection. The region can also request additional state allocations for unique priority projects. Depending on the requested needs from the other MN/DOT Districts, the region may or may not receive funds. In this year's TIP, the additional allocation includes some programmed overage not allocated to specific projects. The total funds available from these sources over three years are $860 million.

MN/DOT has included a commitment of advanced construction funding for some projects assuming federal interstate and/or bridge discretionary funds will be captured for approximately $70 million. Should these additional funds not be received, future construction will be delayed to cover the advance funding.

When these federal funds are allocated to projects through the various processes described below, they must be matched with non-federal funds. Many of the projects on the trunk highway system are matched by trunk highway funds included in the targets. In other cases, the federal funds are matched by city or county funds, regional transit capital or operating funds or funds from other agencies such as the Minnesota Department of Natural Resources. In most cases, these funds represent 20 percent of the project cost although this can be significantly higher. This represents $79 million over three years. The total funds allocated in response to the regional target is $947 million.

Figure 8
Twin Cities Transportation Program
Source of Funds
(Average Annual Dollars)
TOTAL = $460 M

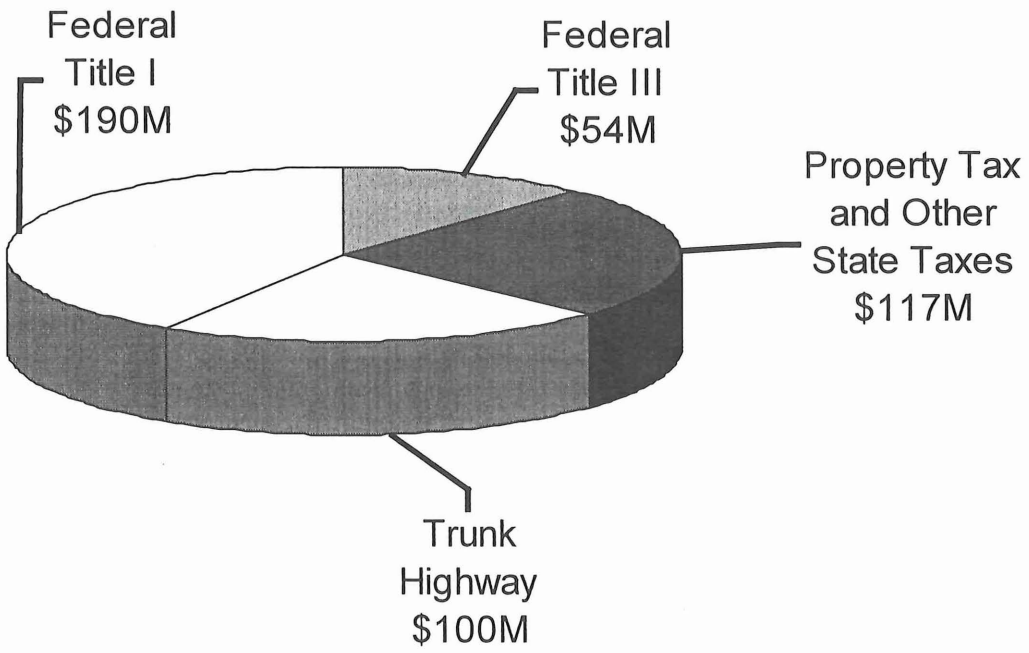


Table 3
FEDERAL TITLE 1 AND STATE HIGHWAY FUNDS AVAILABLE TO REGION - 2000-2002
(millions)

	2000	2001	2002	Total
Federal Title I Funds	$ 147	$ 147	$ 145	$ 439
State Funds	97	97	95	289
Target for Region	244	244	240	728
Additional MN/DOT Allocations	--	--	8	8
Advance Construction and Overprogramming	31	20	32	83
H.P.P. Projects	27	7	15	49
TOTAL TARGET FUNDS	$ 302	$ 271	$ 295	$ 868
Local Match				79
Total Target Related Funds				$ 947

Federal Title III transit funds available to the region in 2000-2002 are recorded in Table 4. The establishment of the level of 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 recorded in Table 4 that come to the region and are recorded in Table 4 and discussed in this document.

Table 4
FEDERAL TITLE III FUNDS AVAILABLE AND REQUESTED BY REGION 2000-2002

	2000	**2001**	**2002**	**Total**
Section 5307	28,000,000	31,300,000	35,100,000	94,400,000
Section 5309	34,200,000	16,000,000	16,000,000	66,000,000
Section 5309 – LRT	32,500,000	49,000,000	80,500,000	162,000,000
Section 5310	578,400	--	--	578,400
Section 5311	218,660	227,407	234,228	680,295
Total	**95,497,060**	**96,527,407**	**131,834,228**	**323,858,695**

Section 5307 is capital formula funds provided to Metro Transit as the region's major transit provider. Section 5309 is discretionary funds that are allocated to metropolitan transit projects on request or are allocated by Congress within the appropriation bills. 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 Section 5311 funds provide operating assistance for small city operators. The region has estimated these funds will total

approximately $96 million in 2000 and 2001. In 2002 the total will be $132 million. This includes LRT funds to be requested but not yet approved totaling $162 million.

The region generates transit capital and operator funds from four principal sources: fares, regional property 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 funds to subsidize operating cost or to match federal funds.

The TIP records the Federal Title III funds allocated to the region. Regional funds used to match these federal funds are also recorded. In 1999, the region will solicit Title I, and Regional Capital Bond funds in the same process for projects in 2000-2004. Some of the Metro Transit projects included in this document that will be submitted for funding approval in that process. A TIP amendment will be required if changes are needed to 2000 projects.

PROJECT SELECTION PROCESS AND CRITERIA

The processes followed for selection of projects vary depending on the type of funds. Summarized below are the various sources of transportation funds that come to the region and the processes followed for project selection.

Funding Category	Project Selection Process Followed
Title I Federal Funds	
• STP Urban Guarantees, Enhancement, Congestion Mitigation/Air Quality, Bridge Improvement/Replacement, Railroad Surface and Signals, and Hazard Elimination/Safety funds	Competitive Regional Solicitation Process conducted by the Transportation Advisory Board (TAB)
• National Highway System Interstate Maintenance, STP, Non-Urban Guarantee, Intelligent Transportation System	MN/DOT/Metro Division with CIC Assistance
Federal Title III Funds	
• Sections 5307 and 5309	Metropolitan Transit Selected
• Section 5310	MN/DOT Office of Transit/Statewide Competition
• Section 5311	MN/DOT Office of Transit/Categorical Allocation
State Trunk Highway Funds	MN/DOT Metro Division with CIC Assistance
Regional Capital Transit Funds	Metropolitan Council with Advisory Committee Assistance

COMPETITIVE REGIONAL SELECTION PROCESS

A competitive process was developed by the TAB to select projects for use of Title I federal funds. STP Urban Guarantee, CMAQ, TEP, Bridge Improvement/Replacement, Hazard Elimination and Rail Safety projects are selected through this process. This process prioritizes approximately 25 percent of the funds that are available to the region. (See Figure 8.)

The regional partners designed the process to insure federal Title I funds would help the region implement its plan and high priority projects and programs. The priorities are based on the goals and policies in the Regional Blueprint 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
- Transit
- Bikeway
- Walkway
- CMAQ
- Enhancements
- Bridge Improvement/Replacement
- Hazard Elimination/Safety
- Railroad Surface and Signals

Subcommittees of the TAC's Funding and Programming Committee did the ranking of all categories of projects. Using these rankings, the Funding and Programming Committee recommended the projects to be funded to the TAC. Subsequently, review and approval is given by the TAB and the Metropolitan Council. There was no predetermined distribution of funds by category or geographic subarea other than the level of funding suggested for enhancements and CMAQ.

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

Examples of Qualifying Criteria

- The project must be consistent with the policies of the Metropolitan Council's officially adopted Regional Blueprint that includes the TPP.

- The project must implement a solution to a transportation problem discussed within a local or county comprehensive plan and/or in a locally approved Capital Improvement Program (CIP).
- The proposer must include with the submittal a letter from the agency with jurisdiction over the road 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

- Demonstrated need for facility - present and future.
- Service provided.
- Characteristics of area or population served.
- Access to regional activity centers
- Reduction of congestion on principal or minor arterials
- Increase in hourly person through put
- Accident prevention and control.
- Personal safety
- Cost effectiveness
- Air quality
- Integration of modes
- Integration of land use and transportation

Recorded in Table 5 is a summary of the project types selected through the regional competitive process in 1997. The selection process covered the letting years 2001 and 2002.

Mn/DOT solicited projects for Hazard Elimination/Safety, Railroad Surface and Signals and Bridge Improvement and Replacement. The criteria for project evaluation were reviewed and approved by the Funding and Programming Committee of the TAC. Once the projects were evaluated by MN/DOT staff, the Funding and Programming Committee selected the projects to be funded.

PROJECT SELECTION FOR ADDITIONAL TITLE I FUNDS BY MN/DOT METRO DIVISION WITH ASSISTANCE 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. (See Figure 2.) Metro Division selects projects on the state trunk highway system that use National Highway System, Interstate Maintenance, any area STP, and Intelligent Transportation System funds. The Capital Improvement Committee 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, the Metropolitan Council and four members of the Technical Advisory Committee.

The Council and MN/DOT have cooperatively identified priorities to be used to direct the inclusion of major projects into the TIP. In large part, 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 funds. With the remaining funds, improvement and than expansion projects were selected.

METROPOLITAN TRANSIT SELECTION OF SECTIONS 5307 AND 5309 PROJECTS

The federal funds come to Metropolitan Transit as the principal transit provider in the region. The agency uses the federal funds for bus purchase, bus rebuilding, shelters, guideway improvements such as, shoulder/bus lanes, maintenance and operations. These projects are identified in the Metropolitan Transit 5-year Capital Improvement Program. This is developed as a tool to implement the regional transportation plan

SELECTION PROCESS FOR REGIONAL CAPITAL TRANSIT PROJECTS FROM BONDS

The selection process for projects to be funded with regional capital bond funds is in a transition at this time. The region is moving from a process where Metropolitan Council with the assistance of an advisory committee selected all projects for regional bond funds to a process that will allow use of the region's competitive process for selecting projects. In the 1999 solicitation of projects, the region will merge the two processes. The TAC's Funding and Programming Committee appointed a subcommittee that developed the common process. This process has been reviewed and approved by the TAC, TAB and Metropolitan Council. The projects selected through this process will be implemented in 2000-2004. Most of these projects will be incorporated into the 2001-2004 TIP. Projects to be implemented in 2000 will have to be amended into this TIP later in the year.

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.

BALANCE OF SELECTED PROJECTS WITH AVAILABLE FINANCIAL RESOURCES

ISTEA 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 exceed the forecasted revenues. The project costs identified for 2000 to 2002 closely match the funds available for all three years of the TIP. The TIP is in balance with resources available to the region.

Table 5
SUMMARY OF PROJECTS SELECTED
COMPETITIVELY IN 1997 (Total Funds)

PROGRAM CATEGORY	PROGRAM YEAR FISCAL 2001	PROGRAM YEAR FISCAL 2002
Hazard Elimination/Safety (HES)	$ 3,650,000	$ 1,668,000
Railroad Surface & Signals (RRSS)	2,525,000	2,435,000
Bridge Improvement/Replacement (BIR)	5,834,000	6,661,000
Enhancements (EN)	5,646,000	5,857,000
Congestion Mitigation Air Quality (CMAQ)	4,430,000	6,731,000
Surface Transportation Program (STP)	29,895,000	29,172,000
TOTALS	$51,980,000	$52,524,000

MN/DOT has developed and follows a process of fund allocation to the Area Transportation Partnership regions in the state that insures 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 TIPs. 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.

In addition to the expected state trunk highway funds, federal formula funds and high priority project funds, MN/DOT also anticipates approval of additional funds through Interstate Discretionary and/or Bridge Discretionary funding programs. These discretionary funding sources in TEA 21 come to the state through a competitive process, as an addition to other TEA 21 funds. MN/DOT has been quite successful in receiving discretionary funds in the past, and MN/DOT Metro Division expects to receive approximately $70 million in discretionary funds in future years. MN/DOT intends to use advance construction procedures to fund additional projects in 2000-2002, and to pay back the funds once the discretionary funds are authorized. This funding strategy is necessary in order to make best use of available funds and to have major projects ready for implementation when discretionary funds are available, since discretionary funds must be used in the year in which they are approved. Should discretionary funds not be available or less than $70 million received, the advance construction procedures will require a reduced level of expenditures in future TIPs. This level of funding is consistent with federal guidance.

The Federal Title I and state highway fund target for the region are recorded in Table 3. The regional target provided by MN/DOT for Title I funds for 2000-2002 are $147 million in 2000 and 2001 and $145 million in 2002. State funds targeted for the region for the three years are $91 million, $97 million and $95 million. Comparing the sources available to the region from Table 3 and the allocation of resources from Table 6 it can be seen a balance exists. The Title I allocated resources of $868 does not include the local match for federal projects and contributions to some state and local projects. In total, the projects to be funded with Title I, State Trunk Highway Funds and the local match total to $945 million.

Federal funds allocated to transit and TDM investments are recorded in Table 7. In accordance with federal guidance, no overage of Title III federal funds are assumed for 2000. The region has identified

$95.5 million for 2000 projects from Title III Section 5307 and 5309. The requests for additional funding for Hiawatha LRT is included in this figure with the understanding that further review and approvals are needed from FTA.

Over the three year TIP, approximately $40,000,000 of federal funds will be made available to transit or transit related projects from STP Urban Guarantee and CMAQ. In total, approximately $774 million of funds are shown to be allocated to transit purposes in the next 3 years. These include approximately $240 million of local operational funds and $324 million for LRT. Given FTA procedures, the funds reasonably expected to be available are consistent with planned expenditures.

Table 6
DISTRIBUTION OF TITLE 1, STATE TRUNK HIGHWAY*
AND MATCHING FUNDS (000S)
2000 - 2002

	TOTAL	FEDERAL	STATE	OTHER
CMAQ	$ 69,192	$ 55,145	$ 191	$ 13,856
Enhancements	22,283	16,627	0	5,656
STP Urban Guarantee	114,730	84,964	570	29,196
STP Non-Urban	32,030	25,212	4,565	2,253
Mn/DOT & State Aid Bridge	54,466	34,251	3,355	16,860
Demo	72,862	55,434	8,512	8,916
MN Interstate Maintenance	203,346	181,361	21,985	--
ITS	3,750	0	3,750	0
NHS	131,700	105,360	24,540	1,800
100% State Funded	240,599	0	240,599	0
TOTAL	**$944,958**	**$558,354**	**$308,067**	**$78,537**

*The detailed project costs by category are found in Appendix A.
**Includes $785 million from Regional Target, $79 million in local match and $81 million advanced construction and overprogramming.

Table 7
SUMMARY OF TOTAL TRANSIT AND TDM INVESTMENTS
BY YEAR AND FEDERAL ASSISTANCE PROGRAM

Year	CMAQ	STP Urban Guarantee	Section 5307	Section 5309	Section 5310	Section 5311	**TOTAL**
2000	5,376,000	6,875,000	115,475,000	99,200,000	723,000	1,166,112	**228,815,000**
2001	2,430,000	8,665,000	106,875,000	118,000,000	--	1,214,630	**237,185,000**
2002	6,754,764	11,000,000	108,125,000	181,000,000	--	1,250,898	**308,131,000**
TOTAL	**14,560,000**	**26,540,000**	**330,475,000**	**398,200,000**	**723,000**	**3,631,640**	**774,131,000**

* Does not include set asides.
** Includes $240 million for transit operating from local funds.
*** Includes $324 million for LRT. One-half from Section 5309 and one-half from other sources yet to be identified.

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 1, Summary of the TPP. 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, to reconstruct, and to expand as funds are available. Significant investments to be made in the later three categories are recorded in the TPP. The region also identifies transit priorities as recorded in the plan summary in Chapter 1. The priorities for transit are to serve four primary markets: alleviate congestion, provide better accessibility to jobs, promote higher density development and revitalize the core area of the region.

There is no need to attempt to point out the projects that are consistent with the priority to maintain the trunk highways. The majority of projects focus either wholly or in part on the rehabilitation and preservation of trunk highways. (See Table 8.) Approximately $290 million of the funds are assigned to preservation projects. Preservation distinguishes the more routine activities such as road resurfacing and bridge improvement from the periodic major investment needed such as reconstruction. This represents 33 percent of total federal and state funds available to the region.

The region's second highest priority for the highway system is to manage the transportation system. Management projects are advanced by Mn/DOT and other agencies. Approximately $127 million or 15% 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 fourth priority for funding is the expansion category. All of the major projects identified in Table 10 are consistent with and in many cases, specifically identified in the TPP. The combined federal and state funds allocated to expansion projects represent approximately 27% or $239 million of the three year target. A significant part of these funds are used to reconstruct existing highways as the expansion projects are carried out but it is difficult to separate one part of the work from another. The new HOV lanes on I-35W are included in the expansion project category.

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

The TIP contains a number of "set-asides" that reserve funds for certain activities that are difficult to identify in advance. These include right-of-way needed for projects which varies significantly by locale or based on court decisions. Also included in the $145 million are supplemental agreements. These funds are set aside to cover contract changes due to unforeseen costs, such as poor or polluted soils or for cost overruns.

The "other" category in Table 8 includes agreements with local governments, enhancements and transit projects. These projects represent 8 percent or $67 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 project are included. Many projects selected for funding can be found in the TPP transit plan or are consistent with adopted policies. This has come about in part due to the criteria used to select the projects.

In Table 7 all the funds for transit and TDM projects are recorded. The region is committed to providing regional transit service consistent with the regional Blueprint and TPP. All Title I and Title III transit projects sponsored by Metro Transit have been developed with this end in mind.

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

Table 8
2000-2002 ALLOCATION OF FEDERAL TITLE I AND
STATE TRUNK HIGHWAY FUNDS BY WORK TYPE
(in millions)

	2000	2001	2002	TOTAL	
Preservation	$ 120	$ 83	$ 87	$290	33%
Manage	36	42	49	127	15%
Expansion	75	78	86	239	27%
Set Asides for R/W, Cost Overruns, Supplement Agreements	50	47	48	145	17%
Other (agreements, enhancements, transit)	21	21	25	67	8%
TARGET TOTALS	$302	$271	$295	$868	100%
Local Match				$79	
Total Target and Match Funds				$ 947	

PLAN IMPLEMENTATION PROGRESS

STATUS OF MAJOR PROJECTS

Federal TIP guidance requires the progress made on implementing the region's transportation plan to be reported annually. Discussed below is the progress made on major projects and project's obligation in previous fiscal year (table 20). Over the past eight 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 9. For each project a summary has been provided. The current letting year, cost and comments on the status of the project are included. Table 10 records the major transit projects.

All of the major projects are included in the TPP and recorded in this document in Tables 1 and 2 and on Figure 4. These tables and maps also show major projects not yet programmed. In the coming years, these projects can be expected to move into the TIP as the projects now under construction are completed.

No major highway projects were completed in 1998/99. Work continues on the projects as described in Table 9. Three new projects have now been brought into the TIP. The second TH 610 bridge has been advanced to coincide with the opening of TH 610 to TH 169. The I-35E/I-694 common area Stage 1 project will reconstruct three bridges. I-94 from Weaver Lake to Humbolt reconstruction and the addition of a third general use lane has also been added.

The only project which faces extended delay is the TH 36 bridge crossing the St. Croix River. This project has been delayed due to National Park Service order to withhold the necessary federal permits. The lawsuit brought by Mn/DOT and Wisconsin to reverse this decision was found in favor of the National Park Service. After this judgement, the key participants in the dispute participated in a

negotiation process that has reached a consensus on the design and location of the bridge. The program years for the Bridge have been delayed to 2002.

The status of major transit projects appears in Table 10. This table records Federal Title I and Title III funded projects which exceed $1,000,000. Replacement bus contracts have been regularly let. Other major projects include the replacement of the Snelling Garage, various bus facilities and park and ride locations. The central corridor bus and bus facilities project was funded from preliminary engineering funds set aside for LRT in the central corridor.

PROJECTS OBLIGATED IN PREVIOUS FISCAL YEAR

Recorded in Table A-11 of Appendix A are those projects that had funds obligated in federal fiscal 1999. These projects were in the 1999-2002 TIP. They have now been removed since they have advanced to a point of obligating funds. These projects, in addition to the status of major projects (tables 9 and 10), illustrate the progress made toward implementing the region's 2020 Transportation Plan.

The total value of these projects is approximately $254 million, with $96 million of federal funds, $31 million federal demonstration funds, $114 million state funds and $13 million other sources. Approximately $45 million of funds are contained in various set-asides for such items as right-of-way, access control and supplemental agreements. The specific expenditures may not be know for some time but the general use has been agreed upon by the regional partners.

Table 9
STATUS OF MAJOR HIGHWAY PROJECTS

Project Highway and Bridge	Cost Estimates (000s)	Current program years	Program Year-Last TIP	Assumed year open to traffic	Project status/comments
1. TH 10, Anoka County, I-35 to Egret Blvd.	$80,000	1998	No change	1999	New 4/6 lane freeway from I-35W to Egret Blvd. Landscape contracts to be let 5/2000.
2. TH 12	$73,500	2002	2002	2006	Construct new limited access 2-lane highway between Wayzata Blvd. to CR 6 in Orono. Parallel to existing TH 12.
3. I-35E, TH 13 to Shepard Rd.	$28,000	11/2000	2001	2003	Replace and Expand Miss. River Bridge
4. I-35W, HOV lane from I-494 to Minneapolis	$84,500	2000-2002	No change	2003	Project will reconstruct TH 62 and I-35W and add the HOV lane. HOV north of I-494, $9m in 1999, $61.6m in 2001, $8.3m in 2002. HOV south of I-494 complete. Stage 1 contracts let 4/99
5. TH 36, St. Croix Bridge	$112,000	2002	2000, 01		New 4-lane bridge and approaches. Negotiation process underway. $43.5M will be paid by Wis..
6. TH 55, Hiawatha Av.	$84,500	1998, 1999	No change	2000	Reconstruct the 4-lane arterial from Crosstown to I-94. Extended to 1999. First stage of Hiawatha Transitway will be included in 1999 contract letting.
7. TH 100, Glenwood Av. to CSAH 152	$107,500	2000	1999	2003	First project phase to be let in 2000. Construct 6 lane freeway.
8. TH 212, Eden Prairie to CSAH 4	$57,200	1999	1999	2000	Construct 4/6 lane freeway from TH 5 to Mitchell Rd., contracts let by 1998. Construction to CSAH 4. Stage 3 advanced to 1999.
9. I-494/TH 61 interchange, TH 61/local access	$118,000	2002	2002	2009	Replace and widen I-494 bridge, reconstruct interchange, reconstruct TH 61. Provide local access.
10. I-494, TH 212 to TH 100	$30,000	2002	2002	2003	Reconstruct and add 3rd lane from TH 212 to TH 100. This would be a managed corridor demo. to illustrate how this would promote added HOV and transit use.

Project Highway and Bridge	Cost Estimates (000s)	Current program years	Program Year-Last TIP	Assumed year open to traffic	Project status/comments
11. TH 610, TH 10 to TH 169	$56,000	1998, 1999	No change	2001	All contracts are to be let by 1999.
12. TH 610 2nd River Bridge and Approaches	$17,000	1999	New	2002	This project has been advanced
13. I-35E/694 Commons area, unweave the weave	$12,000	2000	New	2002	Stage 1 will reconstruct 3 bridges. Stage 2 to complete the project is scheduled for 2003 at $30 million.
14. I-94 Weaver Lake Rd. to Humbolt Av.	$70,000	2002	New	2005	Reconstruct, add general use 3rd lane from Hemlock to Brooklyn Blvd.

Table 10
STATUS OF MAJOR TRANSIT CAPITAL PROJECTS

Project	Project Title	Total Project Cost	Federal Participation	Grant Application	Type	Project Status
3530	East Metro Garage – Snelling Replacement	$34,500,000	$ 3,120,000	1996	1996-5307	Planning and design, site selection in progress
3652	Uptown Transit Hub	4,375,000	3,200,000	1996	STP	Site to be acquired by 6/99.
3653	Foley Park & Ride Lot Expansion	5,990,000	4,000,000	1999	STP	Design in spring/summer 1998, construction beginning fall 1998
3714	Gillig Engine Purchase/Rebuild	2,449,000	1,845,000	1996	1996,1997-5307	Continuing through 1998
3772	Bus Stop Shelters	1,570,000	1,256,000	1994	STP	Site selection underway, construction will go into 1999
Not assigned	800 Mhz Communication System	16,000,000	12,800,000	*To be applied*	5307/5309	Ongoing in 1999
Not assigned	I-35W North Corridor Operating Assistance	4,216,014	3,372,811	*to be applied*	CMAQ	Program Year 2002
Not assigned	I-35W North Corridor Facility Improvements	8,000,000	6,000,000	*To be applied*	5307/5309	Planned for 2000
Not assigned	I-35W South Corridor (include. 42nd or 46th St. Stations)	18,750,000	15,000,000	*To be applied*	5307/5309	Planned for 2000
Not assigned	Co. Rd. 73/I-394 Joint use Park/Ride Expansion	6,875,000	5,500,000	*To be applied*	5307/5309	Planned for 2000
Not assigned	New Bus Purchases	25,000,000	20,000,000	*To be applied*	5307/5309	Annual Expense
Not assigned	Engines, Transmissions, Lifts, Tire Leases	4,000,000	3,000,000	*To be applied*	5307/5309	Annual Expense
to be assigned	Central Corridor - Bus and Bus Facility Projects	5,487,500	4,390,000	*To be applied*	5309	Start Implementation 1998
to be assigned	SMTC Reverse Commute Management Team Implementation	1,353,766	1,083,000	*To be applied*	CMAQ	Program Year 2000

Project	Project Title	Total Project Cost	Federal Participation	Grant Application	Type	Project Status
to be assigned	Purchase 26, 40-Foot Buses	6,875,000	5,500,000	*To be applied*	STP	Program Year 2001
to be assigned	St. Paul, West End Area Downtown Multi-Modal Hub	11,000,000	5,500,000	*To be applied*	STP	Program Year 2002
	Hiawatha LRT from Downtown Mpls. To Mall of America	440,000,000	223,000,000	*To be applied*	5309	Program Year 2001

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.

APPENDIX A
DETAILED PROJECT DESCRIPTION

Title I, Title III and
State Funded Projects

Title I Funded Projects

Title III Funded Projects

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

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

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

MN/DOT Metro Division Construction Projects
PARENT Projects

Parent Number	Highway	Location	Description	Expansion	Lanes Before	Lanes After
1	TH 10	New TH 10 in Anoka County	Construct Freeway	Yes	NA	4
2	I-35W	Junction I-35E to Minneapolis	Preservation + Temporary HOV Lanes	Yes	Varies	Varies
3	TH 36/TH 5	St. Croix River Crossing	Construct New River Crossing	Yes	NA	4
4	TH 55	Hiawatha Avenue	Reconstruct Road	Yes	4	4
5	TH 100	I-394 to Indiana Avenue	Upgrade Per EIS Recommendation	To Be Determined		
6	TH 212	I-494 to Cologne	Construct Freeway	Yes	NA	4
7	TH 610	TH 10 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.

Twin Cities Metropolitan Area
1999-2002 Transportation Improvement Program

TABLE A-1
Congestion Mitigation Air Quality Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
2000		CMAQ	90-070-10	TM	109,625	87,700	0	21,925	I-494 TRAVEL DEMAND MANAGEMENT PROGRAM	I-494 CORR COMM	Manage	AQ1
2000		CMAQ	90-070-11	TM	1,875,000	1,500,000	0	375,000	REGIONAL TRANSPORTATION DEMAND MANAGEMENT PROGRAM	MET COUNCIL	Manage	AQ1
2000		TH 999	880M-CM-00	TM	18,125,000	14,500,000	0	3,625,000	METRO SET ASIDE FOR ADDITIONAL CMAQ PROJECTS FOR FY 2000	METRO REGION	Manage	NC
2000		CMAQ	141-070-10	TM	1,072,000	680,600	0	391,400	PRIORITY VEHICLE CONTROL SYSTEM ON CHICAGO AVE & CENTRAL AVE	MINNEAPOLIS	Manage	S7
2000		CMAQ	141-070-14	TM	266,000	212,750	0	53,250	DOWNTOWN MINNEAPOLIS TMO	MINNEAPOLIS	Manage	AQ1
2000		CMAQ	90-070-12	TM	1,353,766	1,083,013	0	270,753	SMTC REVERSE-COMMUTE MANAGEMENT TEAM IMPLEMENTATION	SMTC	Manage	T1
2000		CMAQ	8809-181	TM	256,250	205,000	51,250	0	CONSTRUCTION/MAINTENANCE/SPECIAL EVENT ACTIVITY INFO SYSTEM	MNDOT	Manage	O1
2000		I-35E	1982-130	TM	450,000	360,000	90,000	0	AT PILOT KNOB RD TO NB I-35E-HOV RAMP METER BYPASS	MNDOT	Manage	S7
2000		I-94	2786-106	TM	250,000	200,000	50,000	0	CO RD 81 TO EB I-94-HOV RAMP METER BYPASS	MNDOT	Manage	S7
2001		CMAQ	CM-12-97	TM	120,000	96,000	0	24,000	I-494 TRAVEL DEMAND MANAGEMENT PROGRAM	I-494 CORRIDOR COMM	Manage	AQ1
2001		CMAQ	90-070-15	TM	2,000,000	1,600,000	0	400,000	TRANSPORTATION DEMAND MANAGEMENT AND COMMUTER ALTERNATIVES PROGRAM	MET COUNCIL	Manage	AQ1
2001		TH 999	880M-CM-01	TM	18,125,000	14,500,000	0	3,625,000	METRO SET ASIDE FOR ADDITIONAL CMAQ PROJECTS FOR FY 2001	METRO REGION	Manage	NC
2001		CMAQ	141-070-14A	TM	310,000	232,000	0	78,000	DOWNTOWN MINNEAPOLIS TMO	MINNEAPOLIS	Manage	AQ1
2002		CMAQ	CM-12-97A	TM	120,000	96,000	0	24,000	I-494 TRAVEL DEMAND MANAGEMENT PROGRAM	I-494 CORRIDOR COMM	Manage	AQ1
2002		CMAQ	90-070-15A	TM	2,093,750	1,675,000	0	418,750	TRANSPORTATION DEMAND MANAGEMENT AND COMMUTER ALTERNATIVES PROGRAM	MET COUNCIL	Manage	AQ1
2002		TH 999	880M-CM-02	TM	18,125,000	14,500,000	0	3,625,000	METRO SET ASIDE FOR ADDITIONAL CMAQ PROJECTS FOR FY 2002	METRO REGION	Manage	NC
2002		CMAQ	90-070-13	TM	4,216,014	3,372,811	0	843,203	I-35W NORTH CORRIDOR-TRANSIT SERVICE EXPANSION PLAN	METRO TRANSIT	Manage	T1
2002		CMAQ	141-070-14B	TM	325,000	244,000	0	81,000	DOWNTOWN MINNEAPOLIS TMO	MINNEAPOLIS	Manage	AQ1
					69,192,405	55,144,874	191,250	13,856,281				

