1994 - 1996

TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE

TWIN CITIES METROPOLITAN AREA

DRAFT
JUNE 17, 1993

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

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SUMMARY

The Twin Cities Metropolitan Planning Organization's Transportation Improvement Program (TIP) for 1994 through 1996 responds to new procedures required by the Intermodal Surface Transportation Efficiency Act of 1992 (ISTEA). The new 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 and that all major transportation projects in the federally defined carbon-monoxide nonattainment area be evaluated for their conformity with the Clean Air Act Amendments (CAAA) of 1990.

The Transportation Improvement Program (TIP) for 1994 through 1996 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 ~~annually~~ at least every two years. The region has chosen to revise its TIP every year. While two federal agencies, the Federal Highway Administration and the Federal Transit Administration must ~~formally approve~~ "accept the program to be in conformance with ISTEA and CAAA", most of the federal funds already have been earmarked for the Twin Cities Area. ~~Almost all the projects, which involve construction, reconstruction and equipment purchases, are proposed for the next three years.~~

~~The region has allocated 1992 Congestion Mitigation Air Quality funds (CMAQ). All the projects are transit or transit related. The projects are included in this TIP.~~

The region developed ~~an interim~~ separate processes to solicit ~~bicycle and pedestrian~~ projects utilizing ~~1992~~ 1993 Surface Transportation Program (STP) funds and 1993 Congestion Mitigation Air Quality Funds (CMAQ). The candidate projects ~~must~~ will be ~~submitted~~ prioritized by November ~~1992~~ 1993. An amendment will be made to this TIP to incorporate the selected projects ~~in December 1992 or January 1993~~ at that time.

~~The region is developing a permanent process to allocate STP and CMAQ funds. This process is anticipated to be in place by January 1993. Projects are anticipated to be prioritized by March 1993. At that time, the region anticipates an amendment to the 1993 to 1995 TIP will be prepared to allow federal funds to be spent on these projects.~~

The 1994-1996 TIP for the Twin Cities Metropolitan Area is a proposed $585 million program of capital expenditures for highway, transit, bike and walk projects, of which approximately $435 million is requested of the federal government.

The projects proposed for ~~1993~~ 1994 total approximately $218 million with the federal portion being approximately $163 million. The 1994 program slates about 75 percent of the capital dollars for roadway related projects and 22 percent for transit projects. When transit operating costs are included, these percentages are 57 and 38, respectively.

The Improvement Program, annually adopted by the Transportation Advisory Board and approved by the Metropolitan Council, is based on the regional Transportation Development Guide/Policy Plan, the Transportation Air Quality Plan, the Regional Transit Board's (RTB) Five-Year Plan

and the Minnesota Department of Transportation's 20-year plans and highway improvement work program.

Identified projects are subject to the approval of various ~~required~~ agencies. ~~and that~~ The approval of a specific project as part of the TIP does not imply an endorsement of the specific design alternatives and details.

1. INTRODUCTION

The 1994-96 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area (shown in Figure 1) is a multi-modal program of highway, ~~and~~ transit, bike, walk and transportation enhancement projects and programs proposed for federal funding throughout the seven-county metropolitan area in the next three years. An amendment is anticipated in ~~December 1992 or January 1993~~ November 1993 to add ~~additional bicycle and pedestrian~~ STP and CMAQ funded projects. The TIP is prepared ~~jointly~~ by the Metropolitan Council with input from the Minnesota Department of Transportation (MN/DOT), and the Regional Transit Board (RTB). ~~and~~ The projects contained in the TIP ~~reflect the region's priorities. The projects included in the TIP implement~~ are consistent with and implement the region's transportation plan and priorities.

FEDERAL REQUIREMENTS

Federal regulations[1] require that a Transportation Improvement Program be developed and updated ~~annually~~ every two years. The ~~program~~ TIP must cover a period of at least three years. The TIP is required to:

- 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.
- Be initiated by locally elected officials of general purpose governments.
- Identify transportation improvements proposed in the Transportation Development Guide/Policy Plan and recommended for federal funding during the program period.
- 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.
- Fiscally constrained
- Indicate the priorities in the seven-county metropolitan area;
- Indicate year in which initial contract will be let;
- Indicate appropriate source of federal funds;
- Include realistic estimates of total costs and revenues for the program period.

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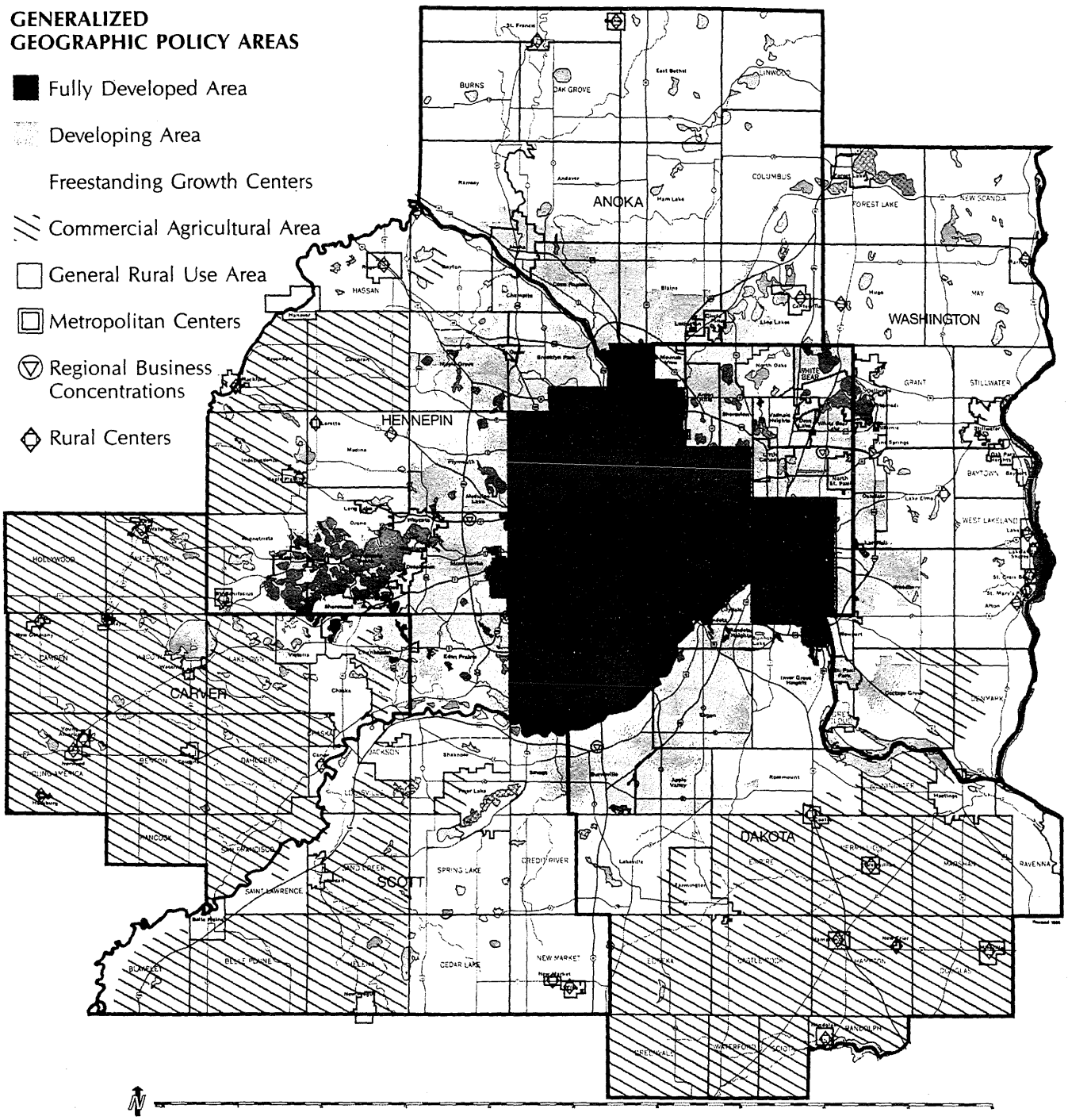
[1]Federal regulations ISTEA, 23 USC 134.

Figure 1



Note: Areas are shown as of May, 1988. A precise location of the urban service area for any community is available from the Metropolitan Council Data Center, 612 291-8140. The line between the developing area and the rural area is referred to as the metropolitan urban service area boundary.

- Be included in the statewide TIP to be prepared by Mn/DOT, and approved by the Governor.

The following information is provided for each project.

- Identification of the project, ~~including the phase or phases proposed for implementation.~~

- Estimated total cost and the amount of federal funds proposed to be obligated during the program year;

- Proposed source of federal and nonfederal funds; and

- Identification of the recipient state and local agencies responsible for carrying out the project.

~~Federal regulations mandate that private transit providers be afforded an opportunity to participate in planning and service provision and have their views be considered in the development of the annual element of the TIP.~~

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' transportation planning process is defined in the Prospectus for the Transportation Planning Process in the Twin Cities Metropolitan Area. 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 Metropolitan Transit Commission (MTC), the Minnesota Department of Transportation (Mn/DOT), the Regional Transit Board (RTB) and the Minnesota Pollution Control Agency (PCA). 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, and private citizens. ~~appointed by the Council.~~

Private transit operators are informed of transit projects and competitive bidding opportunities, and participate in the planning process through the RTB Providers Advisory Committee and quarterly providers meetings. (See Twin Cities Area's private operator participation process, Appendix A.)

The transportation planning process has evolved over two decades in response to increasingly comprehensive federal and state laws and regulations, as well as the Region's own experience. The process matches long- and short-range transportation needs with regional development objectives, fiscal resources, and social, environmental and energy conditions.

ISTEA provides new direction concerning metropolitan planning and allocation of federal funds. The region is in the process of responding to the new directives. The 1994-96 TIP responds to a number of the ISTEA requirements but ~~due to the time constraints,~~ the region will take a number of years to meet all the procedures. The region anticipates adopting a major amendments to the TIP in the ~~first and second~~ last quarter of 1993. ~~These~~ This amendments will reflect ~~bicycle and pedestrian~~ projects solicited by the region ~~and due by November 1992 1993 A~~ for comprehensive array of projects to be funded by STP and CMAQ funds ~~will be solicited in January 1993. The process and selection criteria are now being developed.~~ The solicitation materials were mailed on May 14, 1993. The air quality conformity analysis will ~~be conducted on~~ also be revised to determine the impact of these projects ~~prior to amending the TIP~~.

PUBLIC PARTICIPATION OPPORTUNITIES IN PREPARATION OF THE TRANSPORTATION IMPROVEMENT PROGRAM

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

- An informational meeting was held in May to explain and answer questions about the TIP preparation and approval process.
- An information meeting was held in June to explain the content of the draft TIP.
- A public meeting is scheduled in July to hear comments on the draft TIP.

In preparation for these meetings, 300 mailings were made in addition to press announcements.

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

DEVELOPMENT AND CONTENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM

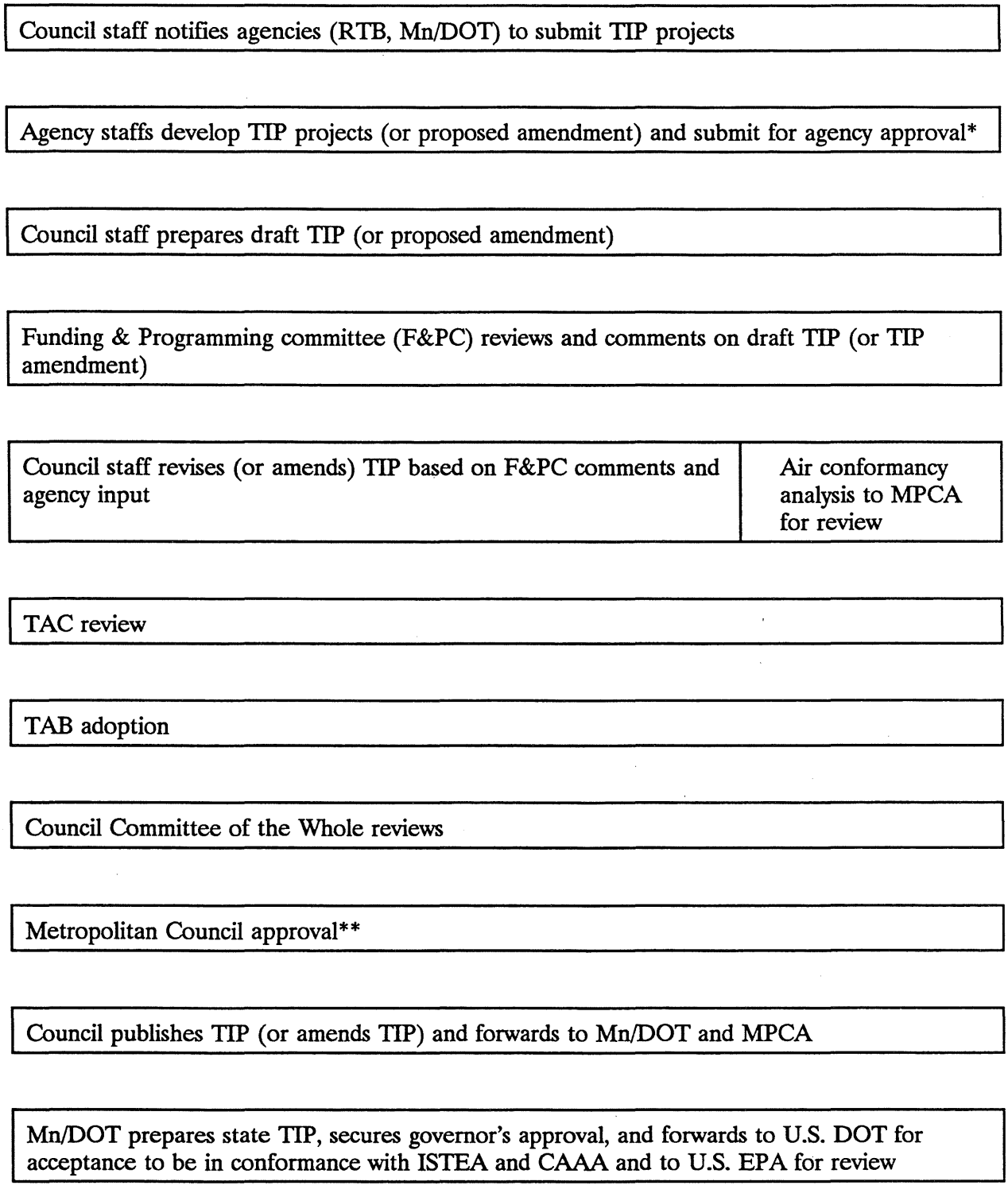
The Transportation Improvement Program process is shown in Figure 2. The TIP is an integral part of the overall transportation planning process, a cooperative effort among local units of government and metropolitan and state agencies. This cooperative process uses technical skills and resources of the various agencies, and minimizes duplication by the participants.

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

- The Metropolitan Development and Investment Framework sets the overall priorities for regional facilities and services in the Twin Cities Metropolitan Area.
- The Metropolitan Council's 2010 Transportation Development Guide/Policy Plan sets overall regional transportation policy and details major long-range transportation plans. This plan adopted in 1989 is in the process of being amended. Requirements and considerations from ISTEA will be addressed. ~~Three~~ Four important studies have been completed since the Policy Plan was adopted. Each of these refine the policy direction

Figure 2

TRANSPORTATION IMPROVEMENT PROGRAM PROCESS



* RTB solicits private transit operator input on transit annual element prior to Board approval.

** Although final approval rests with the Metropolitan Council, the TAB's action will be changed only if the Council finds it inconsistent with Council policy.

established in ~~1988~~ 1989. The policy direction of these studies is being incorporated into the regional plan.

- Major River Crossings Study - 1989, Transportation Advisory Board. This report updates regional priorities for the construction and reconstruction of highway bridges over the Mississippi, Minnesota and St. Croix Rivers.

- Planning Strategically for High Occupancy Vehicle Facilities and Programs in the Twin Cities Metropolitan Area - HOV Task Force - November 1, 1991. This report refines regional policies concerning the planning, implementation and operation of HOV facilities and programs in the region.

- Regional Transit Facilities Plan - February 1992 - Metropolitan Council. The report describes what transit services and facilities in the region ~~should be~~ are needed and how to bring ~~it~~ them about.

- Minor Arterial Study - April 1993 - This report, prepared by the TAB, provides a typology for the more regionally important minor arterials.

- ~~The~~ RTB's Five Year Plan ~~for 1991-1995 (1993-1997) prepared by the RTB~~, is a ~~five year~~ program ~~for~~ to implement~~ing~~ the transit and paratransit elements of the Metropolitan Council's Transportation Development Guide/Policy Plan.

- 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 the Metropolitan Council approves.

- Mn/DOT's ~~20 year plans and~~ Highway Improvement Work Program.

The Transportation Development Guide/Policy Plan and the Air Quality Control Plan provide a framework for the development of specific projects by Mn/DOT, RTB, the county and local governmental units and agencies which are responsible for planning, construction and operation of transportation facilities and services. All projects must be consistent with the Transportation Development Guide/Policy Plan and the transportation Air Quality Control Plan.

The RTB's Five Year Plan and amendments ~~identify~~ identifies transit service needs and objectives, planned transit service and capital improvements, and costs and funding sources that help implement the TPP. The transit projects have also been evaluated in light of the Federal Transit Administration requirement for review of financial capacity. (See Appendix B.)

The majority of the highway construction projects included in this TIP are under Mn/DOT jurisdiction. They originate from ongoing Mn/DOT programming activities and respond to the region's transportation plan. The projects that lead to the completion of the interstate system, along with the projects on other major arterials, are based on the Metropolitan Council's long-range ~~system~~ plans and on Mn/DOT's transportation planning and programming process.

The ~~system plans are~~ regional plan is further refined through alternative corridor and location

studies. These studies and environmental impact statements 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 most likely to appear in the Rehabilitation category. These 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.

While detailed project planning and programming is undertaken by the implementing agencies, conformance with the Transportation Development Guide/Policy Plan is achieved through Metropolitan Council review and approval of the TIP, review of Mn/DOT's Highway Improvement Program, review of plans for controlled-access highways, review and approval of RTB's Five Year Plan for transit and the RTB's capital budget. In addition, under the provisions of Minnesota's Metropolitan Land Planning Act, the Metropolitan Council reviews city and county comprehensive plans, including transportation elements, which are prepared by each local unit of government on the basis of "metropolitan system statements" prepared by the Council.

PROGRAM AREAS IN THE TRANSPORTATION IMPROVEMENT PROGRAM

The ISTEA of 1991 establishes a number of highway funding programs. In most cases, transit projects can also be funded ~~within~~ through these programs. There are two highway programs that are carried over into this TIP ~~These programs~~ but do not appear in the ISTEA. These are the Federal Aid Urban and Federal Aid Secondary programs. ~~but~~ Due to funding commitments ~~are~~ being fulfilled on the federal, state and regional levels they are included. ISTEA utilizes a number of transit funding programs which are the same as those used in the past.

These program areas are described below.

National Highway System (NHS). The NHS will consist of 155,000 miles (plus or minus 15 percent) of major roads in the United States. Congress must act to formally establish the system by September 30, 1995. Included will be all interstates and a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors. The state has submitted its candidate system to FHWA. Until Congress designates the NHS, all principal arterials are eligible to use NHS funds.

Interstate Maintenance (IM). These funds will finance projects to rehabilitation, 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.

The 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.

The Congestion Mitigation and Air Quality Improvement Program. CMAQ directs funds toward transportation projects in non-attainment areas for ozone and carbon monoxide (CO). These projects will 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.

Federal Aid Urban Program. This funding program no longer exists. The region is committed to fund the FAU projects that were prioritized and given funding commitments under the FAU process. The projects that will be funded under the STP are found in Table ~~3F~~ 3-C. Small area FAU projects have obligations that are being spent. These are included in the TIP and are identified in Table ~~3G~~ 3-D.

Federal Aid Secondary Program. This funding program no longer exists. FHWA and Mn/DOT are committed to fund FAS projects until the committed funds have been spent. These projects appear in this TIP.

Transit Capital and Operating Assistance Programs (FTA Sections 3, 6, 9 and 9A). These programs provide assistance with capital and operating costs.

FTA Section 16(b)2 Program. This program funds the purchase of lift-equipped vehicles by nonprofit organizations which provide transportation for the elderly and handicapped.

FTA Section 18 Program. This program is available for operating and capital assistance to areas with less than 50,000 population (small urban and rural programs).

Mn/DOT has divided the programmed projects into five types ~~general areas~~ for the 1994-1996 TIP. They are:

1. Preservation. Activities required to preserve existing infrastructure, including concrete joint repair, mill and/or overlay, sign replacement, etc. Replacement or revitalization of existing infrastructure, may include minimal capacity/operational improvements.

2. System Management. Projects to improve efficiency, and/or operations as well as safety, capacity or air quality.

3. Agreements. Projects entered into by the department and a local unit. The projects vary in nature but benefit both Mn/DOT and the local jurisdiction.

4. ~~New Capacity~~ Expansion. Major capital improvements which result in new or greatly expanded capabilities of corridors, i.e., new facility on new alignment, land additions in excess of auxiliary lanes, bridge at a new location, widened bridge to include more travel lanes.

5. Intelligent Vehicle Highway System Operational Tests. Projects to illustrate the effectiveness of IVHS technology to improve the efficiency, operations, safety, capacity and air quality. (These projects are new to the TIP and appear in Table 3I.)