Twin Cities Metropolitan Area
1999-2002 Transportation Improvement Program

TABLE A-2
Enhancement Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
2000		EN	109-020-08	EN	625,000	500,000	0	125,000	BROOKLYN BLVD STREETSCAPE AMENITIES PROJECT	BROOKLYN CENTER	Other	O9
2000		EN	130-080-02	EN	600,000	480,000	0	120,000	HASTINGS MULTI-MODAL TRANSPORTATION CENTER	HASTINGS	Other	O9
2000		EN	27-612-08	EN	400,000	320,000	0	80,000	CLOQUET ISLAND SCENIC OVERLOOK	HENNEPIN CO	Other	O9
2000		EN	141-080-22	EN	725,000	580,000	0	145,000	MAIN ST & 6TH AVE SURFACE TREATMENT	MINNEAPOLIS	Other	O9
2000		EN	91-090-01	EN	250,000	200,000	0	50,000	STONE ARCH BRIDGE TO BRIDGE 9-WEST RIVER PARKWAY TRAIL	MINNEAPOLIS	Other	O9
2000		EN	91-090-03	EN	875,000	700,000	0	175,000	MINNEHAHA PKWY TRAIL FROM LAKE HARRIET TO MINNEHAHA PARK	MINNEAPOLIS PARKS	Other	O9
2000		EN	94-080-01	EN	102,000	81,600	0	20,400	MARINE MILL TRAILS & RUIN STABALIZATION	MN HISTORIC SOCIETY	Other	O9
2000		EN	94-080-02	EN	250,000	200,000	0	50,000	SIBLEY HISTORIC SITE-BLDG REHAB & ARCHAEOLOGICAL WORK	MN HISTORIC SOCIETY	Other	O9
2000		EN	90-080-07	EN	240,000	192,000	0	48,000	RAIL PASSENGER CAR RESTORATION	MN TRANS MUSEUM	Other	O9
2000		EN	91-080-03	EN	300,000	240,000	0	60,000	JACKSON ST ROUNDHOUSE RESTORATION	MN TRANS MUSEUM	Other	NC
2000		EN	145-090-01	EN	638,000	497,640	0	140,360	LOST LAKE MULTI-MODAL TRANSIT FACILITY	MOUND	Other	O9
2000		CSAH 96	91-090-10	EN	200,000	160,000	0	40,000	TH 10 TO LEXINGTON AVE-BIKE/PED TRAIL	RAMSEY COUNTY	Other	O9
2000		EN	91-090-02	EN	575,000	460,000	0	115,000	TH 7 OVERPASS ON THE SOUTHWEST LRT REGIONAL TRAIL	SUB HENN REG PARK DIST	Other	O9
2001		EN	92-090-14	EN	800,975	640,780	0	160,195	BLOOMINGTON FERRY BRIDGE TO SHAKOPEE-MINNESOTA VALLEY TRAIL	DNR	Other	O9
2001		EN	216-080-01	EN	960,928	688,742	0	272,186	COMPLETION OF EXCELSIOR STREETCAR LINE	EXCELSIOR	Other	NC
2001		EN	91-090-13	EN	325,000	260,000	0	65,000	FRANKLIN AVE TO EMERALD ST-EAST RIVER PARKWAY BIKE TRAIL	MINNEAPOLIS	Other	O9
2001		EN	160-020-13	EN	1,360,000	700,000	0	660,000	LARPENTEUR AVENUE STREETSCAPE	ROSEVILLE	Other	O9
2001		EN	164-090-07	EN	800,000	640,000	0	160,000	WARNER RD TO 5TH ST-SIBLEY STREET PEDESTRIAN WAY	ST PAUL	Other	O9
2001		EN	164-158-19	EN	1,400,000	700,000	0	700,000	DOWNTOWN ST PAUL STREET RECONSTRUCTION-PHASE 4	ST PAUL	Other	O9
2002		EN	19-090-01	EN	750,000	600,000	0	150,000	NORTH URBAN REGIONAL TRAIL-THOMPSON KOPOSIA SEGMENT	DAKOTA COUNTY	Other	O9
2002		EN	19-090-02	EN	916,924	700,000	0	216,924	BIG RIVERS REGIONAL TRAIL EXTENSION	DAKOTA COUNTY	Other	O9
2002		TH 999	880M-EN-02	EN	5,000,000	4,000,000	0	1,000,000	METRO SET ASIDE FOR ADDITIONAL ENHANCEMENT PROJECTS FOR FY 2002	METRO REGION	Other	O9
2002		EN	91-090-14	EN	450,000	360,000	0	90,000	WEST RIVER PARKWAY NEAR THE WASHINGTON AVE BRIDGE- RIVERWALL CONSTRUCTION	MINNEAPOLIS	Other	NC
2002		EN	91-090-15	EN	615,000	492,000	0	123,000	THEODORE WIRTH PARK BIKE TRAIL-REPAVING	MINNEAPOLIS	Other	O9
2002		TH 36	151-090-01	EN	875,000	700,000	0	175,000	OVER TH 36 BETWEEN 3RD ST AND MARGARET-PEDESTRIAN BRIDGE	NO ST PAUL	Other	O9
2002		TH 49	167-090-06	EN	168,000	134,400	0	33,600	CO RD J TO CO RD I IN SHOREVIEW-CONSTRUCT TRAIL	SHOREVIEW	Other	O9

TABLE A-2
Enhancement Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
2002		EN	168-090-03	EN	881,660	700,000	0	181,660	HARDMAN TO CONCORD ST-BICYCLE/PEDESTRIAN TRAIL	SO ST PAUL	Other	O9
2002		TH 5	164-010-54	EN	1,200,000	700,000	0	500,000	FORT SNELLING STATE PARK TO MUNSTER ST-LANDSCAPE, LIGHTING, ETC	ST PAUL	Other	O9
					22,283,487	16,627,162	0	5,656,325				

Twin Cities Metropolitan Area
1999-2002 Transportation Improvement Program

TABLE A-3
STP Urban Guarantee Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
2000		CSAH 78	02-678-11	RC	2,700,000	2,160,000	0	540,000	RECONSTRUCT & WIDEN CSAH 78(HANSON BLVD) FROM COON RAPIDS BLVD TO ROBINSON DRIVE	ANOKA CO	Replace	A05
2000		CR 46	19-596-01	RC	5,900,000	4,720,000	0	1,180,000	RECONSTRUCT CR 46 FROM CSAH 31 TO TH 52	DAKOTA CO	Replace	A05
2000		CSAH 61	27-661-28	RC	4,800,000	3,840,000	0	960,000	RECONSTRUCT & WIDEN CSAH 61 FROM CSAH 10 TO I-94	HENNEPIN CO	Replace	A05
2000		CSAH 152	27-752-07	RC	2,000,000	1,600,000	0	400,000	HENNEPIN CSAH 152 FROM 64TH AVE TO 71ST AVE N - RECONSTRUCT	HENNEPIN CO	Replace	B-00
2000		CSAH 130	189-020-06	RC	2,800,000	2,240,000	0	560,000	RECONSTRUCT & WIDEN CSAH 130 FROM HEMLOCK LANE TO TH 169	MAPLE GROVE	Replace	A05
2000		I-394	90-080-06	TR	6,875,000	5,500,000	0	1,375,000	I-394/CR 73 JOINT USE PARK AND RIDE EXPANSION	METRO TRANSIT	Transit	E6
2000		BIKE/WALK	141-090-09	BT	1,482,400	1,185,920	0	296,480	MIDTOWN GREENWAY-PHASE II	MINNEAPOLIS	Trails	AQ2
2000		TH 47	199-010-03	RC	2,850,000	2,280,000	0	570,000	FROM 142ND TO 153RD IN RAMSEY-3-LANE SECTION, SIGNAL, TRAIL,ETC	RAMSEY	Replace	E1
2000		CR B	62-625-22	SC	1,500,000	1,200,000	0	300,000	ON CO RD B FROM HAMLINE AVE TO DALE ST-GEOMETRIC & SIGNAL IMPROVEMENTS	RAMSEY CO	Manage	E2
2000		BIKE/WALK	164-090-05	BT	1,880,000	1,504,000	0	376,000	CONSTRUCT BICYCLE/PED BR OVER BN RR N OF ENERGY PARK	ST PAUL	Trails	AQ2
2000		CSAH 19	82-619-11	RC	3,500,000	2,800,000	0	700,000	RECONSTRUCT & WIDEN CSAH 19 FROM HUDSON RD TO CSAH 16	WASHINGTON CO	Replace	A05
2000		TH 7	2706-188	RC	1,850,000	1,280,000	570,000	0	RECONSTRUCT INTERCHANGE AT CO RD 82 & MILL & OVERLAY FROM TH 41 TO CHRISTMAS LAKE RD	MNDOT	Replace	E3
2001		CITY	107-399-26	RC	6,900,000	5,500,000	0	1,400,000	79TH/80TH ST OVER I-35W-CONSTRUCT BRIDGE	BLOOMINGTON	Replace	A05
2001		CSAH 19	27-619-17	RC	4,980,000	3,984,000	0	996,000	FROM TH 55 TO CO RD 117-RECONSTRUCTION	HENNEPIN COUNTY	Replace	S19
2001		BB	90-080-08	TR	6,875,000	5,500,000	0	1,375,000	METRO TRANSIT PURCHASE OF 26 40-FOOT BUSES	METRO TRANSIT	Transit	T10
2001		CR C	62-623-41	RC	2,000,000	1,600,000	0	400,000	FROM SNELLING AVE TO OXFORD ST-RECONSTRUCTION	RAMSEY COUNTY	Replace	E1
2001		CSAH 3	163-020-31	BI	2,000,000	1,600,000	0	400,000	CSAH 3(EXCELSIOR BLVD) OVER TH 100-BRIDGE WIDENING, TURN LANES, SIDEWALK, ETC	ST LOUIS PARK	Preserve	E1
2001		PED/BIKE	164-090-06	BT	2,500,000	2,000,000	0	500,000	FROM SIBLEY TO RANDOLPH-EAST BANK MISSISSIPPI RIVER REGIONAL TRAIL	ST PAUL	Trails	AQ2
2001		BB	90-080-09	TR	1,790,000	1,432,000	0	358,000	SOUTHWEST METRO TRANSIT PURCHASE OF 4 ARTICULATED TRANSIT VEHICLES	SWMT	Transit	T10
2002		CITY	107-399-25	RC	3,900,000	3,120,000	0	780,000	ON E 79TH ST FROM CEDAR TO 24TH AVE-GRAD, SURF, SIGNALS, ETC	BLOOMINGTON	Replace	A05
2002		TH 999	880M-ST-02	RC	9,375,000	7,500,000	0	1,875,000	METRO SET ASIDE FOR ADDITIONAL STP PROJECTS FOR FY 2002	METRO REGION	Replace	NC
2002		PED/BIKE	141-090-13	BT	1,112,200	889,760	0	222,440	FROM HIAWATHA TO W RIVER RD-MIDTOWN GREENWAY TRAIL(PHASE III)	MINNEAPOLIS	Trails	AQ2
2002		PED/BIKE	141-090-14	BT	1,369,000	1,095,200	0	273,800	LORING PARK BICYCLE/PED CONNECTION FOR UPTOWN TO DOWNTOWN	MINNEAPOLIS	Trails	AQ2
2002		CR C	62-623-40	RC	4,000,000	3,200,000	0	800,000	I-35W TO SNELLING AVE-RECONSTRUCT, ADD TURN LANES, INTERCONNECTED SIGNALS, ETC	RAMSEY COUNTY	Replace	E1
2002		PED/BIKE	160-090-05	BT	791,000	632,800	0	158,200	WATERWORKS/DALE STREET TRAILS IN ROSEVILLE	ROSEVILLE	Trails	AQ2
2002		CITY	164-080-09	TR	11,000,000	5,500,000	0	5,500,000	WEST END AREA OF DOWNTOWN ST PAUL-MULTI-MODAL HUB	ST PAUL	Transit	E6
2002		CR	82-613-07	MC	2,600,000	2,080,000	0	520,000	ON HINTON/TOWER DRIVE FROM 65TH IN COTTAGE GROVE TO MILITARY RD IN WOODBURY-4-LANE RDWY, TRAIL,SIGNALS,ETC	WASHINGTON COUNTY	Expand	A05

TABLE A-3
STP Urban Guarantee Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
2002		CITY	192-102-06	MC	4,400,000	3,520,000	0	880,000	TAMARACK RD INTERCHANGE WITH I-494 IN WOODBURY	WOODBURY	Expand	A05
2002	5	TH 100	2735-167	MC	11,000,000	5,500,000	0	5,500,000	INDIANA AVENUE TO 50TH AVE N-GRAD, SURF, UPGRADE TO FREEWAY	MNDOT	Expand	A05
					114,729,600	84,963,680	570,000	29,195,920				

Twin Cities Metropolitan Area
1999-2002 Transportation Improvement Program

TABLE A-4
STP Non Urban Guarantee Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
2000		CSAH 35	02-635-09	SH	500,000	400,000	0	100,000	REALIGN CSAH 35 AT TH 10 AND INSTALL SIGNAL AT PLEASANT VIEW DRIVE	ANOKA CO	Manage	S2
2000		CSAH 31	195-020-02	SH	500,000	400,000	0	100,000	DUCKWOOD DR TO YANKEE DOODLE RD-ADD THRU LANE,DUAL LEFT TURN LANE & REVISE SIGNALS	EAGAN	Manage	S2
2000		CSAH 1	27-601-31	SH	94,000	75,200	0	18,800	CSAH 1 AT CSAH 17-SIGNAL REVISION & RIGHT TURN LANE	HENNEPIN CO	Manage	S2
2000		CSAH 1	27-601-32	SH	415,000	332,000	0	83,000	CSAH 1 AT CSAH 34-ADD DUAL LEFT TURN LANES & REBUILD SIGNAL	HENNEPIN CO	Manage	S2
2000		RR	10-00113	SR	80,000	64,000	0	16,000	CSAH 33, MORSE ST IN NORWOOD-INSTALL NEW SIGNALS & GATES	MNDOT	Manage	S8
2000		RR	10-00114	SR	80,000	64,000	0	16,000	MUN 4, UNION ST IN NORWOOD-INSTALL NEW SIGNALS & GATES	MNDOT	Manage	S8
2000		RR	10-00115	SR	80,000	64,000	0	16,000	MUN 18, FAXON RD IN NORWOOD-INSTALL SIGNALS & GATES	MNDOT	Manage	S8
2000		RR	19-00122	SR	100,000	80,000	0	20,000	MSAS 133, 10TH ST IN HASTINGS-INSTALL SIGNALS	MNDOT	Manage	S8
2000		RR	19-00126	SR	150,000	120,000	0	30,000	ON CSAH 32 IN BURNSVILLE-ADD GATES TO EXISTING SIGNALS, & INSTALL HIGH TYPE SURFACE	MNDOT	Manage	S8
2000		RR	19-00127	SR	100,000	80,000	0	20,000	MSAS 107, 117TH ST IN INVER GROVE HTS-SIGNAL MODERNIZATION	MNDOT	Manage	S8
2000		RR	19-00128	SR	100,000	80,000	0	20,000	MUN 193, DUPONT AVENUE IN BURNSVILLE-SIGNAL MODERNIZATION	MNDOT	Manage	S8
2000		RR	27-00222	SR	150,000	120,000	0	30,000	HIAWATHA CORRIDOR IN MPLS AT 35TH ST-INSTALL NEW SIGNALS	MNDOT	Manage	S8
2000		RR	27-00223	SR	100,000	80,000	0	20,000	MUN 16,LAKE SARAH HTS DR IN GREENFIELD-INSTALL SIGNALS & GATES	MNDOT	Manage	S8
2000		RR	27-00224	SR	175,000	140,000	0	35,000	CSAH 1, OLD SHAKOPEE RD IN BLOOMINGTON-INSTALL NEW SIGNALS & NEW HIGH TYPE SURFACE	MNDOT	Manage	S8
2000		RR	27-00226	SR	100,000	80,000	0	20,000	MUN 56, TOWN LINE RD IN MEDINA-INSTALL SIGNALS & GATES	MNDOT	Manage	S8
2000		RR	27-00227	SR	175,000	140,000	0	35,000	MSAS 107, 49TH AVE N IN NEW HOPE-SIGNAL MODERNIZATION	MNDOT	Manage	S8
2000		RR	27-00228	SR	80,000	64,000	0	16,000	MUN 554, TAFT ST IN MPLS-INSTALL NEW SIGNALS & GATES	MNDOT	Manage	S8
2000		RR	27-00229	SR	15,000	12,000	0	3,000	CSAH 92, DOGWOOD ST IN ROCKFORD-INSTALL NEW LENSES	MNDOT	Manage	S8
2000		RR	27-00230	SR	15,000	12,000	0	3,000	CSAH 50, REBECCA LAKE DR IN ROCKFORD-INSTALL NEW LENSES	MNDOT	Manage	S8
2000		RR	27-00231	SR	100,000	80,000	0	20,000	MUN 20, WILLOW DR IN MEDINA-INSTALL SIGNALS & GATES	MNDOT	Manage	S8
2000		RR	62-00172	SR	40,000	32,000	0	8,000	MSAS 157, KASOTA AVE IN ST PAUL-UPGRADE CIRCUITRY	MNDOT	Manage	S8
2000		RR	62-00173	SR	75,000	60,000	0	15,000	CSAH 36, RANDOLPH RD IN ST PAUL-INSTALL NEW CIRCUITRY	MNDOT	Manage	S8
2000		RR	62-00175	SR	100,000	80,000	0	20,000	CSAH 12,CO RD F IN VADNAIS HTS-INSTALL NEW CANTILEVER SIGNALS	MNDOT	Manage	S8
2000		RR	62-00176	SR	100,000	80,000	0	20,000	MSAS 245, PLATO BLVD IN ST PAUL-SIGNAL MODERNIZATION	MNDOT	Manage	S8
2000		RR	82-00120	SR	200,000	160,000	0	40,000	MUN 77, 21ST ST IN NEWPORT-SIGNAL MODERNIZATION	MNDOT	Manage	S8
2000		TH 5	1002-61	MC	7,000,000	5,600,000	1,400,000	0	TH 41 TO CSAH 17-GRADING, SURFACING, 4 LANES	MNDOT	Expand	A05

TABLE A-4
STP Non Urban Guarantee Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
2000		TH 5	1002-70	MC	1,000,000	800,000	200,000	0	TH 41 TO CSAH 17-TRAFFIC SIGNALS	MNDOT	Expand	E2
2000		TH 5	1002-71	MC	500,000	400,000	100,000	0	TH 41 TO CENTURY BLVD IN CHANHASSEN-FRONTAGE RD CONSTRUCTION	MNDOT	Expand	S7
2000		TH 7	1003-26	SH	200,000	160,000	40,000	0	AT TH 25-LEFT TURN LANES	MNDOT	Manage	S6
2000		TH 7	2706-192	SH	100,000	80,000	20,000	0	AT WATER ST/CHASKA RD-RAISED MEDIAN CONSTRUCTION	MNDOT	Manage	S2
2000		TH 13	1901-134	SH	220,000	176,000	44,000	0	AT CSAH 5 IN BURNSVILLE-SIGNAL REBUILD & EXTEND WB DUAL LEFT TURN LANE	MNDOT	Manage	S2
2000		TH 13	7001-79	SH	38,000	30,400	7,600	0	FISH POINT RD TO CSAH 44-INTERCONNECTION	MNDOT	Manage	S2
2000		TH 19	4003-16	RS	1,825,000	1,460,000	365,000	0	TH 169 TO E JCT TH 13-MILL AND OVERLAY	MNDOT	Preserve	S10
2000		TH 36	8204-48	SH	125,000	100,000	25,000	0	AT CSAH 17 IN LAKE ELMO-TRAFFIC SIGNAL INSTALLATION	MNDOT	Manage	S2
2000		TH 47	0206-43	SH	775,000	620,000	155,000	0	FROM CO RD 116 TO 180TH WAY-LIGHTING, TURN LANE & BYPASS	MNDOT	Manage	S2
2000		TH 52	1905-24	RS	1,600,000	1,280,000	320,000	0	CO RD 86 IN HAMPTON TO TH 50-MILL & OVERLAY	MNDOT	Preserve	S10
2000		TH 55	1909-77	SH	200,000	180,000	20,000	0	AT ARGENTA TRAIL-SIGNAL INSTALLATION & CROSS STREET CHANNELIZATION	MNDOT	Manage	S2
2000		TH 65	0207-67	SH	355,000	284,000	71,000	0	AT 81ST AVENUE-SIGNAL REBUILD & GRADE CORRECTION	MNDOT	Manage	S2
2000		TH 65	0208-105	SH	340,000	272,000	44,000	24,000	AT BUNKER LAKE RD-REBUILD SIGNAL & CROSSTREET CHANNELIZATION	MNDOT	Manage	E2
2000		TH 282	7011-18	SR	100,000	80,000	20,000	0	ON TH 282 IN JORDAN-INSTALL NEW CANTILEVER SIGNALS	MNDOT	Manage	S8
2001		CSAH 81	27-681-10	SH	500,000	400,000	0	100,000	AT CO RD 49-INSTALL TRAFFIC SIGNAL & CHANNELIZATION	HENNEPIN COUNTY	Manage	E2
2001		RR	02-00128	SR	75,000	60,000	0	15,000	SUNFISH LAKE RD AT BNSF RR IN RAMSEY-INSTALL HIGH TYPE SURFACE	MNDOT	Manage	S1
2001		RR	02-00129	SR	75,000	60,000	0	15,000	BUNKER LAKE RD AT BNSF RR IN ANDOVER-INSTALL HIGH TYPE SURFACE	MNDOT	Manage	S1
2001		RR	02-00130	SR	175,000	140,000	0	35,000	206TH AVE NW AT BNSF RR IN OAK GROVE-INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2001		RR	19-00132	SR	75,000	60,000	0	15,000	ASH ST AT CP RAIL IN FARMINGTON-INSTALL HIGH TYPE SURFACE	MNDOT	Manage	S1
2001		RR	27-00234	SR	75,000	60,000	0	15,000	63RD AVE AT BNSF RR IN BROOKLYN PARK-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1
2001		RR	27-00235	SR	75,000	60,000	0	15,000	JEFFERSON HWY AT BNSF RAILROAD IN OSSEO-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1
2001		RR	27-00236	SR	75,000	60,000	0	15,000	77TH AVE AT BNSF RR IN BROOKLYN PARK-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1
2001		RR	27-00237	SR	75,000	60,000	0	15,000	BASS LAKE ROAD AT BNSF RR IN CRYSTAL-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1
2001		RR	27-00238	SR	75,000	60,000	0	15,000	93RD AVE AT BNSF RR IN MAPLE GROVE-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1
2001		RR	27-00239	SR	75,000	60,000	0	15,000	ZACHARY LANE AT BNSF RR IN MAPLE GROVE-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1
2001		RR	27-00240	SR	175,000	140,000	0	35,000	STUBBS BAY RD AT BNSF RR IN ORONO-INSTALL NEW SIGNALS	MNDOT	Manage	S1
2001		RR	27-00241	SR	75,000	60,000	0	15,000	BROADWAY AVE AT BNSF RR IN BROOKLYN PARK-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1
2001		RR	27-00242	SR	75,000	60,000	0	15,000	73RD AVE AT BNSF RR IN BROOKLYN PARK-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1
2001		RR	27-00243	SR	175,000	140,000	0	35,000	COUNTY ROAD 90 AT BNSF RR IN INDEPENDENCE-INSTALL NEW SIGNALS & GATES	MNDOT	Manage	S1
2001		RR	27-00244	SR	75,000	60,000	0	15,000	W 98TH ST AT CP RR IN BLOOMINGTON-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1

TABLE A-4
STP Non Urban Guarantee Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
2001		RR	27-00246	SR	175,000	140,000	0	35,000	GREENHAVEN DRIVE AT BNSF RR IN BROOKLYN PARK-NEW SIGNALS & INTERCONNECTION	MNDOT	Manage	S1
2001		RR	62-00177	SR	125,000	100,000	0	25,000	OWASSO BLVD AT CP RR IN SHOREVIEW-NEW SIGNALS	MNDOT	Manage	S1
2001		RR	62-00179	SR	150,000	120,000	0	30,000	DIVISION AVE AT CP RR IN WHITE BEAR LAKE-INSTALL NEW SIGNALS & GATES	MNDOT	Manage	S1
2001		RR	62-00180	SR	125,000	100,000	0	25,000	LITTLE CANADA RD AT CP RR IN LITTLE CANADA-INSTALL NEW SIGNALS	MNDOT	Manage	S1
2001		RR	82-00122	SR	225,000	180,000	0	45,000	MANNING TRAIL AT WC RR IN MAY TWP-INSTALL SIGNALS, GATES, HIGH TYPE SURFACE	MNDOT	Manage	S1
2001		RR	82-00123	SR	50,000	40,000	0	10,000	MANNING TRAIL AT WC RR IN MAY TOWNSHIP-INSTALL HIGH TYPE SURFACE	MNDOT	Manage	S1
2001		CSAH 21	82-621-23	SH	200,000	160,000	0	40,000	ON CSAH 21 AT DODGE'S CORNER-CURVE FLATTENING	WASHINGTON COUNTY	Manage	S2
2001		TH 7	1003-27	SH	450,000	360,000	90,000	0	AT CSAH 33 IN HOLLYWOOD TWSP & AT CSAH 10 IN WATERTOWN TWSP-LEFT TURN LANES,ETC	MNDOT	Manage	S2
2001		TH 65	0207-71	SH	50,000	40,000	10,000	0	AT 51ST STREET IN FRIDLEY-CLOSE MEDIAN	MNDOT	Manage	S2
2001		TH 65	0208-102	SH	1,800,000	1,440,000	360,000	0	89TH AVE TO 93RD AVE IN BLAINE-AUXILIARY LANE;SIGNAL REBUILD W/CROSS STREET CHANNELIZATION AT 89TH	MNDOT	Manage	S2
2001		TH 65	0208-107	SH	450,000	360,000	90,000	0	AT 117TH ST IN BLAINE-TRAFFIC SIGNAL & CHANNELIZATION	MNDOT	Manage	S2
2001		TH 97	8201-12	SH	450,000	360,000	90,000	0	AT RAMP TERMINII WITH I-35-TRAFFIC SIGNAL & CHANNELIZATION	MNDOT	Manage	S2
2001		TH 280	6241-47	SH	200,000	160,000	40,000	0	HENNEPIN AVE TO I-35W-INSTALL LIGHTING AND CONTINUOUS MEDIAN	MNDOT	Manage	S2
2001		TH 282	7011-19	SH	1,040,000	400,000	640,000	0	AT CSAH 17 IN SPRING LAKE TWP-TRAFFIC SIGNAL, TURN LANES, ETC	MNDOT	Manage	S2
2002		CSAH 7	02-607-17	SH	364,000	291,200	0	72,800	157TH TO 159TH IN ANDOVER-TRAFFIC SIGNAL & CHANNELIZATION	ANOKA COUNTY	Manage	S2
2002		CSAH 9	02-609-11	SH	170,000	136,000	0	34,000	AT CSAH 20-TRAFFIC SIGNAL REVISION & LANE ADDITION	ANOKA COUNTY	Manage	S2
2002		CSAH 11	02-611-28	SH	435,000	348,000	0	87,000	CSAH 11 AT EGRET BLVD-TRAFFIC SIGNAL & MINOR CAPACITY REVISIONS	ANOKA COUNTY	Manage	S2
2002		CSAH 78	02-678-13	SH	500,000	400,000	0	100,000	AT CO RD 18-INSTALL TRAFFIC SIGNAL & CHANNELIZATION	ANOKA COUNTY	Manage	S2
2002		CSAH 1	107-442-03	SH	199,000	159,200	0	39,800	AT OLD CEDAR AVENUE-SEPARATE RIGHT TURN LANE IN NE CORNER	BLOOMINGTON	Manage	S2
2002		RR	02-00131	SR	175,000	140,000	0	35,000	WARD LAKE DR AT BNSF RR IN ANDOVER-INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2002		RR	19-00123	SR	175,000	140,000	0	35,000	WESCOTT RD AT CP RR IN EAGAN-INSTALL SIGNALS & SURFACE	MNDOT	Manage	S1
2002		RR	19-00129	SR	200,000	160,000	0	40,000	E 117TH ST AT UP RR IN INVER GROVE HEIGHTS-INSTALL CANTILEVERS & RUBBER SURFACE	MNDOT	Manage	S1
2002		RR	19-00130	SR	50,000	40,000	0	10,000	E 66TH ST AT UP RR IN INVER GROVE HEIGHTS-INSTALL HIGH TYPE SURFACE	MNDOT	Manage	S1
2002		RR	19-00133	SR	100,000	80,000	0	20,000	NICOLS ROAD AT UP RR IN EAGAN-ADD GATES TO EXISTING SIGNALS	MNDOT	Manage	S1
2002		RR	27-00232	SR	80,000	64,000	0	16,000	PENN AVE AT CP RR IN BLOOMINGTON-INSTALL HIGH TYPE SURFACE	MNDOT	Manage	S1
2002		RR	27-00247	SR	150,000	120,000	0	30,000	TAMARACK RD AT CP RR IN MEDINA-INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2002		RR	27-00248	SR	150,000	120,000	0	30,000	PIONEER TRAIL AT CP RR IN MEDINA-INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2002		RR	27-00249	SR	150,000	120,000	0	30,000	N SHORE DRIVE AT CP RR IN GREENFIELD-INSTALL SIGNALS & GATES	MNDOT	Manage	S1

TABLE A-4
STP Non Urban Guarantee Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
2002		RR	27-00250	SR	175,000	140,000	0	35,000	VALLEY RD AT BNSF RR IN INDEPENDENCE-INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2002		RR	27-00251	SR	150,000	120,000	0	30,000	PEONY LANE AT CP RR IN PLYMOUTH-INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2002		RR	27-00252	SR	150,000	120,000	0	30,000	HOLLY LANE N AT CP RR IN PLYMOUTH-INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2002		RR	27-00253	SR	175,000	140,000	0	35,000	E BUSH LAKE RD AT CP RR IN BLOOMINGTON-INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2002		RR	27-00254	SR	175,000	140,000	0	35,000	WINNETKA AVE AT UP RR IN GOLDEN VALLEY-SIGNAL MODERNIZATION	MNDOT	Manage	S1
2002		RR	27-00255	SR	150,000	120,000	0	30,000	N SHORE DRIVE AT CP RR IN GREENFIELD-INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2002		RR	62-00174	SR	80,000	64,000	0	16,000	TRANSFER RD AT MC RR IN ST PAUL-INSTALL HIGH TYPE SURFACE	MNDOT	Manage	S1
2002		RR	62-00181	SR	150,000	120,000	0	30,000	BIRCH LAKE BLVD AT CP RR IN NORTH OAKS-INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2002		CSAH 44	62-644-21	SH	445,440	356,352	0	89,088	AT 14TH ST IN NEW BRIGHTON-TRAFFIC SIGNAL REVISION & CHANNELIZATION	RAMSEY COUNTY	Manage	S2
2002		TH 47	0206-49	RC	2,000,000	1,600,000	400,000	0	ST FRANCIS TO THE N ANOKA CO LINE-RECONSTRUCT, WIDEN SHOULDERS, ETC	MNDOT	Replace	S13
2002		TH 50	1923-08	RS	1,665,000	1,332,000	333,000	0	TH 52 TO TH 61-BITUMINOUS MILL & OVERLAY, ETC	MNDOT	Preserve	S10
2002		TH 316	1926-16	SH	400,000	320,000	80,000	0	AT 190TH STREET IN RAVENNA TWP-REALIGN INTERSECTION & ADD TURN LANES	MNDOT	Manage	S2
					34,030,440	26,812,352	4,964,600	2,253,488				

Twin Cities Metropolitan Area
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TABLE A-5
MN/DOT and State Aid Bridge Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
2000		CSAH 66	27-666-14	BR	1,100,000	880,000	0	220,000	GOLDEN VALLEY RD OVER BN RR-RECONSTRUCT BR 90604	HENNEPIN CO	Replace	S19
2000		CSAH 152	27-752-09	BR	825,000	660,000	0	165,000	WASH AVE OVER BN - BR 27167 (REPL BR 6992) & APPRS,	HENNEPIN CO	Replace	S19
2000		CSAH 44	62-644-16	BR	2,295,000	804,000	0	1,491,000	SILVER LAKE ROAD(CSAH 44) OVER SOO LINE RR-REPLACE BR 6631	RAMSEY CO	Replace	S19
2000		CSAH 60	62-660-03	BR	306,000	169,000	0	137,000	ON ARCADE ST BETWEEN TH 36 & KELLER PKWY-REPLACE BR 90413	RAMSEY CO/MAPLEWOOD	Replace	S19
2000		CSAH 42/46	62-642-03	BR	10,000,000	8,000,000	0	2,000,000	FORD PKWY OVER MISSISSIPPI RIVER-REP BR 3575	RAMSEY/HENNEPIN CO	Replace	S19
2000		CSAH 9	70-609-07	BR	2,130,000	1,344,000	0	786,000	CSAH 9 SO OF THE MINNESOTA RIVER TO 0.8 MI NO OF THE MINNESOTA RIVER-REPLACE BR 5364	SCOTT CO	Replace	S19
2000		CSAH 21	82-621-21	BR	325,000	120,000	0	205,000	CSAH 21 OVER TROUT BROOK-REPLACE BR 4611	WASHINGTON CO	Replace	S19
2000		TH 7	2706-5323	BR	230,000	184,000	46,000	0	OVER RECREATIONAL TRAIL IN EXCELSIOR, REPLACE BR 5323	MNDOT	Replace	S19
2000		I-35E	6280-62902	BR	3,610,000	3,249,000	361,000	0	I-35E SB UNDER I-35E NB OFF RAMP TO WB I-694-REPLACE BR 9096	MNDOT	Replace	S19
2000		TH 47	0206-711	BR	100,000	80,000	20,000	0	OVER FORD BROOK, 6.1.MI N OF TH 10-REPLACE BR 711	MNDOT	Replace	S19
2000		TH 61	6221-5514	BR	3,500,000	2,800,000	700,000	0	ARCADE ST OVER C&NW RY-RECONSTRUCT BR 5514	MNDOT	Replace	S19
2000	5	TH 100	2735-5974	BR	2,100,000	1,680,000	420,000	0	TH 100 OVER TH 55-REPLACE BR 5974	MNDOT	Replace	S19
2001		CSAH 10	10-610-29	BR	715,000	400,000	0	315,000	CSAH 10 OVER LUCE LINE TRAIL-REPLACE BR 5883	CARVER COUNTY	Replace	S19
2001		CSAH 116	27-716-03	BR	1,250,000	1,000,000	0	250,000	CSAH 116 OVER CROW RIVER-REPLACE BR 6273	HENNEPIN COUNTY	Replace	S19
2001		CITY	141-080-25	BR	2,464,000	1,339,000	0	1,125,000	CEDAR LAKE PARKWAY OVER BN RR & CANAL-REPLACE BR 90470	MINNEAPOLIS	Replace	S19
2001		CSAH 46	62-646-15	BR	770,000	344,000	0	426,000	ON CLEVELAND AVE BETWEEN CO RD D & CO RD E2-REPLACE BR 92251 OVER CP RAIL	RAMSEY COUNTY	Replace	S19
2002		CITY	98-080-01	BR	1,500,000	1,200,000	0	300,000	ON MINNETONKA BLVD BETWEEN VINEHILL RD & COTTAGEWOOD RD-REPLACE BR 90610(CARSONS BAY BR)	DEEPHAVEN	Replace	S19
2002		CSAH 33	27-633-01	BR	850,000	680,000	0	170,000	PARK AVENUE OVER SOO LINE-REPLACE BR 90491	HENNEPIN COUNTY	Replace	S19
2002		CITY	141-165-15	BR	1,855,000	805,000	0	1,050,000	CHICAGO AVE OVER HCRRA RR-REPLACE BR 92349	MINNEAPOLIS	Replace	S19
2002		MSAS 128	164-128-06	BR	1,800,000	1,280,000	0	520,000	EARL STREET OVER 7TH ST & CNW RR-REPLACE BR 90420	ST PAUL	Replace	S19
2002		TH 12	2713-66	BR	106,500	85,200	21,300	0	UNDER LUCE LINE TRAIL 4.5 MI W OF TH 494-REPLACE BR 4643	MNDOT	Replace	S19
2002	3	TH 36	8217-12	BR	15,000,000	6,000,000	1,500,000	7,500,000	OVER ST CROIX RIVER NEAR STILLWATER-REPLACE BR 4654(STAGE 1)	MNDOT	Replace	A05
2002	5	TH 100	2735-143	BR	1,635,000	1,148,000	287,000	200,000	UNDER CSAH 8(BROADWAY AVE)-BR 27170(REPLACE BR 5885)	MNDOT	Replace	S19
					54,466,500	34,251,200	3,355,300	16,860,000				

Monday, May 24, 1999

Twin Cities Metropolitan Area
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TABLE A-6
Demo/High Priority Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
2000		PED/BIKE	27-090-02	BT	4,875,000	0	3,900,000	0	975,000	HENNEPIN COUNTY BIKEWAY IMPROVEMENT-28TH STREET CORRIDOR IN MINNEAPOLIS	HENNEPIN COUNTY	Trails	AQ2
2000		I-35W	27-603-30A	MC	1,485,000	0	1,188,000	0	297,000	AT LAKE ST-ACCESS STUDY/DESIGN	HENNEPIN COUNTY	Expand	O1
2000		EN	91-595-06	EN	937,500	0	750,000	0	187,500	JACKSON STREET ROUNDHOUSE RESTORATION	MN TRANS MUSEUM	Other	NC
2000		CITY	157-080-02A	MC	12,228,000	0	9,782,400	1,834,200	611,400	77TH ST UNDER TH 77-RIGHT OF WAY & CONSTRUCTION	RICHFIELD	Expand	B05
2000		CITY	157-363-18A	BR	7,824,000	0	3,403,200	638,100	3,782,700	LYNDALE AVE OVER I-494(REPLACE BRIDGE)-RIGHT OF WAY & CONSTRUCTION	RICHFIELD	Replace	S19
2000		CITY	164-XXX-XX	MC	5,000,000	0	4,000,000	0	1,000,000	JOHNSON PKWY TO I-35E(PHALEN BLVD)-GRAD, SURF,RIGHT OF WAY,ETC(STAGE 1)	ST PAUL	Expand	A00
2000	4	TH 55	2725-27R02	MC	2,400,000	0	1,920,000	480,000	0	OVER TH 62-BR 27R02	MNDOT	Expand	B-00
2000	4	TH 55	2725-52	MC	11,800,000	7,360,000	2,080,000	2,360,000	0	HIAWATHA AVE FROM TH 62 TO E. 54TH ST-GRADING, SURFACING, ETC	MNDOT	Expand	B-00
2001		CITY	164-XXX-XX(	MC	5,312,500	0	4,250,000	0	1,062,500	JOHNSON PKWY TO I-35E(PHALEN BLVD)-GRAD, SURF,RIGHT OF WAY, ETC(STAGE 2)	ST PAUL	Expand	A00
2001		TH 610	2771-29	MC	2,500,000	0	2,000,000	500,000	0	TH 169 TO I-94-R/W ACQUISITION	MNDOT	Expand	O4
2002		CITY	164-XXX-XX(	MC	5,000,000	0	4,000,000	0	1,000,000	JOHNSON PKWY TO I-35E(PHALEN BLVD)-GRAD, SURF,RIGHT OF WAY,ETC(STAGE 3)	ST PAUL	Expand	A00
2002		TH 610	2771-29A	MC	2,500,000	0	2,000,000	500,000	0	TH 169 TO CSAH 81-UTILITY RELOCATION	MNCOT	Expand	NC
2002		I-494	8285-79	MC	11,000,000	0	8,800,000	2,200,000	0	VICINITY OF WAKOTA BRIDGE-CONSTRUCT NORTH RING ROAD-STAGE 1	MNDOT	Expand	A10
					72,862,000	7,360,000	48,073,600	8,512,300	8,916,100				

Twin Cities Metropolitan Area
1999-2002 Transportation Improvement Program

TABLE A-7
MN/DOT Interstate Maintenance Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
2000		I-35E	6280-62906	BI	792,000	712,800	79,200	0	NB OFF RAMP TO I-694 WB-REPLACE BR 9097	MNDOT	Preserve	S19
2000		I-35W	0280-49	RS	10,000,000	9,000,000	1,000,000	0	TH 118 TO N JCT I-35E-MILL & BITUMINOUS OVERLAY TO LEXINGTON; UNBONDED CONCRETE TO I-35E	MNDOT	Preserve	S19
2000		I-35W	2782-27868	BI	710,000	639,000	71,000	0	UNDER PED BRIDGE, 28TH ST, 26TH ST, & FRANKLIN AVE-PAINT BRS 27868, 27869, 27870, 27872	MNDOT	Preserve	S10
2000		I-94	2780-27944	BI	180,000	162,000	18,000	0	UNDER CSAH 144-OVERLAY & REPLACE JOINTS ON BR 27944	MNDOT	Preserve	S10
2000		I-94	2780-27959	BI	150,000	135,000	15,000	0	UNDER 101ST AVE N-OVERLAY & REPLACE JOINTS ON BR 27959	MNDOT	Preserve	S10
2000		I-94	2781-27851	BI	1,250,000	1,125,000	125,000	0	UNDER PORTLAND & UNDER GROVELAND-PAINT BRS 27851 & 27966	MNDOT	Preserve	S10
2000		I-94	2781-337	RD	1,800,000	1,620,000	180,000	0	LOWRY HILL TUNNEL-REPLACE LIGHTING, ETC	MNDOT	Preserve	O6
2000		I-94	2781-392	RS	1,350,000	1,215,000	135,000	0	I-35W TO SNELLING AVE-MILL & BITUMINOUS OVERLAY	MNDOT	Preserve	S10
2000		I-494	2785-311	RC	155,000	139,500	15,500	0	AT TH 169 INTERCHANGE IN BLOOMINGTON/EDINA-LANDSCAPING	MNDOT	Replace	O6
2000		I-494	2785-9878	BI	130,000	117,000	13,000	0	UNDER ORCHARD RD-OVERLAY, REPLACE JOINTS & RAIL ON BR 9878	MNDOT	Preserve	S19
2000		I-694	6285-120	RC	5,560,000	5,004,000	556,000	0	AT W JCT I35E-RECONSTRUCTION WITH BRIDGE REPLACEMENTS	MNDOT	Replace	A05
2000		I-694	6285-62903	MC	632,000	568,800	63,200	0	NB I-35E RAMP TO WB I-694 OVER RR-BR 62903(REPLACE BR 9197)	MNDOT	Expand	S19
2000		I-694	6285-62904	MC	640,000	576,000	64,000	0	WB I-694 OVER RR AT W JCT I-35E-BRIDGE 62904	MNDOT	Expand	S19
2000		I-694	6285-9196	BI	562,000	505,800	56,200	0	OVER RR AT W JCT I-35E-REPLACE SUPERSTRUCTURE ON BR 9196	MNDOT	Preserve	S19
2000		I-694	6285-9301	BI	800,000	720,000	80,000	0	EB OVER NB TH 51 & OVER SB TH 51 RAMP-REHAB DECK ON BRS 9301,9302	MNDOT	Preserve	S19
2001		I-35E	1982-129	BR	9,000,000	8,100,000	900,000	0	TH 13 TO SHEPARD RD-REPLACE MISSISSIPPI RIVER BRIDGE(STAGE 1)	MNDOT	Replace	A05
2001		I-35E	1982-129A	BR	19,000,000	17,100,000	1,900,000	0	TH 13 TO SHEPARD RD-REPLACE MISSISSIPPI RIVER BRIDGE(STAGE 2)	MNDOT	Replace	A05
2001		I-35E	1982-132	SC	410,000	369,000	41,000	0	S JCT I-35W IN BURNSVILLE TO TH 77 IN EAGAN-REPLACE "A". "OH", "C", & "D" SIGNS	MNDOT	Manage	O7
2001		I-35E	6280-314	SC	330,000	297,000	33,000	0	MARYLAND AVE TO W JCT I-694-REPLACE "A","OH", "C", & "D" SIGNS	MNDOT	Manage	O7
2001	2	I-35W	2782-266	MC	21,700,000	19,530,000	2,170,000	0	SOO LINE RAILROAD TO MINNEHAHA CREEK-GRADING, SURFACING, ETC & HOV LANE	MNDOT	Expand	A05
2001	2	I-35W	2782-267	MC	15,800,000	14,220,000	1,580,000	0	66TH ST TO SOO LINE RAILROAD-GRADING, SURFACING, ETC & HOV LANE	MNDOT	Expand	A05
2001		I-35W	2782-273	RS	1,700,000	1,530,000	170,000	0	LAKE ST TO WASHINGTON AVE-MILL & BITUMINOUS OVERLAY	MNDOT	Preserve	S10
2001	2	I-35W	2782-27V12	MC	1,180,000	1,062,000	118,000	0	NB I-35W TO WB TH 62 OVER I-35W-BR 27V12(REPLACE BR 27930)	MNDOT	Expand	A05
2001	2	I-35W	2782-27V13	MC	1,100,000	990,000	110,000	0	NB I-35W TO EB TH 62 OVER 66TH ST RAMP-BR 27V13	MNDOT	Expand	A05
2001	2	I-35W	2782-27V14	MC	2,050,000	1,845,000	205,000	0	EB TH 62 OVER I-35W-BR 27V14(REPLACE BR 27932)	MNDOT	Expand	A05
2001	2	I-35W	2782-27V15	MC	1,160,000	1,044,000	116,000	0	EB TH 62 OVER LYNDALE AVE RAMP-BR 27V15	MNDOT	Expand	A05
2001	2	I-35W	2782-27V16	MC	1,650,000	1,485,000	165,000	0	I-35W OVER LYNDALE AVE-BR 27V16(REPLACE BR 27933)	MNDOT	Expand	A05

TABLE A-7
MN/DOT Interstate Maintenance Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
2001	2	I-35W	2782-27V17	MC	1,105,000	994,500	110,500	0	I-35W OVER SOO LINE RAILROAD-BR 27V17(REPLACE BR 27934)	MNDOT	Expand	A05
2001	2	I-35W	2782-27V18	MC	325,000	292,500	32,500	0	SB I-35WE TO WB TH 62 OVER NICOLLET AVE-BR 27V18	MNDOT	Expand	A05
2001	2	I-35W	2782-27V19	MC	2,985,000	2,686,500	298,500	0	WB TH 62 OVER I-35W & NICOLLET AVE-BR 27V19(REPLACE BR 27937)	MNDOT	Expand	A05
2001	2	I-35W	2782-27V20	MC	2,045,000	1,840,500	204,500	0	I-35W OVER NICOLLET AVE-BR 27V20(REPLACE BR 27935 & 27939)	MNDOT	Expand	A05
2001	2	I-35W	2782-27V21	MC	6,950,000	6,255,000	695,000	0	SB I-35W TO EB TH 62 OVER I-35W-BR 27V21(REPLACE BR 27938)	MNDOT	Expand	A05
2001	2	I-35W	2782-27V22	MC	1,445,000	1,300,500	144,500	0	I-35W OVER 60TH ST-BR 27V22(REPLACE BR 27939 & 27940)	MNDOT	Expand	A05
2001	2	I-35W	2782-27V23	MC	1,155,000	1,039,500	115,500	0	OVER I-35W AT 58TH ST-PEDESTRIAN BR 27V23(REPLACE BR 9622)	MNDOT	Expand	A05
2001	2	I-35W	2782-27V24	MC	740,000	666,000	74,000	0	DIAMOND LAKE RD OVER I-35W-BR 27V24(REPLACE BR 9611)	MNDOT	Expand	A05
2001	2	I-35W	2782-99171	MC	210,000	189,000	21,000	0	I-35W OVER 60TH ST-TEMPORARY BR 99171	MNDOT	Expand	A05
2001		I-35W	2783-27849	BI	2,410,000	2,169,000	241,000	0	AT I-94, TH 55, WASHINGTON AVE, ETC-PAINT 9 BRIDGES	MNDOT	Preserve	S10
2001		I-35W	6284-127	SC	1,500,000	1,350,000	150,000	0	TH 36 TO I-694-REPLACE LIGHTING	MNDOT	Manage	S18
2001		I-94	2781-27862	BI	1,260,000	1,134,000	126,000	0	ON RAMP TO EB 94-REDECK BR 27862; 6TH ST RAMP TO 94 OVER I-35W-REDECK BR 27876	MNDOT	Preserve	S10
2001		I-94	2786-109	SC	480,000	432,000	48,000	0	CSAH 61 IN MAPLE GROVE TO TH 252 IN BROOKLYN CENTER-REPLACE "A", "OH", "C", & "D" SIGNS	MNDOT	Manage	O7
2001		I-94	6283-62869	BI	80,000	72,000	8,000	0	AT HAZELWOOD-REPLACE STAIRWAY ON PEDESTRIAN BR 62869	MNDOT	Preserve	AQ2
2001		I-94	8282-92	RS	2,000,000	1,800,000	200,000	0	TH 120 TO ST CROIX RIVER-CONCRETE RETROFIT	MNDOT	Preserve	S10
2001		I-494	1985-123	SC	150,000	135,000	15,000	0	CONCORD AVE IN SO ST PAUL TO 34TH AVE IN BLOOMINGTON-REPLACE "C" & "D" SIGNS	MNDOT	Manage	O7
2001		I-494	2785-316	RS	1,250,000	1,125,000	125,000	0	TH 212 TO TH 55-MILL & BITUMINOUS OVERLAY	MNDOT	Preserve	S10
2001		I-494	2785-317	RS	5,000,000	4,500,000	500,000	0	34TH AVE TO TH 100-OVERLAY, GUARDRAIL, MEDIAN BARRIER, CULVERTS, ETC	MNDOT	Preserve	S19
2001		I-494	2785-318	SC	1,500,000	1,350,000	150,000	0	PORTLAND AVE TO FRANCE AVE-REPLACE LIGHTING	MNDOT	Manage	S18
2001		I-494	2785-324	SC	100,000	90,000	10,000	0	TH 77 TO PENN AVE IN BLOOMINGTON-REPLACE "C" & "D" SIGNS	MNDOT	Manage	O7
2001		I-694	6285-119	RS	3,000,000	2,700,000	300,000	0	I-35W TO TH 49-MILLING & BITUMINOUS OVERLAY	MNDOT	Preserve	S10
2001		I-694	6285-9209	BI	830,000	747,000	83,000	0	OVER ISLAND LAKE CHAIN-WIDEN & REDECK BRS 9209 & 9210	MNDOT	Preserve	S19
2001		TH 999	8825-43	SC	150,000	135,000	15,000	0	ON I694 FROM TH 61 TO E JCT I-94 & ON I-494 FROM E JCT I-94 TO TH 61-REPLACE "C" & "D" SIGNS	MNDOT	Manage	O7
2002		I-35	1980-19848	BI	300,000	270,000	30,000	0	NORTHBOUND OVER LAKE MARION-REDECK BR 19848	MNDOT	Preserve	S10
2002		I-35	8280-35	RB	1,700,000	1,530,000	170,000	0	ON SOUTHBOUND I-35-RECONSTRUCT FOREST LAKE REST AREA	MNDOT	Other	S15
2002	2	I-35W	2782-265	MC	4,150,000	3,735,000	415,000	0	MINNEHAHA CREEK TO 42ND ST-GRAD, SURF, ETC & INTERIM HOV LANE	MNDOT	Expand	A05
2002		I-35W	2782-6652	BI	720,000	648,000	72,000	0	UNDER CPRR, I-494,82ND,86TH,90TH,98TH-PAINT 7 BRIDGES	MNDOT	Preserve	S10
2002		I-94	2780-27967	BI	2,350,000	2,115,000	235,000	0	OVER ELM CREEK & RICE LAKE-WIDEN & REDECK BRS 27967, 27968, 27969 & 27970	MNDOT	Preserve	S19
2002		I-94	2780-53	RS	885,000	796,500	88,500	0	CROW RIVER TO W JCT I-494-SHOULDER REPLACEMENT	MNDOT	Preserve	S10
2002		I-94	2786-110	RS	4,650,000	4,185,000	465,000	0	W JCT I-494 TO W JCT I-694-PAVEMENT REPLACEMENT	MNDOT	Preserve	S10
2002		I-94	2786-93	RC	20,350,000	18,315,000	2,035,000	0	WEAVER LAKE RD TO I-694-GRADING, SURFACING, BRS, ETC(3RD LANE EACH DIRECTION-STAGE 1)	MNDOT	Replace	A05

TABLE A-7
MN/DOT Interstate Maintenance Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
2002		I-494	2785-301	MC	15,000,000	13,500,000	1,500,000	0	TH 100 TO TH 212-GRADING, SURFACING, 3RD LANE EACH DIRECTION(STAGE 1)	MNDOT	Expand	A05
2002		I-494	2785-325	RS	1,500,000	1,350,000	150,000	0	TH 55 IN PLYMOUTH TO W JCT I-94 IN MAPLE GROVE-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2002		I-494	8285-9883	BR	1,300,000	1,170,000	130,000	0	UNDER TH 120(VALLEY CREEK RD) IN WOODBURY-REPLACE BRS 9883 & 82017	MNDOT	Replace	S10
2002		I-694	0285-9860	BI	90,000	81,000	9,000	0	UNDER MAIN ST W OF JCT TH 47-OVERLAY/JOINTS BR 9860	MNDOT	Preserve	S10
2002		I-694	8286-82804	BI	390,000	351,000	39,000	0	UNDER STILLWATER BLVD, RR, 10TH ST-PAINT BRS 82804, 82805, 82806, & 82818	MNDOT	Preserve	S10
2002		TH 999	8809-75	TM	5,000,000	4,500,000	500,000	0	ON I-494 FROM PILOT KNOB TO MISS RIVER, AND ON TH 52 FROM TH 55 TO I-94-TRAFFIC MANAGEMENT SYSTEM	MNDOT	Manage	S7
2002		TH 999	880M-SC-02	SC	8,500,000	6,000,000	2,500,000	0	METRO SET ASIDE FOR TRAFFIC ENGINEERING PRESERVATION(LIGHTING,SIGNING,SIGNALS,ETC) FOR FY 2002	MNDOT	Manage	NC
					203,346,000	181,361,400	21,984,600	0				

Monday, May 24, 1999

Twin Cities Metropolitan Area
1999-2002 Transportation Improvement Program

TABLE A-8
Intelligent Transportation Systems Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Other Fed $	State $	Other $	Description	Agency	Category	AQ
2000		ITS	ITS (00)	TM	2,000,000	0	0	2,000,000	0	NEW ITS PROJECTS	MNDOT	Manage	S7
2001		ITS	DIST-M-ITS-0	TM	1,750,000	0	0	1,750,000	0	NEW ITS PROJECTS FOR FY 2001	MNDOT	Manage	S7
					3,750,000	0	0	3,750,000	0				

Twin Cities Metropolitan Area
1999-2002 Transportation Improvement Program

TABLE A-9
NHS Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
2000	1	TH 10	0214-23	MC	200,000	160,000	40,000	0	FROM EGRET BLVD TO THE N JCT TH 47,10,610-LANDSCAPING	MNDOT	Expand	O6
2000	1	TH 10	0214-24	MC	350,000	280,000	70,000	0	FROM N JCT TH 47,10,610 TO 0.2 MI E OF TH 65-LANDSCAPING	MNDOT	Expand	O6
2000	1	TH 10	0214-31	TM	3,500,000	2,800,000	700,000	0	I-35W TO TH 169-TRAFFIC MANAGEMENT SYSTEM	MNDOT	Manage	S7
2000	3	TH 36	8214-125	BR	600,000	480,000	120,000	0	ST CROIX RIVER BR-WETLAND MITIGATION	MNDOT	Replace	A05
2000		TH 50	1904-19011	BI	900,000	720,000	180,000	0	OVER TH 52 IN HAMPTON-REPLACE SUPERSTRUCTURE ON BR 19011	MNDOT	Preserve	S19
2000		TH 100	2733-77	RS	1,850,000	1,480,000	370,000	0	FROM I-494 TO EXCELSIOR BLVD-CONCRETE REHABILITATION	MNDOT	Preserve	S10
2000	5	TH 100	2735-134	RC	16,125,000	12,900,000	3,225,000	0	GLENWOOD AVE TO GOLDEN VALLEY RD-GRADING, SURFACING, ETC	MNDOT	Replace	S19
2000	5	TH 100	2735-160	MC	13,800,000	11,040,000	2,760,000	0	29TH AVE N TO 39TH AVE N(36TH AVE INTERCHANGE)-GRADING, SURFACING, ETC	MNDOT	Expand	A05
2000		TH 100	2735-27002	BI	1,000,000	800,000	200,000	0	OVER DULUTH ST-REDECK BR 27002	MNDOT	Preserve	S10
2000	5	TH 100	2735-5399	BR	1,875,000	1,500,000	375,000	0	OVER SOO LINE RR & CITY ST. 0.9 MI. NW OF JCT.TH 12-RECONSTRUCT	MNDOT	Replace	S19
2000		TH 169	1013-70	RS	1,860,000	1,488,000	372,000	0	MINNESOTA RIVER BRIDGE IN SHAKOPEE TO CSAH 1 IN EDEN PRAIRIE-MILL & OVERLAY	MNDOT	Preserve	S10
2000		TH 169	7007-23	RC	2,300,000	1,840,000	460,000	0	S OF BELLE PLAINE-RECONSTRUCTION	MNDOT	Replace	S19
2000		TH 169	7009-64	RC	2,600,000	2,080,000	520,000	0	FROM SAND CREEK TO 0.5 MI N OF CO RD 65-RECONSTRUCTION	MNDOT	Replace	S10
2000		TH 610	0217-17	MC	8,000,000	6,400,000	1,600,000	0	TH 252 TO TH 10-NEW MISSISSIPPI RIVER BR & APPROACH	MNDOT	Expand	
2000	7	TH 610	2771-14	MC	6,800,000	5,440,000	1,360,000	0	HAMPSHIRE AVE TO REGENT AVE(INCLUDES HAMPSHIRE)-GRADING, SURFACING, BRS, ETC	MNDOT	Expand	B-00
2000	7	TH 610	2771-24	MC	175,000	140,000	35,000	0	E OF NOBLE AVE TO W OF REGENT AVE IN BROOKLYN PARK-LANDSCAPING	MNDOT	Expand	O6
2000	7	TH 610	2771-27223	MC	1,400,000	1,120,000	280,000	0	TH 610 UNDER ZANE AVE-BR 27223	MNDOT	Expand	B-00
2000	7	TH 610	2771-27224	MC	630,000	504,000	126,000	0	TH 610 UNDER HAMPSHIRE AVE-BR 27224	MNDOT	Expand	B-00
2001		TH 7	1004-26	RD	2,000,000	1,600,000	400,000	0	BAYVIEW DRIVE TO TH 41-SHOULDER IMPROVEMENTS, TURN LANES, ETC	MNDOT	Preserve	S10
2001		TH 7	2706-195	RS	1,925,000	1,540,000	385,000	0	0.2KM W OF SHADY OAK RD TO TH 100-MILL & OVERLAY, MEDIAN BARRIER, BUS STOPS, ETC	MNDOT	Preserve	S10
2001		TH 36	6211-79	RS	3,600,000	2,880,000	720,000	0	TH 5 TO I35E-MILL & BITUMINOUS OVERLAY	MNDOT	Preserve	S10
2001		TH 62	2774-07	RS	2,000,000	1,600,000	400,000	0	TH 100 TO I-35W-MILL & BITUMINOUS OVERLAY	MNDOT	Preserve	S10
2001		TH 212	2745-28	RS	900,000	720,000	180,000	0	I-494 TO TH 62-CONCRETE REHABILITATION	MNDOT	Preserve	S10
2001	6	TH 212	2762-22	MC	230,000	184,000	46,000	0	MITCHELL RD TO I-494-LANDSCAPING	MNDOT	Expand	O6
2001	7	TH 610	0217-16	MC	9,000,000	7,200,000	1,800,000	0	TH 252 TO TH 10-GRAD, SURF, APPROACH TO NEW MISS RIVER BR, BR REPAIRS, ETC	MNDOT	Expand	A00
2002		TH 12	2713-75	MC	19,500,000	15,600,000	3,900,000	0	LUCE LINE TRAIL TO OLD CRYSTAL BAY RD-RELOCATE RR TRACK AND CONSTRUCT BRS AT WILLOW DR & LUCE LINE TRAIL	MNDOT	Expand	A05
2002	4	TH 55	2724-108	MC	9,000,000	7,200,000	0	1,800,000	NEAR THE METRODOME TO 46TH ST-HIAWATHA TRANSITWAY	MNDOT	Expand	B-00

TABLE A-9
NHS Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
2002		TH 77	2758-60	RS	1,550,000	1,240,000	310,000	0	MINNESOTA RIVER IN BLOOMINGTON TO TH 62-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2002	5	TH 100	2735-159	MC	14,230,000	11,384,000	2,846,000	0	39TH AVE N TO INDIANA AVE-RECONSTRUCT EXPRESSWAY, NEW INTERCHANGE AT CSAH 81, ETC	MNDOT	Expand	E3
2002		TH 316	1926-17	RD	3,800,000	3,040,000	760,000	0	S JCT TH 61 TO N JCT TH 61 IN HASTINGS-MILL & OVERLAY, SHOULDER WIDENING, ETC	MNDOT	Preserve	S10
					131,700,000	105,360,000	24,540,000	1,800,000				

Twin Cities Metropolitan Area
1999-2002 Transportation Improvement Program

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
2000		I-35W	1981-97	AM	270,000	0	270,000	0	AT CLIFF RD IN BURNSVILLE-FRONTAGE RD, WIDEN CLIFF RD, ETC	BURNSVILLE	Other	S19
2000		TH 47	0206-50	AM	500,000	0	500,000	0	142ND ST TO CSAH 5 IN RAMSEY-WIDENING, TURN LANES, SIGNAL	CITY OF RAMSEY	Other	E2
2000		TH 3	1921-67	AM	1,400,000	0	1,400,000	0	AT CO RD 46 IN DAKOTA COUNTY-REALIGNMENT OF ROADWAY	DAKOTA COUNTY	Other	E4
2000		I-35	1980-63	AM	37,800	0	37,800	0	AT CSAH 60 IN LAKEVILLE-TWO TEMPORARY TRAFFIC SIGNALS	DAKOTA COUNTY	Other	E2
2000		TH 55	1909-81	AM	183,600	0	183,600	0	S FRONTAGE RD E OF THE 149-ACCESS CLOSURE, FRONTAGE RD RECONSTRUCTION, TURNBACK	EAGAN	Other	S10
2000		TH 65	0208-111	AM	292,000	0	292,000	0	AT 181ST AVE IN EAST BETHEL-ACCESS & MEDIAN CLOSURE, CHANNELIZATION	EAST BETHEL	Other	E1
2000		TH 65	0208-112	AM	183,600	0	183,600	0	AT 187TH LANE IN EAST BETHEL-FRONTAGE RD SETBACK, DRIVEWAY RELOCATION, TH 65 CHANNELIZATION	EAST BETHEL	Other	E1
2000		TH 3	1921-70	AM	81,000	0	81,000	0	AT CO RD 72 IN FARMINGTON-FRONTAGE ROAD OFFSET, ACCESS CLOSURE	FARMINGTON	Other	E1
2000		TH 55	2722-57	AM	216,000	0	216,000	0	NEAR CSAH 92 IN GREENFIELD-NEW FRONTAGE ROAD	GREENFIELD	Other	E1
2000		TH 65	0208-109	AM	399,600	0	399,600	0	133RD AVE TO BUNKER LAKE BLVD IN HAM LAKE-FRONTAGE ROAD CONSTRUCTION & ACCESS CLOSURES	HAM LAKE	Other	E1
2000		TH 55	2722-58	AM	335,000	0	335,000	0	AT ARROWHEAD DRIVE IN MEDINA-FRONTAGE ROAD	HENNEPIN COUNTY	Other	E1
2000		TH 52	1907-61	AM	540,000	0	540,000	0	AT 117TH ST E IN INVER GROVE HTS-NEW FRONTAGE ROAD	INVER GROVE HEIGHTS	Other	E1
2000		TH 21	7002-35	AM	21,600	0	21,600	0	AT TH 282 IN JORDAN-RCP INSTALLATION	JORDAN	Other	NC
2000		TH 12	2713-80	AM	151,200	0	151,200	0	AT TOWNLINE RD IN MAPLE PLAIN-ROAD CLOSURE	MAPLE PLAIN	Other	NC
2000		I-394	2789-112	AM	16,200	0	16,200	0	AT CSAH 61(PLYMOUTH RD) RAMPS IN MINNETONKA-EVP INSTALLATIONS	MINNETONKA	Other	S7
2000		TH 3	1908-71	RX	400,000	0	400,000	0	TH 149 TO I-494 IN INVER GROVE HTS-MILL & OVERLAY	MNDOT	Preserve	S10
2000		TH 5	1002-6654	BI	150,000	0	150,000	0	OVER RECREATIONAL TRAIL IN VICTORIA-OVERLAY BR 6654	MNDOT	Preserve	S19
2000		TH 7	2704-6714	BI	400,000	0	400,000	0	OVER SIX MILE CREEK IN ST BONIFACIUS-WIDEN & REDECK BR 6714	MNDOT	Preserve	S19
2000		TH 7	2706-196	RS	820,000	0	820,000	0	E OF CHRISTMAS LAKE RD TO TH 101-OVERLAY, GUARDRAIL, MEDIAN BARRIER	MNDOT	Preserve	S10
2000		TH 10	0203-80	RS	2,500,000	0	2,500,000	0	TH 47 TO CO RD H-MILL & BITUMINOUS OVERLAY	MNDOT	Preserve	S10
2000		TH 10	0215-9715	BI	130,000	0	130,000	0	UNDER 4TH AVE(CSAH 31)-OVERLAY, REPLACE JOINTS & RAIL ON BR 9715	MNDOT	Preserve	S10
2000		TH 41	1008-58	AM	1,000,000	0	1,000,000	0	AT TH 7 IN SHOREWOOD & CHANHASSEN-CHANNELIZATION, WIDENING, TRAFFIC SIGNAL, ETC	MNDOT	Other	E1
2000		TH 47	0205-75	NA	900,000	0	900,000	0	FROM 44TH ST TO 53RD ST IN FRIDLEY-NOISE WALL	MNDOT	Other	O3
2000		TH 47	0206-392	BI	100,000	0	100,000	0	OVER FORD BROOK-REPLACE BR 392 WITH BOX CULVERT	MNDOT	Preserve	S19
2000		TH 47	0206-393	BR	200,000	0	200,000	0	OVER FORD BROOK 7.9 MI N OF TH 10-REPLACE BR 393	MNDOT	Replace	S19
2000		TH 55	2722-53	AM	1,481,000	0	1,481,000	0	DEBT MANAGEMENT WITH HENNEPIN COUNTY FOR TH 55 IMPROVEMENTS	MNDOT	Other	NC