~~6. Miscellaneous. Miscellaneous projects which do not fit previous categories. (Note: landscaping as part of a bigger project is listed with the bigger project. Stand alone landscaping is listed here.)~~

The Twin Cities transportation planning process is multi-modal. It integrates transit, ~~and~~ highway, bike and walk modes ~~concerns~~. For example, the region for many years used its FAU funds for highway and transit improvements, pedestrian and bicycle facilities. However, most highway and transit projects are listed separately in ~~Chapters 5 and 6~~ Chapter 3 due to their separate ~~program~~ funding ~~categories~~ programs. ~~Chapter 3 summarizes many projects that appear in Chapters 5 and 6, as well as recording additional projects. 1992 CMAQ funded transit projects which will be carried over into 1993 are found in Chapter 6.~~

2. SUMMARY OF REGIONAL PLANS AND PRIORITIES

All projects in the TIP are reviewed by the Transportation Advisory Board and the Metropolitan Council for consistency with the Transportation Policy Plan/Development Guide (TPP) and the Air Quality Control Plan. This ~~section~~ chapter summarizes the TPP, indicates Council priorities in the Transportation Development Guide/Policy Plan, and identifies air quality control measures undertaken in the region.

TRANSPORTATION DEVELOPMENT GUIDE/POLICY PLAN

By state law, the Metropolitan Council is responsible for preparing a comprehensive development guide for the Twin Cities Area which includes a multimodal surface transportation chapter and an aviation chapter. The Metropolitan Development and Investment Framework is the plan that sets a general direction for future development patterns in the region and establishes guidelines for making decisions about major regional facilities, the sewers and highways, that are needed to support the commercial, industrial and residential development of the area. The MDIF emphasizes managing regional resources in the form of existing regional facilities and public dollars used to maintain and expand them.

The focus of the Council's strategy on directing growth in the region is to encourage development to occur within the urban service area. The Council's first priority is to maintain and upgrade existing regional systems throughout the urban service area. The Council will also assign a high priority to maintenance projects that support planned economic development . The MDIF calls for the Council, local government, and the metropolitan agencies to act jointly to protect the capacity of regional facilities by protecting them from premature use.

The transportation chapter, the Transportation Development Guide/Policy Plan, provides policy direction for planning by government agencies, counties, municipalities and private sector participants involved in the construction and operation of transportation facilities and services in the region. This plan guides metropolitan transportation investments between now and 2010.

The Metropolitan Council uses the Transportation Development Guide/Policy Plan to review referrals and development proposals submitted to the Council. The transportation plan provides direction to the Regional Transit Board (RTB) in the preparation of the Five Year Plan and to the Minnesota Department of Transportation to be used as regional input into the statewide transportation project programming. The Transportation Development Guide/Policy Plan includes a 2010 Metropolitan Highway Systems Plan, a 2010 Metropolitan Transit System Plan, (which appear as Figures 3 and 4 in this document), and policies and priorities for regional facilities and services.

In the Metropolitan Development Guide, the "transportation" refers to the broad spectrum of surface transportation modes, i.e., highways, transit, rail, water, bicycle and pedestrian. "Transit" is viewed as a service provided for people traveling as passengers to their destinations, regardless of the type of vehicle (fixed route public bus and light rail, minibus, shared ride, taxi, etc.) or of who provides the service (public or private sector). Major highways and thoroughfares are viewed as travel routes rather than auto and truck routes. These routes are to be designed and managed to encourage people to ride together rather than drive individually to their destinations.

Figure 3

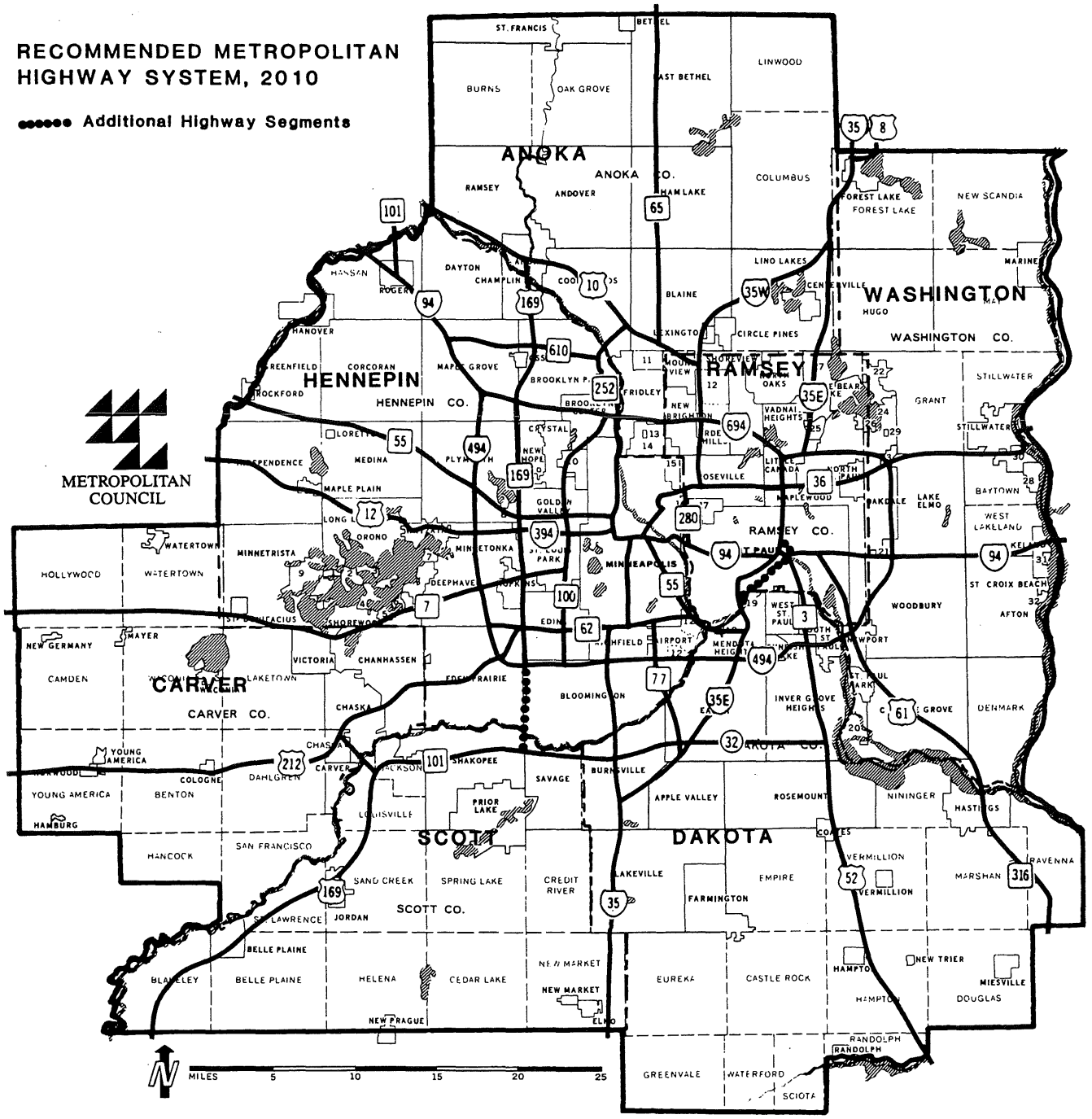
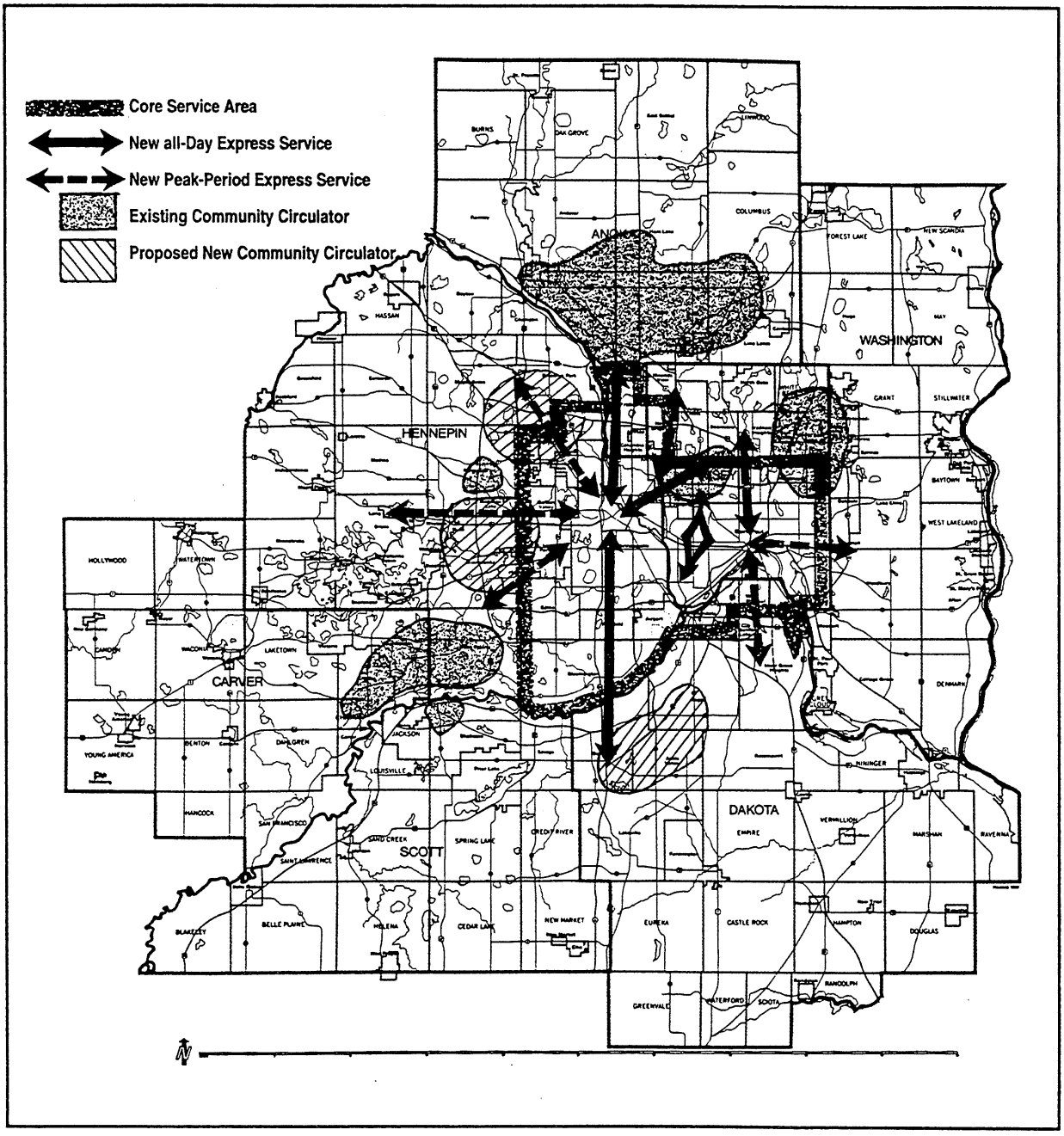

RECOMMENDED METROPOLITAN HIGHWAY SYSTEM, 2010
Additional Highway Segments
METROPOLITAN COUNCIL
ANOKA
ANOKA CO.
HENNEPIN
HENNEPIN CO.
RAMSEY
RAMSEY CO.
WASHINGTON
WASHINGTON CO.
CARVER
CARVER CO.
SCOTT
SCOTT CO.
DAKOTA
MILES 5 10 15 20 25

FIGURE 4

Proposed Short-Term Transit Service Improvements



The Transportation Development Guide/Policy Plan conforms to the requirements of the 1990 Clean Air Act amendments. A description of the air quality analysis used by the Council to determine conformity is in the appendix.

TRANSPORTATION CHALLENGES THROUGH 2010

The transportation system is a key ingredient in the Twin Cities Metropolitan Area's quality of life, essential for daily social and economic interactions among residents. Compared to other major metropolitan areas, the Twin Cities Area has an excellent system. In general, it provides very high levels of accessibility to regional opportunities and serves people well who are dependent on transit. However, the performance levels of the transportation system have begun to decline, and the system is facing a number of challenges.

Total personal travel in the region will increase significantly between now and the year 2010. This increase will be due to increases in population of 25 percent, households of 37 percent, and employment of 41 percent; more auto ownership, more drivers, and more people in the traveling age groups and continuing decentralization of employment and population; ~~and~~ the results of these factors will be a 63 percent increase in daily vehicle miles traveled.

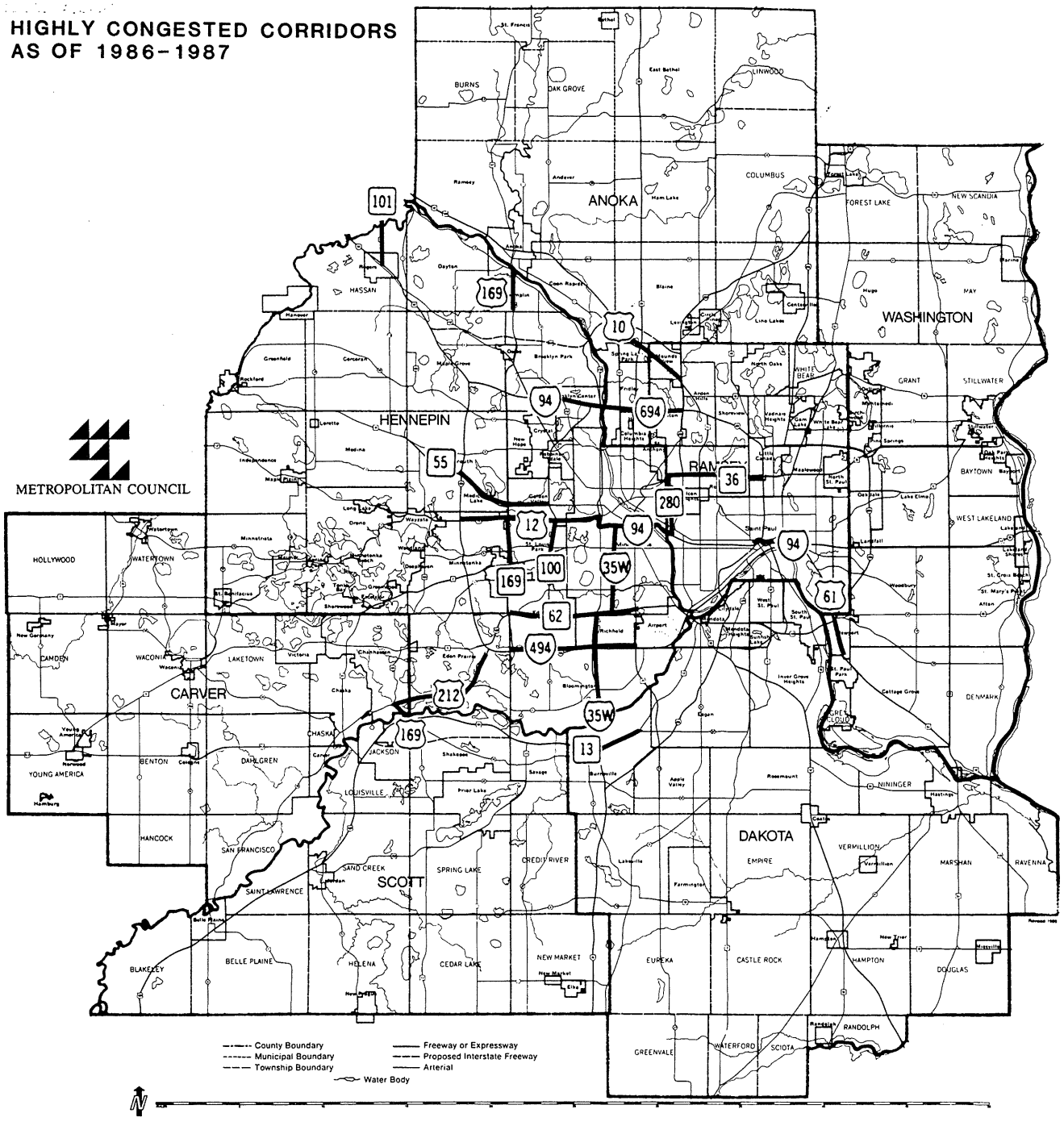
These traffic increases will undoubtedly cause increased congestion and delays. Between 1972 and 1984, 59 miles of freeways and expressways were built, yet severe congestion on the regional system increased from 24 miles to 72 miles and moderate congestion levels developed on a additional 60 miles. Figure 5 shows the region's highly congested corridors as of 1986-87. By the year 2010, the number of miles of severe congestion on the regional system is expected to reach almost 200 miles if the system is merely maintained.

Many metropolitan highways have reached or are near the end of their 20-year design life. By 2010 most of the 590-mile metropolitan highway system will require major rebuilding. Adding capacity to existing roadways and building new ones will present serious difficulties because of severe environmental, social and financial constraints. However, a certain amount of capacity additions will be required to support future economic growth.

The public transit system has experienced steadily decreasing ridership ~~since~~ from 1980 to 1992. Auto occupancies have been steadily declining ~~during the same time frame~~ from 1980 to present. Transit (defined as all forms of riding together) is facing the difficult task of responding to suburban needs, continued service in the central cities and maintaining necessary cost controls, while strengthening the system to be more competitive with the single-occupant automobile. In addition, the region needs to ensure that those who have mental or physical disabilities and/or age-related or economic limitations have adequate access to transit services. Because of a growing emphasis on enabling all people to become more active in society, because of growing numbers of transit dependent people, and because of the need for significant improvements in transit facilities and services that offer higher quality services, travel time savings and convenience, significantly higher amounts and proportions of funds should be spent on all types of transit services.

While funding increases for transportation are expected, it is projected that, in real terms, these increases will only match the present level of funding. Stable funding levels and a growing need to carry out maintenance that prolongs the life of highways will cause a net decrease in funds available for construction and reconstruction. Obtaining the funding for necessary preservation and reconstruction of the existing highway system and for improving transit will be a major

Figure 5



NOTE: Capacity improvement to alleviate congestion on I-94, I-394 and I-694 are either under construction (in 1988) or have been recently completed. These recent projects are not considered on this map.

challenge for the future.

The major transportation challenges facing the region over the next 25 years will be to develop new transportation strategies; to reconstruct an aging metropolitan highway system; to add capacity to that system to support future economic growth; and to revitalize the role of the transit system both as a social tool and as a strategy to increase the people-carrying capacity of the system.

PHILOSOPHY OF THE TRANSPORTATION DEVELOPMENT GUIDE/POLICY PLAN

The philosophy of the guide suggests how the transportation challenges may be accomplished within social, environmental and financial constraints. The Council's Metropolitan Development and Investment Framework, which influences the guide, emphasizes careful management of regional resources by placing the highest investment priority on serving existing development within the urban service area (see Figure 1). The framework focuses on protecting the regional systems already in place and making more use of existing, underused facilities; however, it remains committed also to supporting economic growth consistent with comprehensive plans prepared by local communities and approved by the Council. This broad framework is more fully developed in the Transportation Development Guide/Policy Plan through the establishment of four philosophical principles:

- The Council's first transportation priority is to maintain the region's existing transportation system.

- The Council places high priority on improvements to the regional transportation system that support existing development.

- Transportation investments should allow forecasted development to occur and will be essential to support future economic growth.

- The regional transportation system must be protected to enable it to function adequately, particularly in case of unanticipated growth.

The guide recognizes that the region cannot meet growing demands for transportation by simply adding new roads and services since demand is growing much faster than funds available. Emphasis must be placed on effectively managing the existing system to maximize its people-carrying capacity and adapting existing facilities and services to changing needs. Management and adaptations may include appropriate land use mixes and intensities, new service concepts, service reorientation, new technological approaches, incentives to change personal trip making behavior and highway capacity improvements other than new road construction.

The guide recognizes that to maintain acceptable accessibility levels, travel behavior will have to change significantly. A key incentive to alter travel behavior and reduce peak-period demand is to provide better travel times for people who are willing to share rides. Preferential access to metered freeways and/or lanes for multioccupant vehicles are two of the most promising strategies.

The guide also recognizes that providing adequate transportation access to regional opportunities for its citizens cannot be the exclusive responsibility of the metropolitan highway system. Municipalities in congested corridors will need to plan development to minimize traffic impacts.

The "A" minor arterials, the other minor arterials, and the collector street systems will need to provide additional support to the metropolitan highway system. All communities are responsible to have an adequate minor arterial system to serve community auto trips.

Transit options need to be an integral part of the overall transportation system. The guide's broad definition of transit includes any vehicle in which two or more people share a ride, regardless of the type of service provided or who provides it. This definition of transit includes regular route bus and rail vehicles, car pools, van pools, dial-a-ride services, subscription buses and other nonconventional multi-occupant services.

GOALS OF THE TRANSPORTATION DEVELOPMENT GUIDE/POLICY PLAN

The following four goals express the future condition of the region's transportation system to be achieved under the direction of the guide, and are derived from the philosophy described above:

- The transportation system should be maintained and developed in a manner that contributes to the region's quality of life, furthers the coordination of the major regional systems and supports economic development, consistent with the Metropolitan Development and Investment Framework.

- Existing transportation services and facilities should be managed, protected, adapted, reconstructed and reconfigured to satisfy travel demand, making the most effective use of limited resources.

- Transit should be strengthened--regular route, paratransit, and ridesharing options--to maximize the people-carrying capacity of the transportation system, to serve needs of persons dependent on transit, to supplement the metropolitan highway system, to satisfy downtown oriented travel, and to allow for intensified development.

- Funding levels and sources, including local and private funds, should be adequate and stable to ensure that appropriate investments are made in transportation facilities and services.

REGIONAL TRANSPORTATION POLICIES

Council-adopted transportation policies are intended to satisfy the region's transportation challenges and goals through the year 2010. The Council's policies are aimed at ensuring that the regional transportation system supports the region's economic vitality and quality of life, and provides safe, efficient movement of people and goods through strong, effective highway and transit components.