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
2000		TH 55	2725-54	MC	4,000,000	0	4,000,000	0	ON TH 55 FROM GSA BLDG TO 52ND ST-PARK/RIDE, MINNEHAHA EXTENSION, ETC	MNDOT	Expand	A05
2000		TH 95	8209-41	RS	715,000	0	715,000	0	N JCT TH 36 TO I-94 IN LAKELAND-MILL & OVERLAY	MNDOT	Preserve	S10
2000		TH 97	8212-17	SC	300,000	0	250,000	50,000	GOODVIEW AVE/8TH ST, SIGNAL SYSTEM AND CHANNELIZATION	MNDOT	Manage	E2
2000		TH 100	2735-173	NA	500,000	0	500,000	0	41ST AVE TO 44TH AVE IN ROBBINSDALE-NOISE WALL	MNDOT	Other	O3
2000		TH 100	2763-9500	BI	40,000	0	40,000	0	OVER TH 62-REP EXPANSION JOINTS BR 9500	MNDOT	Preserve	S10
2000		TH 120	8220-11	SC	750,000	0	750,000	0	AT LOWER AFTON RD IN WOODBURY/MAPLEWOOD-SIGNAL INSTALLATION & CHANNELIZATION	MNDOT	Manage	E2
2000		I-494	8285-9883	BI	900,000	0	900,000	0	UNDER TH 120 IN WOODBURY-REHAB BR 9883;OVERLAY & JOINTS ON BR 82017	MNDOT	Preserve	S10
2000		TH 999	1000-06	RW	225,000	0	225,000	0	IN CARVER COUNTY NEAR KNIGHT AVE IN LAKETOWN TWSP-WETLAND SITE	MNDOT	Other	NC
2000		TH 999	8809-182	TM	60,000	0	60,000	0	DIVISIONWIDE-REPLACE LOOP DETECTORS	MNDOT	Manage	S7
2000		TH 999	8809-183	TM	100,000	0	100,000	0	DIVISIONWIDE-REPLACE RAMP CONTROL SIGNALS	MNDOT	Manage	S7
2000		TH 999	8809-184	TM	550,000	0	550,000	0	DIVISIONWIDE-REPLACE DRUMTYPE CMS WITH LED	MNDOT	Manage	S7
2000		TH 999	8809-185	TM	120,000	0	120,000	0	DIVISIONWIDE-BOND/GROUND/SHIELD OLDER CABINETS	MNDOT	Manage	S7
2000		TH 999	8809-187	TM	250,000	0	250,000	0	DIVISIONWIDE-UPGRADE TWISTED PAIR MAIN TRUNK/CABINET CONNECTIONS	MNDOT	Manage	S7
2000		TH 999	880M-BI-00	BI	1,500,000	0	1,500,000	0	METRO SET ASIDE FOR BRIDGE IMPROVEMENTS FOR FY 2000	MNDOT	Preserve	S19
2000		TH 999	880M-ENT-00	RB	25,000	0	25,000	0	METRO SET ASIDE FOR STATE ENTRYWAYS FOR FY 2000	MNDOT	Other	O6
2000		TH 999	880M-P/R-00	TM	1,500,000	0	1,500,000	0	METRO SET ASIDE FOR TRANSIT/RIDESHARE ENHANCEMENTS FOR FY 2000	MNDOT	Manage	E6
2000		TH 999	880M-PF-00	RB	40,000	0	40,000	0	METRO SET ASIDE FOR PRAIRIE TO FOREST FOR FY 2000	MNDOT	Other	O6
2000		TH 999	880M-RB-00	RB	100,000	0	100,000	0	METRO SET ASIDE FOR LANDSCAPE PARTNERSHIPS IN FY 2000	MNDOT	Other	O6
2000		TH 999	880M-RW-00	RW	40,000,000	0	40,000,000	0	RIGHT OF WAY/ACCESS CONTROL SETASIDE FOR METRO DIVISION FY 2000	MNDOT	Other	NC
2000		TH 999	880M-RX-00	RX	945,000	0	945,000	0	METRO SET ASIDE FOR ROAD REPAIR FOR FY 2000	MNDOT	Preserve	S10
2000		TH 999	880M-SA-00	SA	10,000,000	0	10,000,000	0	METRO SET ASIDE FOR SUPPLEMENTAL AGREEMENTS & OVERRUNS FOR FY 2000	MNDOT	Other	NC
2000		TH 999	880M-SC-00	SC	1,900,000	0	1,900,000	0	SET ASIDE FOR TURN LANES, IMPACT ATTENTUATORS, & LIGHT STANDARDS	MNDOT	Manage	NC
2000		TH 13	7001-86	AM	27,000	0	27,000	0	ON TH 13 IN PRIOR LAKE-3 EVP INSTALLATIONS	PRIOR LAKE	Other	S7
2000		I-35W	2782-275	AM	54,000	0	54,000	0	AT WOOD LAKE IN RICHFIELD-PEDESTRIAN TRAIL IMPROVEMENTS	RICHFIELD	Other	AQ2
2000		TH 5	6201-77	AM	108,000	0	108,000	0	ST PETER STREET IN ST PAUL-STORM SEWER OUTLET	ST PAUL	Other	NC
2000		TH 7	1004-27	AM	50,760	0	50,760	0	AT ZUMBRA LANE AND AT VIRGINIA SHORES IN VICTORIA-ACCESS CLOSURE & IMPROVEMENT	VICTORIA	Other	E1
2001		TH 65	0207-73	AM	540,000	0	540,000	0	37TH AVE TO 43RD AVE IN COLUMBIA HEIGHTS-RAISED MEDIAN & ACCESS MGMT	COLUMBIA HEIGHTS	Other	E1
2001		TH 55	1909-82	AM	410,400	0	410,400	0	CSAH 43 TO TH 149 IN EAGAN-ACCESS MGMT, MEDIAN CLOSURES, & SIGNAL SYSTEM	EAGAN	Other	E1
2001		TH 65	2710-31	AM	540,000	0	540,000	0	27TH AVE TO 37TH AVE IN MPLS-MEDIAN, MILL & OVERLAY, & CHANNELIZATION	MINNEAPOLIS	Other	E1
2001		TH 5	1002-72	SC	250,000	0	250,000	0	AT W JCT TH 101(MARKET BLVD)-SIGNAL REBUILD & DUAL LEFT TURN	MNDOT	Manage	E1

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
2001		TH 5	2732-9155	BI	500,000	0	500,000	0	UNDER TOWER AVE AND TH 5 TUNNEL-REPLACE TILE ON BR 9155 & 27027	MNDOT	Preserve	S10
2001		TH 12	2714-138	SC	500,000	0	500,000	0	AT CSAH 101 IN WAYZATA-REBUILD SIGNAL & INTERCONNECTION	MNDOT	Manage	E2
2001		TH 25	1006-0086	BI	100,000	0	100,000	0	2.0 MI N OF YOUNG AMERICA-REPLACE BOX CULVERT 86	MNDOT	Preserve	S19
2001		I-35W	6284-130	NA	400,000	0	400,000	0	CSAH 96 TO MC RY(EAST SIDE) IN ARDEN HILLS-NOISE WALL	MNDOT	Other	O3
2001		TH 47	0205-02017	BI	90,000	0	90,000	0	AT 42ND AVE-REPLACE STAIRWAY ON PEDESTRIAN BR 02017	MNDOT	Preserve	AQ2
2001		TH 47	0206-6156	BR	330,000	0	330,000	0	OVER SEELYE BROOK 13.0 MI N OF TH 10-REPLACE BR 6156	MNDOT	Replace	S19
2001		TH 51	6216-114	SC	285,000	0	285,000	0	AT CO RD C-NORTHBOUND DUAL LEFT TURN LANE	MNDOT	Manage	E1
2001		TH 61	6222-134	SC	340,000	0	340,000	0	AT CO RD J-TURN LANES & TRAFFIC SIGNAL	MNDOT	Manage	E1
2001		TH 62	2763-39	SC	360,000	0	360,000	0	I-494 IN EDEN PRAIRIE TO TH 100 IN EDINA-REPLACE "A" & "OH" SIGNS	MNDOT	Manage	O7
2001		TH 62	2774-08	SC	260,000	0	260,000	0	TH 100 IN EDINA TO I-35W IN RICHFIELD/MPLS-REPLACE "A" & "OH" SIGNS	MNDOT	Manage	O7
2001		TH 62	2774-27931	BR	2,040,000	0	2,040,000	0	AT JCT TH 121 & I-35W-REPLACE BRS 27931 & 99147	MNDOT	Replace	A05
2001		TH 62	2775-09	SC	180,000	0	180,000	0	I-35W IN RICHFIELD/MPLS TO TH 55 IN MPLS-REPLACE "A" & "OH" SIGNS	MNDOT	Manage	O7
2001		I-94	6282-181	NA	500,000	0	500,000	0	VICTORIA TO ST ALBANS(NORTH SIDE) IN ST PAUL-NOISE WALL	MNDOT	Other	O3
2001		I-94	6282-182	NA	600,000	0	600,000	0	MILTON ST TO ST ALBANS(SOUTH SIDE) IN ST PAUL-NOISE WALL	MNDOT	Other	O3
2001		TH 169	0209-22	RC	4,000,000	0	4,000,000	0	MISSISSIPPI RIVER TO TH 10 IN ANOKA-RECONSTRUCT, WIDEN, ETC	MNDOT	Replace	S19
2001		TH 169	2772-35	SC	450,000	0	450,000	0	AT 36TH AVE N IN PLYMOUTH/NEW HOPE-REBUILD SIGNAL & INTERCONNECTION	MNDOT	Manage	E2
2001		TH 244	8219-19	RS	710,000	0	710,000	0	TH 61 TO ASH ST(CO RD 79)-MILL & BITUMINOUS OVERLAY	MNDOT	Preserve	S10
2001		TH 280	6241-48	SC	500,000	0	500,000	0	AT BROADWAY ST IN LAUDERDALE & AT CO RD B IN ROSEVILLE-REBUILD SIGNALS	MNDOT	Manage	S7
2001		TH 280	6242-62844	BI	750,000	0	750,000	0	NB OVER 2 RAMPS AT JCT I-94-REDECK BR 62844	MNDOT	Preserve	S19
2001		TH 316	1926-15	SC	500,000	0	500,000	0	AT 200TH ST-TURN LANES & FRONTAGE ROAD	MNDOT	Manage	E1
2001		TH 999	880M-AM-01	AM	3,000,000	0	3,000,000	0	METRO SET ASIDE FOR MUNICIPAL AGREEMENTS FOR FY 2001	MNDOT	Other	NC
2001		TH 999	880M-BI-01	BI	1,500,000	0	1,500,000	0	METRO SET ASIDE FOR BRIDGE IMPROVEMENTS FOR FY 2001	MNDOT	Preserve	S19
2001		TH 999	880M-ENT-01	RB	25,000	0	25,000	0	METRO SET ASIDE FOR STATE ENTRYWAYS FOR FY 2001	MNDOT	Other	O6
2001		TH 999	880M-PF-01	RB	40,000	0	40,000	0	METRO SET ASIDE FOR PRAIRIE TO FOREST FOR FY 2001	MNDOT	Other	O6
2001		TH 999	880M-RB-01	RB	100,000	0	100,000	0	METRO SET ASIDE FOR LANDSCAPE PARTNERSHIPS FOR FY 2001	MNDOT	Other	O6
2001		TH 999	880M-RW-01	RW	37,000,000	0	37,000,000	0	METRO SET ASIDE FOR RIGHT OF WAY/ACCESS MANAGEMENT FOR FY 2001	MNDOT	Other	NC
2001		TH 999	880M-RX-01	RX	1,500,000	0	1,500,000	0	METRO SET ASIDE FOR ROAD REPAIR FOR FY 2001	MNDOT	Preserve	S10
2001		TH 999	880M-SA-01	SA	10,000,000	0	10,000,000	0	METRO SET ASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2001	MNDOT	Other	NC
2001		TH 999	880M-SC-01	SC	1,380,000	0	1,380,000	0	METRO SET ASIDE FOR TRAFFIC ENGINEERING PRESERVATION(SIGNALS,SIGNING,LIGHTING,ETC) FOR FY 2001	MNDOT	Manage	NC

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
2001		TH 999	880M-TM-01	TM	7,000,000	0	7,000,000	0	METRO SET ASIDE FOR TRAFFIC MANAGEMENT FOR FY 2001 INCLUDING REGIONAL TRAFFIC MANAGEMENT CENTER	MNDOT	Manage	S7
2001		TH 999	880M-TR-01	TR	2,000,000	0	2,000,000	0	METRO SET ASIDE FOR TRANSIT/RIDESHARE FOR FY 2001	MNDOT	Transit	AQ1
2002		TH 3	1920-3913	BR	600,000	0	600,000	0	OVER DITCH & CHUB CREEK S OF FARMINGTON-REPLACE BRS 3913 & 3914	MNDOT	Replace	S19
2002		TH 3	1921-6696	BR	580,000	0	580,000	0	OVER VERMILLION RIVER N OF FARMINGTON-REPLACE BR 6696	MNDOT	Replace	S19
2002		TH 7	1004-24	RS	1,300,000	0	1,300,000	0	CO RD 92 TO BAYVIEW DRIVE-SHOULDER IMPROVEMENTS, TURN LANES, ETC	MNDOT	Preserve	E1
2002		TH 12	2713-77	SC	415,000	0	415,000	0	AT CSAH 29(TOWNLINE RD) IN MAPLE PLAIN-CHANNELIZE, SIGNAL, ETC	MNDOT	Manage	E1
2002		TH 36	6212-5723	BR	1,300,000	0	1,300,000	0	OVER LEXINGTON AVE-REPLACE BR 5723	MNDOT	Replace	S19
2002		TH 36	8217-4654	BI	500,000	0	500,000	0	OVER ST CROIX RIVER AT STILLWATER-PAINT BR 4654	MNDOT	Preserve	S19
2002		TH 41	7010-20	SC	550,000	0	550,000	0	AT TH 169-SIGNAL REVISION, ACCESS CLOSURES, FRONTAGE RD, ETC	MNDOT	Manage	E2
2002		TH 61	6222-6688	BR	1,600,000	0	1,600,000	0	OVER RR NE OF JCT TH 244-REPLACE BR 6688	MNDOT	Replace	S19
2002		TH 61	8205-104	RS	475,000	0	475,000	0	MISSISSIPPI RIVER TO TH 10 NEAR HASTINGS-MILL & OVERLAY,ETC	MNDOT	Preserve	S10
2002		TH 61	8207-54	SC	340,000	0	340,000	0	IN FOREST LAKE-ADD 12 TURN LANES	MNDOT	Manage	E1
2002		TH 62	2763-27084	BI	90,000	0	90,000	0	UNDER WYMAN AVE W OF JCT TH 100-OVERLAY/JOINTS ON BR 27084	MNDOT	Preserve	S10
2002		TH 77	2758-9600	BI	200,000	0	200,000	0	OVER MINNESOTA RIVER-PARTIAL PAINT BR 9600	MNDOT	Preserve	S10
2002		TH 120	6227-56	SC	580,000	0	580,000	0	AT I-694 & AT JOY ROAD-TURN LANES, TRAFFIC SIGNAL, WIDEN ROADWAY, ETC	MNDOT	Manage	E1
2002		TH 120	6227-57	SC	1,300,000	0	1,300,000	0	I-94 TO CONWAY AVE IN MAPLEWOOD-FRONTAGE RD EXTENSION, SIGNAL REVISION, ETC	MNDOT	Manage	E2
2002		TH 169	7008-42	SC	750,000	0	750,000	0	AT CO RD 64 IN BELLE PLAINE-MEDIAN CLOSURE, FRONTAGE ROAD, ETC	MNDOT	Manage	E1
2002		TH 212	2744-54	RS	540,000	0	540,000	0	S OF CSAH 1(PIONEER TRAIL) TO VALLEY VIEW RD IN EDEN PRAIRIE-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2002		TH 242	0212-40	BI	7,100,000	0	7,100,000	0	AT COON CREEK & OVER TH 10-MAJOR REHAB ON BRS 3656 & 02011 & INTERCHANGE RECONSTRUCTION	MNDOT	Preserve	E3
2002		TH 610	0217-18	RS	540,000	0	540,000	0	MISSISSIPPI RIVER TO TH 10/47 NEAR COON RAPIDS-MILL & OVERLAY	MNDOT	Preserve	S10
2002		TH 610	2771-25	RB	340,000	0	340,000	0	W RIVER RD TO E OF NOBLE AVE IN BROOKLYN PARK-LANDSCAPING	MNDOT	Other	O6
2002		TH 610	2771-26	RB	250,000	0	250,000	0	W OF REGENT AVE TO W OF W BROADWAY-LANDSCAPING	MNDOT	Other	O6
2002		TH 610	2771-27	RB	175,000	0	175,000	0	W OF W BROADWAY TO JEFFERSON IN BROOKLYN PARK-LANDSCAPING	MNDOT	Other	O6
2002		TH 999	880M-AM-02	AM	3,000,000	0	3,000,000	0	METRO SET ASIDE FOR MUNICIPAL AGREEMENTS FOR FY 2002	MNDOT	Other	NC
2002		TH 999	880M-BI-02	BI	2,260,000	0	2,260,000	0	METRO SET ASIDE FOR BRIDGE IMPROVEMENTS FOR F7 2002	MNDOT	Preserve	S19
2002		TH 999	880M-ENT-02	RB	25,000	0	25,000	0	METRO SET ASIDE FOR STATE ENTRYWAYS FOR FY 2002	MNDOT	Other	O6
2002		TH 999	880M-NA-02	NA	1,500,000	0	1,500,000	0	METRO SET ASIDE FOR NOISE ABATEMENT FOR FY 2002	MNDOT	Other	O3
2002		TH 999	880M-PF-02	RB	40,000	0	40,000	0	METRO SET ASIDE FOR PRAIRIE TO FOREST FOR FY 2002	MNDOT	Other	O6
2002		TH 999	880M-RB-02	RB	100,000	0	100,000	0	METRO SET ASIDE FOR LANDSCAPE PARTNERSHIPS FOR FY 2002	MNDOT	Other	O6

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
2002		TH 999	880M-RW-02	RW	38,500,000	0	38,500,000	0	METRO SET ASIDE FOR RIGHT OF WAY/ACCESS MANAGEMENT FOR FY 2002	MNDOT	Other	NC
2002		TH 999	880M-RX-02	RX	1,500,000	0	1,500,000	0	METRO SET ASIDE FOR ROAD REPAIR FOR FY 2002	MNDOT	Preserve	S10
2002		TH 999	880M-SA-02	SA	10,000,000	0	10,000,000	0	METRO SET ASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2002	MNDOT	Other	NC
2002		TH 999	880M-TM-02	TM	6,000,000	0	6,000,000	0	METRO SET ASIDE FOR TRAFFIC MANAGEMENT FOR FY 2002 INCLUDING REGIONAL TRAFFIC MANAGEMENT CENTER	MNDOT	Manage	S7
2002		TH 999	880M-TR-02	TR	2,000,000	0	2,000,000	0	METRO SET ASIDE FOR TRANSIT/RIDESHARE FOR FY 2002	MNDOT	Transit	AQ1
					240,598,760	0	240,548,760	50,000				

Twin Cities Metropolitan Area
1999-2002 Transportation Improvement Program

TABLE A-11
Projects Obligated in Previous Fiscal Year

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1999		CSAH 10	02-610-10	SH	100,000	80,000	0	0	20,000	CSAH 10(BIRCH ST) AT TH 49(HODGSON RD)-SIGNAL INSTALLATION, ADD LEFT TURN LANE	ANOKA CO	Manage	S2
1999		BIKE/WALK	106-090-02	BT	300,000	240,000	0	0	60,000	CONSTRUCT BIKEWAY/WALKWAY ON CSAH 32 FROM TH 65 TO I-35W	BLAINE	Trails	AQ2
1999		EN	110-090-01	EN	634,000	500,000	0	0	134,000	WEST RIVER ROAD CORRIDOR ENHANCEMENTS-73RD AVE TO TH 252	BROOKLYN PARK	Other	O9
1999		CSAH 23	19-623-19	RC	5,375,000	4,300,000	0	0	1,075,000	RECONSTRUCT & WIDEN CSAH 23 FROM CSAH 9 TO CSAH 70	DAKOTA CO	Replace	A05
1999		TH 13	195-010-04	MC	2,250,000	0	1,500,000	375,000	375,000	SILVER BELL RD TO YANKEE DOODLE RD-GRAD, SURF,WIDEN, TRAFFIC SIGNAL,ETC	EAGAN	Expand	A05
1999		CSAH 35	27-635-18	SH	100,000	80,000	0	0	20,000	CSAH 35(PORTLAND AVE) AT 90TH ST-SIGNAL REBUILD	HENNEPIN CO	Manage	S2
1999		CSAH 1	27-601-27	RC	3,900,000	3,120,000	0	0	780,000	FROM TH 169(CSAH 18) TO TH 212-RECONSTRUCT, BIKE TRAIL, ETC	HENNEPIN COUNTY	Replace	B-00
1999		I-35W	27-603-30	PL	1,015,000	0	812,000	0	203,000	AT LAKE ST-ACCESS STUDY/DESIGN	HENNEPIN COUNTY		O1
1999		CMAQ	90-070-09	TM	106,000	84,200	0	0	21,800	I-494 TRAVEL DEMAND MANAGEMENT PROGRAM	I-494 CORR COMM	Manage	AQ1
1999		CMAQ	90-070-08	TM	1,625,000	1,300,000	0	0	325,000	REGIONAL TRANSPORTATION DEMAND MANAGEMENT PROGRAM	MET COUNCIL	Manage	AQ1
1999		CMAQ	90-070-14	TM	2,000,000	1,600,000	0	0	400,000	EMPLOYER FARE MATCH INCENTIVE PROGRAM-METRO TRANSIT	METRO TRANSIT	Manage	AQ1
1999		BB	90-080-01	TR	3,000,000	2,400,000	0	0	600,000	HENNEPIN/LAGOON TRANSIT HUB	METRO TRANSIT	Transit	E6
1999		XX	90-080-05	TR	5,000,000	4,000,000	0	0	1,000,000	EXPAND THE FOLEY PARK/RIDE FACILITY IN COON RAPIDS	METRO TRANSIT	Transit	E6
1999		CMAQ	141-070-11	TM	248,750	199,000	0	0	49,750	DOWNTOWN MINNEAPOLIS TMO	MINNEAPOLIS	Manage	AQ1
1999		CMAQ	141-070-12	TM	350,000	280,000	0	0	70,000	VARIABLE MESSAGE SIGNS IN DOWNTOWN MINNEAPOLIS	MINNEAPOLIS	Manage	S7
1999		CMAQ	141-070-13	TM	890,500	562,600	0	0	327,900	PRIORITY VEHICLE CONTROL SYSTEMS ON NICOLLET AVE AND LAKE ST	MINNEAPOLIS	Manage	S7
1999		BIKE/WALK	141-090-04	BT	1,382,700	1,106,160	0	0	276,540	BASSETTS CREEK TRAIL	MINNEAPOLIS	Trails	AQ2
1999		BIKE/WALK	141-090-07	BT	956,000	700,000	0	0	256,000	DINKYTOWN BIKEWAY CONNECTION	MINNEAPOLIS	Trails	AQ2
1999		RR	27-00245	SR	100,000	80,000	0	0	20,000	PINTO DRIVE AT CP RAILROAD IN MEDINA-ADD GATES TO EXISTING SIGNAL	MNDOT	Manage	S1
1999		EN	179-090-02	EN	493,075	394,460	0	0	98,615	BURNSVILLE TRANSIT BIKEWAY	MVTA	Other	O9
1999		EN	185-090-01	EN	500,000	400,000	0	0	100,000	HADLEY AVE, 10TH ST, 50TH ST, STILLWATER BLVD-BIKE TRAILS	OAKDALE	Other	O9
1999		EN	155-020-07	EN	359,000	269,250	0	0	89,750	I-494/CO RD 9 PED/BIKE BRIDGE	PLYMOUTH	Other	O9
1999		EN	62-090-01	EN	450,000	360,000	0	0	90,000	BURLINGTON NORTHERN REGIONAL TRAIL-JOHNSON PKWY TO FROST AVE	RAMSEY CO	Other	O9
1999		CSAH 96	91-090-08	EN	94,000	75,200	0	0	18,800	BRAMBLEWOOD TO CENTERVILLE RD-BIKE/PED TRAIL	RAMSEY COUNTY	Other	O9

TABLE A-11
Projects Obligated in Previous Fiscal Year

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1999		CSAH 96	91-090-09	EN	135,000	108,000	0	0	27,000	RICE ST TO MCMENEMY-BIKE/PED TRAIL	RAMSEY COUNTY	Other	O9
1999		CITY	157-080-02	MC	2,641,000	0	2,112,800	396,150	132,050	77TH ST UNDER TH 77-DESIGN & RIGHT OF WAY	RICHFIELD	Expand	B05
1999		CITY	157-363-18	BR	550,000	0	304,000	57,000	189,000	LYNDALE AVE OVER I-494(REPLACE BRIDGE)-DESIGN	RICHFIELD	Replace	B05
1999		EN	167-090-05	EN	332,900	266,320	0	0	66,580	TH 49 TRAIL-CO RD I TO CSAH 96	SHOREVIEW	Other	O9
1999		EN	163-090-01	EN	625,000	500,000	0	0	125,000	SOUTHWEST REGIONAL TRAIL-CEDAR LAKE PARK TO HOPKINS TRAILHEAD OF HENN PARKS REG TRAIL	ST LOUIS PARK	Other	O9
1999		EN	164-080-07	EN	152,500	122,000	0	0	30,500	JACKSON STREET ROUNDHOUSE	ST PAUL	Other	NC
1999		EN	164-080-08	EN	680,000	500,000	0	0	180,000	COMO PARK STREETCAR STATION RENOVATION	ST PAUL	Other	NC
1999		EN	164-090-03	EN	620,000	496,000	0	0	124,000	COMO AVENUE BIKEWAY PROJECT	ST PAUL	Other	O9
1999		EN	164-090-04	EN	420,000	336,000	0	0	84,000	MISSISSIPPI RIVER TRAIL-WARNER RD SEGMENT	ST PAUL	Other	O9
1999		CITY	91-595-10	RC	4,062,500	0	3,250,000	0	812,500	SHEPARD RD/UPPER LANDING INTERCEPTOR-SCIENCE MUSEUM	ST PAUL	Replace	NC
1999		EN	209-090-01	EN	400,000	320,000	0	0	80,000	CENTERVILLE ROAD TRAIL-CSAH 96 TO VADNAIS BLVD	VADNAIS HEIGHTS	Other	O9
1999		TH 10	0214-33	AM	50,000	0		50,000		AT CO RD J & AIRPORT RD-TRAFFIC SIGNAL INSTALLATION	ANOKA COUNTY	Other	E2
1999		TH 10	0215-50	SC	212,914	0	0	212,914	0	AT HANSON BLVD IN COON RAPIDS-RAMP & SIGNAL IMPROVEMENTS	ANOKA COUNTY	Manage	E2
1999		I-35	1980-62	AM	61,000	0	0	61,000	0	NEAR BUCK HILL IN BURNSVILLE-NURP POND	BURNSVILLE	Other	NC
1999		TH 41	1008-56	AM	230,000	0	0	230,000	0	AT TH 212 IN CHASKA-CHANNELIZATION & SIGNAL REVISION	CHASKA	Other	E1
1999		TH 52	1928-45	AM	150,000	0	0	150,000	0	AT CSAH 14(SOUTHVIEW BLVD)-TRAFFIC SIGNAL INSTALLATION	DAKOTA COUNTY	Other	E2
1999		TH 13	1901-137	AM	0	0		0		AT BLACKHAWK RD IN EAGAN-WIDENING,TURN LANE, SIGNAL	EAGAN	Other	E2
1999		TH 999	8825-27	AM	167,000	0	0	167,000	0	AT 11 LOCATIONS IN EDEN PRAIRIE-EVP INSTALLATION	EDEN PRAIRIE	Other	E2
1999		TH 169	2772-33	AM	162,000	0	0	162,000	0	AT PLYMOUTH AVE IN GOLDEN VALLEY-FRONTAGE ROAD WIDENING	GOLDEN VALLEY	Other	S19
1999		TH 65	0208-108	AM	81,000	0	0	81,000	0	AT BUNKER LAKE RD IN HAM LAKE-FRONTAGE ROAD REALIGNMENT	HAM LAKE	Other	E1
1999		TH 55	2722-56	AM	60,000	0	0	60,000	0	AT CSAH 115-CHANNELIZATION AND SIGNAL MODIFICATION	HENNEPIN COUNTY	Other	E1
1999		TH 21	7002-34	AM	27,000	0	0	27,000	0	AT TH 282 IN JORDAN-EVP INSTALLATION	JORDAN	Other	E2
1999		TH 12	2713-78	AM	162,000	0	0	162,000	0	AT CSAH 83 IN MAPLE PLAIN-CHANNELIZATION & ACCESS CLOSURES	MAPLE PLAIN	Other	E1
1999		TH 7	2706-197	AM	215,000	0	0	215,000	0	IN MINNETONKA-FRONTAGE ROAD CONSTRUCTION	MINNETONKA	Other	NC
1999		TH 169	2772-26	AM	54,000	0	0	54,000	0	AT BREN RD IN MINNETONKA ON SB EXIT RAMP-RIGHT TURN LANE	MINNETONKA	Other	E1
1999		RR	27-00211	SR	85,000	68,000	0	0	17,000	CSAH 52,HENNEPIN AVE,MPLS-INSTALL RUBBER SURFACE	MNDOT	Manage	S8
1999		RR	27-00216	SR	128,052	102,442	0	0	25,610	MSAS 261, E 42ND ST, MPLS-UPGRADE SIGNALS AND INSTALL RUBBER SURFACE	MNDOT	Manage	S8