The policies basically advocate:

- strengthening all forms of transit to make them more competitive with the single-occupant automobile and through more intense application of travel demand management strategies;

- widespread application of metering and high occupancy vehicle bypass ramps;

- providing high occupancy vehicle lanes where additional lane capacity is needed on the metropolitan highway system;

- developing a more coordinated approach to land use and transportation planning by local governments and regional agencies;

- maintaining existing metropolitan highway and transit system facilities and services;

- stressing regional priority for construction and reconstruction of metropolitan highway system roadways reflected in Figure 6;

- adequately serving travel demand to the extent possible through the metropolitan highway system and its supporting roadway system, especially the "A" minor arterials, while providing for user safety and minimizing negative environmental impacts.

METROPOLITAN TRANSIT SYSTEM PLAN

The Council's transit system plan for the 1988-2010 period, a chapter of the Transportation Development Guide/Policy Plan represents a strong policy commitment to reverse declining regular route transit ridership and auto occupancy trends. The policy of the Council concerning transit has been amended and is recorded in the Regional Transit Facilities Plan. ~~It~~ This study reaffirms the importance of transit in satisfying the overall transportation needs of the region. This commitment includes both service improvements and capital investments to enhance transit's attractiveness compared to driving alone in a private automobile and to maximize the people-carrying capacity of the transportation system.

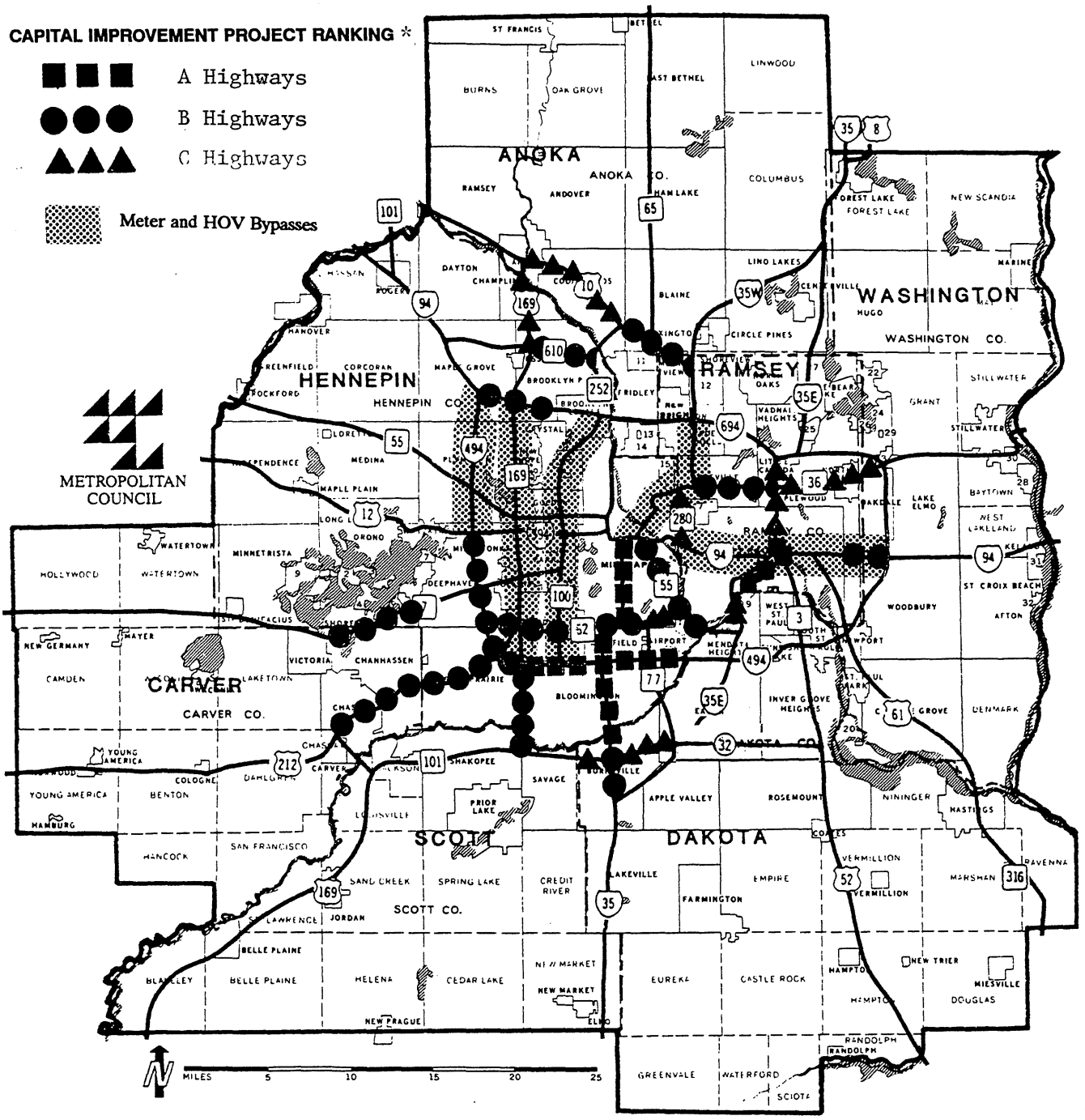
Transit is important because it serves transit dependent people; it reduces dependence on the single-occupant automobile and helps protect the region against unforeseen contingencies such as fuel shortages; it supports higher density land uses such as those found in the two downtowns and regional business concentrations, areas that cannot be served exclusively by single-occupant automobiles because of capacity limitations of highway, street, and parking systems and environmental constraints, such as air quality limits; and it reduces the need for additional freeway capacity, particularly in areas where expanding existing roadways or building new ones would be difficult and expensive.

The overall approach of the transit system plan is to provide incentives to share rides, to satisfy the needs of persons dependent on transit and to strengthen conventional regular-route service to make it more competitive with the automobile. For purposes of this plan, transit is defined as all forms of riding together. The plan incorporates a variety of transit options, ranging from fixed schedule, fixed route services (light rail transit, buses) to the more flexible, privately arranged ridesharing strategies (like car pooling). Different types of services satisfy the needs of different geographic areas and different user groups.

The plan sets priorities for transit resource allocation based on concentrations of transit-dependent people, employment and population (first priority-central cities; second priority-fully developed suburb; third priority-developing area and free-standing growth centers). Special consideration should be given to serving the transportation of transit-dependent people and others with special needs throughout the entire region.

Figure 6

METROPOLITAN HIGHWAY SYSTEM IMPROVEMENT PRIORITIES



*See pages 55-62 of the Transportation Policy Plan for full explanation of highway project ranking. Many of these projects include meters and HOV bypasses of meters.

Transit services should not be perceived as appropriate only in the most urbanized and densely populated portions of the region. Suburban transit markets should also be served, even though service concepts other than those used in the central cities might be more appropriate. Different markets should be served with different service concepts in order to be cost effective.

REGIONAL TRANSIT FACILITIES PLAN

In 1992 the Metropolitan Council adopted the Regional Transit Facilities Plan, prepared in conjunction with the Minnesota Department of Transportation and Regional Transit Board. This action-oriented plan supplements the transit system plan with additional implementation recommendations for the regional transportation system that support transit use.

The facilities plan advocates four critical elements:

- Strong Transportation Management
- Incentives for High-Occupancy Vehicle Use
- Strengthened Transit Services
- More Efficient and "Transit-Friendly" Land Uses

The plan discusses a broad range of concerns, including land use strategies, public education, transportation management. However, the primary focus of the plan is its recommendations for transit service improvements. These improvements include:

Short-Term Service Improvements

Improvements needed in the next 3-5 years include actions to begin reorganizing the regional transit system to implement the Regional Transit Board's "Vision for Transit". This vision proposes a constellation of transit hubs and spokes. As the regular route system is replaced with accessible vehicles, this system would enhance services for all area residents, including persons with disabilities.

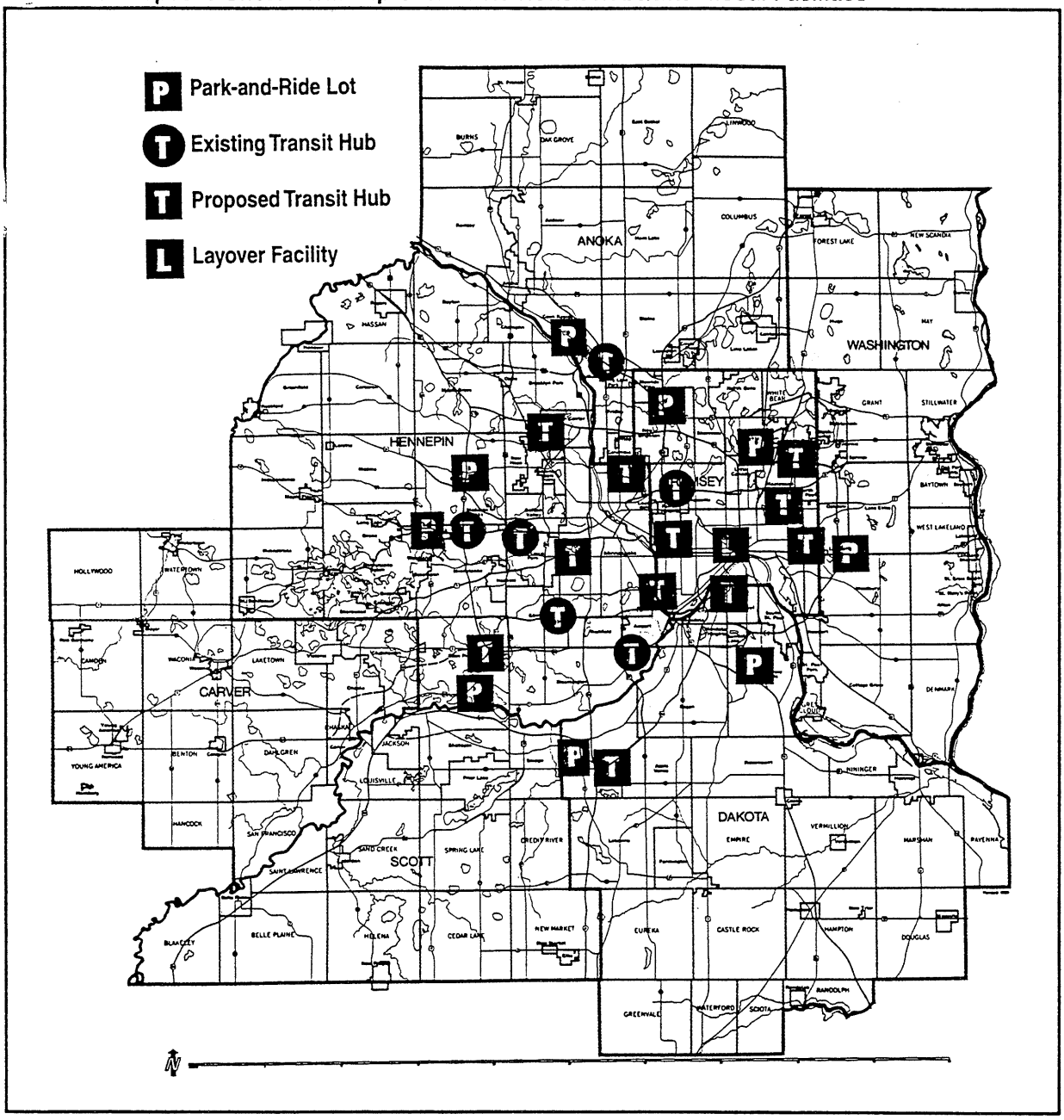
One element of these improvements is a $1.5 million local service improvement program to reverse declining ridership in the core service area. In addition, about $11.4 million in additional funds is needed to implement improvements in several corridors (see Figure 7). These improvements include new all-day express service, new peak-period express service, and new community circulation services.

Low-Capital Improvements

Approximately $21 million in new transit hubs, park/ride lots and bus layover facilities will be required to support new and existing transit service improvements (see Figure 7). Additional low-capital improvements will be made as a result of "team transit" -- a cooperative effort among the MTC, Mn/DOT, RTB and the Council. Other transit-related improvements will include continued metering of the freeway system (including HOV bypasses) and possible intelligent vehicle/highway systems projects.

FIGURE 7

Proposed Short-Term Improvements: Transit Hubs/Intermodal Facilities



Major Capital Improvements

The Regional Transit Facilities Plan recommends implementation of major capital improvements in five corridors, pending completion of appropriate environmental and technical processes:

- Conversion of a mixed use lane of I-94 east of downtown St. Paul to the Wisconsin border;

- Staged conversion of a mixed use lane or a new HOV lane on I-94 north from downtown Minneapolis to Rogers;

- An HOV lane addition on I-494 from TH 5 in Bloomington to I-394 as being considered in the environmental impact study process nearing completion.

- ~~A transit envelope~~ In the I-35W corridor, south from downtown Minneapolis to Burnsville, ~~including the potential for~~ the recently completed Draft EIS recommends HOV lane conversion, new HOV lanes and~~/or~~ light rail transit. ~~as to be determined by the current environmental impact study process nearing completion.~~

- A light rail transit line in the Central Corridor (from downtown Minneapolis to downtown St. Paul) pending the outcome of the current federal alternatives analysis/environmental impact study process.

METROPOLITAN HIGHWAY SYSTEM PLAN

The region needs to address four major challenges in maintaining good regional transportation access through 2010 via the metropolitan highway system. (The 2010 metropolitan highway system is shown in Figure 3.) These challenges include: meeting significant increases in travel demand; increasing costs associated with maintenance of the aging highway system; social, physical and political impacts of adding capacity; and insufficient funding. The metropolitan highway system plan calls for a variety of actions to address these challenges.

The overall approach of the highway plan is to maintain approximately the same level of transportation access to regional opportunities that exists today despite significant forecasted increases in travel demand. The Council has concluded that the region cannot build its way out of congestion. The metropolitan highway system plan calls for managing the system and travel demand, and providing additional facilities that will provide more capacity in a manner consistent with the need to manage the system and demand. To maximize the existing metropolitan highway system, the following strategies need to be put in place to increase the people-carrying capacity of the system:

1. The Minnesota Department of Transportation is encouraged to use metering on a system-wide basis, as it can increase roadway capacity by about 11 percent, significantly reduce accidents, and ~~can~~ regulate traffic flow at locations generating excessive traffic volumes. Freeway entrance ramps for exclusive use by high-occupancy vehicles (buses, car pools, van pools) are also recommended to bypass metering systems. Widespread implementation of metering and bypass ramps on all controlled-access facilities is needed ~~prior to 1990~~ in much of the western portion of the urban service area. ~~They~~ Meters should be ~~applied first in corridors requiring~~ installed prior to adding capacity. Ramp meters and high occupancy vehicle bypasses ~~should~~ will increase capacity, improve safety, provide incentives for people to share rides and use buses, and ~~should~~ protect the

metropolitan highway system from additional demand brought about by unforecasted development.

2. High-occupancy vehicle (HOV) lanes should be provided where additional lane capacity is needed on the metropolitan highway system. These HOV lanes should be built instead of mixed use lanes. HOV lanes are especially critical in corridors where high travel demand exists and significant development has occurred adjacent to the highway. Conversion of existing lanes to HOV lanes ~~could~~ should also be considered. Conversion could be feasible where congestion is high and funds are unavailable to construct a new lane, or when significant social or physical impacts would result from expansion of lane capacity. The Regional Transit Facilities Plan recommends HOV facilities on four regional highways as discussed above.

3. Local governments should work with the Council to protect the metropolitan highway system. Communities should evaluate the impact of land use decisions on the transportation system and on adjacent communities. The metropolitan highway system should be protected from traffic generated by unplanned development that exceeds system capacity. Local governments should, in comprehensive plans, address the need to create an environment favorable to pooling and bus use and to encourage travel during off-peak, instead of peak hours. Comprehensive plans should conform to the Council's development forecasts and design requirements. The Council will issue systems statements to local units of government indicating what communities need to address in comprehensive plan amendments.

4. The Council will pursue increased funding for both transit and highways. Both the highway and the transit systems will require a substantial amount of additional funds, besides those already allocated to transportation projects in the region. The Council estimates that the additional cost of highways and transit will amount to about $129 million annually by the year 2010. This includes about $9 million in transit operating, $50 million in transit capital, and $70 million in highway capital expenditures annually from now until 2010. Obtaining the necessary funding to preserve and reconstruct the highway system and to improve transit services is a major issue the region will need to resolve in future years. The Council's Transportation Guide identifies principles that should guide selection of funding sources. These principles include jointly addressing highway and transit needs, generating funds from those who use and/or benefit directly from transportation facilities and services, using federal funds to advance regional priorities, and obtaining adequate, predictable and stable funding.

The Transportation Development Guide/Policy Plan sets regional priorities for highway expenditures through 2010. Figure 6 shows these priorities. Three TIP projects not reflected in the guide, nor in Figure 6, are also assumed to be of regional priority as identified in the 1984 Transportation Development Guide/Policy Plan, but were not included in the revised guide because funds were already committed for these projects. These projects are the I-394 and I-94 reconstruction projects, and the University of Minnesota Transitway. I-394 and the Transitway have been completed. The I-94 project was discontinued until a Central Corridor Alternatives Analysis is completed.

TRANSPORTATION AIR QUALITY CONTROL PLAN

The Transportation Air Quality Control Plan sets forth three principal objectives: to attain National Ambient Air Quality Standards 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/state air quality standards in the most economical and equitable manner.

The 1977 Clean Air Act Amendment requires a State Implementation Plan (SIP) for air quality for all areas that have not attained National Ambient Air Quality Standards. All federally approved or financially funded actions must "conform" to SIPs. Metropolitan Planning Organizations (MPO) can not approve any project, plan, or program that does not conform to the SIP. The SIP is a planning document prepared by the Minnesota Pollution Control Agency (MPCA) and is designed to achieve the National Ambient Air Quality Standards (NAAQS) for carbon monoxide, and particulate matter (PM10). The SIP is approved by the governor prior to submittal to EPA and serves as the state's legally binding commitment to actions that will reduce or eliminate air quality problems. Planning for control of pollution caused by transportation sources in the Twin Cities Metropolitan Area is the responsibility of the Metropolitan Council as the MPO. The Transportation Air Quality Control Plan for the Twin Cities Area was submitted to the Environmental Protection Agency (EPA) after Council hearings and adoption in June, 1979 as an element of the SIP and amended in 1981 and 1985. The EPA approved the plan and amendments. Based upon an analysis of the air quality problems in the seven county Twin Cities Area, the plan specifies strategies to improve the management of the transportation system.

The region has ~~taken steps to attain carbon monoxide air quality standards since adoption of the Air Quality Control Plan, including:~~ implemented most of TSM's contained in the Air Quality Control Plan.

A list~~ing~~ of the TSM strategies and their status is in Appendix B. ~~Most of the TSM strategies are completed or in the final phase of implementation.~~ Additional TSM strategies were initiated subsequent to adoption of the Transportation Air Quality Control Plan ~~as amended.~~ and its amendments. These are described in the following Section.

CONFORMITY TO THE CLEAN AIR ACT AMENDMENTS

A finding of conformity by the Council ~~must now~~ is based on a detailed analysis of the potential impacts of plans, programs, and projects on air quality.

The Environmental Protection Agency (EPA) issued interim guidelines in June of 1991, for determining conformity to be in-force until final conformity regulations are published in November 1991, as required of EPA by the 1990 Clean Air Act Amendment (1990 CAAA). This Act superseded the 1977 Clean Air Act Amendments (1977 CAAA). A conformity determination must be made on transportation plans, transportation improvement programs, and transportation projects. Certain project types will not have regional or local emissions impact and are noted as "neutral."

The 1994-96 TIP was prepared following the requirements of the interim conformity guidelines. Appendix ~~C~~ B contains a description of the analysis of potential air quality impacts used to determine that the Transportation Development Guide/Policy Plan and the 1990 Transportation

Improvement Program conforms to the requirements of the 1990 CAAA.

~~The 1977 Clean Air Act Amendment requires a State Implementation Plan (SIP) for air quality for all areas that have not attained National Ambient Air Quality Standards. All federally approved or financially funded actions must "conform" to SIPs. Metropolitan Planning Organizations (MPO) can not approve any project, plan, or program that does not conform to the SIP. The SIP is a planning document prepared by the Minnesota Pollution Control Agency (MPCA) and is designed to achieve the National Ambient Air Quality Standards (NAAQS) for carbon monoxide, and particulate matter (PM10). The SIP is approved by the governor prior to submittal to EPA and serves as the state's legally binding commitment to actions that will reduce or eliminate air quality problems. Planning for control of pollution caused by transportation sources in the Twin Cities Metropolitan Area is the responsibility of the Metropolitan Council as the MPO. The Transportation Air Quality Control Plan for the Twin Cities Area was submitted to the Environmental Protection Agency (EPA) after Council hearings and adoption in June of 1979 as an element of the SIP and amended in 1981 and 1985. The EPA approved the plan and amendments. Based upon an analysis of the air quality problems in the seven county Twin Cities Area, the plan specifies strategies to improve the management of the transportation system.~~ The 1990 CAAA substantially expanded~~s~~ the conformity requirements of the 1977 CAAA to ~~increase~~ consider the contribution that transportation plans, programs, and projects must make toward air quality improvements in nonattainment areas. The 1990 CAAA shifts the conformity process from a comparison of plans and programs to an analytical process to quantify the air quality impacts of plans, programs and projects. "The conformity analysis was prepared June, 1991. Guidance for determining conformity as prescribed in the transportation plans, programs and projects with Clean Air Act Amendments Implementation Plans during Phase I of the interim period" issued by the EPA.

ANNUAL AIR QUALITY REPORT

The 1977 CAAA required an annual report demonstrating that "reasonable further progress" is being made in reducing air pollution in the seven-county Twin Cities Area to levels within federal ambient air quality standards. The Council prepares the report to fulfill this requirement by addressing the following items:

- Summary of the Annual Minnesota Pollution Control Agency (MPCA) monitoring of carbon monoxide (CO) and ozone levels.

- Status of strategies in the Transportation Control Plan (TCP) for air quality improvement; status of additional strategies developed and implemented subsequent to adoption of the Transportation Control Plan as amended.

Significant progress was made to reduce CO violations in several major problem intersections areas. The intersections of University Av. and Snelling Av. in St. Paul and Hennepin Av. and Lake St. in Minneapolis.

The region has taken steps to attain air quality standards since adoption of the Air Quality Control Plan, including:

~~- Implementation of a region wide vehicle inspection maintenance program;~~
- Completion of one-way streets on 1st Av. N. and Hennepin Av. and the 3rd Av. distributor in downtown Minneapolis;

- Implementation of TSM measures, including transit;
- Implementation of a system to provide ~~free fringe~~ parking incentives for carpoolers and van pools in Minneapolis and St. Paul downtowns;
- Computerization of St. Paul's downtown traffic signal system, and;
- Expansion of Minneapolis and St. Paul downtown skyways.

Due to violations of the CO standard in several areas of the Twin Cities in 1988, and because roadway congestion is predicted to occur more frequently and in more locations throughout the seven-county area, steps were taken to adopt a region-wide CO reduction strategy. This resulted in state legislative enactment of a region-wide vehicle emissions inspection and maintenance program implemented in 1991. Post-1976 vehicles registered in the seven-county area now undergo annual inspection of their exhaust systems.

The changes in the 1990 CAAA mandates that oxygenated fuels for vehicles be available for the Twin Cities as a CO nonattainment area. ~~An~~ Annual four month oxygenated fuels program ~~begins~~ began in November 1992. The program is scheduled to expand to a year-round operation in 1995.

Projects Excluded From Air Quality Analysis

Certain projects are excluded from the regional emissions analyses to determine conformity with the 1990 CAAA. These projects are listed as "neutral" in Tables ~~3F, 3G, 3H, 3I and 5A~~ 3-C through 3-T in Chapter 3. Projects found to be neutral are "projects that, because of their nature, along with their neutral category listed in Appendix C, will not affect the outcome of any regional emissions analyses."

3. PROPOSED PROJECTS SUPPORTIVE OF THE REGIONAL TRANSPORTATION PLAN

This chapter contains tables that record all projects proposed for construction or implementation in the region in 1994, 1995 and 1996. Some projects that will likely have contracts let in 1993 are also ~~recorded~~ included in this document because there is some chance these lettings will be delayed. Their inclusion will prevent the need for TIP amendments. The region intends to add projects to the TIP in November 1993. Solicitations for STP and CMAQ funds have been made, and the prioritizing of projects will take place in July and August. Funds have been reserved under these programs.

Following on page 3-2 is a list of tables to help the reader locate specific projects or the use of specific funding categories. Tables 3A and 3B are summary tables used to help the reader understand the focus of TIP investments. Detailed project data are contained in Tables 3-C through 3-U. Table 3-V is the key for many of the tables.

All projects contained in this TIP are consistent with the regional transportation plan. It is worth noting a number of the projects and types of projects are specifically prioritized in the Transportation Policy Plan adopted in 1988. The top priority identified in the TPP was to maintain all 1,200 miles of trunk highways in the region. There is no need to attempt to point out the projects that are consistent with this priority. The majority of projects focus either wholly or in part on the rehabilitation and preservation of trunk highways. Approximately $125 million of Mn/DOT projects are classified as preservation. This represents 34 percent of total Mn/DOT submittal. In Table 3-J, Mn/DOT has identified funding levels in 1995 and 1996 for preservation projects. Mn/DOT's project development process does not now identify projects of this nature more than two years in advance. This table is intended to note the need and to hold funds for this purpose.

The region's second highest priority for the highway system is to implement metering and high-occupancy vehicle bypass ramps on urban freeways. Mn/DOT has proposed transportation management projects at a cost of $35 million or approximately 10% of its submittals. In Table 3A eight major Transportation System Management (TSM) projects ~~costing $39 million~~ are identified. The detailed project descriptions are found in Tables 3-G through 3-Q. ~~This represents over 10 percent of Mn/DOT submitted projects.~~ These projects put in place the facilities and equipment needed by Mn/DOT to manage all freeways in the urban area to ensure they are used effectively. These projects will be funded by NHS, interstate maintenance, IVHS, CMAQ and state funds.

The major highway construction and transit projects and allocated costs over three years are found in Table 3B. The projects are funded from a variety of programs, including NHS, Interstate Maintenance, STP, bridge and state funds and are shown in Figures 8 and 9. Due to funding shortages, some major projects that were included in the 1993-1995 TIP ~~will not proceed~~ are not included in this TIP. ~~and~~ A number of other major projects include funds only to implement the first phases. ~~of the projects. The projects are funded from a variety of programs, including NHS, Interstate Maintenance, STP bridge and state funds and are shown in Figures 8 and 9.~~ Major projects that ~~do not appear in this TIP~~ have been delayed past 1996 include the construction of TH 212, on a new alignment, reconstruction of TH 10 from TH 61 to Prescott Bridge, I-94 lane add between Ruth and TH 120, and reconstruction of TH 100 from 29th to 39th.

The TIP includes the addition of the temporary HOV lane on I-35W north of I-494 along with

bridge preservation work. The reconstruction of the I-94 bridge over the Mississippi River with modifications to the University of Minnesota interchange ~~have been~~ has also been added. These projects were included in the I-94 Remap project that was terminated to wait for the LRT decisions in the Central Corridor. The preservation work on the I-94 bridge ~~cannot be delayed~~ is a key factor in advancing the project.

A summary of the major transit projects are also found in Table 3B. The largest projects address bus replacement and operating subsidy. The other projects are important because they help to make transit both convenient and safe. The EIS and preliminary engineering for the Central Corridor LRT is in the TIP for the first. Also of note are three park-and-ride lots and the St. Paul Transit Hub. The location of these projects are found in Figure 9.

LIST OF TABLES IN CHAPTER 3

The old FAU projects prioritized by the region appear in Table 3C. The funding participation varies by project and is recorded in the table. These will be funded by the regional STP guarantee funds.

Table 3D records projects that have continuing commitments for small area FAU funds or FAS funds. FHWA and Mn/DOT have made commitments to fund these projects. Once they are completed, the old funding categories will no longer have any meaning.

In 1993, the region selected bike and walk projects to be funded with STP regional guaranteed funds. These projects are recorded in Table 3E. While all the projects show letting dates in 1993, they are being maintained in this TIP so amendments will not be required.

The state developed a process in 1993 to select enhancement projects. The selected projects in the region are recorded in Table 3F.

There are ~~three~~ four highway segments that will use demonstration funds in the 1994-1996 period which ~~The demonstration projects~~ are listed on Table 3-G. Project costs reflect only that portion of the project to be funded in the 1994-1996 period. In some cases, money has already been spent, and in other future phases will go beyond 1996.

Mn/DOT and Minnesota Guidestar Intelligent Vehicle Highway System (IVHS) projects now being pursued in the region are recorded in Table 3H. The state has been allocated IVHS funds for Minnesota Guidestar. These projects will all attempt to secure additional federal IVHS funding. These funds are in addition to the state appropriation.

In Tables 3-I through 3-P, Mn/DOT projects are recorded by the most likely funding source. Each table arrays the projects by year. Mn/DOT has anticipated that some of the proposed projects would receive a portion of the regionally guaranteed STP and CMAQ funds. The priority process will take place in July and August 1993. Should the candidate projects not be selected, other federal or state funds would have to be used. This is understood by Mn/DOT.

The transit projects and funding sources are identified in Tables 3-R through 3-U. Table 3-R identifies transit fleet, facility and service improvements. The majority of the projects have been approved for funding by FTA as indicated in the table. Those projects yet to be approved will be submitted.

Table 3-S records the Section 9 capital and operating assistance the region will receive directly. Table 3-T records the 16(b)(2) grants that were made last year. This table will be revised as soon as grants have been approved.

Table 3A
MAJOR TRANSPORTATION SYSTEM MANAGEMENT (TSM) PROJECTS

While not a funding category, these projects are identified for the second highest priority for funding in the region's Transportation Policy plan. Each project includes detection, surveillance cabinets, metering, close circuit cameras, changeable message signs and fiber optics. These projects are identified, by funding source, in the detailed tables that follow.

ROUTE	STATE PROJECT	LETTING DATE	COUNTY	DESCRIPTION	ESTIMATE COST (000s) Total	Federal	Local
I-94	2786-96	1994	Hennepin County	I-494 to TH 169	500	450	50
TH 169	2772-5	1994	Hennepin County	I-394 to I-94	2,000	1,600	400
I-35W	0280-44	1994	Ramsey County	TH 36 to Lexington Av.	3,000	2,700	300
I-694, I-35E	8809-71	1994	Ramsey County	On I-694 from I-35W to TH 36, On I-35E from TH 36 to TH 96	3,100	2,790	310
I-94, TH 280	8809-73	1995	Ramsey County	On I-94 from I-35W thru TH 280, On TH 280 from I-94 to I-35W	1,200	1,080	120
I-35E, I-494	8809-75	1996	Dakota County	On I-35E from Lone Oak to Miss. River, On I-494 from Pilot Knob to Miss. River	4,500	4,050	450
I-94, I-494	6283-155	1996	Ramsey	On I-94 from Mounds Blvd. to Radio Dr., On I-494 from Dakota Co. line to TH 36	5,000	4,500	500
I-35W, I-35E, TH 77	8809-74	1996	Dakota	On I-35W from Crystal Lake Rd. to Minn. River on I-35E from S Jct. I-35W to Yankee Doodle Rd., on TH 77 from I-35E to Minn. R.	3,500	3,150	350
I-494	2785-251	1996	Hennepin County	France Av. & TH 169, HOV Bypass	5,500	4,400	1,100

Table 3B
MAJOR PROJECTS SUPPORTIVE OF THE REGIONAL TRANSPORTATION PLAN
IN THE 1994-96 TRANSPORTATION IMPROVEMENT PROGRAM

	PROJECT	TOTAL (000s)	FEDERAL PARTICIPATION (000s)
Highway And Bridge			
1.	TH 3, Lafayette	$8,200	$6,600
2.	TH 10, Anoka County	~~53,400~~ 38,800	~~42,700~~ 31,000
3.	I-35W, Temporary (HOV) Lane and Preservation from I-35E to Minneapolis	~~16,800~~ 59,800	~~13,400~~ 47,800
4.	TH 36/5, Stillwater River Crossing	27,000	21,600
5.	TH 55, Mendota Interchange & Bridge	16,400	13,100
6.	TH 55, Hiawatha Avenue	~~17,000~~ 12,000	~~14,400~~ 9,600
~~7.~~ 7.	~~I-94 CSAH 152 to I-494 Temporary HOV Lane~~ I-94 Dartmouth Bridge/U of M Interchange	~~10,000~~ 23,500	~~8,000~~ 18,800
8.	TH 101, Rogers to Elk River	17,000	13,600
9.	TH 101, Shakopee Bypass	20,200	16,100
10.	TH 169, Osseo Bypass	~~8,500~~ 6,000	~~6,800~~ 4,800
11.	TH 610, TH 10 to I-94 - first phases	5,000	4,000
12.	CR 18, Bridge & Approaches, Reconstruct N. of I-494	~~26,000~~ 58,000	~~13,000~~ 31,000
TOTAL HIGHWAY AND BRIDGE		**~~$248,600~~ $291,900**	**~~$197,300~~ $218,000**
Transit			
1.	Bus Replacement	30,425	24,340
2.	Bus Shelters	1,173	938
3.	St. Paul Transit Hub	692	553
4.	Minneapolis River City Trolley	2,500	1,400
5.	Park-and-Ride Lots	2,263	1,810
6.	System-Wide Bus Top Signage	1,500	1,200
7.	Regular-Route Operating Costs	199,285	21,600
~~8.~~	~~I-394 Corridor Transit Service Start-up~~	~~3,000~~	~~2,400~~
~~9.~~	~~Central Corridor EIS and Preliminary Engineering~~	~~4,000~~	~~3,200~~
10.	Section 18 Operating Assistance	238	51
TOTAL TRANSIT		**$245,076**	**$57,492**

FIGURE 8

MAJOR HIGHWAY PROJECTS REQUESTED FOR FEDERAL FUNDING 1994-1996

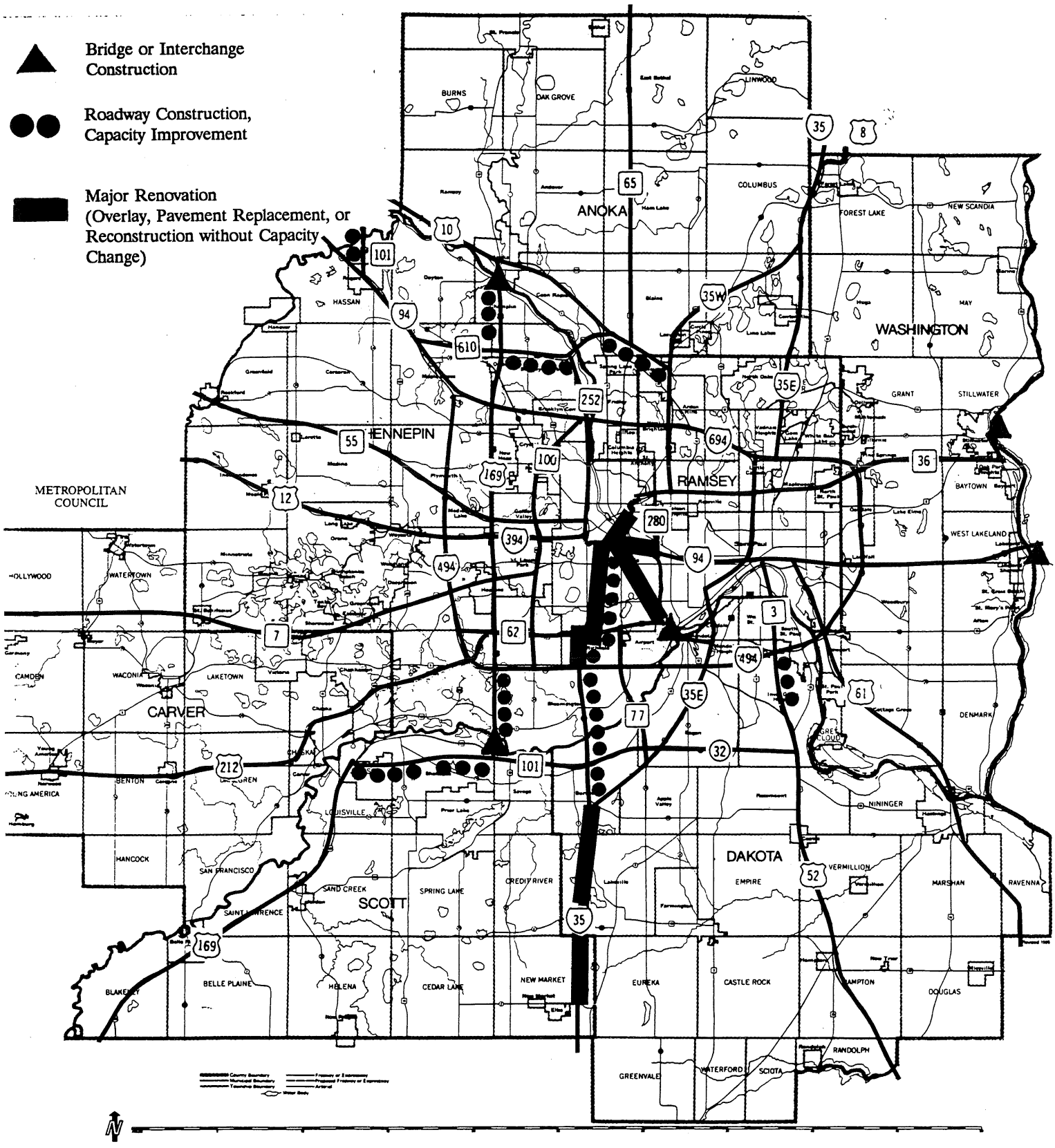


FIGURE 9

MAJOR TRANSIT FUNDING REQUESTED FOR FEDERAL FUNDING 1994-1996

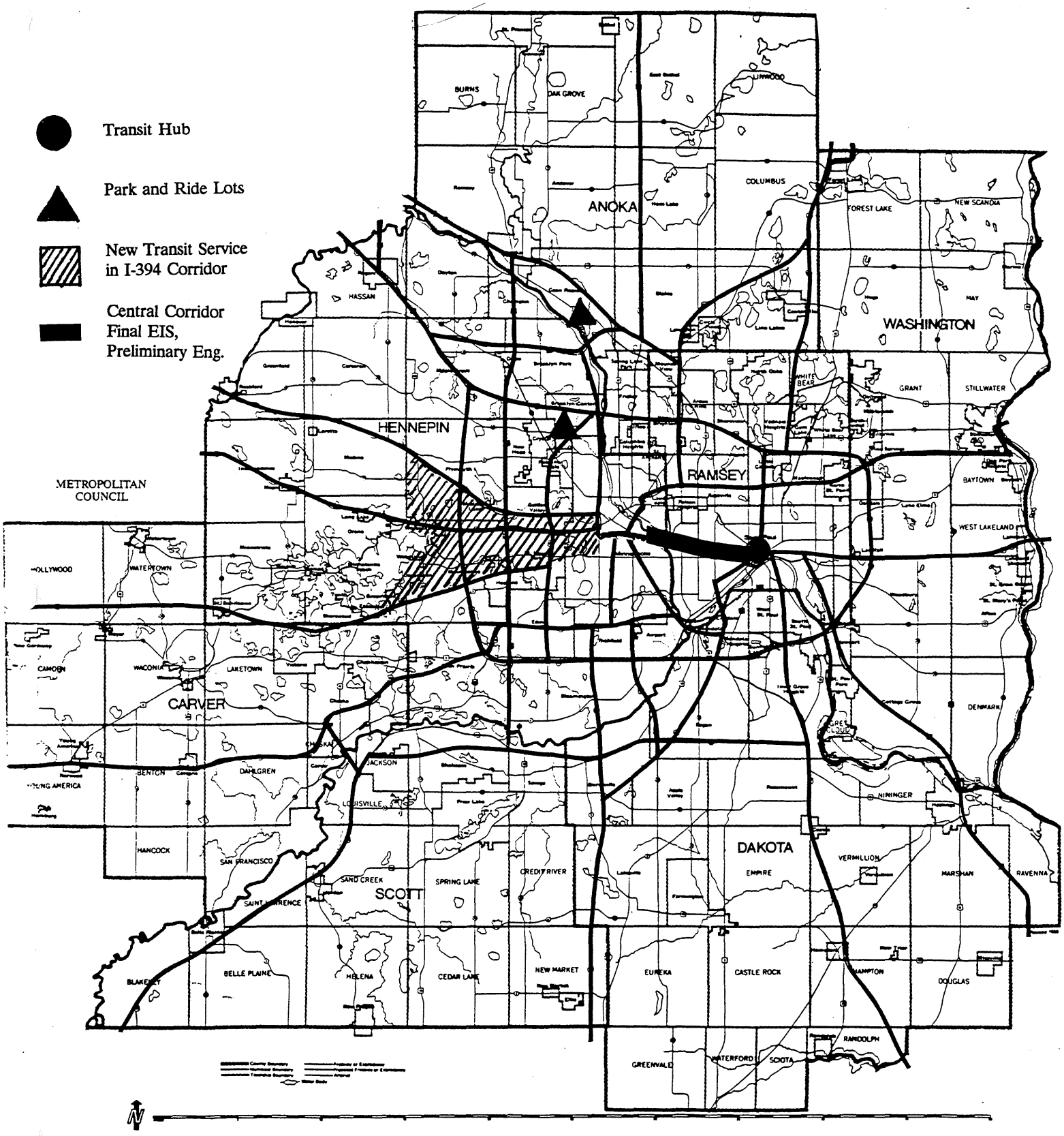


Table 3C
FAU PROJECTS REGIONALLY PRIORITIZED

ROUTE	STATE PROJECT	LETTING DATE	COUNTY	DESCRIPTION	ESTIMATE COST (000S)			Neutral[2] Project
					Total	Federal	Local	
CSAH 44	62-644-13 M 5106	1994	Ramsey County	CSAH 44 (Silver Lake Rd.) Silver Lane to I-694, Reconstruct as divided 4 lane urban with channel. & Intercon. signals	2,935	2,348	587	A12 T-2
CSAH 1	02-601-35 M 5007	1994	Anoka County	CSAH 1 (East River Rd.) TH 610 to Miss. Blvd., Reconst. as Divided 4 Lane with Channel. & Signals	1,994	1,595	359	A12 T-2
CSAH 1	02-601-36 M 5007	1993	Anoka County	CSAH 1 (East River Rd.) Hartman Circle to Glen Creek Rd., Reconstruct as Divided 4 Lane with Channel. & Signals	1,460	1,173	293	A12 T-2

[2]The definitions of the symbols are found in Appendix D.