TABLE A-11
Projects Obligated in Previous Fiscal Year

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1999		RR	27-00217	SR	150,000	120,000	0	0	30,000	CSAH 121,FERNBROOK LANE, MAPLE GROVE-INSTALL SIGNALS & RUBBER SURFACE	MNDOT	Manage	S8
1999		RR	27-00219	SR	150,000	120,000	0	0	30,000	CSAH 9,42ND AVE N,ROBBINSDALE-UPGRADE SIGNALS & INSTALL RUBBER SURFACE	MNDOT	Manage	S8
1999		RR	27-00220	SR	359,146	287,317	0	0	71,829	HIAWATHA AVE CORRIDOR,MPLS(PHASE 1)-CORRIDOR SAFETY AT SOO LINE CROSSINGS	MNDOT	Manage	S8
1999		RR	27-00221	SR	50,000	40,000	0	0	10,000	VALLEY VIEW RD, EDEN PRAIRIE-UPGRADE CIRCUITRY	MNDOT	Manage	S8
1999		RR	27-00225	SR	388,223	310,578	0	0	77,645	HIAWATHA CORRIDOR IN MPLS, E 32ND & 33RD STS-INSTALL NEW SIGNALS & NEW HIGH TYPE SURFACE	MNDOT	Manage	S8
1999		RR	62-00170	SR	50,000	40,000	0	0	10,000	CSAH 23,CO RD C,ROSEVILLE-UPGRADE CIRCUITRY & 12" LENSES	MNDOT	Manage	S8
1999		RR	62-00171	SR	50,000	40,000	0	0	10,000	CSAH 19,CO RD D,ROSEVILLE-UPGRADE CIRCUITRY & 12" LENSES	MNDOT	Manage	S8
1999		CMAQ	8809-180	TM	518,750	415,000	0	103,750	0	CONSTRUCTION/MAINTENANCE/SPECIAL EVENT ACTIVITY INFO SYSTEM	MNDOT	Manage	O1
1999		ITS	AUSCI-2 (99)	TM	184,100	153,100	0	6,250	24,750	AUTOMATED URBAN SIGNAL CONTROL-PHASE 2	MNDOT	Manage	S7
1999		ITS	CVOPROJ (9	TM	200,000	0	0	100,000	100,000	COMMERCIAL VEHICLE OPERATIONS BUS PLAN	MNDOT	Manage	O1
1999		ITS	ITS (99)	TM	1,878,750	0	0	1,878,750	0	NEW ITS PROJECTS	MNDOT	Manage	S7
1999		ITS	MANAGE (99	TM	1,650,000	250,000	0	0	1,400,000	MANAGEMENT 1999	MNDOT	Manage	S7
1999		ITS	MODEL DEP	TM	16,500,000	0	0	16,500,000	0	MODEL DEPLOYMENT - ORION PROJECTS	MNDOT	Manage	S7
1999		ITS	TRILOGY (99	TM	75,000	60,000	0	15,000	0	TRILOGY	MNDOT	Manage	O1
1999		TH 10	0215-48	SH	188,180	122,651	0	30,663	34,867	AT HANSON BLVD. RAMPS - SIGNAL REVISION	MNDOT	Manage	S2
1999		TH 10	8202-24	MC	11,000,000	8,800,000	0	2,200,000	0	TH 61 TO THE ST CROIX RIVER -RECONSTRUCT	MNDOT	Expand	E1
1999		TH 12	2714-137	TM	300,000	0		300,000		CSAH 101 TO EB TH 12-HOV RAMP METER BYPASS	MNDOT	Manage	S7
1999		TH 13	1901-131	SH	27,750	24,975	0	2,775	0	CSAH 5 TO LYNN AVENUE-INTERCONNECTION	MNDOT	Manage	E2
1999		TH 21	7002-33	RS	2,240,000	0	0	2,240,000	0	TH 19 TO JORDAN-MILL & OVERLAY 6 MILES;REPLACE PAVEMENT 2.2 MILES	MNDOT	Preserve	S10
1999		TH 25	1007-16	BR	320,000	0	0	320,000	0	OVER STREAM 0.5 MI W OF WATERTOWN-REPLACE BR 130	MNDOT	Replace	S19
1999		I-35	0283-02806	BI	355,446	0	0	355,446	0	UNDER TH 97, WASH CSAH 2, & TH 8-PAINT BRS 02806, 82801, & 82815	MNDOT	Preserve	S19
1999		I-35	1980-19531A	MC	606,000	0	0	606,000	0	AT CO RD 46-NEW INTERCHANGE PAYBACK TO DAKOTA COUNTY(DEBT MANAGEMENT)	MNDOT	Expand	NC
1999		I-35E	1982-126	SC	330,000	200,000	0	130,000	0	AT CSAH 26(LONE OAK RD) IN EAGAN-SIGNAL REVISION & DUAL LEFT TURN LANE	MNDOT	Manage	E2
1999		I-35E	1982-131	TM	500,000	0	0	500,000	0	AT PILOT KNOB RD IN EAGAN-EXPAND PARK/RIDE LOT	MNDOT	Manage	E6
1999		I-35E	6280-311	RX	55,000	0	0	55,000	0	W 7TH ST TO GRAND AVE-PAINT LIGHT STANDARDS	MNDOT	Preserve	S18
1999		I-35E	6280-312	RX	100,000	0	0	100,000	0	W 7TH ST TO GRAND AVE-TRELLIS & ARBOR STRUCTURES	MNDOT	Preserve	O6
1999		I-35E	6280-313	RX	150,000	0	0	150,000	0	W 7TH ST TO GRAND AVE-TREE REPLACEMENT	MNDOT	Preserve	O6
1999		I-35E	6280-9832	BI	97,325	0	0	97,325	0	UNDER MONTREAL AVE IN ST PAUL-OVERLAY, JOINTS, RAIL REPAIR ON BR 9832	MNDOT	Preserve	S10
1999	2	I-35W	2782-268	RC	14,200,000	12,780,000	0	1,420,000	0	TH 494 TO 66TH ST-GRADING, SURFACING, ETC & HOV LANE	MNDOT	Replace	A05

TABLE A-11
Projects Obligated in Previous Fiscal Year

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1999		I-35W	2782-272	RC	1,500,000	0	0	1,500,000	0	40TH ST TO 35TH ST IN MINNEAPOLIS-NOISE WALLS	MNDOT	Replace	O3
1999	2	I-35W	2782-27V11	RC	2,400,000	2,160,000	0	240,000	0	OVER 66TH ST-TEMP WIDEN BR 9088 & REPLACE BR 9088-BR 27V11	MNDOT	Replace	A05
1999		I-35W	2782-9088A	MC	196,699	0	0	196,699	0	OVER 66TH ST-TEMPORARY WIDEN BR 9088	MNDOT	Expand	S19
1999		I-35W	2782-9796	BI	160,000	0		160,000		UNDER 76TH ST & UNDER 73RD ST WALKWAY-PAINT BRS 9796 & 9888	MNDOT	Preserve	S19
1999		I-35W	2783-9340A	BI	1,443,110	1,298,799	0	144,311	0	OVER MISSISSIPPI RIVER 1.0 MI NE OF I-94-PAINT BR 9340	MNDOT	Preserve	S10
1999		TH 36	6211-78	BI	750,000	0	0	750,000	0	OVER TH 61-OVERLAY & REP JOINTS BR 62070	MNDOT	Preserve	S10
1999		TH 36	6212-141	BR	7,357,488	5,885,990	0	1,471,498	0	AT DALE ST INTERCHANGE-BR 62073(WB), 62074(EB);REPLACE BR 6724 & RECONSTRUCT INTERCHANGE,SIGNING,LIGHTING,SIGNALS	MNDOT	Replace	E3
1999		TH 36	8204-41	RB	152,801	0	0	152,801	0	AT TH 5-LANDSCAPING	MNDOT	Other	O6
1999		TH 36	8214-134	MC	970,916	0		970,916		AT BEACH RD IN OAK PARK HEIGHTS-EXCAVATE & CAP DISPOSAL FACILITY	MNDOT	Expand	NC
1999		TH 47	2726-63	RB	100,000	0	0	100,000	0	UNIV. AVE, ST ANTHONY, SOO LINE AREA-LANDSCAPING	MNDOT	Other	O6
1999		TH 49	6214-82	SC	120,000	0	0	120,000	0	AT SOUTH OWASSO BLVD-TRAFFIC SIGNAL INSTALLATION	MNDOT	Manage	E2
1999		TH 51	6216-113	SH	350,000	315,000	0	35,000	0	AT CO RD B2 EAST RAMPS-REMOVE FREE RIGHT & SIGNAL INSTALLATION	MNDOT	Manage	S2
1999		TH 52	1906-9675	BI	838,260	0	0	838,260	0	NB OVER VERMILLION RIVER &OVER CO RD 42 0. 2 MI S OF TH 55-REDECK & SUPERSTRUCTURE OF BRS 9675,19001, & 19002	MNDOT	Preserve	S19
1999		TH 55	1907-60	RD	562,601	0	0	562,601	0	AT INTERCHANGE WITH TH 3 IN INVER GROVE HEIGHTS-SLOPE CORRECTION	MNDOT	Preserve	S4
1999		TH 55	2722-53A	AM	509,000	0	0	509,000	0	ARROWHEAD DRIVE TO CSAH 116-RECONSTRUCT, WIDEN, ETC	MNDOT	Other	NC
1999		TH 55	2723-104	RX	82,959	0	0	82,959	0	AT INTERSECTING TRUNK HIGHWAYS-INSTALL STATE FURNISHED CHANGEABLE MESSAGE SIGNS	MNDOT	Preserve	S7
1999		TH 55	2723-106	BI	1,101,818	0	0	1,101,818	0	EB OVER RR 1.4 MI E OF I-494-REPLACE BR 27013	MNDOT	Preserve	S19
1999	4	TH 55	2724-102	MC	14,740,000	0	9,392,000	5,348,000	0	HIAWATHA AVE FROM 60M S OF E 54TH ST TO E 46TH ST-GRADING, SURFACING, ETC	MNDOT	Expand	B-00
1999	4	TH 55	2724-105A	MC	6,000,000	0	5,400,000	600,000		I-94 TO LAKE ST-RELOCATE CP RAIL YARD	MNDOT	Expand	NC
1999	4	TH 55	2724-27191	MC	9,500,000	0	7,600,000	1,900,000	0	MINNEHAHA PKWY & PARK OVER TH 55 & TRANSITWAY-BR 27191	MNDOT	Expand	B-00
1999	4	TH 55	2724-27192	MC	340,000	0	272,000	68,000	0	MINNEHAHA PKWY OVER MINNEHAHA CREEK-BR 27192	MNDOT	Expand	B-00
1999	4	TH 55	2724-27X03	MC	490,000	0	392,000	98,000	0	TH 55 & TRANSITWAY OVER MINNEHAHA CREEK-BR 27X03	MNDOT	Expand	B-00
1999		TH 55	2752-5891	BI	430,653	0		430,653		TH 55 OVER RR E OF TH 100-OVERLAY & REPLACE JOINTS ON BR 5891	MNDOT	Preserve	S19
1999		TH 61	6222-130	SH	52,300	41,840	0	10,460	0	TH 244 TO CO RD F-SIGNAL INTERCONNECTION	MNDOT	Manage	S2
1999		TH 61	6222-131	SC	230,677	0	0	144,377	86,300	AT ROSELAWN AVE IN MAPLEWOOD-SIGNAL INSTALLATION	MNDOT	Manage	E2
1999		TH 61	8205-102	SC	200,000	0	0	200,000	0	AT TH 95-TRAFFIC SIGNAL INSTALLATION	MNDOT	Manage	E2
1999		TH 61	8205-98	SC	15,840	0		15,840		FROM 12TH ST TO 20TH ST IN NEWPORT-INTERCONNECT REVISIONS	MNDOT	Manage	E2
1999		RR	0207-65	SR	50,000	40,000	0	10,000	0	TH 65 IN FRIDLEY-UPGRADE CIRCUITRY & 12" LENSES	MNDOT	Manage	S8

TABLE A-11
Projects Obligated in Previous Fiscal Year

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1999		TH 65	0207-72	RX	35,000	0		35,000		AT RICE CREEK IN FRIDLEY-GUARDRAIL REPAIR, SLOPE STABILIZATION, ETC	MNDOT	Preserve	S9
1999		TH 65	0208-100	SH	209,137	88,670	0	22,167	98,300	AT CONSTANCE -SIGNAL REBUILD, CHANNELIZATION	MNDOT	Manage	S2
1999		TH 65	0208-104	RS	1,650,000	0	0	1,650,000	0	TH 10 TO 153RD AVE NE-MILL & OVERLAY, ETC	MNDOT	Preserve	S10
1999		TH 65	0208-95	SC	650,000	0	0	487,500	162,500	CLOVERLEAF/93RD AVE, SIGNAL REBUILD; AUX LANE; DUAL LEFT TURN LANE	MNDOT	Manage	E1
1999		TH 65	0208-99	SH	454,127	232,925	0	58,731	162,471	AT VIKING BLVD(CO RD 22)-SIGNAL REBUILD & CROSS STREET CHANNELIZATION	MNDOT	Manage	S2
1999		TH 77	1925-36	TM	447,209	357,271	0	89,938	0	DIFFELY ROAD & SB TH 13 TO NB TH 77-HOV RAMP METER BYPASSES	MNDOT	Manage	S7
1999		TH 77	1925-38	TM	609,141	259,836	0	224,305	125,000	127TH ST TO NB TH 77 & CLIFF RD TO NB TH 77-HOV RAMP METER BYPASSES	MNDOT	Manage	S7
1999		I-94	2780-42	RC	760,000	0	0	760,000	0	AT WEAVER LAKE RD IN MAPLE GROVE-EXTEND RAMP	MNDOT	Replace	E3
1999		I-94	2780-49	RB	600,000	0	0	600,000	0	AT ELM CREEK REST AREA-REHABILITATE SITE, RECONSTRUCT TO ADA SPECS	MNDOT	Other	S15
1999		I-94	2781-398	NA	200,000	0		200,000		NOISE ATTENUATOR IN LUXTON PARK PARALLEL TO I-94 IN MINNEAPOLIS	MNDOT	Other	O3
1999		I-94	6282-9452	BI	1,870,236	0	0	1,870,236	0	FROM PELHAM TO FAIRVIEW IN ST PAUL-PAINT BRS 9452,9457,62813,62814,62845,62846,62848	MNDOT	Preserve	S19
1999		I-94	6283-165	TM	150,000	0		150,000		TH 61 TO MCKNIGHT RD-SHOULDER REHABILITATION	MNDOT	Manage	S4
1999		I-94	8282-88	SC	500,000	0	0	500,000	0	AT ST CROIX WEIGH STATION-RELOCATE BRAKE TESTING AND CONSTRUCT BUILDING	MNDOT	Manage	E5
1999		I-94	8282-91	RB	372,400	0		372,400		ON WB I-94-REHABILITATE ST CROIX T.I.C. AND ADD STATE PATROL OFFICE	MNDOT	Other	S15
1999		TH 100	2755-72	SH	274,636	125,749	0	27,623	121,264	CSAH 10 RAMPS - REFURBISH 2 SIGNALS	MNDOT	Manage	S2
1999		TH 101	2736-27017	BR	1,300,000	1,300,000	0	0	325,000	AT GRAYS BAY 2.8 MI N OF TH 7-BR 27017(REP BR 3334) & APPROACHES	MNDOT	Replace	S19
1999		TH 101	2738-15	MC	327,115	261,692	0	65,423	0	I-94 TO TH 10(ROGERS TO ELK RIVER)-LANDSCAPING	MNDOT	Expand	O6
1999		TH 101	2738-17	AM	400,000	0		400,000		FRONTAGE ROAD CONSTRUCTION IN ROGERS	MNDOT	Other	NC
1999		TH 149	1917-34	RS	679,860	0	0	679,860	0	MENDOTA HTS RD TO HIGH BRIDGE(62090)-MILL & OVERLAY, GUARDRAIL	MNDOT	Preserve	S10
1999		TH 169	2772-22	SC	300,000	0	0	150,000	150,000	AT 49TH AVE RAMPS-SIGNAL INSTALLATION	MNDOT	Manage	E2
1999		TH 169	2772-23	SC	182,000	0	0	88,000	94,000	AT MEDICINE LAKE ROAD EAST RAMP-SIGNAL INSTALLATION	MNDOT	Manage	E2
1999		TH 169	2772-27	SC	1,779,648	0	0	1,779,648	0	FROM CEDAR LAKE RD TO CSAH 5-ADD AUXILLARY LANE	MNDOT	Manage	E1
1999		TH 169	2772-28	TM	250,000	200,000	0	50,000	0	SB TH 169 EXIT LOOP TO EB TH 62-HOV RAMP METER BYPASS	MNDOT	Manage	S7
1999		TH 169	2772-5805	BI	1,067,788	0	0	1,067,788	0	SB OVER BN RR 1.1 MI N OF TH 7-MAJOR REHAB BR 5805 & ADD AUXILLARY LANE	MNDOT	Preserve	E1
1999		TH 169	2776-01	NA	119,931	0		119,931		AT W 108TH ST IN BLOOMINGTON-NOISE WALL ON NB BRIDGE & APPROACH	MNDOT	Other	O3
1999		TH 169	7008-43	RX	42,504	0	0	34,003	8,501	0.8 MI N OF CSAH 57 IN BELLE PLAINE-DRAINAGE IMPROVEMENTS TO FOGARTY PROPERTY	MNDOT	Preserve	NC
1999		TH 212	2744-50	SH	159,810	126,648	0	16,581	16,581	AT REGIONAL CENTER RD IN EDEN PRAIRIE-SIGNAL INSTALLATION & INTERCONNECTION	MNDOT	Manage	S2
1999	6	TH 212	2762-12	MC	8,100,000	6,480,000	0	1,620,000	0	CSAH 4 TO 0.25 MI W OF WALLACE RD-GRADING, SURFACING(STAGE 3)	MNDOT	Expand	B-00

TABLE A-11
Projects Obligated in Previous Fiscal Year

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1999	6	TH 212	2762-13	MC	15,451,935	11,596,059	0	2,924,115	931,761	0.25 MI W OF WALLACE RD TO 0.5 MI E OF MITCHELL RD-GRADING, SURFACING, ETC(STAGE 2)	MNDOT	Expand	B-00
1999		TH 212	2762-21	MC	787,536	630,029		157,507		0.25 MI W OF WALLACE RD TO 0.5 MI E OF MITCHELL RD-LIGHTING	MNDOT	Expand	S18
1999	6	TH 212	2762-27138	MC	1,700,000	1,360,000	0	340,000	0	CSAH 4 OVER TH 212-BR 27138	MNDOT	Expand	B-00
1999	6	TH 212	2762-27144	MC	589,879	471,903	0	117,976	0	W.B. TH 5 OVER MARTIN DRIVE-BR 27144	MNDOT	Expand	B-00
1999	6	TH 212	2762-27145	MC	516,812	413,450	0	103,362	0	W.B. TH 212 OVER WALLACE RD-BR 27145	MNDOT	Expand	B-00
1999	6	TH 212	2762-27146	MC	503,895	403,116	0	100,779	0	E.B. TH 212 OVER WALLACE RD-BR 27146	MNDOT	Expand	B-00
1999	6	TH 212	2762-27147	MC	1,614,008	1,291,206	0	322,802	0	MITCHELL ROAD OVER TH 212-BR 27147	MNDOT	Expand	B-00
1999	6	TH 212	2762-27150	MC	501,677	401,342	0	100,335	0	E.B. TH 5 OVER WALLACE RD-BR 27150	MNDOT	Expand	B-00
1999	6	TH 212	2762-27194	MC	1,648,899	1,319,111	0	329,778	0	E.B. TH 212 OVER WALLACE RD-BR 27146	MNDOT	Expand	B-00
1999		I-494	1985-122	SC	268,287	240,558	0	27,729	0	FROM I35E IN EAGAN TO CONCORD IN S ST PAUL-SIGN REPLACEMENT	MNDOT	Manage	O8
1999		I-494	2785-305	SC	300,000	0	0	100,000	200,000	AT VALLEY VIEW RD EAST & WEST RAMPS-TRAFFIC SIGNAL INSTALLATION	MNDOT	Manage	E2
1999		I-494	2785-309	BI	6,762,599	6,086,339	0	676,260	0	OVER TH 5-BRS 27V09 & 27V10(REPLACE BRS 9741,9742) & APPROACHES	MNDOT	Preserve	S19
1999		I-494	2785-312	SC	225,000	0	0	225,000	0	PENN AVE TO TH 77-SIGN REPLACEMENT	MNDOT	Manage	O8
1999		I-494	2785-314	RC	801,131	721,018	0	80,113	0	NB ON RAMP AT MINNETONKA BLVD-RECONSTRUCT, ETC	MNDOT	Replace	E3
1999		I-494	2785-320	TM	450,000	0	0	250,000	200,000	VALLEY VIEW RD TO NB I-494-HOV RAMP METER BYPASS	MNDOT	Manage	S7
1999		I-494	2785-322	RX	50,000	0	0	50,000	0	FROM TH 5 TO PILOT KNOB RD-MILL & OVERLAY BIKE TRAIL	MNDOT	Preserve	S10
1999		I-494	8285-85	SC	325,000	0	0	325,000	0	AT E JCT I-94 INTERCHANGE-EXTEND LOOP ACCELERATION AREAS	MNDOT	Manage	E3
1999		TH 952	2726-65	RX	466,233	0	0	466,233	0	ON 4TH FROM 35W TO CENTRAL & ON UNIV FROM 35W TO BROADWAY-MILL & OVERLAY	MNDOT	Preserve	S10
1999		TH 999	8809-163	TM	3,618,826	3,254,693	0	364,133	0	ON I-94 FROM TMC TO I-694 & ON I-694 FROM I-94 TO I-35W-UPGRADE TMS	MNDOT	Manage	S7
1999		TH 999	8809-164	EN	278,691	222,953	0	55,738	0	STATE ENTRYWAYS BEAUTIFICATION	MNDOT	Other	O9
1999		TH 999	8809-176	TM	62,641	0	0	62,641	0	DIVISIONWIDE-REPLACE RAMP CONTROL SIGNALS	MNDOT	Manage	S7
1999		TH 999	8809-177	TM	145,000	0	0	145,000	0	DIVISIONWIDE-REPLACE DRUMTYPE CMS WITH LED	MNDOT	Manage	S7
1999		TH 999	8809-178	TM	120,000	0	0	120,000	0	DIVISIONWIDE-BOND/GROUND/SHIELD OLDER CABINETS	MNDOT	Manage	S7
1999		TH 999	8809-179	TM	500,000	0	0	500,000	0	DIVISIONWIDE-INSTALL CHANGEABLE MESSAGE SIGNS ON VARIOUS HIGHWAYS	MNDOT	Manage	S7
1999		TH 999	880M-AM-99	AM	450,000	0	0	450,000	0	METRO SET ASIDE FOR MUNICIPAL AGREEMENTS FOR FY 1999	MNDOT	Other	NC
1999		TH 999	880M-ENT-99	RB	25,000	0	0	25,000	0	METRO SET ASIDE FOR STATE ENTRYWAYS FOR FY 1999	MNDOT	Other	O6
1999		TH 999	880M-P/R-99	TM	1,500,000	0	0	1,500,000	0	METRO SET ASIDE FOR TRANSIT/RIDESHARE ENHANCEMENTS FOR FY 99	MNDOT	Manage	E6
1999		TH 999	880M-PF-99	RB	40,000	0	0	40,000	0	METRO SET ASIDE FOR PRAIRE TO FOREST FOR FY 1999	MNDOT	Other	O6
1999		TH 999	880M-RB-99	RB	100,000	0	0	100,000	0	METRO SET ASIDE FOR LANDSCAPE PARTNERSHIPS IN FY 1999	MNDOT	Other	O6

TABLE A-11
Projects Obligated in Previous Fiscal Year

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1999		TH 999	880M-RW-99	RW	30,000,000	0	0	30,000,000	0	RIGHT OF WAY/ACCESS CONTROL SETASIDE FOR METRO DIVISION FY99	MNDOT	Other	NC
1999		TH 999	880M-RX-99	RX	1,500,000	0	0	1,500,000	0	METRO SET ASIDE FOR ROAD REPAIR FOR FY 1999	MNDOT	Preserve	S10
1999		TH 999	880M-SA-99	SA	9,000,000	0	0	9,000,000	0	METRO SET ASIDE FOR SUPPLEMENTAL AGREEMENTS & OVERRUNS FOR FY 1999	MNDOT	Other	NC
1999		TH 999	880M-SC-99	SC	1,900,000	0	0	1,900,000	0	SET ASIDE FOR TURN LANES, IMPACT ATTENTUATORS, & LIGHT STANDARDS	MNDOT	Manage	NC
1999		TH 999	8825-33	RX	85,438	0	0	85,438	0	ON I-35, I35E, & I35W FROM CSAH 2 IN SCOTT COUNTY TO RUSH CITY-REPLACE C & D SIGNS	MNDOT	Preserve	O8
1999		TH 999	8825-37	RX	72,139	0	0	72,139	0	DIVISIONWIDE-BITUMINOUS CRACK SEALING	MNDOT	Preserve	S10
1999		TH 999	8825-38	RX	35,000	0	0	35,000	0	DIVISIONWIDE-MAILBOX REPLACEMENTS	MNDOT	Preserve	NC
1999		TH 999	8825-39	AM	8,000	0	0	8,000	0	AT VARIOUS LOCATIONS IN WHITE BEAR LAKE-EVP INSTALLATIONS	MNDOT	Other	S7
1999		TH 999	8825-41	RX	65,000	0	0	65,000	0	DIVISIONWIDE-MAILBOX REPLACEMENTS IN THE SW & N METRO AREA	MNDOT	Preserve	NC
1999		TH 12	2713-79	AM	130,000	0		130,000		AT STUBBS BAY RD N IN ORONO-ACCESS CLOSURE	ORONO	Other	S16
1999		I-494	2785-319	AM	27,000	0	0	27,000	0	AT CSAH 9 IN PLYMOUTH-PEDESTRIAN BRIDGE	PLYMOUTH	Other	AQ2
1999		TH 19	4003-17	AM	54,000	0	0	54,000	0	AT TH 13, TH 19 & CSAH 17-CHANNELIZATION	SCOTT COUNTY	Other	E1
1999		TH 169	7005-77	AM	49,000	0	0	49,000	0	UNDER CO RD 18 & UNDER CO RD 79-FENCING ON BRIDGES 70008 & 70013	SCOTT COUNTY	Other	S13
1999		TH 7	1004-25	AM	378,000	0	0	378,000	0	AT VARIOUS LOCATIONS IN SHOREWOOD-FRONTAGE ROAD AND ACCESS CLOSURES	SHOREWOOD	Other	E1
1999		TH 52	1928-46	AM	70,000	0	0	70,000	0	AT SIMON'S RAVINE IN SO ST PAUL-STORM SEWER SYSTEM	SOUTH ST PAUL	Other	NC
1999		TH 244	6232-25	AM	66,000	0	0	66,000	0	AT PROPOSED LINDEN IN WHITE BEAR LAKE-NEW SIGNAL & ACCESS CLOSURES	WHITE BEAR LAKE	Other	E2
1999		TH 244	6232-26	AM	20,000	0	0	20,000	0	AT WILLOW AVE IN WHITE BEAR LAKE-ACCESS CLOSURE	WHITE BEAR LAKE	Other	S16
1999		TH 999	8825-28	AM	83,376	0	0	83,376	0	AT 12 LOCATIONS IN WHITE BEAR LAKE-EVP INSTALLATIONS	WHITE BEAR LAKE	Other	E2
					253,848,227	96,299,450	31,034,800	114,053,804	12,785,164				

Twin Cities Metropolitan Area
1999-2002 Transportation Improvement Program

TABLE A-12
Transit Section 5309

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	FTA $	State $	Other $	Description	Agency	Category	AQ
2000		BB	TRF-TCMT-00E	B3	12,500,000	0	10,000,000	0	2,500,000	SECT 5309: TWIN CITIES METRO TRANSIT-PURCHASE 40-FT BUSES	METRO TRANSIT	Transit	T10
2000		BB	TRF-TCMT-00F	B3	8,937,500	0	7,150,000	0	1,787,500	SECT 5309: TWIN CITIES METRO TRANSIT-800 MHZ COMMUNICATIONS SYSTEM	METRO TRANSIT	Transit	T8
2000		BB	TRF-TCMT-00G	B3	1,787,500	0	1,430,000	0	357,500	SECT 5309: CENTRAL CORRIDOR-BUS AND BUS FACILITY PROJECTS	METRO TRANSIT	Transit	S7
2000		BB	TRF-TCMT-00H	B3	6,875,000	0	5,500,000	0	1,375,000	SECT 5309: TWIN CITIES METRO TRANSIT-AT CO RD 73/I394 PARK AND RIDE-EXPANSION	METRO TRANSIT	Transit	E6
2000		BB	TRF-TCMT-00N	B3	65,000,000	0	32,500,000	0	32,500,000	SECT 5309: HIAWATHA CORRIDOR-LIGHT RAIL TRANSIT	METRO TRANSIT	Transit	B-00
2000		BB	TRF-NCDA-00	B3	12,500,000	0	10,000,000	0	2,500,000	SECT 5309: NORTHSTAR CORRIDOR-PLANNING, ANALYSIS, ENGINEERING, AND TRANSIT IMPROVEMENTS	NORTHSTAR CORR DEV AUTH	Transit	O2
2000		I-94	2781-393	B3	1,200,000	0	960,000	240,000	0	DOWNTOWN MPLS TO EB I-94-WIDEN 6TH STREET RAMP BRS TO ACCOMODATE CONTINUOUS BUS/HOV LANE	MNDOT	Transit	S7
2000		I-94	2781-394	B3	1,000,000	0	800,000	200,000	0	MARION ST IN ST PAUL TO 5TH ST IN MPLS-SHOULDER RECONSTRUCTION	MNDOT	Transit	S4
2000		I-94	2781-395	B3	1,500,000	0	1,200,000	0	300,000	AT 5TH-6TH STREET RAMPS-ON LINE STATION AT WEST BANK	MNDOT	Transit	E6
2000		I-94	6282-179	B3	400,000	0	320,000	80,000	0	TH 280 TO WB I-94-HOV RAMP METER BYPASS	MNDOT	Transit	S7
2001		BB	TRF-TCMT-01G	B3	12,500,000	0	10,000,000	0	2,500,000	SECT 5309: TWIN CITIES METRO TRANSIT-PURCHASE 40-FOOT BUSES	METRO TRANSIT	Transit	T10
2001		BB	TRF-TCMT-01H	B3	7,500,000	0	6,000,000	0	1,500,000	SECT 5309: TWIN CITIES METRO TRANSIT-BUSES AND BUS FACILITIES	METRO TRANSIT	Transit	T10
2001		BB	TRF-TCMT-01J	B3	98,000,000	0	49,000,000	0	49,000,000	SECT 5309: HIAWATHA CORRIDOR-LIGHT RAIL TRANSIT	METRO TRANSIT	Transit	B-00
2002		BB	TRF-TCMT-02H	B3	12,500,000	0	10,000,000	0	2,500,000	SECT 5309: TWIN CITIES METRO TRANSIT-PURCHASE 40-FOOT BUSES	METRO TRANSIT	Transit	T10
2002		BB	TRF-TCMT-02J	B3	7,500,000	0	6,000,000	0	1,500,000	SECT 5309: TWIN CITIES METRO TRANSIT-BUSES AND BUS FACILITIES	METRO TRANSIT	Transit	T10
2002		BB	TRF-TCMT-02K	B3	61,000,000	0	80,500,000	0	80,500,000	SECT 5309: HIAWATHA CORRIDOR-LIGHT RAIL TRANSIT	METRO TRANSIT	Transit	B-00
					410,700,000	0	231,360,000	520,000	178,820,000				

Twin Cities Metropolitan Area
1999-2002 Transportation Improvement Program

TABLE A-13
Transit Section 5307

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	FTA $	State $	Other $	Description	Agency	Category	AQ
2000		BB	TRF-TCMT-00	B9	80,000,000	0	250,000	0	79,750,000	SECT 5307: TWIN CITIES METRO TRANSIT-OPERATING ASSISTANCE	METRO TRANSIT	Transit	T1
2000		BB	TRF-TCMT-00A	B9	16,250,000	0	13,000,000	0	3,250,000	SECT 5307: TWIN CITIES METRO TRANSIT-PURCHASE 40-FT BUSES	METRO TRANSIT	Transit	T10
2000		BB	TRF-TCMT-00B	B9	3,750,000	0	3,000,000	0	750,000	SECT 5307: TWIN CITIES METRO TRANSIT-PURCHASE/REBUILD BUS ENGINES, TRANSMISSIONS, LIFTS, ETC	METRO TRANSIT	Transit	T10
2000		BB	TRF-TCMT-00C	B9	1,875,000	0	1,500,000	0	375,000	SECT 5307: TWIN CITIES METRO TRANSIT-FIXED GUIDEWAY IMPROVEMENTS	METRO TRANSIT	Transit	T10
2000		BB	TRF-TCMT-00D	B9	2,500,000	0	2,000,000	0	500,000	SECT 5307: TWIN CITIES METRO TRANSIT-CAPITALIZE MAINTENANCE ACTIVITY	METRO TRANSIT	Transit	T3
2000		BB	TRF-TCMT-00K	B9	3,600,000	0	2,880,000	0	720,000	SECT 5307: TWIN CITIES METRO TRANSIT-EAST METRO GARAGE-SNELLING GARAGE REPLACEMENT	METRO TRANSIT	Transit	T8
2000		BB	TRF-TCMT-00L	B9	1,250,000	0	1,000,000	0	250,000	SECT 5307: TWIN CITIES METRO TRANSIT-PUBLIC FACILITY IMPROVEMENTS	METRO TRANSIT	Transit	T8
2000		BB	TRF-TCMT-00M	B9	1,250,000	0	1,000,000	0	250,000	SECT 5307: TWIN CITIES METRO TRANSIT-SUPPORT FACILITY IMPROVEMENTS	METRO TRANSIT	Transit	T8
2000		BB	TRF-TCMT-99N	B9	5,000,000	0	4,000,000	0	1,000,000	SECT 5307: TWIN CITIES METRO TRANSIT-800MHZ COMMUNICATION SYSTEM AVL(PHASED)	METRO TRANSIT	Transit	T8
2001		BB	TRF-TCMT-01K	B9	11,250,000	0	9,000,000	0	2,250,000	SECT 5307: METRO REGION SETASIDE FOR ADDITIONAL TRANSIT PROJECTS	METRO REGION	Transit	NC
2001		BB	TRF-TCMT-01	B9	16,250,000	0	13,000,000	0	3,250,000	SECT 5307: TWIN CITIES METRO TRANSIT-PURCHASE 40-FOOT BUSES	METRO TRANSIT	Transit	T10
2001		BB	TRF-TCMT-01A	B9	3,750,000	0	3,000,000	0	750,000	SECT 5307: TWIN CITIES METRO TRANSIT-PURCHASE/REBUILD BUS ENGINES, TRANSMISSIONS, LIFTS, ETC	METRO TRANSIT	Transit	T10
2001		BB	TRF-TCMT-01B	B9	2,500,000	0	2,000,000	0	500,000	SECT 5307: TWIN CITIES METRO TRANSIT-CAPITALIZE MAINTENANCE ACTIVITY	METRO TRANSIT	Transit	T3
2001		BB	TRF-TCMT-01C	B9	1,250,000	0	1,000,000	0	250,000	SECT 5307: TWIN CITIES METRO TRANSIT-PUBLIC FACILITY IMPROVEMENTS	METRO TRANSIT	Transit	T8
2001		BB	TRF-TCMT-01D	B9	1,250,000	0	1,000,000	0	250,000	SECT 5307: TWIN CITIES METRO TRANSIT-SUPPORT FACILITY IMPROVEMENTS	METRO TRANSIT	Transit	T8
2001		BB	TRF-TCMT-01E	B9	80,000,000	0	250,000	0	79,750,000	SECT 5307: TWIN CITIES METRO TRANSIT-OPERATING ASSISTANCE	METRO TRANSIT	Transit	T1
2001		BB	TRF-TCMT-01F	B9	1,875,000	0	1,500,000	0	375,000	SECT 5307: TWIN CITIES METRO TRANSIT-FIXED GUIDEWAY IMPROVEMENTS	METRO TRANSIT	Transit	T9
2002		BB	TRF-TCMT-02L	B9	15,000,000	0	12,000,000	0	3,000,000	SECT 5307: METRO REGION SETASIDE FOR ADDITIONAL TRANSIT PROJECTS	METRO REGION	Transit	NC
2002		BB	TRF-TCMT-02	B9	11,250,000	0	9,000,000	0	2,250,000	SECT 5307: TWIN CITIES METRO TRANSIT-PURCHASE 40-FOOT BUSES	METRO TRANSIT	Transit	T10
2002		BB	TRF-TCMT-02A	B9	6,250,000	0	5,000,000	0	1,250,000	SECT 5307: TWIN CITIES METRO TRANSIT-PURCHASE ARTIC BUSES	METRO TRANSIT	Transit	T10