Table 3D
FEDERAL AID SECONDARY AND SMALL AREA FEDERAL AID
URBAN PROJECTS - PHASE OUT OF FUNDING CATEGORIES

ROUTE	STATE PROJECT	LETTING DATE	COUNTY	DESCRIPTION	ESTIMATE COST Total	Federal	Local	Neutral[3] Project
CSAH 14	MRP 6396	1993	Anoka County	From CSAH 21 to East Anoka Co. Line, Resurfacing	90,000	69,093	20,907	A12
CR 15	MRP 8037	1993	Anoka County	From 213th Av. NE to 229th Av. NE, Resurfacing	60,000	46,062	13,938	A12
CSAH 22	MRP 8041	1993	Anoka County	From TH No 65 to East Limits of East Bethel, Resurfacing	225,000	172,733	52,267	A12
CSAH 74	MRP 8038	1993	Anoka County	From East Limits East Bethel to East Anoka Co. Line, Resurfacing	30,000	23,031	6,969	A12
CSAH 22	MRP 6371	1993	Anoka County	From East Limits East Bethel to East Anoka Co. Line, Resurfacing	335,000	257,180	77,820	A12
CSAH 42	MRP	1993	Dakota County	From CSAH 71 to 145th St. in Rosemount, Resurfacing	181,600	139,414	42,186	A12
CR 116	MRP 7545	1993	Hennepin County	From CSAH 150 to CR 159 near Rogers in Hassan Twp., Reconstruction	286,900	220,253	108,833	A12
CR J	MRP 6351 (004)	1993	Ramsey County	From TH 61 to 0.58 mile east in White Bear Township, Reconstruction	263,400	202,212	61,188	A12
CSAH 15	MRP	1993	Scott County	From TH 101 to TH 300 in Shakopee, Reconstruction	530,000	406,881	123,119	A12
CR 64	MRP 5295 (001)	1993	Washington County	From CSAH 15 to CSAH 5 in Stillwater, Reconstruction	1,500,000	1,151,550	348,450	A12
MSAS 110	MRP 5401	1993	Carver County	At Pioneer Trail (MSAS 110) and TH 41 in Chaska, Channelization & Sig. Sys.	190,000	145,863	44,137	T-2

[3]The definitions of the symbols are found in Appendix D.

Table 3E[1]
REGIONALLY PRIORITIZED
STP BIKEWAY AND WALKWAY PROJECTS

					ESTIMATED COST (000s)			
Project Title	State Project	Letting Date	Implementing Agency	Description	Total	Federal	Local	Neutral Project
Bloomington Bike and Ride Facility		1993	City of Bloomington	Bike and Ride system to and at Mall of America transit hub.	$ 218,750	$ 174,000	$ 44,750	Yes
Cedar Lake Park Transportation Corridor		1993	City of Minneapolis	3.1 mile system of two-directional bikeways and separate walkway linking St. Louis Park and Golden Valley with Minneapolis CBD.	1,000,000	500,000	500,000	Yes
Burlington/Northern Regional Trail Corridor		1993	Ramsey County	2 mile facility along abandoned RR R.O.W. From Beam Av. in Maplewood to the Willard Munger State Trail.	300,000	240,000	60,000	Yes
Roseville Non-Motorized Pathway		1993	City of Roseville	4.8 mile bikeway/walkway along CR C from Fairview to Rice, and CR C south along Fairview, Snelling, and Rice Streets.	572,517	458,014	114,503	Yes
Bridge Over Burlington/Northern Railroad		1993	City of Minnetonka	Bridge across the B & N RR at I-494 that will link 3 quadrants of City by loop trail system.	254,500	200,000	54,500	Yes
Bus and Bicycle Shelters		1993	City of Shoreview	4 bus shelters and bike storage units at 4 locations along TH 49.	44,728	35,782	8,946	Yes
Downtown Bicycle Lockers		1993	City of St. Paul	Purchase and placement of 100 bicycle storage lockers throughout the downtown.	100,000	80,000	20,000	Yes
Bike Safety		1993	Dakota County	Installation of directional and informational signage throughout Dakota County bikeway system.	65,100	52,080	13,020	yes

ebtable3
June 16, 1993

[1]Project approvals are specifically limited to the federal fund amount identified here for purposes of plan specification and estimate approval as well as project authorization. The federal fund amount listed for each project may be used to fully fund any identifiable useable element of the project described or to fund the entire project with a flexible federal/nonfederal participation. The federal fund amount listed is the total which may be authorized for all advertisements of the project described. Any federal fund amounts authorized or placed under agreement in years prior to November 15,1991 should be deducted from the amount identified in this annual element. Metropolitan Council approval of those projects which include interchange constructions/reconstructions is conditioned on those interchanges including provisions for meters and high occupancy vehicle bypasses consistent with the HOV Facilities Plan.

Table 3-F
ENHANCEMENTS

STATE PROJECT	LETTING DATE	APPLICANT	DESCRIPTION	Total Cost	Federal Cost	Local Cost	Neutral Project
02-590-02	1993	ANOKA COUNTY PARKS	E. RIVER ROAD/CAMDEN BRIDGE PED/BIKEWAY	213,334	160,000	53,334	D-2,D-3
103-080-01	1993	ANOKA & RAMSEY CITIES	CONSTRUCT LIGHTING & FACILITIES FOR PATH	226,488	113,244	113,244	A-20,D-2,D-3
127-090-04	1993	FRIDLEY CITY	UNIVERSITY AVE BIKE/PED PROJECT	120,000	60,000	60,000	D-2,D-3
138-080-01	1994	MAPLEWOOD CITY	CITY HALL/COMMUNITY CENTER TRAIL	189,280	94,640	94,640	D-2,D-3
160-080-01	1993	ROSEVILLE CITY	COUNTY ROAD C PATHWAY ENHANCEMENT	375,000	300,000	75,000	D-2,D-3
164-080-04	1994	SAINT PAUL CITY	BURLINGTON NORTHERN REGIONAL TRAILWAY	742,000	593,600	148,400	D-2,D-3
167-080-01	1994	SHOREVIEW CITY	COUNTY ROAD J TRAIL	154,700	77,350	77,350	D-2,D-3
189-080-02	1993	MAPLE GROVE CITY	E FISH LAKE ROAD PED. BRIDGE	591,000	295,500	295,500	D-2,D-3
194-090-02	1994	CHANHASSEN CITY	TH 5 PED/BIKE BRIDGE	400,000	280,000	120,000	D-2,D-3
19-600-16	1993	DAKOTA COUNTY	DAKOTA CO REGIONAL TRAIL CORRIDOR	440,000	330,000	110,000	D-2,D-3
2700-27004	1993	MN/DOT GOLDEN VALLEY	STONE ARCH BRIDGE	2,800,000	2,184,000	616,000	A-13,D-2,D-3
27-600-07	1993	HENNEPIN COUNTY	CSAH 12 - CLOQUET ISLAND SCENIC OVERLOOK	100,000	75,000	25,000	F-3
91-100-06	1994	SUB. HENN REG PARK DIST.	ST. ALBANS BAY BIKEWAY BRIDGE	158,500	110,950	47,550	D-2
91-110-04	1994	SUB. HENN REG PARK DIST.	NORTH MISSISSIPPI REGIONAL TRAIL	300,000	150,000	150,000	D-2,D-3
91-110-05	1994	SUB. HENN REG PARK DIST.	VALLEY VIEW ROAD BIKE/PEDESTRIAN BRIDGE	150,000	105,000	45,000	D-2,D-3
				6,960,302	4,929,284	2,031,018	

MN/DOT Metro Division Construction Projects
1994-1996 DEMONSTRATION Projects

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								FUNDING SOURCES			PROJECT COST INFORMATION			
FED FY	PRT	HWY	STATE PROJECT NUMBER	PROJECT DESCRIPTION	PROJECT TYPE	LGTH	CNTY	MN/DOT PROGRAM	LIKELY FEDERAL FUNDING SOURCE	MATCH SOURCE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	A.Q. EXCL?
1994	6	55	2724-27063	TH 55 (HIAWATH AVE.) OVER CEDAR AVE. - CONST.BR.27063	EXPANSION	0.00	27	MC	DEMO	SM	460,000	368,000	92,000	GR
1994	6	55	2724-27071	TH 55 (HIAWATH AVE.) OVER FRANKLIN AVE. - CONST.BR. 27071	EXPANSION	0.00	27	MC	DEMO	SM	1,100,000	880,000	220,000	GR
1994	6	55	2724-99	31ST STREET TO T.H.94 IN MPLS.-GRADE, SURFACE AND LIGHTING-PHASE 1B	EXPANSION	0.00	27	MC	DEMO	SM	10,440,000	8,352,000	2,088,000	GR
1996	13	610	2771-8801	FROM TH 252 TO NOBLE AVE. IN BROOKLYN PARK-PRELIM. ENGINEERING STUDIES(DEMO PRO	EXPANSION	0.00	27	MC	DEMO	SM	5,000,000	4,000,000	1,000,000	F-1

ROUTE	STATE PROJECT	LETTING DATE	COUNTY	DESCRIPTION	ESTIMATED COST (000s) Total	Federal	Local	Neutral Project
CR 18	27618-58 DE0102 (801)	1994	Hennepin & Scott	Bridge construction at Minnesota River and approach	26,500	13,000	13,500	No
CR 18		1994	Hennepin	Reconstruct from 102 St. to I-494 as four lane expressway	31,500	18,000	13,500	No

3-H MN/DOT AND GUIDESTAR IVHS PROJECTS

MN/DOT Metro Division Construction Projects
1994-1996 IVHS Projects

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1 FED FY	2 PRT	3 HWY	4 STATE PROJECT NUMBER	5 PROJECT DESCRIPTION	6 PROJECT TYPE	7 LGTH	8 CNTY	9 FUNDING SOURCES MN/DOT PROGRAM	10 LIKELY FEDERAL FUNDING SOURCE	11 MATCH SOURCE	12 PROJECT COST INFORMATION TOTAL COST	13 FEDERAL FUNDS	14 STATE FUNDS	15 A.Q. EXCL?
1994		169	2772-6	I-394 TO I-94 -- TRAFFIC MANAGEMENT SYSTEM	MANAGEMENT	7.58	27	TM	IVHS	SM	2,000,000	1,600,000	400,000	A-18
1994		999	8809-XX	METRO-WIDE COMMUNICATIONS LINK	MANAGEMENT			TM	IVHS	SM	800,000	640,000	160,000	A-18
1994		999	8809-71	ON I694 FROM I35W TO TH 36 & I35E FROM TH 36 TO TH 96-TRAFFIC MANAGEMENT SYSTEM	MANAGEMENT	16.00	62	TM	IVHS	SM	3,100,000	2,480,000	620,000	A-18
1995		999	8809-73	ON I94 FROM I35W THRU TH 280 & ON TH 280 FROM I94 TO I35W-TRAFFIC MANAGEMENT SY	MANAGEMENT	0.00	62	TM	IVHS	SM	1,200,000	960,000	240,000	A-18
1996		999	8809-74	ON I35W FROM CRYSTAL LAKE RD TO MINN RIVER, ON I35E FROM S JCT I35W TO YANKEE D	MANAGEMENT	0.00	19	TM	IVHS	SM	3,500,000	2,800,000	700,000	A-18

MN GUIDESTAR - INTELLIGENT VEHICLE HIGHWAY SYSTEM OPERATIONAL TESTS

Project	State Project Number	County	Letting Date	Year Operational	Objective	Estimated Cost (000s)					
						Total	Federal	State	Other Local	Private	Neutral Project
ITMS Scoping Study		Seven-County Region	1993	1994	To build consensus on the Twin Cities Integrated Traffic Management (ITMS) design and to develop preliminary engineering details for the recommended options	500	400	100	0	0	
ITMS Operations and Maintenance Study		Seven-County Region	1993	1994	To develop an Operations and Maintenance Program for the Twin Cities' Integrated Traffic Management System (ITMS)	50	35	10	5	0	
Advanced Parking Information System		Ramsey	1993	1994	To examine the feasibility of an automated real-time parking information and guidance system	750	600	75	75	0	
Rosedale		Ramsey	1993	1995	To evaluate the use of ATMS & ATIS technologies to improve access to and from a major activity center thus reducing congestion	549	269	140	140	0	
St. Paul Incident Management		Ramsey	1993	1994	To manage incidents in the I-94/I-35E commons area making use of comprehensive data communication between Mn/DOT's traffic management center (TMC) and the City of St. Paul	564	360	90	70	0	
Trilogy		Seven-County Region	1992	1993	To develop and evaluate an advanced traveler information service using the Radio Data System - Traffic Message Channel (RDS-TMC)	280	0	280	0	44	
Portable Traffic Management System		Anoka	1993	1994	To demonstrate and evaluate a fully portable traffic management and control system	670	358	159	155		
Smart DARTS		Dakota	1993	1994	To improve existing transportation systems for seniors and persons with disabilities	562	272	20	244	26	
ICTM		Seven-County Region	1993	1994	To demonstrate that more efficient corridor transportation movement can be achieved through cooperative jurisdictional efforts, freeway and arterial integration, real-time adaptive control strategies, advanced technologies and a comprehensive motorist information system	7,250	3,750	3,500	0	0	
Cruise		Hennepin	1994	1995	To develop and test sensor systems which apply advanced detection technologies to traffic management and control	1,600	328	2	0	1,190	
Third Avenue Distributer (TAD)		Hennepin	1994	1994	To define and develop strategies for coordinated corridor-based traffic management and to evaluate these strategies in a real-world environment.	2,895	1,090	30	1,600	175	
anced Workzone agement		Arrowhead Region	1994	1994	To reduce driver uncertainty and increase workzone traffic capacity and efficiency, thereby maximizing workzone safety and minimizing congestion	2,500	748	147	40	1,504	

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3-I MN/DOT AND STATE AID BRIDGE PROJECTS

MN/DOT Metro Division Construction Projects
1994-1996 BRIDGE Projects (MN/DOT AND STATE-AID)

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								FUNDING SOURCES			PROJECT COST INFORMATION			
FED FY	PRT	HWY	STATE PROJECT NUMBER	PROJECT DESCRIPTION	PROJECT TYPE	LGTH	CNTY	MN/DOT PROGRAM	LIKELY FEDERAL FUNDING SOURCE	MATCH SOURCE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	A.Q. EXCL?
MN/DOT BRIDGE PROJECTS														
1994		52	1908-65	AT TH 3,52,55 IN INVER GROVE-BR 19045 (REP BR 5820),RECONST INTERCHANGE,LIGHTING,S	PRESERVATION	1.75	19	RC	BRIDGE	SM	5,000,000	4,000,000	1,000,000	A-13
1994	5	55	1909-72	MENDOTA BRIDGE-LIGHTING	EXPANSION	0.00	19	RC	BRIDGE	SM	200,000	160,000	40,000	A-20
1994		95	1306-30	OVER SUNRISE RIVER 6.8 MI NE OF NO BRANCH-BR 13005 & APPROACHES (REPLACE BR 568	PRESERVATION	0.10	13	BR	BRIDGE	SM	350,000	280,000	70,000	A-13
1996		20	2504-10	BR 25012 OVER CANNON RIVER & BR 25011 OVER LITTLE CANNON RIVER-REP BRS 4759,476	PRESERVATION	0.15	25	BR	BRIDGE	SM	1,600,000	1,280,000	320,000	A-12
1996	8	36	8217-10	OVER ST. CROIX RIVER AT STILLWATER-BR 82011(REP BR 4654 & APPROACHES)	EXPANSION	4.10	82	BR	BRIDGE	SM,LF	27,000,000	21,600,000	5,400,000	NO
1996		41	7010-18	OVER MN.RIVER OVERFLOW 0.8 MI.N.OF TH 169 - REPL.BR.6763 & APPROACHES	PRESERVATION	0.00	70	BR	BRIDGE	SM	843,000	674,400	168,600	A-13
1996		52	2720-35	WASH.AVE.OVER BN-BR.27167 (REPL.BR.6992) & APPRS.,LIGHTS, SIGNALS	PRESERVATION	0.30	27	BR	BRIDGE	SM	2,000,000	1,600,000	400,000	A-13
1996		61	6221-5514	ARCADE ST OVER C&NW RY-RECONSTRUCT BR 5514 (City of St Paul)	PRESERVATION	0.00	62	BI	BRIDGE	SM	1,700,000	1,360,000	340,000	A-13
1996	9	100	2735-134	FR.RD.& MAINLINE OVER C.& N.W.R.R. 0.1MI.N.OF JCT.TH55,BR,5400/NEW BR. 27212	PRESERVATION	0.48	27	BR	BRIDGE	SM	2,900,000	2,320,000	580,000	A-13
1996	9	100	2735-5399	OVER SOO LINE RR & CITY ST. 0.9 MI. NW OF JCT.TH 12-RECONSTRUCT BR. 5399	PRESERVATION	0.00	27	BR	BRIDGE	SM	1,250,000	1,000,000	250,000	A-13
STATE AID BRIDGE PROJECTS														
1994			02-609-04	REPLACE BR #7157 OVER CEDAR CREEK ON CSAH 9 NORTH OF ANOKA	PRESERVATION	MN Project BROS 9102			BRIDGE	SM,LF	160,000	128,000	32,000	A-13
1994			19-668-02	REPLACE BRIDGE ON CSAH 68 OVER VERMILLION RIVER	PRESERVATION	MN Project BROS 6340			BRIDGE	SM,LF	540,000	432,000	108,000	A-13
1994			70-598-02	REPLACE BRIDGE L-3046 ON CR 63 OVER SAND CREEK, 1 MILE NORTH OF JORDAN	PRESERVATION	MN Project BROS 9070			BRIDGE	SM,LF	150,000	120,000	30,000	A-13
1994			86-609-06	REPLACE BRIDGE 4931 ON CSAH 9 OVER THE NORTH FORK OF CROW RIVER	PRESERVATION	MN Project BRRS 6299			BRIDGE	SM,LF	300,000	240,000	60,000	A-13
1994			152-102-10	REPLACE BRIDGE 27680, OLD CRYSTAL BAY ROAD NORTH OVER BNRR	PRESERVATION	MN Project BROS 9527			BRIDGE	SM,LF	440,000	352,000	88,000	A-13
1994			164-235-09	WABASHA STREET BRIDGE REPLACEMENT IN ST PAUL	PRESERVATION	MN Project BRM 5418			BRIDGE	SM,LF	0	0	0	A-13
1994			10-653-05	CARVER COUNTY BRIDGE	PRESERVATION	MN Project BROS			BRIDGE	SM,LF	0	0	0	A-13
1994			141-080-15	REPLACE NICOLLET STREET BRIDGE L-8924 WITH BRIDGE #27695	PRESERVATION	MN Project BROS			BRIDGE	SM,LF	1,168,000	934,400	233,600	A-13

3-J MN/DOT PRESERVATION: PROJECTS TO BE DETERMINED

MN/DOT Metro Division Construction Projects **6-23-1993**
1994-1996 PRESERVATION/SAFETY Projects - CATEGORY TO BE DETERMINED **Page 1 of 1**

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								FUNDING SOURCES			PROJECT COST INFORMATION			
FED FY	PRT	HWY	STATE PROJECT NUMBER	PROJECT DESCRIPTION	PROJECT TYPE	LGTH	CNTY	MN/DOT PROGRAM	LIKELY FEDERAL FUNDING SOURCE	MATCH SOURCE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	A.Q. EXCL?
1995		XXX	SEE LIST	ALL RESURFACING PROJECTS	PRESERVATION			RS	STP,IM,NHS	SM	10,000,000	8,000,000	2,000,000	A-12
1995		XXX	SEE LIST	ALL BRIDGE IMPROVEMENT PROJECTS	PRESERVATION			BI	STP,IM,NHS	SM	10,000,000	8,000,000	2,000,000	A-13
1996		XXX	SEE LIST	ALL RESURFACING PROJECTS	PRESERVATION			RS	STP,IM,NHS	SM	10,000,000	8,000,000	2,000,000	A-12
1996		XXX	SEE LIST	ALL RECONDITIONING PROJECTS	PRESERVATION			RD	STP,IM,NHS	SM	2,000,000	1,600,000	400,000	A-12
1996		XXX	N/A	ALL BRIDGE IMPROVEMENT PROJECTS	PRESERVATION			BI	STP,IM,NHS	SM	10,000,000	8,000,000	2,000,000	A-13
1996		XXX	SEE LIST	ALL SAFETY-CAPACITY PROJECTS	MANAGEMENT			SC	STP,IM,NHS	SM	2,500,000	2,000,000	500,000	A-8
1996		XXX	SEE LIST	ALL SAFETY-HAZARD PROJECTS	MANAGEMENT			SH	STP,IM,NHS	SM	2,500,000	2,000,000	500,000	A-8

3-K MN/DOT CMAQ/NHS PROJECTS

MN/DOT Metro Division Construction Projects **6-23-1993**
1994-1996 CMAQ/NHS Projects **Page 1 of 1**

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
								FUNDING SOURCES			PROJECT COST INFORMATION			
FED FY	PRT	HWY	STATE PROJECT NUMBER	PROJECT DESCRIPTION	PROJECT TYPE	LGTH	CNTY	MN/DOT PROGRAM	LIKELY FEDERAL FUNDING SOURCE	MATCH SOURCE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	A.Q. EXCL?
1995		999	8809-8801	HOV RAMPS & METERS-LOCATIONS TO BE DETERMINED	MANAGEMENT	0.00	27	MC	CMAQ/NHS	SM	1,000,000	800,000	200,000	T-2
1996		999	8809-8802	HOV RAMPS & METERS-LOCATIONS TO BE DETERMINED	MANAGEMENT	0.00	27	MC	CMAQ/NHS	SM	1,000,000	800,000	200,000	T-2

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
								FUNDING SOURCES			PROJECT COST INFORMATION			
FED FY	PRT	HWY	STATE PROJECT NUMBER	PROJECT DESCRIPTION	PROJECT TYPE	LGTH	CNTY	MN/DOT PROGRAM	LIKELY FEDERAL FUNDING SOURCE	MATCH SOURCE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	A.Q. EXCL?
1994		35	1980-57	TH 50 TO S JCT I35E&35W-RECON NB;OVERLAY SB-RECONSTRUCT WEIGH SCALE PITS.	PRESERVATION	3.60	19	RC	INTERSTATE MAINT	SM	6,210,000	4,968,000	1,242,000	A-12
1994		35E	0282-24	FROM 0.5 MI S OF CO RD E TO JCT I35W/I35E-BITUMINOUS OVERLAY & EDGE DRAINS	PRESERVATION	12.70	2	RS	INTERSTATE MAINT	SM	4,200,966	3,360,773	840,193	A-12
1994		35E	1982-119	CSAH 26 TO TH 110-BITUMINOUS OVERLAY	PRESERVATION	2.70	19	RS	INTERSTATE MAINT	SM	594,000	475,200	118,800	A-12
1994		35E	6281-9567	AT GOOSE LAKE ROAD-OVERLAY BRS 9567 & 9568	PRESERVATION	0.10	62	BI	INTERSTATE MAINT	SM	365,000	292,000	73,000	A-12
1994		35W	0280-44	ON I35W FROM TH 36 TO LEXINGTON AVE-TRAFFIC MANAGEMENT SYSTEM	MANAGEMENT	11.00	62	TM	INTERSTATE MAINT	SM	3,000,000	2,400,000	600,000	A-18
1994		35W	0280-9607	UNDER SB ON RAMP FROM LAKE DRIVE-REDECK/WIDEN BR 9607, WIDEN RAMP, LIGHTING,GU	PRESERVATION	0.00	2	BI	INTERSTATE MAINT	SM	600,000	480,000	120,000	A-13
1994		35W	1981-90	S JCT I35/35E TO SB EXIT RAMP TO BURNSVILLE PKWY-BITUMINOUS OVERLAY	PRESERVATION	2.30	19	RS	INTERSTATE MAINT	SM	724,000	579,200	144,800	A-12
1994	3	35W	2782-250	MINN.RIVER TO TH494 - BIT.OVERLAY,SIGN.,LIGHT. & ADD INTERMEDIATE 3RD LANE--(HOV)	EXPANSION	4.10	27	MC	INTERSTATE MAINT	SM	6,000,000	4,800,000	1,200,000	NO
1994	3	35W	2782-9613A	494 TO MINNEAPOLIS INTERIM HOV LANES - BRIDGE STEEL	EXPANSION	0.00	27	MC	INTERSTATE MAINT	SM	1,000,000	800,000	200,000	NO
1994		35W	2782-27930	60TH ST. TO T.H.121-O'LAY BRS.27932,37,38,41, ALSO GUARD RAIL & JOINT WORK	PRESERVATION	0.00	27	BI	INTERSTATE MAINT	SM	1,000,000	800,000	200,000	A-12
1994		35W	2783-8802	UNIV.AVE.TO HENN.CO.LINE-CONCRETE REPAIR & JT.RESEAL	PRESERVATION	3.00	27	RS	INTERSTATE MAINT	SM	900,000	720,000	180,000	A-12
1994		35W	6284-116	W RAMSEY CO LINE TO CO RD C-JOINT REHABILITATION	PRESERVATION	1.80	62	RS	INTERSTATE MAINT	SM	700,000	560,000	140,000	A-12
1994		94	2781-27843	UNDER TH 65 IN MPLS. - REPLACE DECK BR. 27843	PRESERVATION	0.00	27	BI	INTERSTATE MAINT	SM	580,000	464,000	116,000	A-13
1994		94	2781-373	UPGRADE LIGHTING IN LOWRY HILL TUNNEL. (july award).	MANAGEMENT	0.00	27	SC	INTERSTATE MAINT	SM	800,000	640,000	160,000	A-20
1994		94	2786-96	I-494 TO TH 169 ---TRAFFIC MANAGEMENT SYSTEM	MANAGEMENT	2.62	27	TM	INTERSTATE MAINT	SM	500,000	400,000	100,000	A-18
1994		94	6282-9381	UNDER HAMLINE & CLEVELAND IN ST PAUL-REDECK BRS 9381,9457	PRESERVATION	0.00	62	BI	INTERSTATE MAINT	SM	950,000	760,000	190,000	A-12
1994	8	94	8282-82	OVER ST CROIX AT WISC STATE LINE-BR 82800(REP BR 5999) & APPROACHES(WISCONSIN LET	EXPANSION	0.00	82	BR	INTERSTATE MAINT	SM	7,000,000	5,600,000	1,400,000	NO
1994		494	2785-272	I-394 TO I-94--TRAFFIC MANAGEMENT SYSTEM	MANAGEMENT	8.50	27	TM	INTERSTATE MAINT	SM	2,000,000	1,600,000	400,000	A-18
1994		494	2785-8810	AT 12TH AVE.S.& AT PORT.AVE.-REM./REPL.SIGS @ RAMP TERMINALS	MANAGEMENT	0.00	27	SC	INTERSTATE MAINT	SM	280,000	224,000	56,000	A-18
1994		494	2785-8811	AT NIC.AVE. & AT LYN.AVE.-REM./REPL. SIGS.@ RAMP TERMINALS	MANAGEMENT	0.00	27	SC	INTERSTATE MAINT	SM	280,000	224,000	56,000	A-18
1994		494	2785-8812	AT E.BUSH LAKE ROAD - NEW SIGNALS AT RAMP TERMINALS	MANAGEMENT	0.00	27	SC	INTERSTATE MAINT	SM	140,000	112,000	28,000	T-2
1995		35E	1982-118	S JCT I35E & I35W TO TH 77-JOINT REHABILITATION	PRESERVATION	4.40	19	RS	INTERSTATE MAINT	SM	800,000	640,000	160,000	A-12
1995		35E	1982-120	TH 110 TO TH 5-SAW & SEAL CONCRETE JOINTS	PRESERVATION	2.50	19	RS	INTERSTATE MAINT	SM	400,000	320,000	80,000	A-12
1995	3	35W	2782-255A	494 TO MINNEAPOLIS INTERIM HOV LANES-STRUCTURES	EXPANSION	0.00	27	MC	INTERSTATE MAINT	SM	10,000,000	8,000,000	2,000,000	NO
1995		35W	2782-27867	OVER SOO LINE RR, 1.3 MI.S. OF I94-REPLACE DECK BR. 27867	PRESERVATION	0.00	27	BI	INTERSTATE MAINT	SM	900,000	720,000	180,000	A-12
1995		35W	2782-255	66TH ST.TO 31ST ST.--- MILL & OVERLAY, CONC.REPAIR & RESEAL	PRESERVATION	8.70	27	RS	INTERSTATE MAINT	SM	7,300,000	5,840,000	1,460,000	A-12
1995		35W	2782-9613	S.B.BR.9613 & N.B.BR.9614 OVER MINNHAHA PKWY.-REPLACE SUPERSTRUCTURE & WIDEN	PRESERVATION	0.00	27	BI	INTERSTATE MAINT	SM	2,000,000	1,600,000	400,000	A-13
1995		35W	2782-9731A	OVER 31ST ST., 1.5 MI.S. OF I94	PRESERVATION	0.00	27	BI	INTERSTATE MAINT	SM	600,000	480,000	120,000	NO
1995		35W	2782-9733A	OVER LAKE ST., 1.4 MI.S. OF I94-REPLACE DECK BR. 9733	PRESERVATION	0.00	27	BI	INTERSTATE MAINT	SM	750,000	600,000	150,000	NO
1995		35W	2783-9340	OVER MISS.RIVER & 2ND ST. - PAINT BRIDGE 9340	PRESERVATION	0.00	27	BI	INTERSTATE MAINT	SM	1,500,000	1,200,000	300,000	A-12
1995	7	94	2781-27860	LOV BR-RAMP D OVER TH 94 AT U OF M INTERCHANGE-BR 27860	PRESERVATION	0.00	27	MC	INTERSTATE MAINT	SM	1,350,000	1,080,000	270,000	A-13
1995	7	94	2781-27981	EAST RIVER RD. OVER TH 94 - BR 27981(REP BR 27951)	PRESERVATION	0.00	27	BR	INTERSTATE MAINT	SM	900,000	720,000	180,000	A-13
1995	7	94	2781-289	MISS.RIVER TO 1000'E OF FRANKLIN AVE.-GR,SURF,LT,TM,SIGNING	PRESERVATION	0.52	27	MC	INTERSTATE MAINT	SM	3,500,000	2,800,000	700,000	A-13
1995		94	2781-337	LOWRY HILL TUNNEL-TUNNEL EQUIPMENT MODERNIZATION	PRESERVATION	0.00	27	RD	INTERSTATE MAINT	SM	1,800,000	1,440,000	360,000	F-4
1995	7	94	2781-353	RIVERSIDE TO E.END MISS.RIVER BR.-GR,SURF,LT,TM,SIGNING,SIGNALS	PRESERVATION	1.72	27	MC	INTERSTATE MAINT	SM	2,000,000	1,600,000	400,000	A-13
1995	7	94	2781-354	TH 94 UNDER 27TH AVE SE-BR 27856(REP BR 27954)& APPROACHES	PRESERVATION	0.00	27	BR	INTERSTATE MAINT	SM	1,250,000	1,000,000	250,000	A-13
1995	7	94	2781-356	EB TH 94 TO U OF M RAMP OVER TH 94-BR 27998(REP BR 27953)	PRESERVATION	0.00	27	BR	INTERSTATE MAINT	SM	1,100,000	880,000	220,000	A-13
1995	7	94	2781-9350	T.H.94 OVER W.RIVER RD./MISS.R.- REPLACE SUPERSTRUCTURE ON BR 9350	PRESERVATION	0.00	27	BR	INTERSTATE MAINT	SM	12,550,000	10,040,000	2,510,000	A-13
1995	7	94	2781-9893	T.H.94 OVER FRANKLIN TERRACE - REDECK,WIDEN BRIDGE 9893	PRESERVATION	0.00	27	BI	INTERSTATE MAINT	SM	850,000	680,000	170,000	A-13
1995		94	2786-88	UND.TH169 (OLD CSAH 18)-WIDEN & REPLACE DECKS BRS.27979 & 27980, SIGNING & LIGHTI	PRESERVATION	0.00	27	BI	INTERSTATE MAINT	SM	844,000	675,200	168,800	A-13
1995		94	8282-83	AT TH 95 NORTH & SOUTH RAMPS-INSTALL TRAFFIC SIGNALS	MANAGEMENT	0.00	82	SC	INTERSTATE MAINT	SM	200,000	160,000	40,000	T-2
1996		35	0283-20	N JCT I35E & I35W TO TH 8-MILL & OVERLAY	PRESERVATION	4.78	82	RS	INTERSTATE MAINT	SM	1,536,000	1,228,800	307,200	A-12
1996		35	1980-56	TH 60 TO SCOTT CSAH 2(SB ONLY)-REPLACE PAVEMENT, CSAH 70 INTERCHANGE RECONSTR	PRESERVATION	8.70	19	RC	INTERSTATE MAINT	SM	7,500,000	6,000,000	1,500,000	A-13
1996		35W	1981-9779	UNDER TH13 -REPL.DECK,WIDEN & PAINT BRS.W.B.9779 & E.B.9780	PRESERVATION	0.00	19	BI	INTERSTATE MAINT	SM	720,000	576,000	144,000	A-13
1996	3	35W	2782-255B	494 TO MINNEAPOLIS INTERIM HOV LANES-GRADING	EXPANSION		27	MC	INTERSTATE MAINT	SM	20,000,000	16,000,000	4,000,000	NO
1996		35W	6284-117	1.0 MI S OF TO 0.2 MI N OF I694-MILL & OVERLAY	PRESERVATION	1.20	62	RS	INTERSTATE MAINT	SM	480,000	384,000	96,000	A-12
1996		94	2781-8801	TH694 TO 0.5 MI.N.OF LOWRY TUNNEL-MINOR CONC.REPAIR & RESEAL JOINTS	PRESERVATION	8.00	27	RS	INTERSTATE MAINT	SM	1,300,000	1,040,000	260,000	A-12
1996	8	94	8282-82A	ST CROIX RIVER BRIDGE-EASTBOUND APPROACH/WESTBOUND REDECK	EXPANSION		92	MC	INTERSTATE MAINT	SM	4,500,000	3,600,000	900,000	NO

1	2	3	4	5	6	7	8	9	10 FUNDING SOURCES	11	12 PROJECT COST INFORMATION	13	14	15
FED FY	PRT	HWY	STATE PROJECT NUMBER	PROJECT DESCRIPTION	PROJECT TYPE	LGTH	CNTY	MN/DOT PROGRAM	LIKELY FEDERAL FUNDING SOURCE	MATCH SOURCE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	A.Q. EXCL?
1994	1	3	1928-35	TH 52 & TH 55 TO CSAH 28-GRADING & SURFACING	EXPANSION	1.00	19	MC	NHS	SM	7,400,000	5,920,000	1,480,000	GR
1994	1	3	1928-40	CSAH 28 TO TH 52 & TH 55-LIGHTING	EXPANSION	0.00	19	MC	NHS	SM	90,000	72,000	18,000	A-20
1994	1	3	1928-41	CSAH 28 TO TH 52 & TH 55-SIGNING	EXPANSION	0.00	19	MC	NHS	SM	185,000	148,000	37,000	A-18
1994	1	3	1928-42	75TH ST TO 0.3 MI S OF CSAH 18-LANDSCAPING	EXPANSION	1.50	19	MC	NHS	SM	266,000	212,800	53,200	F-4
1994		36	6212-138	I35W TO 0.2 MI E OF EDGERTON-BITUMINOUS OVERLAY	PRESERVATION	6.00	62	RS	NHS	SM	1,640,000	1,312,000	328,000	A-12
1994	6	55	1909-71	MENDOTA INTERCHANGE-SIGNING	EXPANSION	0.00	19	RC	NHS	SM	500,000	400,000	100,000	A-13
1994		62	2774-2	BTWN.T.H.121 & PENN-INTERCHANGE MOD.,TEMP.BR.99147, CD RD. FOR ACCESS TO W.B.TH	MANAGEMENT	0.00	27	SC	NHS	SM	1,400,000	1,120,000	280,000	A-13
1994		100	2735-158	MTKA.BLVD.TO GLENWOOD AVE.--LANDSCAPING	EXPANSION	1.30	27	MC	NHS	SM	190,000	152,000	38,000	F-4
1994	11	101	7005-42	SHAKOPEE BYPASS-TH169 TO TH13 - PREDESIGN	EXPANSION	9.00	70	MC	NHS	SM	0	0	0	F-1
1994	11	101	7005-53	0.4 MI.W.OF CSAH 17 TO JCT.OLD TH101-GRADE & SURFACE	EXPANSION	5.50	70	MC	NHS	SM	8,600,000	6,880,000	1,720,000	NO
1994	11	101	7005-67	SHAKOPEE BYPASS, TH 169 TO TH 13--LIGHTING	EXPANSION	9.00	70	MC	NHS	SM	200,000	160,000	40,000	A-20
1994	11	101	7005-68	SHAKOPEE BYPASS TH 169 TO JCT. OLD TH 101 - FENCING	EXPANSION	8.00	70	MC	NHS	SM	300,000	240,000	60,000	A-15
1994	11	101	7005-69	SHAKOPEE BYPASS, TH 169 TO TH 13 - SIGNING	EXPANSION	9.00	70	MC	NHS	SM	300,000	240,000	60,000	F-4
1994	11	101	7005-70008	CO.RD.18 OVER SHAK.BYPASS - BR.70008	EXPANSION	0.00	70	MC	NHS	SM	520,000	416,000	104,000	NO
1994	11	101	7005-70037	E.B.SHAK.BYPASS OVER CSAH 16-BR.70037	EXPANSION	0.00	70	MC	NHS	SM	600,000	480,000	120,000	NO
1994	11	101	7005-70038	W.B.SHAK.BYPASS OVER CSAH 16 - BR.70038	EXPANSION	0.00	70	MC	NHS	SM	650,000	520,000	130,000	NO
1994	10	101	8608-14	AT TH 10 IN ELK RIVER - GR. & SURF. INTERCHANGE, SIGN,LIGHT,SIGNAL	EXPANSION	0.00	86	MC	NHS	SM	1,400,000	1,120,000	280,000	NO
1994	10	101	8608-15	CSAH 42 TO MISS.R. IN OTSEGO-G&S,SIGN,LIGHT,SIG.	EXPANSION	1.75	86	MC	NHS	SM	2,600,000	2,080,000	520,000	NO
1994	10	101	8608-71001	TH 101 OVER TH 10 - WIDEN BRS. 71001 (S.B.) AND 71002 (N.B.)	EXPANSION	0.00	86	MC	NHS	SM	300,000	240,000	60,000	NO
1994	12	169	2750-42	0.1MI.N.OF 93RD AVE.N.TO 0.1MI.N.OF HAYDEN LK.RD.-STAGE 3	EXPANSION	4.00	27	MC	NHS	SM	6,000,000	4,800,000	1,200,000	NO
1994		212	1013-58	1.2 MI.W. TH 284 (COLOGNE BYPASS) TO 2.2 MI.E. TH 284-RECONDITION	PRESERVATION	0.00	10	RD	NHS	SM	2,052,400	1,641,920	410,480	A-12
1994		212	1013-60	FROM 2.2 MI.E. OF TH 284 TO 0.4 MI.W. OF TH 41-MILL & OVERLAY	PRESERVATION	6.76	10	RS	NHS	SM	911,000	728,800	182,200	A-12
1994		394	2789-94	G.M.BLVD. TO 0.3 MI.W. TH100-LANDSCAPING--JULY AWARD	PRESERVATION	1.90	27	MC	NHS	SM	345,000	276,000	69,000	F-4
1994		394	2789-95	0.3 MI.W. TH 100 TO W.LIM.MPLS.-LANDSCAPING	PRESERVATION	0.90	27	MC	NHS	SM	280,000	224,000	56,000	F-4
1994		394	2789-96	DUNWOODY BLVD. TO WASHINGTON AVE. (INCLUDES TAD AND AT BASILICA)-LANDSCAPING	PRESERVATION	1.40	27	MC	NHS	SM	330,000	264,000	66,000	F-4
1995	1	3	1928-882	75TH ST TO TH 52-LANDSCAPING	EXPANSION	0.00	19	MC	NHS	SM	300,000	240,000	60,000	F-4
1995	2	10	0214-02027	TH 610 WB OVER COON RAPIDS BLVD-BR.02027-(STAGE 2)	EXPANSION	0.00	2	MC	NHS	SM	250,000	200,000	50,000	GR
1995	2	10	0214-02031	TH 10 UNDER EGRET BLVD - BR.02031 - (STAGE 2)	EXPANSION	0.00	2	MC	NHS	SM	1,000,000	800,000	200,000	GR
1995	2	10	0214-02033	TH 10 UNDER CSAH 11 (FOLEY BLVD.)-BR.02033-(STAGE 2)	EXPANSION	0.00	2	MC	NHS	SM	2,000,000	1,600,000	400,000	GR
1995	2	10	0214-02034	SE CSAH 11 (FOLEY BLVD.) RAMP OVER TH 47 SB-BR.02034-(STAGE 2)	EXPANSION	0.00	2	MC	NHS	SM	1,700,000	1,360,000	340,000	GR
1995	2	10	0214-02035	TH 10 EB & WB OVER TH 47 NB - BR.02035-(STAGE 2)	EXPANSION	0.00	2	MC	NHS	SM	4,000,000	3,200,000	800,000	GR
1995	2	10	0214-11	900' S.OF TH610 TO 2,200'N.W.OF EGRET BLVD.-- GRADE,SURFACE,SIGNALS,NOISE WALLS (	EXPANSION	2.20	2	MC	NHS	SM	11,000,000	8,800,000	2,200,000	GR
1995	2	10	0214-16	FROM 900'S. OF TH 610 TO 2200' NW OF EGRET BLVD.-SIGNING- (STAGE 2)	EXPANSION	0.00	2	MC	NHS	SM	400,000	320,000	80,000	F-4
1995	2	10	0214-17	900'S. OF TH 610 TO 2200' NW OF EGRET BLVD.-LIGHTING- (STAGE 2)	EXPANSION	0.00	2	MC	NHS	SM	350,000	280,000	70,000	A-20
1995		12	2713-64	FROM MARTHA LANE TO OLD CRYSTAL BAY RD.-CONTINOUS REGRADE, CHANNELIZE & SIGN	MANAGEMENT	1.39	27	SC	NHS	SM	1,050,000	840,000	210,000	T-2
1995		62	2763-27085	OVER MN&S R/R-0.6MI. W. OF TH 100-REPL. DECK BR.S 27085 & 27086	PRESERVATION	0.00	27	BI	NHS	SM	1,400,000	1,120,000	280,000	A-13
1995	10	101	2738-10	TH94 TO CSAH 42- G & S,SIGNING,LIGHTING,SIGNALS	EXPANSION	4.82	27	MC	NHS	SM	7,800,000	6,240,000	1,560,000	NO
1995	10	101	2738-27945	TH 101 S.B. OVER TH 94 - WIDEN BR. 27945	EXPANSION	0.00	27	MC	NHS	SM	350,000	280,000	70,000	NO
1995	11	101	7005-57	TH169 TO 0.4 MI.W.OF CSAH 17-GRADE, SURFACE, SIGNAL	EXPANSION	2.60	70	MC	NHS	SM	7,430,000	5,944,000	1,486,000	NO
1995	11	101	7005-70011	CSAH 15 OVER SHAK.BYPASS - BR.70011	EXPANSION	0.00	70	MC	NHS	SM	1,380,000	1,104,000	276,000	NO
1995	11	101	7005-70012	CO.RD.77 OVER SHAK.BYPASS - BR.70012	EXPANSION	0.00	70	MC	NHS	SM	500,000	400,000	100,000	NO
1995	11	101	7005-70013	CO.RD.79 OVER SHAK.BYPASS - BR.70013	EXPANSION	0.00	70	MC	NHS	SM	500,000	400,000	100,000	NO
1996	2	10	0214-02037	TH 10 EB & WB OVER TH 610 W.B. & CO.RD. 51-BR. 02037(STAGE 3)	EXPANSION	0.00	2	MC	NHS	SM	4,700,000	3,760,000	940,000	GR
1996	2	10	0214-02039	TH 610 WB OVER CO.RD.51 (UNIV.AVE.)-BR.02039-(STAGE 3)	EXPANSION	0.00	2	MC	NHS	SM	800,000	640,000	160,000	GR
1996	2	10	0214-02040	TH 610 EB OVER CO.RD. 51 (UNIV.AVE.)-BR.02040-(STAGE 3)	EXPANSION	0.00	2	MC	NHS	SM	1,000,000	800,000	200,000	GR
1996	2	10	0214-02041	TH 610 WB OVER TH 47 - BR.02041- (STAGE 3)	EXPANSION	0.00	2	MC	NHS	SM	1,000,000	800,000	200,000	GR
1996	2	10	0214-02042	TH 610 E.B. OVER TH47-BR.02042-(STAGE 3)	EXPANSION	0.00	2	MC	NHS	SM	1,400,000	1,120,000	280,000	GR
1996	2	10	0214-02044	PEDESTRIAN BR. OVER TH 10-BR.02044-(STAGE 3)	EXPANSION	0.00	2	MC	NHS	SM	500,000	400,000	100,000	GR
1996	2	10	0214-12	TH10, TH47, TH610 & CSAH51 INTERCHANGE-GRADE,SURFACE (STAGE 3)	EXPANSION	0.70	2	MC	NHS	SM	8,600,000	6,880,000	1,720,000	GR
1996	2	10	0214-18	TH10, 47, 610 & CSAH 51 INTERCHANGE-SIGNING- (STAGE 3)	EXPANSION	0.00	2	MC	NHS	SM	25,000	20,000	5,000	F-4
1996	2	10	0214-19	TH 10, 47, 610 AND CSAH 51 INTERCHANGE-LIGHTING-(STAGE 3)	EXPANSION	0.00	2	MC	NHS	SM	75,000	60,000	15,000	A-20
1996	2	10	0214-22	0.5 MI.W. OF TH 35W TO 0.2 MI.E. OF TH 65	EXPANSION	0.00	2	MC	NHS	SM	225,000	180,000	45,000	GR