TABLE A-13
Transit Section 5307

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	FTA $	State $	Other $	Description	Agency	Category	AQ
2002		BB	TRF-TCMT-02B	B9	3,750,000	0	3,000,000	0	750,000	SECT 5307: TWIN CITIES METRO TRANSIT-PURCHASE/REBUILD BUS ENGINES, TRANSMISSIONS, LIFTS, ETC	METRO TRANSIT	Transit	T10
2002		BB	TRF-TCMT-02C	B9	2,500,000	0	2,000,000	0	500,000	SECT 5307: TWIN CITIES METRO TRANSIT-CAPITALIZE MAINTENANCE ACTIVITY	METRO TRANSIT	Transit	T3
2002		BB	TRF-TCMT-02D	B9	1,250,000	0	1,000,000	0	250,000	SECT 5307: TWIN CITIES METRO TRANSIT-PUBLIC FACILITY IMPROVEMENTS	METRO TRANSIT	Transit	T8
2002		BB	TRF-TCMT-02E	B9	1,250,000	0	1,000,000	0	250,000	SECT 5307: TWIN CITIES METRO TRANSIT-SUPPORT FACILITY IMPROVEMENTS	METRO TRANSIT	Transit	T8
2002		BB	TRF-TCMT-02F	B9	80,000,000	0	750,000	0	79,250,000	SECT 5307: TWIN CITIES METRO TRANSIT-OPERATING ASSISTANCE	METRO TRANSIT	Transit	T1
2002		BB	TRF-TCMT-02G	B9	1,875,000	0	1,500,000	0	375,000	SECT 5307: TWIN CITIES METRO TRANSIT-FIXED GUIDEWAY IMPROVEMENTS	METRO TRANSIT	Transit	T9
					356,725,000	0	94,630,000	0	262,095,000				

Monday, May 24, 1999

Twin Cities Metropolitan Area
1999-2002 Transportation Improvement Program

TABLE A-14
Transit Section 5310

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	FTA $	State $	Other $	Description	Agency	Category	AQ
2000		BB	TRF-2151-00	NB	63,000	0	50,400	0	12,600	SECT 5310: AMERICAN RED CROSS OF ST PAUL-MEDIUM BUS	AMER RED CROSS	Transit	T10
2000		BB	TRF-0510-00	NB	63,000	0	50,400	0	12,600	SECT 5310: DARTS/FARMINGTON SR CENTER-MEDIUM BUS	DARTS - FARMINGTON	Transit	T10
2000		BB	TRF-2918-00	NB	96,000	0	76,800	0	19,200	SECT 5310: HUMAN SERVICES, INC-LARGE BUS	HUMAN SERVICES	Transit	T10
2000		BB	TRF-1055-00	NB	51,000	0	40,800	0	10,200	SECT 5310: JEWISH COMM CTR-SMALL BUS	JEWISH COMM CTR	Transit	T10
2000		BB	TRF-0514-00	NB	63,000	0	50,400	0	12,600	SECT 5310: LIFEWORKS, INC-MEDIUM BUS	LIFEWORKS	Transit	T10
2000		BB	TRF-1250-00	NB	63,000	0	50,400	0	12,600	SECT 5310: MARTIN LUTHER MANOR-MEDIUM BUS	MARTIN LUTHER MANOR	Transit	T10
2000		BB	TRF-7268-00	NB	63,000	0	50,400	0	12,600	SECT 5310: MINNEAPOLIS INDIAN CENTER-MEDIUM BUS	MPLS INDIAN CENTER	Transit	T10
2000		BB	TRF-7222-00	NB	96,000	0	76,800	0	19,200	SECT 5310: OWOBOPTE INDUSTRIES-LARGE BUS	OWOBOPTE	Transit	T10
2000		BB	TRF-3250-00	NB	51,000	0	40,800	0	10,200	SECT 5310: PRISM-SMALL BUS	PRISM	Transit	T10
2000		BB	TRF-0191-00	NB	63,000	0	50,400	0	12,600	SECT 5310: RISE, INC-MEDIUM BUS	RISE	Transit	T10
2000		BB	TRF-1545-00	NB	51,000	0	40,800	0	10,200	SECT 5310: SENIOR OUTREACH SERVICES-SMALL BUS	SENIOR OUTREACH	Transit	T10
					723,000	0	578,400	0	144,600				

Twin Cities Metropolitan Area
1999-2002 Transportation Improvement Program

TABLE A-15
Transit Section 5311

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	FTA $	State $	Other $	Description	Agency	Category	AQ
2000		BB	TRF-0009-00	OB	379,586	0	83,356	0	296,230	SECT 5311: CARVER COUNTY TRANSIT OPERATING ASSISTANCE	MNDOT	Transit	T1
2000		BB	TRF-0051-00	OB	574,890	0	93,600	0	481,290	SECT 5311: SCOTT COUNTY TRANSIT OPERATING ASSISTANCE	MNDOT	Transit	T1
2000		BB	TRF-3703-00	OB	211,636	0	41,704	0	169,932	SECT 5311: HASTINGS TRANSIT OPERATING ASSISTANCE	MNDOT	Transit	T1
2001		BB	TRF-0009-01	OB	394,182	0	86,691	0	307,491	SECT 5311: CARVER COUNTY TRANSIT OPERATING ASSISTANCE	CARVER COUNTY	Transit	T1
2001		BB	TRF-3703-01	OB	219,562	0	43,372	0	176,190	SECT 5311: HASTINGS TRANSIT OPERATING ASISTANCE	HASTINGS	Transit	T1
2001		BB	TRF-0051-01	OB	600,886	0	97,344	0	503,542	SECT 5311: SCOTT COUNTY TRANSIT OPERATING ASSISTANCE	SCOTT COUNTY	Transit	T1
2002		BB	TRF-0009-02	OB	404,552	0	89,291	0	315,261	SCET 5311: CARVER COUNTY TRANSIT OPERATING ASSISTANCE	CARVER COUNTY	Transit	T1
2002		BB	TRF-3703-02	OB	225,184	0	44,673	0	180,511	SECT 5311: HASTINGS TRANSIT OPERATING ASSISTANCE	HASTINGS	Transit	T1
2002		BB	TRF-0051-02	OB	621,162	0	100,264	0	520,898	SECT 5311: SCOTT COUNTY TRANSIT OPERATING ASSISTANCE	SCOTT COUNTY	Transit	T1
					3,631,640	0	680,295	0	2,951,345				

June 21, 1999

METROPOLITAN COUNCIL
Mears Park Centre, 230 E. Fifth St., St. Paul, MN 55101

APPENDIX B

CONFORMITY DOCUMENTATION

OF THE 2000 - 2002 Transportation Improvement Program (TIP)
TO THE 1990 CLEAN AIR ACT AMENDMENTS

The United States Environmental Protection Agency's (EPA's) *40 CFR PARTS 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rules* for determining conformity to state or federal implementation plans of transportation plans, programs, and projects funded or approved Under Title 23 U.S.C. or the Federal Transit Act (Conformity Rule), requires the Metropolitan Council to prepare a conformity analysis of the region's Transportation Plans and Transportation Improvement Program. Based on the air quality analysis, the Council must determine the conformity of the transportation plan to meet the 1990 Clean Air Act Amendments (CAAA) schedule to attain carbon monoxide (CO) standards. This appendix describes the procedures used to perform the analysis on the Transportation Improvement Program, and lists the findings and conclusions to support the Metropolitan Council's (Council) determination that the 2000 - 2002 Transportation Improvement Program (TIP) conforms to the requirements of the CAAA.

TABLE OF CONTENTS

I. CONFORMITY OF THE 2000 -2002 TRANSPORTATION IMPROVEMENT PROGRAM

FINDINGS AND CONCLUSIONS

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

1. The Council is required by Minnesota statute to prepare regional population and employment forecasts for the Seven County Twin Cities Metropolitan Area. The air quality analysis of CO emissions for Wright County is prepared under the guidance of the Council as part of an intergovernmental agreement with the county, MN/DOT and the Council.

2. The published source of socioeconomic data is in the Metropolitan Council's *Regional Blueprint*. The planning document adopted, in December 1996, provides the Council with the latest socio-economic data (planning assumptions) to develop long range forecasts of regional highway and transit facilities needs.

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

C. A quantitative analysis of CO emissions impact using the latest emission estimation models was prepared using the TIP projects listed in Tables 2 through 5. The 1996 emissions budget analysis conducted used the MOBILE5A and EMIS mobile source emissions models. The analysis shows daily CO emissions in tons/day in the analysis years of 2005, 2010 and 2020 are less than the CO emission budget if the Action" (build) scenario of the TIP is implemented (see Table 1). The CO emissions are estimated to be sustained below the budget for a reasonable period beyond the analysis year 2005. However, the elimination of the vehicle inspection maintenance program scheduled for early in the year 2000, results in significantly less CO emission reductions over the years 2005 –2020 analysis period.

D. No regionally significant projects are planned or programmed for the City of New Prague. A regionally significant project was identified for Wright County and is included in the air quality analysis. Both areas are also in the non-attainment area, but are outside the Council jurisdiction.

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

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

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

H. The Council reviewed the TIP and certifies that the TIP does not conflict with the implementation of the SIP, and conforms to the requirement to implement the Transportation System Management Strategies which are the adopted Transportation Control Measures for the region.

I. The TIP projects that are not specifically listed in the Transportation Policy/Guide Plan are explained in Section III (E),page B-12, of this Appendix.

J. The TIP includes all Title 23 (FHWA) and Transit Act(Federal Transit Administration) projects programmed for funding in the time frame of the 2000-2002 TIP.

K. There are no projects in the TIP which have received National Environmental Policy Act (NEPA) approval and have not progressed within three years of approval.

L. Although a small portion of the Twin Cities Metropolitan Area is a nonattainment area for PM-10, the designation is due to non-transportation sources.

RESPONSES TO THE CRITERIA IN THE EPA TRANSPORTATION CONFORMITY RULE

1.Consistent with the long-range transportation comprehensive plan	The 2000-2002 TIP is consistent with the Council's Transportation Policy Plan (TPP)
2.Consistent with the State Implementation Plan (SIP) for Air Quality	The TIP does not conflict with the implementation of the SIP
3. Status of all Transportation Control Measures (TCM's) officially adopted as part of the SIP	Section V in Appendix B describes the status of the TCM's listed in the SIP
4.The TIP is based on the most recent planning estimates adopted by the Council	The TIP air quality modeling is based on the most current socioeconomic data adopted in the Council's *Blueprint* for regional development and investments.
5. The TIP air quality analysis uses the most recent EPA approved air quality models.	The CO emission estimates in Table 1 of Appendix B of the TIP were developed using the latest EPA approved air quality models . A description of the models is in Section III of the appendix and samples of the modeling outputs are in Exhibit 2.
6. Demonstrates that regional emissions resulting from implementation of projects of regional significance are less than those in the emissions budget established by the emissions inventory	The results of the TIP air quality modeling shown in Table 1 demonstrates that future CO emissions, if regionally significant projects are built, will remain below the emissions budget.
7.Includes emissions from nonfederal funded regionally significant project in the TIP emission analysis.	The nonfederal funded regionally significant projects included in the emissions analysis are identified in Section III E.

8. Appropriately classify TIP projects as exempt of needing regional emissions analysis , or in a category in which they may need a hotspot analysis	Exempt projects listed in the TIP tables are identified and categorized using the codes listed in Exhibit 3 of Appendix B.
9.The TIP is fiscally constrained for the first two years.	The TIP is fiscally constrained as documented on pages 26-29 of the 2000-2002 TIP document..
10.Includes projects that significantly increase single occupancy vehicle capacity only if they are part of an approved Congestion Management System (CSM)Plan	The handling of projects used in the air quality analysis which will increase SOV capacity are noted are page B-8 of Section III in Appendix B. The expansion projects listed Table 2 and included in the air quality modeling are consistent with the policies and purposes of the TPP and will not interfere with other projects specifically included in the TPP
11. Leads to no increases in the number or severity of violations at any monitored site currently violating federal air quality standards.	TIP air quality modeling demonstrates that CO emissions will remain below the emissions budget; further , there have been no officially measured violations of the CO standards at any monitored since 1991 according to the MPCA 1998 redesignation request to the EPA..
12. Demonstrates it meets public involvement requirements of TEA-21.	TIP meets the TEA-21 public involvement requirements. Public involvement activities relative to the adoption of the TIP are described in Section IV of Appendix B. The notice of proposed action by the TAB and Council to adopt the TIP were announced in regular Council publication of meeting notices and on its web site.
13. Include all Title 23 (FHWA) and Transit Act (FTA) projects	All Title 23 and FTA projects are listed in the TIP.
14. Identify all projects which have received National Environmental Policy Act (NEPA) approval, but have not progressed within three years.	There are no projects which have received TIP approval and have not progressed within three years.

II. 2000-2002 TIP CONTRIBUTION TO EMISSION REDUCTIONS IN THE TWIN CITIES CARBON MONOXIDE NON-ATTAINMENT AREA

The Minnesota Pollution Control Agency has submitted to the EPA a request to redesignate the Twin Cites seven-county Metropolitan Area and Wright County as in attainment for CO in March 1998. Action by the EPA to approve the request is expected to occur by the end of the year. A 1996 motor vehicle emissions budget submitted by the MPCA as part of the redesignation request.establishes a not-to-exceed threshold of CO emissions for the analysis years of 2005, 2010 and 2020.. The results of the emissions analysis is shown in Table 1 . A description of the methods and models used to prepare the CO calculations are in Section III of this appendix. The amount of CO emissions below the budget for the 2000-2002 TIP are significantly less than the those in the 1999-2000 TIP due to the scheduled elimination of the regional vehicle inspection maintenance (VIM) program no later than March of the year 2000 by 1999 state legislation.

TABLE 1
CO EMISSION BUDGET CONFORMITY TEST
TIP ACTION SCENARIOS DAILY CO EMISSIONS FOR ANALYSIS YEARS 2005, 2010, 2020 (Tons/day)

NETWORK	2005	2010	2020
1996 BASELINE EMISSIONS BUDGET	1,114	1,114	1,114
ACTION (BUILD) SCENARIO	925	962	1089
CO EMISSIONS BELOW THE EMISSIONS BUDGET	189	152	25

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

A. 2000 - 2002 TRANSPORTATION IMPROVEMENT PROGRAM

Pursuant to Sections 93.118 and 93.119 of the Conformity Rule, the Council has reviewed the TIP document. Based on this review, the Council finds that the TIP related CO emissions are below the 1996 motor vehicle emissions budget and contribute to daily emissions reductions consistent with Sections 93.118 and 93.119 for the analysis years 2005, 2010 and 2020. The following are the descriptions of the emissions budget test used in the emissions analysis to comply with the Conformity Rule.

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

- in-place regionally significant highway or transit facilities, services, and activities;
- regionally significant projects (regardless of funding sources) which are currently:
  - under construction, or;
  - undergoing right-of-way acquisition, or;
  - come from the first year of a previously conforming TIP (1998-2000), or;
  - have completed the NEPA process.

Projects used in the year 2005 network (Table 2) is a revised network of the 2005 action scenario projects in the 1999 - 2002 TIP plus new projects identified in the 2000-2002 TIP. The projects used in the Action Scenarios for the years 2010 and 2020 networks are the same used in the TPP and are listed in Tables 3 and 4 with the addition of projects noted in Subsection E of this section.
The networks for the 2010 and 2020 analysis years were developed by adding the projects listed in the tables 3 and 4 respectively to the year 2005 action scenario network. .

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 TPP and the TIP must be equal to or less than the CO emissions budget established for the region. MPCA's submittal to the EPA for redesignation established a conformity daily emissions budget of 1,114 tons/day. The budget remains constant throughout the programming period of the TIP and the 20 year planning period of the TPP.

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 TPP and other regionally significant projects in the time frame of the TIP.

The results of the emissions budget conformity test for the TIP are shown in Table 1. CO emissions for the analysis years 2005, 2010 and 2020 remain below the emissions budget. 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 implementation of an oxygenated gasoline program as required by the CAAA.

2. A regional commitment to continue capital investments to maintain and improve the operational efficiencies of the highway and transit systems.

3. A regional commitment to provide customer oriented transit service, seek alternative methods to reduce congestion and the rate of growth of vehicle miles traveled such as the use of congestion pricing, promoting higher density and mixed use development through the Council's authority to periodically review local comprehensive plans, and capital investment for the regional sewer collection and distribution system .

4. Extensive CO air quality emissions modeling by the MPCA and accepted by the EPA as part of the documentation for the redesignation request indicated that the National Ambient Air Quality standards can be met without the operation of a regional VIM program.

5. Adoption of a regional long-term (year 2040) growth management strategy to contain growth in the urban fringe, limit growth in the rural areas while promoting higher densities in the urban core, and;

6. The continued involvement of local governmental units in the regional 3C transportation planning process to address local congestion and land use density problems.

All the highway projects that would add single occupancy vehicle capacity were reviewed as to whether significant single occupancy vehicle capacity would be added if the project was constructed. The TPP examined all the principal arterials in the region and determined where capacity expansion was needed during the 20 year planning period of the plan, and where some alternative investments could be made in lieu of additional SOV capacity.

Projects listed in the TIP which add additional lane capacity are consistent with those listed in the Table 8 of the TPP and on page 10 of the "Congestion Management System for the Twin Cities Metropolitan Area" (congestion management plan). The metropolitan highway system investment priorities are graphically shown on Map 3 of the congestion management plan. Given the long -term nature of the projects listed in the TPP, 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.

A non-attainment area for PM-10 is located in the City of St. Paul. The non-attainment designation is not due to transportation sources. The EPA has approved of MPCA's plan to bring this area in attainment.

The EPA is expected to approve in 1999 a revision to the SIP for attainment and maintenance for the NAAQS for CO that redesignates the Minneapolis/St. Paul Area as in attainment for CO. The approval would not be finalized until EPA approves the VIM program prior to its scheduled year 2000 termination by the action of the 1999 legislature. The CO emissions modeling assumes the conditions imposed by the EPA will be addressed and the program terminating as scheduled.

B. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) HIGHWAY PROJECTS

EPA Transportation Exempt Projects

Pursuant to the Conformity Rule, the projects in the TIP were reviewed and categorized using the following determinations to identify projects that are exempt from a regional air quality analysis, or are regionally significant projects and must be included in the analysis. The classification process used to identify exempt and regionally significant projects was developed through a consultation process involving the MPCA, the Council and MnDOT. The exempt air quality classification codes used in the "AQ" column of project tables of the TIP are listed in Exhibit 3. Projects which are classified as exempt must meet the following requirements:

1. The project does not interfere with the implementation of transportation control measures.

2. The project is segmented for purposes of funding or construction and received all required environmental approvals from the lead agency under the NEPA requirements including:

   a. A determination of categorical exclusion: or

   b. A finding of no significant impact: or

c. A final Environmental Impact Statement for which a record of decision has been issued.

3. The project is exempt if it falls within one of the categories listed in Section 93.126 in the Conformity Rule. Projects identified as exempt by their nature do not affect the outcome of the regional emissions analyses and add no substance to the analyses. These projects are determined to be within the four major categories described in the conformity rule.

   a. Safety projects that eliminated hazards or improved traffic flows.

   b. Mass transit projects that maintained or improved the efficiency of transit operations.

   c. Air quality related projects that provided opportunities to use alternative modes of transportation such as ride-sharing, van-pooling, bicycling, and pedestrian facilities.

   d. Other projects such as environmental reviews, engineering, land acquisition and highway beautification.

C. REGIONALLY SIGNIFICANT PROJECTS

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

Tables 2 through 4 lists the TIP projects included in the air quality analysis as part of the "Action Scenario" for the analysis years 2005, 2010 and 2020.

Estimate of CO emissions for the Hiawatha LRT Corridor (Transitway) An analysis of the CO emissions was prepared and documented as part to the conformity analysis for the 1998-2000 TIP.. The emissions are not included in the emission totals in Table 1 since an alternative (off-model) analysis method was required to calculate these emissions for a transitway corridor.

D. WRIGHT COUNTY AND THE CITY OF NEW PRAGUE PROJECTS

A significant portion of Wright County and the City of New Prague are included in the Twin Cities CO non-attainment area as identified in the November 6, 1991, *Federal Register*. However, since the county or the city are not part of the Seven County Metropolitan Area, Wright County and New Prague projects are not considered in the selection of projects for federal funding through the Transportation Advisory Board (TAB) and Council processes. However, Wright County and New Prague projects are evaluated for air quality analysis purposes, and the emissions associated with the regionally significant county projects identified are added to the Seven-County region's emissions total.

No regionally significant projects are planned or programmed for the City of New Prague during the time period of this TIP. The construction of 4 lanes on TH 55 between Buffalo and Annandale programmed for the year 2002 in Wright County was included in the emissions analysis. Exhibit 1 is the "Average Speed Table" used in preparing the "off model" estimate of CO emissions for Wright County by the Council.

Table 2

REGIONALLY SIGNIFICANT TIP PROJECTS
2000-2002 TIP – 2005 ACTION SCENARIO

(1999-2002 TIP –2005 Action Scenario plus new or rescheduled projects listed in the 2000-2002 TIP)

Route	Year	Description	Agency	(*)New TIP Listing
CR13A	2002	Hinton Avenue/Tower Drive: 4 Lane Divided Arterial	Washington	
TH 100	2000	Glenwood Ave. to Duluth St.; construct freeway.	MnDOT	
TH 100	2000	29th Ave. N to 39th Ave. N.; construct freeway.	MnDOT	
TH 100	2001	39th Ave. to Twin Lakes; construct freeway	MnDOT	
TH 100	2002	Twin Lakes . to 50th Ave. N.; construct freeway	MnDOT	
I-494	2002	Tamarack Road/I-494 Construct new interchange	Woodbury	
I-35W	2001	Add HOV lane from 66th St. To Minnehaha Creek	MnDOT	
I-35W	2000	Add HOV lane from Minnehaha Creek to 46th St.	MnDOT	
I-494	2000, 2002	Add 3rd Lane from TH 100 to TH 212	MnDOT	
TH 12	2002, 2004	CR6 to Wayzata Blvd. – Construct new 2-lane freeway	MnDOT	
I-35E	2000, 2003	Weave Correction from west Junction I-694 to east junction with I-694 – add auxillary lane.	MnDOT	
I-35E	2004	I-94 to Maryland; One lane added in each direction.	MnDOT	

Table 2

REGIONALLY SIGNIFICANT TIP PROJECTS
2000-2002 TIP – 2005 ACTION SCENARIO

(1999-2002 TIP –2005 Action Scenario plus new or rescheduled projects listed in the 2000-2002 TIP)

Route	Year	Description	Agency	(*)New TIP Listing
I-35E	2001, 2002	TH 13 to Sheppard Rd.; Add auxillary third lane – Replace Mississippi River Bridge (Stage 2).	MnDOT	
79th St.	2001	79TH/80TH over I-35W - Construct bridge	City of Bloomington	
79th St.	2002	On E. 79th St. From Cedar to 24th Ave. –Grading, surfacing, signals	City of Bloomington	
TH 36	2002	Stillwater/Holton – New river crossing over the St. Croix River (replace bridge 6724 river spans and east abuttment)	MnDOT	
CSAH 78	2002	Reconstruct and widen Hanson Blvd. From Coon Rapids Blvd. To Robinson Dr.	Anoka Co.	
CSAH 130	2000	Reconstruct and widen CSAH 130 from Hemlock Lane to TH 169	City of Maple Grove	
CSAH 19	2000	Reconstruct and widen CSAH 19 from Hudson Rd. To CSAH 16	Washington Co.	
TH 5	2000	From Th 41 to CSAH 17 - Grading, surfacing, widen to 4-lanes	MnDOT	
I-94	2005	From Weaver Lake Road to Humboldt Ave.; reconstruction and 3rd lane addition	MnDOT	*
CSAH 96	2000	Bramblewood to Centerville Rd. and Mackubin to Rice St. – Reconstuct 2 lane to 4 lane urban divided.	Ramsey Co.	
TH 77	99	Construct 77th St. underpass at TH 77	City of Richfield	
TH 13	99	Reconstruct 2 lanes to 4 lanes divided (approximately 1.5 miles)	City of Eagan	
TH 610	2000	TH252 to TH 10- Grade, surface, New Mississippi River Bridge (second bridge)	MnDOT	
CSAH 30	2000	Reconstruct 2.73 mile 2 lane rural roadway to 4 lane urban highway between I-94 to CSAH 81	Hennepin Co.	*
CSAH 116	2000	Construct a divided 2.5 mile, 4 lane section just east of CSAH 9 to approximately 525 feet west of CSAH 78.	Anoka Co.	*

Table 3
REGIONALLY SIGNIFICANT PLAN PROJECTS INCLUDED IN THE AIR QUALITY ANALYSIS IN THE 2000-2002 TIP- YEAR 2010 ACTION SCENARIO
(Projects added to the 2000-2002 TIP- 2005 Action Scenario)

Route	Year	Description	Agency
I-35E	--	From I-94 to I-694 add lane in each direction	MnDOT
I-494	--	From TH 212 to I-394 add lane in each direction	MnDOT
I-494	--	Wakota Bridge from TH 61 to TH 56 - replace bridge and add lane in each direction	MnDOT
TH 61	--	From 60th St. to I-494 - reconstruction and add interchange	MnDOT
I-94	--	From Mcknight Road to TH 120 complete alternative investment study to consider HOV, Transitway, adding mixed use lanes in each direction options.	MnDOT
I-35W	--	From TH 36 to Ramsey County Line – Metered freeway.	MnDOT
TH 52	--	From Ramsey County Line to University Ave. Replace Lafayette bridge.	MnDOT
TH 61	--	Hastings Bridge replacement.	MnDOT
TH 169	--	From I-494 to I-94 corridor; complete alternative investment study to evaluate needed improvements.	MnDOT
TH 169	--	From I-94 to TH 610 corridor; complete alternative investment study to evaluate needed improvements.	MnDOT
TH62	--	From I-494 to I-35W corridor; complete alternative investment study to evaluate needed improvements.	MnDOT
TH 100	--	From 36th St. to Cedar Lake Rd. corridor; complete alternative investment study to evaluate needed improvements.	MnDOT

Table 3
REGIONALLY SIGNIFICANT PLAN PROJECTS INCLUDED IN THE AIR QUALITY ANALYSIS IN THE 2000-2002 TIP- YEAR 2010 ACTION SCENARIO
(Projects added to the 2000-2002 TIP- 2005 Action Scenario)

Route	Year	Description	Agency
TH 252	--	From 73rd Ave. to TH 610 corridor; complete alternative investment study to evaluate needed expansion.	MnDOT
TH 280	--	From Como Ave. To TH 36; reconstruct interchanges.	MnDOT
TH 100	--	From Duluth St. to 29th Ave. N.; construct new freeway.	MnDOT
Phalen Blvd.	2004	From I-35E to Maryland Ave. – construct new urban arterial.	City of St. Paul

Table 4
REGIONALLY SIGNIFICANT PLAN PROJECTS INCLUDED IN THE AIR QUALITY ANALYSIS IN THE 2000-2002 TIP - YEAR 2020 ACTION SCENARIO
(Projects added to the 2000-2002 TIP –2010 Action Scenario)

Route	Year	Description	Agency
I-35W	--	From Washington Ave. to TH 36 corridor; complete alternative investment study to evaluate expansion needs	MnDOT
I-494	--	From I-394 to I-94 corridor; complete alternative investment study to evaluate expansion needs	MnDOT
I-494	--	From TH 77 to TH 100 Major Investment Study/Final EIS identified alternatives; add HOV, staged implementation.	MnDOT
TH 36	--	From I-35W to I-35E corridor; complete alternative investment study to evaluate expansion needs.	MnDOT

Table 4
REGIONALLY SIGNIFICANT PLAN PROJECTS INCLUDED IN THE AIR QUALITY ANALYSIS IN THE 2000-2002 TIP - YEAR 2020 ACTION SCENARIO
(Projects added to the 2000-2002 TIP –2010 Action Scenario)

Route	Year	Description	Agency
TH 610	--	From TH 169 to I-94 corridor; Right-of-way preservation.	MnDOT
I-694	--	From east of junction with I-35E to TH 36 corridor; complete alternative investment study to evaluate improvement needs.	MnDOT
TH 36	--	From I-35E to I-694 corridor; complete alternative investment study to evaluate improvement needs.	MnDOT
TH 62	--	From I-35W to TH 55 corridor; complete alternative investment study to evaluate improvement needs	MnDOT

E. PROJECTS NOT LISTED IN THE TRANSPORTATION POLICY PLAN

CSAH 30 reconstruction in Hennepin County and CSAH 116 construction of a 4 -lane divided highway section in Anoka County are not identified in the TPP, but are consistent with the policies and purposes of the TPP and will not interfere with other projects specifically included in the plan. The projects are listed in Table 2. These projects are locally funded and are regionally significant, and are included in the air quality modeling.

F. HIGHWAY NETWORK AND TRAFFIC ASSIGNMENT DOCUMENTATION

The traffic forecasts used to calculate the CO emissions listed in Table 1are based on the most recent socioeconomic data prepared by the Council for the Regional Blueprint. The following provides a summary of the traffic forecast models used in the air quality analysis. Detailed technical information on the models are found in technical memorandums 1-11 as part of the 1990 Travel Behavior Inventory. The information is available through the Council's Data Center.

Traffic assignment zones (TAZ's) are used in the traffic modeling process as the common geographic unit for data summary. The system of TAZ's covers the entire seven-county, Twin Cities Metropolitan Area. All home-interview data and selected other trip and socioeconomic data were compiled by TAZ. In additions, the TAZ system forms the geographic framework for coding highway and transit networks.

Each TAZ is linked to all others by the highway network. Most are linked to one another by the transit network.

The most significant application of the TAZ is as the geographic unit used by the models to predict attractions and productions of person-trips. An example of a TAZ is a shopping mall. A mall has a homogeneous commercial land use that attracts people to work or shop. Another type of TAZ produces person-trips generated in proportion to the number of households, type of household, size of household, and an income variable such as the number of automobiles that each household has available on a daily basis for trip-making.

The 1990 zone system consists of 1,165 internal zones and 35 external stations. Internal zone boundaries most often lie along major highways or arterials 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 seven-county area where vehicle trips leave or enter the metro system without being associated with the local land use. In other words, one end of the trip is outside the seven-county area.

The rebuilding of the 1990 highway network was completed by Mn/DOT with assistance from the Council, and the transportation departments of counties and cities. The rebuilt network is based on data from the 1990 regional Travel Behavior Inventory (TBI).

To reflect some key parameters for related transportation modeling, such as typical speeds by location in the region, the network links are relate to geographical area types of Rural, Developing, Developed, Center City (described as Minneapolis and St. Paul), Central Business District (CBD) which are the Minneapolis and St. Paul CBD's and outlying Business Area.

Rural is defined as areas with population density less than one-person-per-acre. The Developing area is defined as an area with population greater than one-person-per-acre and outside the Interstate 694/Interstate 494 (I-694/I-494) ring. Inside the I-694/I-494 ring is the Developed area the CBD and Center City. The Outlying Business Areas are freestanding areas some distance from Minneapolis and St. Paul which operate like a CBD.

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

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

The Geographic Information System (GIS) software was used to assign default speed based on 1990 Travel Behavior Inventory (TBI) highway speed survey data and capacity values for all the network links. In this process, area type polygons are created that automatically identify all the links inside of the polygon. The area type value is automatically assigned to the link. The relational database software, ORACLE, is used to assign or update speed and capacity of links based on their area type/facility type. Figure 1 illustrates the flow of the trip demand models used in the trip distribution model.

The Trip Generation Model

The Trip Generation Model produces productions and attractions for each transportation analysis zone based on the population, number of households, employment level and socio-economic characteristics of each zone. The model was calibrated through the use of the 1990 Travel Behavior Inventory Home Interview Survey, Establishment Survey, and Special Generator Surveys for the University of Minnesota, major regional shopping centers, the Central Business Districts of Minneapolis and St. Paul and MSP Airport, which provided several databases of observed daily trips.

Trip Distribution Model

The trip distribution model uses the trip ends from the trip generation model, and information on the time and travel cost of traveling to estimate the zone to zone movements for the region. The distribution model for the Twin Cities area is a standard gravity model.

The model generates the number of person trips that are anticipated to be made between any two zones in the regional model on an average weekday, regardless of mode. The model was calibrated through the use of the 1990 Travel Behavior Inventory Home Interview Survey which provided a database of observed daily trips.

Mode Choice Model

The Mode Choice Model applies a logit model to home-based work, home-base other and non-home based trips. In addition, non-home based trips are further divided into work-related and non-work related. Home-based university trips are dealt with separately, using the work model. The mode choice models use the travel times and costs of the highway and transit systems to estimate the proportion of trips which are allocated to the transit system, single occupancy vehicle trips and high occupancy vehicle trips. Two surveys prepared by the Council provided data for calibrating the mode choice model, the 1990 Travel Behavior Inventory Home Interview Survey and the 1990 Transit Onboard Survey.

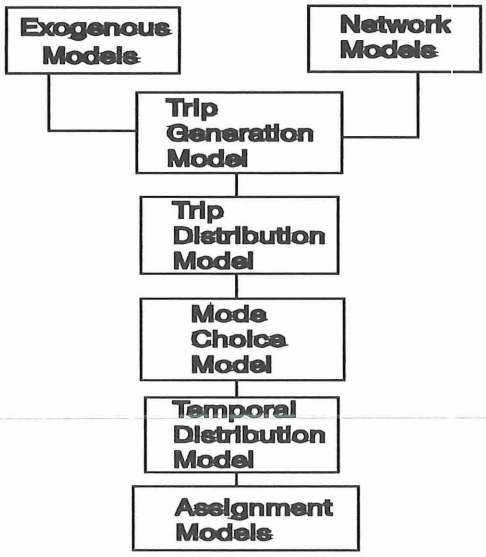
Temporal Distribution Model

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

Assignment Model

The Assignment model distributes vehicle trips onto the highway system through a capacity restrained equilibrium method. Capacity on the highway system, in proportion to the volume of travel assigned to each link in an iteration, results in a decrease in speed on the link. The relationship between volume and capacity was adjusted for certain facility types based on 1990 Travel Behavior Inventory Highway Speed Survey data, rather than solely using the default Bureau of Public Roads ratios.

FIGURE 1
GENERAL FLOW DESCRIPTION OF THE TRIP GENERATION MODELS



G. AIR QUALITY MODELING

A regional air quality analysis was prepared using the MOBILE5A and EMIS air quality analysis models. Average speed factor table and sample input files are in exhibit 2 of Section VI. The MOBILE5A model is used to produce carbon monoxide emission factors from mobile sources for the region. Sample input files for MOBILE5A and EMIS are in Exhibit 2, along with the output emission factors. EMIS is used to calculate the daily mobile source air pollution. The calculation is based on emission factors from MOBILE5A (in grams per vehicle mile), vehicle miles of travel (VMT), and congested speed from a highway assignment. Travel on Centroid connectors, and intrazonal travel also are accounted for by the model. EMIS summarizes daily pollutant emissions from calculations performed on the model, on a link-by-link basis. Major steps within EMIS are as follows:

- Read the capacity-restrained link loadings, speeds, area types, facility types, and number of lanes.

- Read the intrazonal vehicle trips, and allocate them to Centroid connectors in proportion to interzonal trip loading on the Centroid connectors.

- For each link, pick the CO emission rate from the MOBILE 5A run. Rates are picked on the basis of area type, facility type, and capacity restrained speed. Linear interpolation is used to calculate emission rates that fall between the speed increments developed by MOBILE 5A

- Multiply the link distance by the loading to obtain VMT for the link.

- Accumulate VMT, VHT and emissions by geographic area, facility type, area type and number of lanes.

- Outside of EMIS, the emissions for each time period of the regional forecast are aggregated to a daily total and in tons per day.

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

Table 5
MOBILE5A INPUT VALUES

The EPA-MOBILE5A model produced the vehicular CO emissions for the inventory using the following input values:

Auto Registration.....1990, 7-county area
Gasoline volatility.....13.4 RVP
Ambient Temperature.....31 degrees F.
Minimum temperature.....16 degrees F.
Maximum temperature.....38 degrees F.
Coldstarts.....20.6% (default)
Hotstarts.....27.3% (default)
Altitude.....low altitude
Vehicle mix.....MOBILE5A - default for light duty vehicles

Other Mobile 5A model variables:
- *anti tampering program factors (applied to vehicles over 5 years)*
- *vehicle inspection maintenance program was not included in the analysis due to1999 legislative action to eliminate the program.*

IV. CONSULTATION

A. PUBLIC INVOLVEMENT PROCESS

A proactive public involvement process was used in the development and adoption of the TIP as required by the Council's revised policies and procedures adopted in 1998 for public communication and involvement, to formally solicit comments on documents adopted by the Council. Where specific corridors are involved such as the Hiawatha LRT Corridor, detailed and targeted communication plans are adopted as part of planning, design and engineering phases of the project development. A computer tool was designed by the Council to implement the new procedures which is an on-line template for use by Council project managers to integrate public involvement procedures into their project work program.

The TIP is adopted after extensive public involvement in its review. A public hearing was held by the Council on the TIP with a 45-day public comment period provided. During the comment period, copies of the TIP are available at over 20 public libraries throughout the Twin Cities Metropolitan Area. The draft document for public comment and technical information are available at no charge to the public through requests to the Council's Data Center. A record of these comments and TAB and Council's responses prior to adoption of the TIP is part of the conformity documentation.

B. INTERAGENCY CONSULTATION PROCESS

An interagency consultation process was used to develop the TIP. Consultation will be continued through the public comment period to respond to comments and concerns raised by the agencies prior to final adoption by the TAB and concurrence by the Council.

The Council, MPCA and MnDOT 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 TIP. In response to concerns raised by the MPCA and to improve the interagency consultative process relative to the conformity determination of the TIP, an interagency conformity work group was formed. The work group has representatives from the Council, MPCA, MnDOT and FHWA. The following is a list of interagency meetings held and scheduled to consult during the preparation and adoption of the TIP document.

DATE	ACTIVITY
January-February, 1999	Interagency conformity group (Council, MPCA, MnDOT and FHWA) work sessions to develop conformity review schedule and TIP revision guidelines for public review process.
March, 1999	TIP revision guidelines and conformity schedule memorandum presented to TAB's Technical Advisory Committee Funding and Programming Committee.
June, 1999	MPCA reviews TAC draft of the conformity section of the draft TIP and provides comments to the Council for inclusion to the TIP public review document by the TAB
July, 1999	TIP public comment period conducted by the TAB .
August, 1999	TAB responds to public comments received and forwards TIP document to the Council. If major issues are raised during the comment period, the adoption process would be extended and a conformity determination made as may be required.
September, 1999	Council approves TIP and forwards it to MnDOT for inclusion in the State TIP for submittal to the U.S. Department of Transportation

The TAB and its Technical Advisory Committee are involved in the TIP development and public review processes. The TAB membership provides a forum for the deliberation of regional transportation issues among state, regional and local elected officials, together with private citizens appointed by the Council. The MPCA and Mn/DOT are represented on the TAB. The TAB's comments on the TIP and the Council's response, will be part of the public hearing record attached to the conformity determination documentation when submitted along with the TIP to MnDOT and submitted to the U.S. Department of Transportation.

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

Pursuant to the Conformity Rule, the Council reviewed the TIP and certifies that the TIP does not conflict with the implementation of the SIP. All Transportation System Management (TSM) strategies which were the adopted TCM's for the region have been implemented or ongoing and funded. Table 6 is a summary and status of the TSM's found in the Transportation Air Quality Control Plan that describes the status of each TSM. There are no TSM projects remaining to be completed. It is anticipated that the Transportation Air Quality Control Plan will be revised in the near future.

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

Table 6 lists two TCM's that are traffic flow amendments to the SIP. The MPCA added them to the SIP since its original adoption. These include a one-way pair in Minneapolis to address air quality problems at a permanent monitoring site at Hennepin Avenue and Lake Street, and in St. Paul, a CO Traffic Management System at the Snelling and University Avenue monitoring site. While not control measures, the MPCA added two additional revisions to the SIP which reduce CO: a vehicle emissions inspection/maintenance program, implemented in 1991, to correct the region-wide carbon monoxide problem, and a federally mandated four-month oxygenated gasoline program implemented in November 1992.

The MPCA requested that the U.S. EPA 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 U.S. EPA has approved this proposal. Because of current state law which remains in effect, however, the Twin Cities area has had a year-round program starting in 1995, regardless of any U.S. EPA rulemaking.

Table 6
TRANSPORTATION SYSTEM MANAGEMENT STRATEGIES
LISTED IN THE TRANSPORTATION AIR QUALITY CONTROL PLAN

TWIN CITIES AREA TSM STRATEGIES	STATUS
Vehicle Inspection/Maintenance (listed in Transportation Control Plan as a TSM Strategy)	
✎ Establish VIM Program	✎ Program became operational in July 1991.and is scheduled to terminate in the year 2000 after redesignation of the region as in attainment for CO.
Exclusive Bus/Carpool Lane	
✎ I-35W Bus/Metered Freeway Project	✎ Metered freeway access locations have bus and carpool bypass lanes at strategic intersections on I-35W and I-394.
✎ Reserved transit lanes in 3rd Ave. distributor in Minneapolis	✎ 3rd Ave. distributor project including exclusive bus/carpool lanes was completed in 1992.
Alternative Fuels or Engines	
✎ Gasohol demonstration project	✎ Council implemented an alternatives fuel testing program for buses initiated in 1992; completed in 1996.
Cold Start Emissions Reductions	
✎ Auto plug-in program for cold-start reductions	✎ Not an adopted strategy after a study of its feasibility.
Staggered Work Hours	
✎ Variable work hours implemented by various agencies	✎ City, county and state employees have flex time programs available. Other employers allow flextime and help support van and carpooling programs. These programs are actively promoted and financially supported by employers.
Improved Public Transit	

Table 6
TRANSPORTATION SYSTEM MANAGEMENT STRATEGIES
LISTED IN THE TRANSPORTATION AIR QUALITY CONTROL PLAN

TWIN CITIES AREA TSM STRATEGIES	STATUS
Reduced Metro Transit fares	Special marketing concepts targeted to employers and SOV useres, continue to be introduced and tested by Metro Transit to increase ridership.
Metro Transit Downtown Fare Zone	Special reduced fares for Mpls. and St. Paul downtowns implemented and ongoing.
Community Centered Transit	"Opt-out" provisions now allow communities to develop local service. Several community-focused transit hubs were developed.
Flexible Transit	Alternative modes introduced to provide specialized transit service.
Total Community Service Demonstration (elderly, persons with disabilities service)	An accessible route service implemented in addition to Metro Mobility service.
Responsibleness in Routing and Scheduling	Transit agencies have implemented active planning and communication programs with communities.
CBD Parking Shuttle	Shuttle service incorporated with the CBD regular route special fare zone.
Simplified Fare Structure	Council implemented a simplified fare structure that consists of a base rate with a rush hour and express service supplemental rates. Structure further revised in 1996.
Bus Shelters	Established ongoing program of installing and maintaining bus shelters with ADA access.
Rider Information	Region-wide transit information is available through CBD Transit Stores, the Council's web site and a computerized phone system.
Transit Marketing	Transit marketing remains an integral part of transit planning and the provision of services by the Council.
Cost Accounting Transit Performance Funding	Operation computer models developed to monitor and assess transit costs and develop performance measures.
Transit Maintenance Program	Construction of new maintenance garages and bus overhaul facilities.in St. Paul
"Real-time" Monitoring	ITS "real time" programs implemented on I-394 corridor.
Park and Ride	Joint Metro Transitl-Mn/DOT program for the planning and construction of park-and-ride facilities throughout the region is ongoing through a "Team Transit" program.
Area-wide Carpool Programs	
Expand Existing Area-wide Shared-ride Programs	Commuter Services (rideshare) program is actively marketed by the Council and was redesigned and expanded in 1994.

Table 6
TRANSPORTATION SYSTEM MANAGEMENT STRATEGIES LISTED IN THE TRANSPORTATION AIR QUALITY CONTROL PLAN

TWIN CITIES AREA TSM STRATEGIES	STATUS
On-street Parking Controls	
✎ Enforcement of Parking Idling and Traffic Ordinances	✎ Ongoing enforcement aggressively pursued by Mpls. and St. Paul.
Park and Ride/Fringe Parking	
✎ CBD Fringe Parking Programs in Mpls. and St. Paul	✎ Mpls. And St. Paul developed and are implementing ongoing programs for fringe parking and incentives to encourage carpooling.
Pedestrian Malls	
✎ Nicollet Mall (Mpls.)	✎ Nicollet Mall renovations and extension completed.
✎ Pedestrian Facilities/skyway Systems	✎ Extension of Mpls. Skyway system to the fringe parking in the 3rd Ave. distributor is completed.
✎ CBD Housing and Related Pedestrian Way	✎ Mpls. And St. Paul continue to promote the expansion of their skyway systems as part of this CBD development process.
Employer Programs for Transit, Paratransit and Bicycles	
✎ Shared-ride Programs Implemented and Underway in the Metropolitan Area	✎ A number of Twin Cities employers have van and carpool programs and participate in Minnesota Rideshare program. Technical assistance is provided by the Council.to implement local TSM programs.
	✎ Transportation Management Organizations established in the downtowns of Minneapolis, St. Paul and I-494 Strip in Bloomington.
Bicycle Lanes and Storage	
✎ Bicycle Facilities Implemented by Various Cities in Metropolitan Area	✎ Provisions for bicycle parking are included in fringe parking facilities for downtown Minneapolis. TEA-21 and regional transit capital funds are used to develop bicycle facilities such as trails and storage areas.
Traffic Flow Improvements	
✎ Minneapolis Computerized Traffic Management System	✎ Minneapolis system installed. New hardware and software installation completed in 1992.
✎ St. Paul Computerized Traffic Management System	✎ St. Paul system completed in 1991.
✎ New Construction - Minneapolis; 3rd Ave. Distributor, I-35E, St. Paul	✎ 3rd Ave. distributor in Minneapolis with computerized signals completed. I-35E through the downtown St. Paul reconstructed.
✎ University and Snelling Avenues, St. Paul; traffic flow improvements	✎ Improvements completed in 1990 and became fully operational in 1991.

VI. EXHIBITS

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

Exhibit 1
AVERAGE SPEED BASED ON VOLUME TO CAPACITY RATIOS
(VOLUME/CAPACITY BY FACILITY TYPES AND BY AREA TYPE)
AVERAGE SPEED (MPH) - Table used in Wright County emission calculations

	FREEWAYS		ARTERIALS		
V/C	CBD/CC	Sub/Rural	CBD	CC	Sub/Rural
0.0	50.0	65.0	21.8	29.8	32.2
0.1	48.0	62.5	21.3	29.5	32.0
0.2	46.0	60.0	20.8	29.2	31.8
0.3	44.0	57.5	20.3	28.8	31.6
0.4	42.0	55.0	19.8	28.5	31.4
0.5	40.0	52.5	19.3	28.2	31.2
0.6	38.0	50.5	18.8	27.8	31.0
0.7	36.0	47.5	18.3	27.5	30.8
0.8	34.0	44.5	17.8	27.2	30.6
0.9	32.0	41.0	16.4	21.1	22.8
1.0	30.0	30.0	15.0	15.0	15.0
1.1	27.0	27.0	13.0	13.0	13.0
1.2	24.0	24.0	11.0	11.0	11.0
1.3	21.0	21.0	9.0	9.0	9.0
1.4	18.0	18.0	7.0	7.0	7.0
1.5	15.0	15.0	5.0	5.0	5.0
1.6	15.0	15.0	3.0	3.0	3.0

Source: Special Area Analysis Manual, U.S. Department of Transportation, 1973.

Exhibit 2
Sample of MOBILE 5A Input File for 2005 Forecast Year

```
1 PROMPT  1=NO PROMPT,2=PROMPT VERT,3=NO PROMPT HORIZ,4=PROMPT HORIZ
 MOBILE 5A EMMISSION RATES FOR 2005 (1990 Registration Data) NO I/M, with OXY Fuel
1 TAMFLG  1=DEFAULT TAMPERING RATES,2=USER'S RATES
1 SPDFLG  1=1 SPD,2=8 SPDS 3=1+trip length per scenario 4=1+1trip l.
1 VMFLAG  VMT MIX:1=DEFAULT,2=1 CARD PER SCENARIO.,3=1 CARD FOR ALL
3 MYMRFG  % AGE,1=DEFAULT,2=MILE ACCUM,3=REGISTRATION,4=BOTH
1 NEWFLG  1=DEf,2=mod,3=def+evap,4=mod+evap,5=def+no CAAA,6=mod+no CAAA
1 IMFLAG  1=NONE,2=I/M PROG,3=2 I/M programs
1 ALHFLG  AIR COND,LOAD,HUM,1=DEFAULT,2=6 INPUTS,3=10 INPUTS
1 ATPFLG  1=NONE,2=ATP,3=press,4=purge,5=ATP+press,6=ATP+rurge,7=press+purge,8=ATP+press+purge
5 RLFLAG  1=UNCONTROLLED REFUEL,2=STAGE II ,3=ONBOARD,4=BOTH,5=NO EM
2 LOCFLG  1=LOCAL AREA PARAMETER FOR EACH SCENARIO,2=1 LAP FOR ALL
1 TEMFLG  1=USE MIN. & MAX. TEMP,2=USE 1 VALUE FOR AMBIENT TEMPERATURE
4 OUTFMT  1=221(NUM),2=140(NUM),3=112(DES),4=80(DES),5=mod yr,6=Spread
4 PRTFLG  1=HC ONLY,2=CO ONLY,3=NOX ONLY,4=ALL THREE POLLUTANTS
2 IDLFLG  1=NO IDLE,2=IDLE IS OUTPUT
3 NMHFLG  1=TOT HC,2=NMHC 3=VOC 4=TOG 5=NMOG
3 HCFLAG  1=TOT HC only,2=Tot with Rfl & Comp,3=Tot without Rfl & Comp
 .052 .075 .083 .085 .092 .088 .084 .058 .052 .052    JULMYR.LDGV..my ages 1-10
 .052 .056 .046 .035 .020 .070 .000 .000 .000 .000          .LDGV..my ages 11-20
 .000 .000 .000 .000 .000                                   .LDGV..my ages 21-25
 .063 .084 .084 .084 .084 .069 .059 .044 .036 .031          .LDGT1.my ages 1-10
 .030 .053 .047 .046 .036 .028 .017 .022 .017 .014          .LDGT1.my ages 11-20
 .009 .008 .008 .005 .025                                   .LDGT1.my ages 21-25
 .054 .072 .072 .072 .072 .052 .050 .034 .054 .031          .LDGT2.my ages 1-10
 .028 .080 .084 .049 .039 .030 .018 .023 .018 .015          .LDGT2.my ages 11-20
 .009 .008 .009 .006 .026                                   .LDGT2.my ages 21-25
 .023 .047 .047 .047 .047 .038 .033 .021 .026 .029           HDGV..my ages 1-10
 .034 .064 .054 .058 .051 .038 .043 .041 .035 .029          .HDGV..my ages 11-20
 .021 .022 .022 .014 .117                                   .HDGV..my ages 21-25
 .052 .075 .083 .085 .092 .088 .084 .058 .052 .052    JULMYR.LDDV..my ages 1-10
 .052 .056 .046 .035 .020 .070 .000 .000 .000 .000          .LDDV..my ages 11-20
 .000 .000 .000 .000 .000                                   .LDDV..my ages 21-25
 .063 .084 .084 .084 .084 .069 .059 .044 .036 .031          .LDDT .my ages 1-10
 .030 .053 .047 .046 .036 .028 .017 .022 .017 .014          .LDDT .my ages 11-20
 .009 .008 .008 .005 .025                                   .LDDT .my ages 21-25
 .034 .067 .067 .067 .067 .073 .061 .040 .041 .051          .HDDV..my ages 1-10
 .053 .066 .055 .057 .045 .019 .023 .028 .024 .016          .HDDV..my ages 11-20
 .011 .009 .007 .005 .016                                   .HDDV..my ages 21-25
 .144 .168 .135 .109 .088 .070 .056 .045 .036 .029          .MC....my ages 1-10
 .023 .097 .000 .000 .000 .000 .000 .000 .000 .000          .MC....my ages 11-20
 .000 .000 .000 .000 .000                                   .MC....my ages 21-25
Mpls Stpaul Mn   C 16.0 38.0 09.0 09.0 20 2 1 1     <--LAP record
.000 .900 .000 .027 2<---- %Ether,%Alc,O2%(ether),O2%Alc,2=waiver,1not
1 05  3.0 31.0 20.6 27.3 20.6 01
1 05  6.0 31.0 20.6 27.3 20.6 01
1 05  9.0 31.0 20.6 27.3 20.6 01
1 05 12.0 31.0 20.6 27.3 20.6 01
1 05 15.0 31.0 20.6 27.3 20.6 01
1 05 18.0 31.0 20.6 27.3 20.6 01
1 05 21.0 31.0 20.6 27.3 20.6 01
1 05 24.0 31.0 20.6 27.3 20.6 01
1 05 27.0 31.0 20.6 27.3 20.6 01
1 05 30.0 31.0 20.6 27.3 20.6 01
1 05 33.0 31.0 20.6 27.3 20.6 01
1 05 36.0 31.0 20.6 27.3 20.6 01
1 05 39.0 31.0 20.6 27.3 20.6 01
1 05 42.0 31.0 20.6 27.3 20.6 01
1 05 45.0 31.0 20.6 27.3 20.6 01
1 05 48.0 31.0 20.6 27.3 20.6 01
1 05 51.0 31.0 20.6 27.3 20.6 01
1 05 54.0 31.0 20.6 27.3 20.6 01
1 05 57.0 31.0 20.6 27.3 20.6 01
1 05 60.0 31.0 20.6 27.3 20.6 01
1 05 63.0 31.0 20.6 27.3 20.6 01
1 05 65.0 31.0 20.6 27.3 20.6 01
```

Sample of MOBILE 5A Output File for 2005 Forecast Year

```
SCENARIO  1
SPEED =  3.0
VOC     HC:  7.98  11.52  16.25  12.97  11.04   1.00   1.48   4.48  12.02   9.21
Exhst   HC:  7.97  11.51  16.24  12.96  11.03   1.00   1.48   4.48  12.02   9.20
Evap.   HC:   .01    .01    .01    .01    .01                         .00    .01
Refuel  HC:   .00    .00    .00    .00    .00                                .00
Runing  HC:   .00    .00    .00    .00    .00                                .00
Rsting  HC:   .00    .00    .00    .00    .00                         .00    .00
Exhst   CO: 94.28 118.16 157.63 130.26 103.61   4.22   4.86  34.54 169.50 100.32
Exhst NOX:  2.31   2.93   4.03   3.27   3.98   1.77   2.13  13.53   1.14   3.45
SPEED =  6.0
VOC     HC:  4.51   6.37   8.97   7.17   8.44    .85   1.27   3.84   7.14   5.33
Exhst   HC:  4.50   6.36   8.96   7.16   8.43    .85   1.27   3.84   7.14   5.32
Evap.   HC:   .01    .01    .01    .01    .01                         .00    .01
Refuel  HC:   .00    .00    .00    .00    .00                                .00
Runing  HC:   .00    .00    .00    .00    .00                                .00
Rsting  HC:   .00    .00    .00    .00    .00                         .00    .00
Exhst   CO: 53.76  67.48  89.49  74.23  79.54   3.32   3.82  27.18  92.13  58.35
Exhst NOX:  1.91   2.43   3.33   2.70   4.11   1.56   1.88  11.94   1.02   2.94
SPEED =  9.0
VOC     HC:  3.36   4.65   6.54   5.23   6.55    .74   1.10   3.32   4.96   3.98
Exhst   HC:  3.35   4.65   6.53   5.22   6.54    .74   1.10   3.32   4.96   3.97
Evap.   HC:   .01    .01    .01    .01    .01                         .00    .01
Refuel  HC:   .00    .00    .00    .00    .00                                .00
Runing  HC:   .00    .00    .00    .00    .00                                .00
Rsting  HC:   .00    .00    .00    .00    .00                         .00    .00
Exhst   CO: 40.25  50.59  66.78  55.56  62.29   2.66   3.06  21.75  59.57  43.82
Exhst NOX:  1.78   2.26   3.10   2.52   4.23   1.40   1.68  10.68    .96   2.71
SPEED = 12.0
VOC     HC:  2.78   3.80   5.33   4.27   5.16    .64    .96   2.90   3.84   3.28
Exhst   HC:  2.77   3.79   5.32   4.26   5.15    .64    .96   2.90   3.84   3.27
Evap.   HC:   .01    .01    .01    .01    .01                         .00    .01
Refuel  HC:   .00    .00    .00    .00    .00                                .00
Runing  HC:   .00    .00    .00    .00    .00                                .00
Rsting  HC:   .00    .00    .00    .00    .00                         .00    .00
Exhst   CO: 33.50  42.15  55.42  46.22  49.75   2.16   2.49  17.69  43.50  36.33
Exhst NOX:  1.72   2.17   2.99   2.42   4.36   1.26   1.52   9.67    .95   2.58
SPEED = 15.0
VOC     HC:  2.43   3.28   4.60   3.69   4.13    .57    .84   2.55   3.20   2.84
Exhst   HC:  2.42   3.27   4.59   3.68   4.12    .57    .84   2.55   3.20   2.83
Evap.   HC:   .01    .01    .01    .01    .01                         .00    .01
Refuel  HC:   .00    .00    .00    .00    .00                                .00
Runing  HC:   .00    .00    .00    .00    .00                                .00
Rsting  HC:   .00    .00    .00    .00    .00                         .00    .00
Exhst   CO: 29.45  37.08  48.61  40.62  40.54   1.79   2.06  14.62  34.45  31.75
Exhst NOX:  1.68   2.12   2.92   2.37   4.48   1.16   1.40   8.87    .97   2.48
SPEED = 18.0
VOC     HC:  2.20   2.94   4.12   3.30   3.35    .50    .75   2.25   2.80   2.55
Exhst   HC:  2.19   2.93   4.11   3.29   3.34    .50    .75   2.25   2.80   2.54
Evap.   HC:   .01    .01    .01    .01    .01                         .00    .01
Refuel  HC:   .00    .00    .00    .00    .00                                .00
Runing  HC:   .00    .00    .00    .00    .00                                .00
Rsting  HC:   .00    .00    .00    .00    .00                         .00    .00
Exhst   CO: 26.74  33.70  44.06  36.88  33.69   1.50   1.73  12.29  28.72  28.65
Exhst NOX:  1.65   2.09   2.87   2.33   4.60   1.08   1.30   8.24   1.02   2.41
SPEED = 21.0
VOC     HC:  1.96   2.63   3.69   2.96   2.76    .45    .67   2.01   2.51   2.27
Exhst   HC:  1.95   2.63   3.68   2.95   2.75    .45    .67   2.01   2.51   2.26
Evap.   HC:   .01    .01    .01    .01    .01                         .00    .01
Refuel  HC:   .00    .00    .00    .00    .00                                .00
Runing  HC:   .00    .00    .00    .00    .00                                .00
Rsting  HC:   .00    .00    .00    .00    .00                         .00    .00
Exhst   CO: 23.54  30.02  39.26  32.85  28.55   1.28   1.48  10.50  24.67  25.26
Exhst NOX:  1.66   2.07   2.85   2.31   4.73   1.01   1.22   7.75   1.08   2.38
```

SPEED = 24.0										
VOC	HC:	1.73	2.36	3.31	2.65	2.31	.40	.60	1.81	2.29	2.01
Exhst	HC:	1.72	2.35	3.30	2.64	2.30	.40	.60	1.81	2.29	2.00
Evap.	HC:	.01	.01	.01	.01	.01				.00	.01
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	20.00	26.01	34.11	28.50	24.69	1.11	1.28	9.12	21.55	21.66
Exhst	NOX:	1.68	2.09	2.87	2.33	4.85	.97	1.16	7.39	1.15	2.38
SPEED = 27.0											
VOC	HC:	1.55	2.14	3.01	2.41	1.96	.37	.54	1.64	2.11	1.81
Exhst	HC:	1.54	2.13	3.00	2.40	1.95	.37	.54	1.64	2.11	1.80
Evap.	HC:	.01	.01	.01	.01	.01				.00	.01
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	17.25	22.89	30.11	25.11	21.77	.98	1.13	8.05	19.00	18.86
Exhst	NOX:	1.70	2.09	2.88	2.34	4.97	.93	1.12	7.13	1.21	2.38
SPEED = 30.0											
VOC	HC:	1.40	1.97	2.77	2.22	1.69	.33	.50	1.50	1.95	1.65
Exhst	HC:	1.39	1.96	2.76	2.21	1.68	.33	.50	1.50	1.95	1.64
Evap.	HC:	.01	.01	.01	.01	.01				.00	.01
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	15.05	20.40	26.90	22.40	19.58	.88	1.01	7.22	16.85	16.62
Exhst	NOX:	1.72	2.10	2.89	2.34	5.10	.91	1.10	6.97	1.27	2.38
SPEED = 33.0											
VOC	HC:	1.28	1.83	2.57	2.06	1.48	.31	.46	1.38	1.81	1.51
Exhst	HC:	1.28	1.82	2.56	2.05	1.47	.31	.46	1.38	1.81	1.51
Evap.	HC:	.01	.01	.01	.01	.01				.00	.01
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	13.25	18.36	24.28	20.18	17.97	.80	.93	6.59	15.06	14.81
Exhst	NOX:	1.73	2.11	2.90	2.35	5.22	.90	1.09	6.90	1.32	2.39
SPEED = 36.0											
VOC	HC:	1.18	1.71	2.41	1.93	1.32	.29	.43	1.29	1.70	1.40
Exhst	HC:	1.18	1.71	2.40	1.92	1.31	.29	.43	1.29	1.70	1.40
Evap.	HC:	.01	.01	.01	.01	.01				.00	.01
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	11.75	16.66	22.09	18.33	16.82	.75	.86	6.11	13.58	13.30
Exhst	NOX:	1.74	2.11	2.91	2.36	5.35	.90	1.09	6.92	1.36	2.40
SPEED = 39.0											
VOC	HC:	1.10	1.62	2.27	1.82	1.19	.27	.40	1.20	1.61	1.31
Exhst	HC:	1.09	1.61	2.26	1.81	1.18	.27	.40	1.20	1.61	1.30
Evap.	HC:	.01	.01	.01	.01	.01				.00	.01
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	10.48	15.23	20.25	16.77	16.05	.70	.81	5.75	12.41	12.03
Exhst	NOX:	1.75	2.12	2.91	2.36	5.47	.92	1.11	7.03	1.39	2.42
SPEED = 42.0											
VOC	HC:	1.03	1.53	2.15	1.72	1.09	.25	.38	1.14	1.54	1.23
Exhst	HC:	1.02	1.52	2.14	1.71	1.08	.25	.38	1.14	1.54	1.23
Evap.	HC:	.01	.01	.01	.01	.01				.00	.01
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	9.39	13.99	18.66	15.42	15.63	.67	.77	5.51	11.52	10.96
Exhst	NOX:	1.76	2.12	2.92	2.36	5.59	.95	1.14	7.24	1.42	2.45