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
								FUNDING SOURCES			PROJECT COST INFORMATION			
FED FY	PRT	HWY	STATE PROJECT NUMBER	PROJECT DESCRIPTION	PROJECT TYPE	LGTH	CNTY	MN/DOT PROGRAM	LIKELY FEDERAL FUNDING SOURCE	MATCH SOURCE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	A.Q. EXCL?
1994		5	1002-60	EDEN PRAIRIE RD. - PRAIRIE CENTER DR. (78TH ST.)-COORD. SIGNALS	MANAGEMENT	0.00	10	SH	STP	SM	120,000	96,000	24,000	A-18
1994		6	6201-65	KELLOGG BLVD TO MINNEHAHA AVE IN ST PAUL-MILL & OVERLAY	PRESERVATION	2.20	62	RS	STP	SM	575,000	460,000	115,000	A-12
1994		7	2706-175	TH7 @ VINEHILL RD.- NEW SIGNAL AND CHANNELIZATION	MANAGEMENT	0.00	27	SH	STP	SM,LF	480,000	384,000	96,000	T-2
1994		7	2706-178	FROM SHADY OAK RD.TO LOUISIANA - INTERCONNECT	MANAGEMENT	3.40	27	SH	STP	SM	80,000	64,000	16,000	A-18
1994		7	2706-179	REBUILD SIGNALS AT 12TH AVE., BLAKE RD, & TEXAS AVE.	MANAGEMENT	0.30	27	SH	STP	SM	300,000	240,000	60,000	A-18
1994		7	2706-182	AT WILLISTON, 5TH ST., TH 169 & E. RAMPS-SIGNAL REVISION	MANAGEMENT	3.70	27	SH	STP	SM	80,000	64,000	16,000	A-18
1994		10	0202-67	AT THURSTON AVE. IN ANOKA-REBUILD SIGNAL, CHANNELIZATION	MANAGEMENT	0.00	2	SH	STP	SM	125,000	100,000	25,000	T-2
1994		10	0202-71	AT FAIROAK AVE. - REFURBISH SIGNAL; FAIROAK TO CSAH 56-INTERCONNECT	MANAGEMENT	0.00	2	SH	STP	SM	120,000	96,000	24,000	A-18
1994		10	0203-8801	FROM W. RAMPS TH 47 TO ABLE - INTERCONNECT	MANAGEMENT	0.00	2	SH	STP	SM	50,000	40,000	10,000	A-18
1994		13	1901-127	FROM CSAH 5 TO RAMP FROM SB TH 35W-NEW CONN. TO N.FR.RD.	MANAGEMENT	0.00	19	SH	STP	SM	200,000	160,000	40,000	A-12
1994		36	6211-75	I35E TO MCKNIGHT RD-LIGHTING	MANAGEMENT	4.20	62	SH	STP	SM	470,000	376,000	94,000	A-20
1994		36	6211-76	MCKNIGHT RD TO I694-LIGHTING	MANAGEMENT	2.40	62	SH	STP	SM	270,000	216,000	54,000	A-20
1994		36	6212-140	HAMLINE AVE TO I35E-LIGHTING	MANAGEMENT	3.30	62	SH	STP	SM	485,000	388,000	97,000	A-20
1994		50	1904-14	E OF VERMILLION RIVER TO HAMPTON-MILL,WIDEN, & OVERLAY	PRESERVATION	3.30	19	RD	STP	SM	400,000	320,000	80,000	A-12
1994		50	1914-34	E RAMPS AT I35 TO 0.25 MI W OF CSAH 9-CURVE RECONST,MILL AND OVERLAY,ETC(COUNTY	PRESERVATION	3.60	19	RC	STP	SM	0	0	0	A-12
1994		51	6215-74	ON SNELLING AVE FROM TAYLOR AVE TO COMMONWEALTH AVE-INSTALL MEDIAN BARRIER	MANAGEMENT	0.90	62	SH	STP	SM	436,750	349,400	87,350	A-11
1994		55	2723-8808	AT FERNBROOK, CSAH 6, CSAH 154, CSAH 73 & GLENWOOD-REBUILD SIGNALS	MANAGEMENT	5.30	27	SH	STP	SM	480,000	384,000	96,000	A-18
1994		55	2723-89	AT VICKSBURG, NIAGARA, BOONE, RHODE ISLAND & MEADOW LANE	MANAGEMENT	8.30	27	SH	STP	SM	120,000	96,000	24,000	A-18
1994		55	2723-90	FROM VICKSBURG LANE TO QUAKER LANE & FROM BOONE AVE. THRU THEO. WIRTH PKWAY -	MANAGEMENT	4.30	27	SH	STP	SM	150,000	120,000	30,000	A-18
1994		55	2723-91	AT WINNETKA AVE. - REFURBISH SIGNAL	MANAGEMENT	0.00	27	SH	STP	SM	80,000	64,000	16,000	A-18
1994		55	2723-94	FERNBROOK LA.TO IND.BLVD.(INCL.XENIUM LA.)-G&S AUX.& TURN LANES,CHANNEL.& SIG.RE	MANAGEMENT	1.10	27	SH	STP	SM	420,000	336,000	84,000	T-2
1994		55	2752-37	AT THEO.WIRTH PKWY. - REFURBISH SIGNALS	MANAGEMENT	0.00	27	SH	STP	SM	80,000	64,000	16,000	A-18
1994		56	1912-49	AT RICHMOND/DALE PLACE-REBUILD SIGNAL	MANAGEMENT	0.00	19	SH	STP	SM	90,000	72,000	18,000	A-18
1994		61	6222-122	N JCT TH 96 TO N JCT TH 97-BITUMINOUS OVERLAY, TURN LANES, RR X-OVER, ETC	PRESERVATION	11.80	82	RD	STP	SM	2,500,000	2,000,000	500,000	A-12
1994		96	6224-50	CSAH 77(OLD TH 8) TO 2000' E OF JCT TH 49-MILL & OVERLAY	PRESERVATION	2.80	62	RS	STP	SM	747,000	597,600	149,400	A-12
1994		100	2755-72	CSAH 10 RAMPS - REFURBISH 2 SIGNALS	MANAGEMENT	0.00	27	SH	STP	SM	140,000	112,000	28,000	A-18
1994		169	2744-47	CSAH 1 TO VALLEY VIEW RD.,TH'S 169,212-SIGNAL INTERCONNECT	MANAGEMENT	0.00	27	SH	STP	SM	85,000	68,000	17,000	A-18
1994		169	2750-46	AT 85TH AVE. N. - INSTALL TURN LANE	MANAGEMENT	0.00	27	SH	STP	SM	100,000	80,000	20,000	A-18
1994		252	2748-43	AT 85TH AVE. N.--N.B. DOUBLE LT. TURN LN. AND S.B. FREE RT. TURN	MANAGEMENT	0.00	27	SH	STP	SM	250,000	200,000	50,000	A-18
1994		999	8809-66	DISTRICTWIDE DEER WARNING REFLECTORS	MANAGEMENT	0.00	27	SH	STP	SM	200,000	160,000	40,000	F-4
1994		999	8809-78	DISTRICTWIDE-SWAREFLEX DEER REFLECTORS	MANAGEMENT	0.00	19	SH	STP	SM	211,500	169,200	42,300	F-4
1994		999	8809-79	DISTRICTWIDE ADVANCE WARNING FLASHERS	MANAGEMENT	0.00	27	SH	STP	SM	120,000	96,000	24,000	F-4
1995		3	1921-57	AT CSAH 71(RICH VALLEY BLVD)-RECONSTRUCT CURVE, REALIGN INTERSECTION	MANAGEMENT	0.40	19	SC	STP	SM	485,000	388,000	97,000	A-10
1995		3	1921-60	AT CSAH 32(CLIFF RD)-TRAFFIC SIGNAL & PAINTED CHANNELIZATION	MANAGEMENT	0.00	19	SC	STP	SM	250,000	200,000	50,000	T-2
1995		5	1002-57	CSAH 17 TO CSAH 4 IN CHAN. & EDEN P.- LANDSCAPING	PRESERVATION	0.00	10	MC	STP	SM	200,000	160,000	40,000	A-20
1995		7	2706-164	CHRISTMAS LK.RD.- REVISE INTERSECTION & SIGNAL	MANAGEMENT	0.00	27	SH	STP	SM	700,000	560,000	140,000	A-18
1995		7	2706-181	FROM TH41 THRU WILLISTON RD. - INTERCONNECT	MANAGEMENT	6.10	27	SH	STP	SM	150,000	120,000	30,000	A-18
1995		55	2752-34	AT OTTAWA AVE.IN GOLDEN VALLEY-CONST.FR.RD.,CHANNEL.& SIGNAL	MANAGEMENT	0.00	27	SH	STP	SM,LF	820,000	656,000	164,000	T-2
1995		56	1912-51	FROM I494 S RAMP TO WENTWORTH AVE-SIGNAL REVISIONS & INTERCONNECT	MANAGEMENT	1.70	19	SC	STP	SM	150,000	120,000	30,000	A-18
1995		65	0208-84	AT 85TH AVE.N.E.- REVISE INTERSECTION & SIGNAL	MANAGEMENT	0.00	2	SH	STP	SM	400,000	320,000	80,000	T-2
1995		122	2759-9360	OVER MISS.RIVER,RR & STREETS - PAINT BRIDGE 9360	PRESERVATION	0.00	27	BI	STP	SM	1,400,000	1,120,000	280,000	A-12
1995		149	1916-19	AT YANKEE DOODLE ROAD-INSTALL TRAFFIC SIGNAL	MANAGEMENT	0.00	19	SC	STP	SM	100,000	80,000	20,000	T-2
1996		3	1920-29	RICE-DAKOTA CO LINE TO 1.3 MI N OF N JCT TH 50 IN FARMINGTON-MILL & OVERLAY; EXTEN	PRESERVATION	13.30	19	RD	STP	SM	2,455,000	1,964,000	491,000	A-12
1996		7	1004-22	0.6 MI.E. OF E. LIM.OF ST.BONI TO 0.1 MI.E. OF TH 41-RECONDITION; AND SIGNAL AT TH 41	PRESERVATION	7.90	10	RS	STP	SM	2,100,000	1,680,000	420,000	A-18
1996		50	1904-13	AT CSAH 80 IN HAMPTON-INTERSECTION REALIGNMENT	MANAGEMENT	0.00	19	SH	STP	SM	200,000	160,000	40,000	A-3

3-O MN/DOT STP SAFETY PROJECTS

MN/DOT Metro Division Construction Projects **6-23-1993**
1994-1996 SURFACE TRANSPORTATION PROGRAM - SAFETY Projects **Page 1 of 1**

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
								FUNDING SOURCES			PROJECT COST INFORMATION			
FED FY	PRT	HWY	STATE PROJECT NUMBER	PROJECT DESCRIPTION	PROJECT TYPE	LGTH	CNTY	MN/DOT PROGRAM	LIKELY FEDERAL FUNDING SOURCE	MATCH SOURCE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	A.Q. EXCL?
1994		RR	8809-112	BN RR METRO	MANAGEMENT	0.00	0	SC	STP-SAFETY	SM	297,500	238,000	59,500	NO
1994		RR	8809-113	MN TRANSPORTATION MUSEUM - STILLWATER AREA	MANAGEMENT	0.00	0	SC	STP-SAFETY	SM	21,000	16,800	4,200	NO
1994		RR	8809-114	SOO RR METRO	MANAGEMENT	0.00	88	SC	STP-SAFETY	SM	952,000	761,600	190,400	NO
1994		RR	8809-63	WC RR - WITHROW TO MARINE ON ST. CROIX, WITHROW TO WISCONSIN BORDER	MANAGEMENT	23.00	0	SC	STP-SAFETY	SM	52,500	42,000	10,500	NO

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
								FUNDING SOURCES			PROJECT COST INFORMATION			
FED FY	PRT	HWY	STATE PROJECT NUMBER	PROJECT DESCRIPTION	PROJECT TYPE	LGTH	CNTY	MN/DOT PROGRAM	LIKELY FEDERAL FUNDING SOURCE	MATCH SOURCE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	A.Q. EXCL?
1994		DA	8809-120	EASTERLY PORTION OF ST PAUL METRO AREA-PEDESTRIAN CURB RAMPS	PRESERVATION	0.00	62	RS	STATE FUNDS	SM	100,000	0	100,000	D-3
1994		DA	8809-121	WESTERLY PORTION OF ST PAUL METRO AREA-PEDESTRIAN CURB RAMPS	PRESERVATION	0.00	62	RS	STATE FUNDS	SM	100,000	0	100,000	D-3
1994		DA	8809-910	IN HENNEPIN COUNTY-PEDESTRIAN CURB RAMPS	PRESERVATION	0.00	27	RS	STATE FUNDS	SM	200,000	0	200,000	D-3
1994		DA	8809-911	IN NORTHERN HENNEPIN/SOUTHERN ANOKA COUNTIES-PEDESTRIAN CURB RAMPS	PRESERVATION	0.00	2	RS	STATE FUNDS	SM	125,000	0	125,000	D-3
1994		DA	8809-912	IN ANOKA COUNTY-PEDESTRIAN CURB RAMPS	PRESERVATION	0.00	2	RS	STATE FUNDS	SM	125,000	0	125,000	D-3
1994		7	2706-5199	UNDER SOO LINE R/R 0.9 MI.SW OF TH100-PAINT BR.5199	PRESERVATION	0.00	27	BI	STATE FUNDS	SM	30,000	0	30,000	A-12
1994		10	0215-44	TH 969(MAIN ST) TO S.JCT. TH 47 - GUARDRAIL	MANAGEMENT	8.90	2	SC	STATE FUNDS	SM	50,000	0	50,000	A-11
1994		10	0215-45	0.2 MI.E.OF FOLEY BLVD. TO E. JCT. TH 47 - MILL & OVERLAY OR FIX OVERLAY	PRESERVATION	1.01	2	RS	STATE FUNDS	SM	194,000	0	194,000	A-12
1994		10	0215-9714	UND. BN RR-0.2MI. E OF TH 47 - PAINT BR.9714	PRESERVATION	0.00	2	BI	STATE FUNDS	SM	45,000	0	45,000	A-12
1994		13	7001-5528	UNDER MN & S R/R 1.4 MI.E.OF TH101 - PAINT BR. 5528	PRESERVATION	0.00	70	BI	STATE FUNDS	SM	20,000	0	20,000	A-12
1994		35	8280-82801	UNDER CSAH 2 IN FOREST LAKE-OVERLAY BR 82801	PRESERVATION	0.00	82	BI	STATE FUNDS	SM	135,000	0	135,000	A-12
1994		35E	0282-02803	UNDER CSAH 14 IN LINO LAKES-OVERLAY B4 02803	PRESERVATION	0.00	2	BI	STATE FUNDS	SM	90,000	0	90,000	A-12
1994		35E	6281-62834	UNDER TH 96 IN WHITE BEAR LAKE-OVERLAY BR 62834	PRESERVATION	0.00	62	BI	STATE FUNDS	SM	170,000	0	170,000	A-12
1994		35W	0280-9608	UNDER LEXINGTON AVE,TC ARSENAL ENTRANCE,LOVELL RD,SUNSET AVENUE-OVERLAY BR 9	PRESERVATION	0.00	2	BI	STATE FUNDS	SM	375,000	0	375,000	A-12
1994		36	6212-9276	AT CLEVELAND, EDGERTON, ARCADE-PAINT BRS 9276, 9277, 62006, 62007	PRESERVATION	0.00	62	BI	STATE FUNDS	SM	270,000	0	270,000	A-12
1994		41	1008-9010	OVER MINN. RIVER 0.4 MI.S. OF JCT. TH 212-PAINT BR. 9010	PRESERVATION	0.00	10	BI	STATE FUNDS	SM	190,000	0	190,000	A-12
1994		47	0205-67	FROM 0.1 MI.S. OF 73RD AVE. TO N OF 79TH AVE. IN FRIDLEY-MILL & OVERLAY	PRESERVATION	0.86	27	RS	STATE FUNDS	SM	267,000	0	267,000	A-12
1994		47	2726-56	BROADWAY TO 27TH AVE.N.E.----- MILL & BIT.O'LAY	PRESERVATION	1.25	27	RS	STATE FUNDS	SM	230,000	0	230,000	A-12
1994		47	2726-58	CENT.AVE.TO 1ST AVE.N.E.-MILL & BIT.O'LAY	PRESERVATION	0.16	27	RS	STATE FUNDS	SM	30,000	0	30,000	A-12
1994		49	6213-38	UNIVERSITY AVE(TH 52) TO HOYT AVE-MILL & OVERLAY	PRESERVATION	2.20	62	RS	STATE FUNDS	SM	367,000	0	367,000	A-12
1994		50	1914-39	205TH ST IN LAKEVILLE TO W END VERMILION RIVER BR 3364-MILL & OVERLAY	PRESERVATION	5.00	19	RS	STATE FUNDS	SM	388,000	0	388,000	A-12
1994		51	6216-62010	UNDER CO RD E IN ROSEVILLE-OVERLAY BR 62010	PRESERVATION	0.00	62	BI	STATE FUNDS	SM	70,000	0	70,000	A-12
1994		52	6217-90381	UNDER GEORGE ST IN ST PAUL-REPLACE SUPERSTRUCTURE ON BR 90381	PRESERVATION	0.00	62	BI	STATE FUNDS	SM	180,000	0	180,000	A-13
1994		55	2722-454A	ROCKFORD TO FERNBROOK LANE - REPAIR CULVERTS & SEWERS. (Cat-1)	MAINTENANCE	14.90	27	RX	STATE FUNDS	SM	100,000	0	100,000	F-4
1994		55	2723-93	AT 18TH AVE. N. IN PLYMOUTH-CHANNEL. & CLOSE CROSSOVER	MANAGEMENT	0.00	27	SC	STATE FUNDS	SM	50,000	0	50,000	T-2
1994		56	1912-50	N JCT TH 52/55 TO 68TH ST -GUARDRAIL, SCHOOL BUS PAD	MANAGEMENT	3.40	19	SC	STATE FUNDS	SM	200,000	0	200,000	A-11
1994		61	6222-124	800' S OF WHITE BEAR AVE TO N JCT TH 96-MILL & OVERLAY	PRESERVATION	1.90	62	RS	STATE FUNDS	SM	271,000	0	271,000	A-12
1994		65	0207-51	MISSISSIPPI ST.- REVISE INTERSECTION & SIGNAL	AGREEMENT	0.00	2	AM	STATE FUNDS	SM,LF	0	0	0	T-2
1994		65	0208-91	SB FROM 0.1 MI.N.OF ANDOVER BLVD TO 0.2 MI.S. OF CR 60 & NB FROM 0.1 MI.S. OF CR 61	PRESERVATION	8.60	2	RS	STATE FUNDS	SM	1,238,000	0	1,238,000	A-12
1994		65	2710-90446	UNDER BNRR 1.2 MI.N.TH 47 - PAINT BRIDGE 90446	PRESERVATION	0.00	27	BI	STATE FUNDS	SM	100,000	0	100,000	A-12
1994		94	2786-97	CSAH 152 RAMPS--REBUILD 2 SIGNALS	MANAGEMENT	0.00	27	SC	STATE FUNDS	SM	160,000	0	160,000	A-18
1994		94	6283-9147	UNDER RUTH ST & UNDER WHITE BEAR AVE IN ST PAUL-OVERLAY BR 9147,9148	PRESERVATION	0.00	62	BI	STATE FUNDS	SM	200,000	0	200,000	A-12
1994		96	6224-51	I35E TO 200' W OF HEDMAN WAY	PRESERVATION	0.50	62	RS	STATE FUNDS	SM	93,000	0	93,000	A-12
1994		97	8212-16	1.2 MI E OF N JCT TH 61(HARROW AVE) TO 6.9 MI W OF TH 95(JULY AVE)-RIGHT TURN & BYP	MANAGEMENT	2.60	82	SC	STATE FUNDS	SM	225,000	0	225,000	A-13
1994		100	2733-27029	UNDER EDEN AVE. 2.3 MI.S.OF TH7-PAINT BR. 27029	PRESERVATION	0.00	27	BI	STATE FUNDS	SM	60,000	0	60,000	A-12
1994		100	2733-27102	UNDER 50TH ST. - PAINT BR. 27102	PRESERVATION	0.00	27	BI	STATE FUNDS	SM	60,000	0	60,000	A-12
1994		100	2734-454	TH 62 TO CSAH 81 - CATCH BASIN REPAIRS (Cat-1).	MAINTENANCE	10.40	27	RX	STATE FUNDS	SM	100,000	0	100,000	F-4
1994		100	2755-6446	UNDER SOO LINE RR - PAINT BRIDGE 6446	PRESERVATION	0.00	27	BI	STATE FUNDS	SM	100,000	0	100,000	A-12
1994		100	2785-276	TH 100 UNDER TH 494 - MODIFY WEAVE AREA	MANAGEMENT	0.00	27	SC	STATE FUNDS	SM	80,000	0	80,000	A-13
1994		101	1009-8803	AT CSAH 14 SIGHT DISTANCE CORRECTION	AGREEMENT	0.00	10	AM	STATE FUNDS	SM,LF	0	0	0	A-10
1994		101	2736-37	FROM 0.4 MI.S. OF TH 7 TO 0.1 MI.N. OF LK.ST.EXTENSION-MILL & OVERLAY	PRESERVATION	1.50	27	RS	STATE FUNDS	SM	369,000	0	369,000	A-12
1994		169	0209-91	AT MAIN ST. IN ANOKA - REBUILD SIGNAL	MANAGEMENT	0.00	2	SC	STATE FUNDS	SM	100,000	0	100,000	A-18
1994		169	2744-454	NEAR CSAH 1- MILL & OVERLAY(Cat-1).	MAINTENANCE	0.00	27	RX	STATE FUNDS	SM	30,000	0	30,000	A-12
1994		169	2772-14	AT BETTY CROCKER DR., AT CSAH 9 (ROCKFORD RD.) AND AT CSAH 10 (BASS LK.RD.)-MODIF	MANAGEMENT	0.00	27	SC	STATE FUNDS	SM	200,000	0	200,000	A-13
1994		169	2772-6	VALLEY VIEW RD. RAMPS--INSTALL 2 SIGNALS	MANAGEMENT	0.00	27	SC	STATE FUNDS	SM	100,000	0	100,000	T-2
1994		169	7009-6884	UND. C&NW R/R-0.9MI. W. OF TH 101-PAINT BR. 6884	PRESERVATION	0.00	70	BI	STATE FUNDS	SM	100,000	0	100,000	A-12
1994		169	7009-6885	UND. CMSTP&P R/R-0.8 MI. W. OF TH 101-PAINT BR. 6885	PRESERVATION	0.00	70	BI	STATE FUNDS	SM	45,000	0	45,000	A-12
1994		212	1013-56	FROM E.OF WALNUT AVE. THRU CO.RD.17-CONTINUE LEFT TURN LANE	MANAGEMENT	1.00	10	SC	STATE FUNDS	SM	150,000	0	150,000	A-13
1994		252	2748-40	FROM 73RD AVE.N. TO 1000' N.OF BROOKDALE DR.-EXTEND N.B. 3RD LN. AND DROP RIGHT	MANAGEMENT	0.00	27	SC	STATE FUNDS	SM	200,000	0	200,000	A-6
1994		252	2748-8804	AT 87TH AVE. - PED.BRIDGE	AGREEMENT	0.00	27	AM	STATE FUNDS	SM,LF	0	0	0	D-3
1994		291	1924-19010	OVER VERMILLION RIVER 0.6 MI E OF TH 61 IN HASTINGS-OVERLAY & SLOPE REPAIR ON BR 1	PRESERVATION	0.00	19	BI	STATE FUNDS	SM	100,000	0	100,000	A-12
1994		494	1985-115	TH 149 TO MINNESOTA RIVER-BIT OVERLAY,OVERLAY BR 19825(OVER TH 13,ETC)	PRESERVATION	3.00	19	RS	STATE FUNDS	SM	860,000	0	860,000	A-12
1994		494	2785-275	PENN AVE. RAMPS - REBUILD 2 SIGNALS	MANAGEMENT	0.00	27	SC	STATE FUNDS	SM	160,000	0	160,000	A-18
1994		494	2785-9289	UNDER SOO LINE RR 0.8 MI.E. OF TH 35W-PAINT BR. 9289	PRESERVATION	0.00	27	BI	STATE FUNDS	SM	150,000	0	150,000	A-12
1994		494	2785-9834A	UNDER CITY STREET 0.3 MI.N.TH 12 - PAINT BRIDGE 9834	PRESERVATION	0.00	27	BI	STATE FUNDS	SM	30,000	0	30,000	A-12
1994		494	8285-9344	UNDER BAILEY RD-OVERLAY BR 9344	PRESERVATION	0.00	82	BI	STATE FUNDS	SM	90,000	0	90,000	A-12
1994		694	8286-82805	TH 694 OVER C&NW RY - PAINT BRS. 82805 (NB) & 82806 (SB)	PRESERVATION	0.00	82	BI	STATE FUNDS	SM	80,000	0	80,000	A-12
1994		694	8286-82807	TH 694 OVER TH 5-PAINT BRS 82807, 82808	PRESERVATION	0.00	82	BI	STATE FUNDS	SM	80,000	0	80,000	A-12
1994		952	2748-8801	AT 97TH AVE. - RECONSTRUCT INTERSECTION	AGREEMENT	0.00	27	AM	STATE FUNDS	SM,LF	0	0	0	A-10
1994		952	2748-8803	FROM 73RD AVE.N.TO 97TH AVE.N.IN BROOK.PK.-RECONSTRUCT(CITY LET)	AGREEMENT	3.50	27	AM	STATE FUNDS	SM,LF	0	0	0	A-12
1994		999	8809-80	ON TH 13,35E,55,61,77,96,110-DISTRICTWIDE SIGNAL REVISIONS	MANAGEMENT	0.00	19	SC	STATE FUNDS	SM	255,000	0	255,000	A-18