PEED = 45.0										
VOC	HC:	.97	1.46	2.05	1.64	1.01	.24	.36	1.08	1.49	1.17
Exhst	HC:	.96	1.45	2.04	1.63	1.00	.24	.36	1.08	1.49	1.16
Evap.	HC:	.01	.01	.01	.01	.01				.00	.01
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	8.45	12.93	17.29	14.26	15.52	.66	.75	5.37	10.85	10.05
Exhst	NOX:	1.77	2.12	2.92	2.37	5.72	.99	1.19	7.54	1.44	2.48
SPEED = 48.0											
VOC	HC:	.91	1.39	1.96	1.57	.95	.23	.34	1.03	1.47	1.11
Exhst	HC:	.91	1.38	1.95	1.56	.94	.23	.34	1.03	1.47	1.10
Evap.	HC:	.01	.01	.01	.01	.01				.00	.01
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	7.62	11.99	16.09	13.25	15.72	.65	.75	5.32	10.35	9.26
Exhst	NOX:	1.77	2.12	2.93	2.37	5.84	1.04	1.25	7.96	1.47	2.52
SPEED = 51.0											
VOC	HC:	.91	1.39	1.96	1.57	.91	.22	.33	1.00	1.47	1.10
Exhst	HC:	.91	1.38	1.95	1.56	.90	.22	.33	1.00	1.47	1.10
Evap.	HC:	.01	.01	.01	.01	.01				.00	.01
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	7.62	11.99	16.09	13.25	16.25	.65	.75	5.35	10.35	9.28
Exhst	NOX:	1.93	2.37	3.26	2.64	5.96	1.11	1.34	8.51	1.61	2.73
SPEED = 54.0											
VOC	HC:	.91	1.39	1.96	1.57	.89	.22	.32	.97	1.47	1.10
Exhst	HC:	.91	1.38	1.95	1.56	.87	.22	.32	.97	1.47	1.09
Evap.	HC:	.01	.01	.01	.01	.01				.00	.01
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	7.62	11.99	16.09	13.25	17.12	.67	.77	5.47	10.35	9.32
Exhst	NOX:	2.08	2.61	3.60	2.91	6.09	1.20	1.45	9.22	1.76	2.96
SPEED = 57.0											
VOC	HC:	.98	1.48	2.09	1.67	.87	.21	.32	.96	1.68	1.17
Exhst	HC:	.97	1.47	2.08	1.66	.86	.21	.32	.96	1.68	1.16
Evap.	HC:	.01	.01	.01	.01	.01				.00	.01
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	9.01	14.29	19.34	15.84	18.40	.69	.80	5.69	15.33	10.97
Exhst	NOX:	2.23	2.85	3.93	3.18	6.21	1.32	1.59	10.11	1.90	3.20
SPEED = 60.0											
VOC	HC:	1.08	1.62	2.29	1.82	.87	.21	.31	.95	1.99	1.27
Exhst	HC:	1.07	1.61	2.28	1.81	.86	.21	.31	.95	1.99	1.26
Evap.	HC:	.01	.01	.01	.01	.01				.00	.01
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	11.11	17.74	24.22	19.73	20.18	.73	.85	6.01	22.81	13.45
Exhst	NOX:	2.39	3.09	4.27	3.45	6.33	1.47	1.77	11.23	2.04	3.45
SPEED = 63.0											
VOC	HC:	1.17	1.75	2.49	1.98	.89	.21	.31	.94	2.30	1.38
Exhst	HC:	1.16	1.74	2.48	1.97	.88	.21	.31	.94	2.30	1.37
Evap.	HC:	.01	.01	.01	.01	.01				.00	.01
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	13.20	21.19	29.10	23.62	22.57	.79	.91	6.46	30.28	15.96
Exhst	NOX:	2.54	3.33	4.60	3.72	6.46	1.65	1.99	12.64	2.19	3.73

SPEED = 65.0

VOC	HC:	1.24	1.84	2.62	2.08	.90	.21	.31	.95	2.51	1.45
Exhst	HC:	1.23	1.83	2.61	2.07	.89	.21	.31	.95	2.51	1.44
Evap.	HC:	.01	.01	.01	.01	.01				.00	.01
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	14.59	23.49	32.36	26.21	24.59	.84	.96	6.84	35.26	17.64
Exhst	NOX:	2.64	3.49	4.82	3.90	6.54	1.80	2.17	13.77	2.28	3.93

EMIS Output for 2005 Forecast Model Year for the AM Peak Hour (6:30 to 7:30 AM)

```
FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE --
 EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
  -  RUN TIME: 09:05:28  19Mar99

 INPUT CARD ECHO
SCENARIO  1        MOBILE.TEM
THE FOLLOWING IS A MATRIX WHICH ASSIGNS A SCENARIO TO EACH FT/AT COMBINATION
AT=>     1     2     3     4     5
_____________________________________
FT |
 1 |     1     1     1     1     1
 2 |     1     1     1     1     1
 3 |     1     1     1     1     1
 4 |     1     1     1     1     1
 5 |     1     1     1     1     1
 6 |     1     1     1     1     1

INPUT COORDINATE SCALE(UNITS) FROM PROFILE.MAS IS     99
```

FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE --
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
- RUN TIME: 09:05:37 19Mar99

EMISSIONS IN GRAMS PER DAY

GEOGRAPHIC LOCATION NO 1

FT	AT	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	1	388816.	387334.	2348.	0.	0.	3893364.	574084.
1	2	327184.	325665.	2004.	0.	0.	3324862.	503288.
1	3	502748.	500288.	3768.	0.	0.	4685474.	987670.
1	4	267732.	266140.	1933.	0.	0.	2511633.	478492.
1	5	157731.	156889.	1014.	0.	0.	1539832.	251996.
2	1	355844.	353407.	2966.	0.	0.	3241138.	824605.
2	2	393362.	391056.	3116.	0.	0.	3786918.	925587.
2	3	492386.	490109.	4235.	0.	0.	4255044.	1118073.
2	4	111775.	111187.	844.	0.	0.	1027001.	209355.
2	5	95221.	94660.	690.	0.	0.	871877.	172429.
3	1	20839.	20739.	100.	0.	0.	225535.	23807.
3	2	2084.	2072.	12.	0.	0.	21174.	2941.
3	3	18450.	18357.	93.	0.	0.	198067.	22090.
3	4	10867.	10815.	52.	0.	0.	117032.	12503.
3	5	5702.	5673.	28.	0.	0.	61424.	6754.
4	1	37124.	36938.	186.	0.	0.	398541.	44345.
4	2	16770.	16671.	99.	0.	0.	170376.	23655.
4	3	46783.	46546.	237.	0.	0.	501122.	56452.
4	4	30559.	30415.	143.	0.	0.	332677.	34209.
4	5	16759.	16677.	83.	0.	0.	180431.	19724.
5	1	350230.	348976.	2769.	0.	0.	3168077.	699951.
5	2	421604.	418984.	3400.	0.	0.	3754207.	839591.
5	3	172270.	171580.	1292.	0.	0.	1594202.	313595.
5	4	63211.	63073.	425.	0.	0.	615260.	101884.
5	5	88197.	88035.	596.	0.	0.	855957.	143018.
6	1	606451.	601705.	5090.	0.	0.	5274824.	1272913.
6	2	524599.	522789.	3892.	0.	0.	4884805.	944116.
6	3	251939.	251020.	1734.	0.	0.	2414502.	418151.
6	4	112690.	112167.	523.	0.	0.	1233329.	124749.
6	5	83100.	82715.	385.	0.	0.	909039.	91837.
GL TOTAL		5973029.	5942700.	44058.	0.	0.	56047716.	11241852.
(TONS)		6.58	6.54	.05	.00	.00	61.73	12.38

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EMISSIONS IN GRAMS PER DAY

ALL GEOGRAPHIC LOCATIONS

FT	AT	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	1	388816.	387334.	2348.	0.	0.	3893364.	574084.
1	2	327184.	325665.	2004.	0.	0.	3324862.	503288.
1	3	502748.	500288.	3768.	0.	0.	4685474.	987670.
1	4	267732.	266140.	1933.	0.	0.	2511633.	478492.
1	5	157731.	156889.	1014.	0.	0.	1539832.	251996.
2	1	355844.	353407.	2966.	0.	0.	3241138.	824605.
2	2	393362.	391056.	3116.	0.	0.	3786918.	925587.
2	3	492386.	490109.	4235.	0.	0.	4255044.	1118073.
2	4	111775.	111187.	844.	0.	0.	1027001.	209355.
2	5	95221.	94660.	690.	0.	0.	871877.	172429.
3	1	20839.	20739.	100.	0.	0.	225535.	23807.
3	2	2084.	2072.	12.	0.	0.	21174.	2941.
3	3	18450.	18357.	93.	0.	0.	198067.	22090.
3	4	10867.	10815.	52.	0.	0.	117032.	12503.
3	5	5702.	5673.	28.	0.	0.	61424.	6754.
4	1	37124.	36938.	186.	0.	0.	398541.	44345.
4	2	16770.	16671.	99.	0.	0.	170376.	23655.
4	3	46783.	46546.	237.	0.	0.	501122.	56452.
4	4	30559.	30415.	143.	0.	0.	332677.	34209.
4	5	16759.	16677.	83.	0.	0.	180431.	19724.
5	1	350230.	348976.	2769.	0.	0.	3168077.	699951.
5	2	421604.	418984.	3400.	0.	0.	3754207.	839591.
5	3	172270.	171580.	1292.	0.	0.	1594202.	313595.
5	4	63211.	63073.	425.	0.	0.	615260.	101884.
5	5	88197.	88035.	596.	0.	0.	855957.	143018.
6	1	606451.	601705.	5090.	0.	0.	5274824.	1272913.
6	2	524599.	522789.	3892.	0.	0.	4884805.	944116.
6	3	251939.	251020.	1734.	0.	0.	2414502.	418151.
6	4	112690.	112167.	523.	0.	0.	1233329.	124749.
6	5	83100.	82715.	385.	0.	0.	909039.	91837.
SUM		5973029.	5942700.	44058.	0.	0.	56047716.	11241852.
(TONS)		6.58	6.54	.05	.00	.00	61.73	12.38

FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE --
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EMISSIONS IN GRAMS PER DAY

FACILITY TYPE	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	1644216.	1636320.	11067.	0.	0.	15955141.	2795541.
2	1448588.	1440418.	11851.	0.	0.	13181972.	3250049.
3	57942.	57656.	285.	0.	0.	623232.	68095.
4	147995.	147247.	749.	0.	0.	1583147.	178385.
5	1095512.	1090646.	8482.	0.	0.	9987691.	2098039.
6	1578778.	1570391.	11624.	0.	0.	14716484.	2851760.
SUM	5973029.	5942700.	44058.	0.	0.	56047716.	11241852.
(TONS)	6.58	6.54	.05	.00	.00	61.73	12.38

AREA TYPE	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	1759305.	1749096.	13459.	0.	0.	16201482.	3439698.
2	1685604.	1677235.	12524.	0.	0.	15942319.	3239186.
3	1484576.	1477897.	11359.	0.	0.	13648434.	2916035.
4	596834.	593798.	3920.	0.	0.	5836930.	961191.
5	446711.	444650.	2796.	0.	0.	4418564.	685758.
SUM	5973029.	5942700.	44058.	0.	0.	56047716.	11241852.
(TONS)	6.58	6.54	.05	.00	.00	61.73	12.38

NUMBER LANES	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	2226510.	2215326.	14570.	0.	0.	21803002.	3556638.
2	2332810.	2321425.	17629.	0.	0.	21704278.	4527144.
3	1016221.	1010999.	8387.	0.	0.	9121900.	2251340.
4	314158.	312271.	2735.	0.	0.	2710429.	715918.
5	83326.	82660.	737.	0.	0.	708153.	190824.
SUM	5973029.	5942700.	44058.	0.	0.	56047716.	11241852.
(TONS)	6.58	6.54	.05	.00	.00	61.73	12.38

FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE --
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DAILY VEHICLE MILES

DAILY VMT - GEOGRAPHIC LOCATION NO 1

	AREA TYPES				
FT	1	2	3	4	5
1	234826.	200687.	376759.	193341.	101428.
2	296583.	311616.	423539.	84360.	68974.
3	9959.	1236.	9280.	5222.	2838.
4	18620.	9939.	23717.	14317.	8272.
5	276894.	340016.	129196.	42499.	59622.
6	515677.	389168.	173395.	52299.	38485.
GL TOTAL	1352562.	1252660.	1135882.	392038.	279619.

FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE --
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DAILY VEHICLE MILES

DAILY VMT - ALL GEOGRAPHIC LOCATIONS

	AREA TYPES				
FT	1	2	3	4	5
1	234826.	200687.	376759.	193341.	101428.
2	296583.	311616.	423539.	84360.	68974.
3	9959.	1236.	9280.	5222.	2838.
4	18620.	9939.	23717.	14317.	8272.
5	276894.	340016.	129196.	42499.	59622.
6	515677.	389168.	173395.	52299.	38485.
TOTAL	1352562.	1252660.	1135882.	392038.	279619.

DAILY VMT FACILITY TYPE	
1	1107040.
2	1185071.
3	28534.
4	74864.
5	848227.
6	1169023.
TOTAL	4412766.

DAILY VMT AREA TYPE	
1	1352562.
2	1252660.
3	1135882.
4	392038.
5	279619.
TOTAL	4412766.

DAILY VMT NUMBER LANES	
1	1463886.
2	1762971.
3	838703.
4	273477.
5	73731.
TOTAL	4412766.

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DAILY VEHICLE HOURS

DAILY VHT - GEOGRAPHIC LOCATION NO 1

	AREA TYPES				
FT	1	2	3	4	5
1	8061.	6465.	9545.	5294.	3248.
2	6206.	6519.	9103.	2195.	1964.
3	439.	42.	381.	231.	118.
4	769.	340.	965.	643.	349.
5	6698.	8120.	3394.	1263.	1765.
6	35090.	10332.	5076.	2362.	1749.
GL TOTAL	57262.	31817.	28464.	11989.	9192.

FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE --
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DAILY VEHICLE HOURS

DAILY VHT - ALL GEOGRAPHIC LOCATIONS

	AREA TYPES				
FT	1	2	3	4	5
1	8061.	6465.	9545.	5294.	3248.
2	6206.	6519.	9103.	2195.	1964.
3	439.	42.	381.	231.	118.
4	769.	340.	965.	643.	349.
5	6698.	8120.	3394.	1263.	1765.
6	35090.	10332.	5076.	2362.	1749.
TOTAL	57262.	31817.	28464.	11989.	9192.

DAILY VHT FACILITY TYPE	
1	32612.
2	25987.
3	1212.
4	3066.
5	21240.
6	54608.
TOTAL	138724.

DAILY VHT AREA TYPE	
1	57262.
2	31817.
3	28464.
4	11989.
5	9192.
TOTAL	138724.

DAILY VHT NUMBER LANES	
1	68347.
2	44551.
3	18531.
4	5760.
5	1535.
TOTAL	138724.

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AVERAGE CONGESTED SPEED (mph)

AVERAGE SPEED - GEOGRAPHIC LOCATION NO 1

	AREA TYPES				
FT	1	2	3	4	5
1	29.13	31.04	39.47	36.52	31.23
2	47.79	47.80	46.53	38.42	35.12
3	22.70	29.28	24.34	22.58	24.05
4	24.22	29.26	24.57	22.26	23.69
5	41.34	41.87	38.06	33.65	33.79
6	14.70	37.67	34.16	22.14	22.01
GL TOTAL	23.62	39.37	39.91	32.70	30.42

FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE --
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
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AVERAGE CONGESTED SPEED (mph)

AVERAGE SPEED - ALL GEOGRAPHIC LOCATIONS

	AREA TYPES				
FT	1	2	3	4	5
1	29.13	31.04	39.47	36.52	31.23
2	47.79	47.80	46.53	38.42	35.12
3	22.70	29.28	24.34	22.58	24.05
4	24.22	29.26	24.57	22.26	23.69
5	41.34	41.87	38.06	33.65	33.79
6	14.70	37.67	34.16	22.14	22.01
TOTAL	23.62	39.37	39.91	32.70	30.42

FACILITY TYPE	AVERAGE SPEED
1	33.95
2	45.60
3	23.55
4	24.42
5	39.93
6	21.41
TOTAL	31.81

AREA TYPE	AVERAGE SPEED
1	23.62
2	39.37
3	39.91
4	32.70
5	30.42
TOTAL	31.81

NUMBER LANES	AVERAGE SPEED
1	21.42
2	39.57
3	45.26
4	47.48
5	48.03
TOTAL	31.81

EXHIBIT 3

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 TIPs.

Following is a list of "exempt" projects and their corresponding codes used in column "AQ" of the 2000-2002 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 CRF 771) O-4
Acquisition of scenic easements O-5
Plantings, landscaping, etc. O-6
Sign removal O-7
Directional and informational signs O-8
Transportation enhancement activities (except
rehabilitation and operation of historic
transportation buildings, structures, or facilities) 0-9
Repair of damage caused by natural disasters, civil unrest,
or terrorist acts, except projects involving
substantial functional, locational, or capacity changes O-10

Projects Exempt from Regional Emissions Analyses that may Require Further Air Quality Analysis

The local effects of these projects with respect to carbon monoxide concentrations must be considered to determine if a "hot-spot" type of an analysis is required prior to making a project-level conformity determination. These projects may then proceed to the project development process even in the absence of a conforming transportation plan and TIP. A particular action of the type listed below is not exempt from regional emissions analysis if the MPO in consultation with other state agencies MPCA, Mn/DOT, the EPA, and the FHWA (in the case of a highway project) or the FTA (in the case of a transit project) concur that it has potential regional impacts for any reason.

Channelization projects include left and right turn lanes and continuous left-turn lanes as well as those turn movements that are physically separated. Signalization projects include reconstruction of existing signals as well as installation of new signals. Signal preemption projects are exempt from hotspot

analysis. Final determination of which intersections require an intersection analysis by the project applicant rests with the U.S.DOT as part of its conformity determination for an individual project.

Projects Exempt from Regional Emissions Analyses

Regionally significant projects

The following codes identify the projects included in the "action" scenarios of the TIP air quality analysis:

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 suhpart. 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 2000-2002 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

Financial Outlook

This plan acknowledges the need for additional transportation resources to adequately address regional transportation needs. Existing and currently projected transportation funding levels will not be sufficient to adequately serve the travel needs of the future regional growth, even with aggressive implementation of the strategies described earlier. The transportation impacts caused by additional development will be mitigated but not eliminated. Current levels of regional accessibility will not be preserved, even if significant behavioral changes and maximum use of technological advances occur.

The existing system can be preserved and maintained adequately, but the expansion of transit and highway capacity will be very limited unless additional transportation resources are made available. Less than 15 percent of the total projected transportation investment is identified for highway capacity expansion. For over 30 years, the federal government provided funds for the construction of the Interstate Highway System. Federal funding levels no longer provide for major system expansion now that the Interstate System has been completed. In addition, state highway funding sources have not been increased since 1988.

The transit system desperately needs a stable, dedicated funding source . Transit funding is overly dependent on regional property tax levies for both operations and capital investments. Federal funding for transit operations has been drastically reduced and is expected to be eliminated. A great deal of pressure is placed on general fund appropriations and passenger fares just to preserve the existing system.

The financial plan recognizes that alternative funding sources must be pursued in addition to increases in traditional sources of transportation revenues. The financial package for any highway project estimated to cost at least $10 million must use good faith efforts to include alternative funding sources. Toll roads, congestion pricing and parking surcharges are examples of alternative funding sources generated by users who directly benefit from the service or facility provided. The Council will work with the Minnesota Department of Transportation (Mn/DOT) to develop regional policies for use of alternative financing mechanisms and criteria in selecting pilot projects.

REGIONAL TRANSPORTATION FINANCIAL PLAN

This financial plan describes the transportation investments that can be met with existing and proposed transportation funding sources reasonably expected during the planning period, as required by federal regulations. It acknowledges that projected funding levels will not be sufficient to adequately serve the travel increases projected due to significant regional population and economic growth. Without additional investments, regional accessibility to opportunities (work, business, education,recreation...), as measured by travel times, will deteriorate significantly. This, in turn, will severely constrain the movement of goods and people throughout the region.

Transit is especially in dire need of a stable, dedicated commitment of adequate funding to preserve and improve the system. Even to maintain the level of transit services in operation today will require increases in operating funds of three to four percent per year to keep up with inflation. These increases need to

come from a combination of fare increases and increases in state and local funds since federal funds are forecasted to be limited.

ADEQUACY OF FINANCIAL RESOURCES FOR MAINTAINING EXISTING HIGHWAY SYSTEM

The approach taken to determine the adequacy of the financial resources for maintaining the existing highway system was to: 1) define the highway system eligible for receiving federal funds, 2) determine the current costs of maintaining that system, and 3) compare those costs with currently available financial resources. The highways eligible for federal funds as determined by the region are the metropolitan highway system (Figure 1) comprised of principal and ✌A✍ minor arterials designated by the TAB.

Estimates of the 1995 cost for routine maintenance and lifecycle treatments were obtained by updating cost estimates developed in the *Phase II Final Report of the Highway Jurisdiction Task Force* adopted by the TAB in September, 1984. That report developed costs per mile for routine maintenance and lifecycle treatments by functional class (principal arterial, minor arterial, collector, and local). Routine maintenance includes patching, joint and crack filling, slope repair, drainage structure clearing, cutting and clearing vegetation, sweeping and clearing debris, striping, snow and ice control and pavement repairs of less than 500 continuous feet. Lifecycle treatments include periodic application of bituminous overlays, seal treatments, milling, crack routing and filling and base repair of 500 or more continuous feet. The frequency of these treatments is related to the volume and type of vehicles using a roadway (wear) and the impact of the elements (time).

Estimates of available financial resources focus on state highway user tax distribution fund revenues available to the metro district of Mn/DOT for maintenance of state highways in the seven-county metropolitan area and available to the seven counties through county state aid apportionments for county state aid highways. County State Aid Highway funding provides base funding to maintain county highways, but these allocations are not the only financial resources available to counties. Counties spend significant amounts of their own funds on county highways. In addition, revenues are available to the twelve municipalities with ✌A✍ minor arterial segments through municipal state aid apportionments, but because the portion of the ✌A✍ minor arterial system under the jurisdiction of these municipalities is minor, these financial resources are not considered in the comparison.

The data recorded in Table 1 illustrates Mn/DOT and the counties financial resources are adequate to maintain the existing highway system.

Mn/DOT funds available for routine maintenance exceed the estimated cost. This is due to changes in the definition of routine maintenance since 1984 to include activities such as Highway Helper and additional equipment in place such as meters and video cameras that require routine maintenance.

Total County State Aid allocations to the seven metro area counties in 1995 are listed below in Table 2. Table 1 assumes that a portion of the total allocation is available for routine maintenance and lifecycle treatments on principal and "A" minor arterials, based on the proportion of the mileage for those highways to total CSAH mileage. This is a conservative assumption, since counties are likely to spend more per mile on the principal and "A" minor arterials than on other minor arterials and collectors on their CSAH system.

Table 1

Comparison of 1995 Routine Maintenance and Lifecycle Treatment Costs for Principal Arterials and "A" Minor Arterials with Financial Resources Available to Mn/DOT and Counties in the Seven-County Metropolitan Area				
	Mileage	Routine Maintenance	Lifecycle Treatment	Combined
Estimated 1995 Cost per Mile:				
Urban Principal Arterial		$28,100	$20,000	$48,000
Urban Minor Arterial		10,300	10,000	20,300
State Highways (Mn/DOT)				
Estimated Need:				
Principal Arterials	568	$15,961,000	$11,360,000	$27,321,000
"A" Minor Arterials	476	4,903,000	4,760,000	9,963,000
Total	1,044	20,864,000	16,120,000	36,984,000
Estimated Resources -		29,159,000[1]	17,450,000[2]	46,609,000
Resources/Need		140%	108%	126%
County Highways				
Estimated Need:				
Principal Arterials	45	$1,265,000	$900,000	$2,165,000
"A" Minor Arterials	1,136	11,701,000	11,360,000	23,061,000
Total	1,181	12,966,000	12,260,000	25,226,000
Estimated Resources - CSAH		10,591,485	3,000,000	13,591,485
Estimated Resource - Property Tax		2,374,515	9,260,000	11,634,515
Resources/Need		100%	100%	100%

[1]1995 Mn/DOT 8-county metro district maintenance budget ($33.7 million) adjusted to reflect 7-county area and principal/"A" minor arterial proportion of total state mileage.

[2]One-third of estimated federal and state funds available for preservation of the metro highway system ($52.35 million per year).

Table 2

County Total CSAH Allocations 1995

County	1995 CSAH Allocation
Anoka	$ 4,228,364
Carver	2,319,404
Dakota	5,101,976
Hennepin	16,984,685
Ramsey	8,057,535
Scott	2,677,111
Washington	3,338,526
Total CSAH Allocation	$42,707,601
Assumed Percent Available for Principal/"A" Minor Arterials	62%
Amount Available for Principal/"A" Minor Arterials	$26,478,714[3]

ADEQUACY OF TRANSIT SYSTEM OPERATING COSTS FUNDING

This section presents the cost of operating current levels of transit service and the resources available to fund these costs. General service categories for the regional transit system include:

- Regular Route Services. Included in this category are routes provided by the Metropolitan Council Transit Operations, replacement service (opt-out) programs, and private operators under contract to the Metropolitan Council.

- Metro Mobility Service. The regional paratransit service for persons with disabilities.

- Community Based Programs. These are paratransit services provided by counties and cities which receive funding assistance from the Metropolitan Council.

[3]Distribution: Routine Maintenance 40% = 10,591,485
Life Cycle Cost (Estimate) = 3,000,000
Expansion, Reconstruction, Local Match = 12,887,229

- Travel Demand Management Services (TDM). Included in this category are rideshare and other programs aimed at reducing single occupant vehicle trips.

The costs to operate these services for 1996 are recorded below.

Table 3
1996 Transit System Operating Costs
($ millions)

Regular Route/Opt Out Service (130 + 10.7)	140.70
Metro Mobility	16.2*
Community Based Programs	3.3*
TDM Programs	1.4
Total	161.6

*Only the subsidy level is shown here.

Funding for transit system operating costs is received from regional, state, and federal sources (Table 4). The following describes assumptions concern level of funding from these sources.

- Fare Revenue. Nearly all system-wide fare revenue is collected on regular routes. Significant increases in regular route fares occurred in 1991,1993 and again in 1996. Together, these increases resulted in a doubling of the base fare from $.50 to $1.00 and increase in the peak period fares. No additional regular route fare increases are planned in the short term.

- Property Tax. The Metropolitan Council levies a transit property tax for transit operations. The amount of this levy is set by statute. In the past two years, the total levy has grown by less than two percent annually. Annual increases in the next 5 years in the tax levy are expected at three to four percent level, given up turn in the economy which is generating increased construction, which provides for an increase in the property tax levy.

- State Funding. Projections of future levels of state assistance are based on funding proposed in the Governor's budget for the 1997-1998 biennium.

- Federal Funding. Federal operating assistance is obtained from formula funding programs and ISTEA grants. Although uncertainties exist about future levels of federal transit assistance, it is assumed that funding will continue at current levels.

Table 4
1996 Transit System Funding Sources
($ millions)

Fare Revenue	$ 42.3
Property Tax	69.3
State	41.2
Federal	2.4
Interest/Misc.	8.3
Fund Balance	2.0
Total	165.4

As in the case with all large public transit systems, operation must be subsidized and therefore there is a constant pressure to find additional revenues. The Council is strongly committed to providing a viable transit service and has recently completed a transit redesign study to improve the efficiency of operations. Recommendations from that study are being implemented now and are being incorporated into this regional transportation plan.

ALLOCATION OF CAPITAL RESOURCES WITH REGIONAL CAPITAL PRIORITIES

Table 5 depicts the level of capital resources expected to be available for investments in the region's transit and highway system over the next 24 years. The left column of Table 5 records funds available between 1997 and 2000 while the right column records funds estimated to be available between 2001 and 2020. The 1997 - 2000 funds are consistent with the adopted regional TIP and the regional transit bonding assumed to be authorized for sale.

Table 6 allocated the projected capital resources to major project categories. Specific short term projects are identified in Appendix B which was taken from the 1997-2001 Transportation Improvement Program.

The comparison of the annual revenues available for 2001 to 2020 period (as recorded in Table 6) to the average capital requirements (from Table 5) illustrates that capital resources are under spent by approximately $9.5 million per year or approximately $190 million for the 2020 planning horizon. Clearly the Plan is in fiscal balance with reasonable expected resources.

The Council has deliberately restricted major capacity expansions of both the transit and highway system to achieve this balance. This does not mean additional capacity increases are not needed but instead time is required to define these needs working closely with TAB, Mn/DOT and local and county governments.

Most of the funding categories recorded in Table 6 have not been allocated to specific projects. This has been necessary since the projects or activities are selected through a number of processes that take place regularly and assign funds competitively. These processes are briefly described below.

Competitive regional processes are used to allocate the fund categories of selected regional projects (using STP regional guarantee funds), Enhancements and CMAQ. The Council and TAB conduct this selection process annually or semi-annually. Project types selected 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 region■s congestion management system plan is used as a tool to define criteria and projects in this process. The criteria now used to prioritize these funds are regularly modified. Changes are needed to reflect new regional policy direction record in the *Blueprint* and this Guide.

Mn/DOT uses a number of different 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 replace and improvement and expansion funds.) The Department also uses the ATP process (described in the Prospectus) to identify specific projects and their timing. Competitive selection is used for some of the safety hazard elimination, bridge, rail safety and cooperative agreement funds.

The transit improvements are selected in two ways, one from the development of the MCTO capital budget and from a regional selection process.

Table 5
ESTIMATE OF REVENUES AVAILABLE FOR CAPITAL INVESTMENTS
1997-2020

	1997-2000 Funding Allocation	2001-2020 Estimated Funding Level
Historic Capital Funds for Highways		
Federal funds available to 8-county region according to Mn/DOT STIP Guidance (Title I)	$ 99m	$ 116.1m
State trunk highway funds available to 8-county region according to Mn/DOT STIP Guidance	82m	73.1m
Local funds to match federal funds.	$ 7.45* $ 188.45	$ 8.6m* $ 197.8m
Reduction of funds to reflect 7-county region. ~ Chisago Co. represents 1.4% of 8-county population in 1994	- 2.6 SUBTOTAL $ 185.85	- 2.77m SUBTOTAL $ 195.03m
Historic Transit Capital Funds		
Federal Transit Funds (Title III)		
~ Section 3 (10-year average)	$ 2.5m	$ 2.5m
~ Section 5307 (includes fixed guideway funds)	14.0m	14.0m
~ Section 16 (same level as ,1997)	0.185	0.185
~ Section 26 (same as 1995 level)	0.5m SUBTOTAL $ 16.685	0.5m SUBTOTAL $ 16.685
State Funds ~ None, Title III Section 16 funds are administered by State	--	--
Local/Regional Transit Capital Funds ~ Regional Bonding (5-year historic average of Principal excluding interest and 5 year projection of principal)	$ 25.0m	$ 25.0m
	TOTAL $ 227.485 x 4 909.94	TOTAL $ 236.715 x 20 4734.3
24 -YEAR TOTAL		+ 909.94 5644.24
AVERAGE ANNUAL LEVEL		$ 235.18m

*The local share would be contributed by cities, counties and other sponsors of projects that receive federal funds.

TABLE 6

TRANSPORTATION GUIDE FINANCIAL ALLOCATIONS 2001-2020

Trunk Highway (TH) System-wide Life Cycle Preservation	$1,565,000,000
System Improvements	232,000,000
TH System-wide Management	380,000,000
Expand	589,000,000
Selected Regional Projects	440,000,000
Transit Improvements	700,000,000
Enhancements	80,000,000
CMAQ	80,000,000
Set Asides (right-of-way, supplemental agreements, cooperative agreements)	634,000,000
Total	$4,700,000,000
20 -Year Average	$ 235,000,000