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
								FUNDING SOURCES			PROJECT COST INFORMATION			
FED FY	PRT	HWY	STATE PROJECT NUMBER	PROJECT DESCRIPTION	PROJECT TYPE	LGTH	CNTY	MN/DOT PROGRAM	LIKELY FEDERAL FUNDING SOURCE	MATCH SOURCE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	A.Q. EXCL?
1995		8	1301-74	CSAH 20(OAK ST) IN LINDSTROM-SIGNAL REVISION	MANAGEMENT	0.00	13	SC	STATE FUNDS	SM	40,000	0	40,000	A-18
1995		35E	6281-36	I694 TO CO RD E-BR 62895-REPLACE BR 9838;RECONSTRUCT INTERCHANGE AT CO RD E; AUX	EXPANSION	1.30	62	BR	STATE FUNDS	SM	2,000,000	0	2,000,000	A-13
1995		35W	2782-27871	SB 35W OVER NB TH 65 - OVERLAY & REPAIR BR.27871, ALSO BRS.27930,31,33,34,35,36,39,	PRESERVATION	0.00	27	BI	STATE FUNDS	SM	760,000	0	760,000	A-13
1995		52	6217-37	KELLOGG BLVD TO RICE ST-MILL & OVERLAY	PRESERVATION	1.20	62	RS	STATE FUNDS	SM	240,000	0	240,000	A-12
1995		52	6217-882	CONCORD TO PLATO BLVD-MILL & OVERLAY	AGREEMENT	0.50	62	AM	STATE FUNDS	SM,LF	0	0	0	A-12
1995		56	1912-48	N JCT TH 52 TO COURTHOUSE BLVD-JOINT REPAIR	PRESERVATION	0.40	19	RS	STATE FUNDS	SM	55,900	0	55,900	A-12
1995		94	6283-157	ON TH 94 RAMP TERMINI WITH TH 120-SIGNAL REVISIONS	MANAGEMENT	0.00	62	SC	STATE FUNDS	SM	40,000	0	40,000	A-18
1995		100	2735-8805	CSAH 5 TO 29TH ST.- FR.RD.& RAMP OVERLAY	AGREEMENT	0.00	27	AM	STATE FUNDS	SM,LF	0	0	0	A-12
1995		101	1009-464A	TH 212 TO TH 12 - MILL & OVERLAY (PORTIONS). (Cat-1).	MAINTENANCE	0.00	10	RX	STATE FUNDS	SM	80,000	0	80,000	A-12
1995	12	169	2750-50	FROM 93RD AVE.N. TO HAYDEN LK.RD.(OSSEO BYPASS) LANDSCAPING	EXPANSION	3.20	27	MC	STATE FUNDS	SM	80,000	0	80,000	A-20

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
								FUNDING SOURCES			PROJECT COST INFORMATION			
FED FY	PRT	HWY	STATE PROJECT NUMBER	PROJECT DESCRIPTION	PROJECT TYPE	LGTH	CNTY	MN/DOT PROGRAM	LIKELY FEDERAL FUNDING SOURCE	MATCH SOURCE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	A.Q. EXCL?
1993		DA	8809-115	IN SOUTHEAST PORTION OF METRO AREA-PEDESTRIAN CURB RAMPS(July award)	PRESERVATION	0.00	19	RS	STATE FUNDS	SM	120,000	0	120,000	D-3
1993		DA	8809-116	SOUTHEAST PORTIONS OF METRO DIVISION-PEDESTRIAN CURB RAMPS (July award)	PRESERVATION	0.00	19	RS	STATE FUNDS	SM	120,000	0	120,000	D-3
1993		DA	8809-117	NORTHEASTERN PORTION OF METRO DIVISION-PEDESTRIAN CURB RAMPS	PRESERVATION	0.00	82	RS	STATE FUNDS	SM	180,000	0	180,000	D-3
1993		DA	8809-118	IN HENNEPIN COUNTY-PEDESTRIAN CURB RAMPS	PRESERVATION	0.00	27	RS	STATE FUNDS	SM	200,000	0	200,000	D-3
1993		DA	8809-119	IN CARVER AND SCOTT COUNTIES-PEDESTRIAN CURB RAMPS	PRESERVATION	0.00	70	RS	STATE FUNDS	SM	90,000	0	90,000	D-3
1993		RR	8809-62	MINNESOTA COMMERCIAL RAILROAD (metro) (July award)	MANAGEMENT	0.00	27	SC	STP-SAFETY	SM	260,000	208,000	52,000	A-1
1993		RR	8809-88	RAIL CROSSINGS METRO AREA - CNW RR	MANAGEMENT	0.00	0	SC	STP-SAFETY	SM	350,000	280,000	70,000	A-1
1993		RR	8809-90	ST CLOUD TO COLD SPRING & TWIN CITIES TO MONTICELLO - BN RR(July award)	MANAGEMENT	88.00	0	SC	STP-SAFETY	SM	395,000	316,000	79,000	A-1
1993		3	1921-58	CONNEMARA TRAIL TO JCT TH 149-MILL & OVERLAY, TURN LANES,GUARDRAIL	PRESERVATION	4.50	19	RS	STATE FUNDS	SM	550,000	0	550,000	A-12
1993		5	6201-881	AT 8TH/OTTO-SEWER SEPARATION	AGREEMENT	0.00	62	AM	STATE FUNDS	SM,LF	0	0	0	F-4
1993		5	6201-882	DAVERN OUTLET-SEWER SEPARATION	AGREEMENT	0.00	62	AM	STATE FUNDS	SM,LF	0	0	0	F-4
1993		5	6201-884	GOODRICH OUTLET-SEWER SEPARATION	AGREEMENT	0.00	62	AM	STATE FUNDS	SM,LF	0	0	0	F-4
1993		5	6201-885	7TH/KELLOGG-SEWER SEPARATION	AGREEMENT	0.00	62	AM	STATE FUNDS	SM,LF	0	0	0	F-4
1993		5	6201-887	SHEPARD ROAD-SEWER SEPARATION	AGREEMENT	0.00	62	AM	STATE FUNDS	SM,LF	0	0	0	F-4
1993		5	6218-881	TROUT BROOK PHASE B-SEWER SEPARATION	AGREEMENT	0.00	62	AM	STATE FUNDS	SM,LF	0	0	0	F-4
1993		5	6229-881	AT KENNARD/BEACH-SEWER SEPARATION	AGREEMENT	0.00	62	AM	STATE FUNDS	SM,LF	0	0	0	F-4
1993		5	6229-882	MINNEHAHA/WHITE BEAR-SEWER SEPARATION	AGREEMENT	0.00	62	AM	STATE FUNDS	SM,LF	0	0	0	F-4
1993		7	2704-20	AT CSAH 44 - INTERSECTION REALIGNMENT	AGREEMENT	0.00	27	AM	STATE FUNDS	SM,LF	200,000	0	200,000	A-10
1993		8	1301-73	VICINITY OF TAYLORS FALLS-SIGNING REVISIONS & OVERHEAD FLASHER	MANAGEMENT	0.00	13	SC	STATE FUNDS	SM,LM	60,000	0	60,000	F-4
1993		8	1308-881	AT CSAH 23-TURN LANE,BYPASS LANE LIGHTING	AGREEMENT	0.00	13	AM	STATE FUNDS	SM,LF	0	0	0	A-20
1993		12	2713-24	AT CSAH 146 - CHANNELIZE & SIGNALS	AGREEMENT	0.00	27	AM	STATE FUNDS	SM,LF	0	0	0	A-20
1993		12	2714-133	AT CO.RD.15 IN WAYZATA-RAMP METER BYPASS TO E.B. TH 12	MANAGEMENT	0.00	27	TM	STATE FUNDS	SM	50,000	0	50,000	A-18
1993		12	2714-8801	GLEASON CREEK AREA-DRAINAGE	AGREEMENT	0.00	27	AM	STATE FUNDS	SM,LF	0	0	0	F-4
1993		13	7001-71	LYNN TO GLENHURST (S.SIDE) - FR.RD.DETACHMENT	AGREEMENT	0.00	70	AM	STATE FUNDS	SM,LF	0	0	0	A-11
1993		35	1380-55	AT THE INTERCHANGE WITH TH 361 IN RUSH CITY-LANDSCAPING	PRESERVATION	0.00	13	RB	STATE FUNDS	SM	45,000	0	45,000	F-4
1993		35E	6280-881	AT GRAND AVE-SIGNAL	AGREEMENT	0.00	62	AM	STATE FUNDS	SM,LF	0	0	0	T-2
1993		35E	6280-886	TROUT BROOK PHASE A-SEWER SEPARATION	AGREEMENT	0.00	62	AM	STATE FUNDS	SM,LF	0	0	0	A-11
1993		35W	1981-6583	OVER C & NW RY & CLIFF RD-REDECK,WIDEN,APPROACH TO BR 6583 & HEAT.	PRESERVATION	0.00	19	BI	BRIDGE	SM	1,343,750	1,075,000	268,750	A-13
1993	3	35W	1981-88	TH13 TO MINN RIVER-BIT.OVERLAY & ADD TEMP 3RD LANE,SIGNING,LIGHTING;S JCT I35E/I35	EXPANSION	1.60	19	MC	INTERSTATE MAINT	SM	9,500,000	7,600,000	1,900,000	NO
1993		35W	1981-91	I35W UNDER BURNSVILLE PARKWAY-SIGNAL REVISIONS, TURN LANES, OVERLAY BR 19863 (J	MANAGEMENT	0.00	19	SC	STATE FUNDS	SM	400,000	0	400,000	T-2
1993		35W	2782-27932	60TH ST. TO T.H.121-O'LAY BRS.27932,37,38,41, ALSO GUARD RAIL & JOINT WORK	PRESERVATION	0.00	27	BI	INTERSTATE MAINT	SM	550,000	440,000	110,000	A-12
1993		35W	2782-8802	RAMP AT 106TH ST. - SIGNAL & INTERCONNECT	AGREEMENT	0.00	27	AM	STATE FUNDS	SM,LF	0	0	0	T-2
1993		35W	2782-8805	TH 35W AT MINNEHAHA CREEK - STREAM BANK PROTECTION	AGREEMENT	0.04	27	AM	STATE FUNDS	SM,LF	0	0	0	F-4
1993		35W	2783-95	TH 122 TO RAMSEY-ANOKA CO LINE-REPLACE SIGN LIGHTING (July award)	MANAGEMENT	12.60	62	SC	INTERSTATE MAINT	SM	120,000	96,000	24,000	A-20
1993		36	6211-883	SE QUADRANT OF TH 61 INTERCHANGE-CONSTRUCT FRONTAGE ROAD	AGREEMENT	0.10	62	AM	STATE FUNDS	SM,LF	0	0	0	A-4
1993		36	6212-885	OUTLET INTO MCCARRONS LAKE-STORM SEWER	AGREEMENT	0.00	62	AM	STATE FUNDS	SM,LF	0	0	0	F-4
1993		36	8204-42	AT HILTON TRAIL & AT MANNING AVE-TRAFFIC SIGNAL INSTALLATION & TURN LANE EXTENSI	MANAGEMENT	0.00	82	SC	STATE FUNDS	SM	250,000	0	250,000	T-2
1993		41	1008-8801	AT JONATHAN BLVD. IN CHANHASSEN-CHANNELIZATION & SIGNALS	AGREEMENT	0.00	10	AM	STATE FUNDS	SM,LF	0	0	0	T-2
1993		41	1008-8805	CNW TRACK IN CHASKA - RR X-ING	AGREEMENT	0.00	10	AM	STATE FUNDS	SM,LF	0	0	0	A-1
1993		47	0205-454A	35TH AVE. TO 53RD AVE. N.E. - BIT. CRACK SEAL. (CAT-1. FY 94). (July award)	MAINTENANCE	2.30	2	RX	STATE FUNDS	SM	40,000	0	40,000	A-12
1993		47	0205-8812	AT CO.RD.116 -- SIGNAL & INTERSECTION	AGREEMENT	0.00	2	AM	STATE FUNDS	SM,LF	0	0	0	T-2
1993		47	0205-8813	AT CSAH 8 -- SIGNALS & INTERSECTION IMPROVEMENT	AGREEMENT	0.00	2	AM	STATE FUNDS	SM,LF	0	0	0	T-2
1993		49	0204-12	AT CSAH 23-RECONSTRUCTION	AGREEMENT	0.00	2	AM	STATE FUNDS	SM,LF	0	0	0	A-12
1993		49	6213-881	SYLVAN/ACKER-SEWER SEPARATION	AGREEMENT	0.00	62	AM	STATE FUNDS	SM,LF	0	0	0	F-4
1993		49	6213-883	AT WOODBRIDGE/FRONT-SEWER SEPARATION	AGREEMENT	0.00	62	AM	STATE FUNDS	SM,LF	0	0	0	F-4
1993		49	6213-884	AT ALBEMARLE/NEBRASKA-SEWER SEPARATION	AGREEMENT	0.00	62	AM	STATE FUNDS	SM,LF	0	0	0	F-4
1993		49	6214-454	MARIE ST TO TH 96-MILL AND OVERLAY. (Cat-1. FY 94) (July award)	MAINTENANCE	2.20	62	RX	STATE FUNDS	SM	210,000	0	210,000	A-12
1993		51	6215-76	MONTREAL AVE TO DAYTON AVE-MILL & OVERLAY	PRESERVATION	2.30	62	RS	STATE FUNDS	SM	394,000	0	394,000	A-12
1993		51	6215-882	SYNDICATE/FAIRMONT-SEWER SEPARATION	AGREEMENT	0.00	62	AM	STATE FUNDS	SM,LF	0	0	0	F-4
1993		51	6215-885	AT PORTLAND/ALDINE-SEWER SEPARATION	AGREEMENT	0.00	62	AM	STATE FUNDS	SM,LF	0	0	0	F-4
1993		52	1907-53	AT CAHILL RD IN INVER GROVE HTS-CONSTRUCT INTERCHANGE,BRIDGE,ETC	AGREEMENT	0.50	19	AM	STATE FUNDS	SM,LF	0	0	0	A-13
1993		52	2726-8801	AT ONTARIO - SIGNAL REVISION	AGREEMENT	0.00	27	AM	STATE FUNDS	SM,LF	0	0	0	A-18
1993		55	1909-19087	OVER SOO LINE RR & RELOCATED TH 13-BR 19087 & 19088(REP 19029 & 19030) (July award)	PRESERVATION	0.00	19	BR	BRIDGE	SM	1,100,000	880,000	220,000	A-13
1993	5	55	1909-19089	WB TH 55 OVER EB TH 110-BR 19089 (July award)	EXPANSION	0.00	19	MC	NHS	SM	500,000	400,000	100,000	NO
1993	5	55	1909-19090	CSAH 31 OVER TH 55-BR 19090 (July award)	EXPANSION	0.00	19	MC	NHS	SM	600,000	480,000	120,000	NO
1993	5	55	1909-65	AT INTERSECTION OF TH'S 13,55,110-MENDOTA INTERCHANGE (July award)	EXPANSION	5.20	19	MC	NHS	SM	13,500,000	10,800,000	2,700,000	NO
1993		55	2722-51	AT CSAH 50 - SIGNAL (July award)	MANAGEMENT	0.00	27	SH	STP	SM	70,000	56,000	14,000	T-2
1993		55	8607-46	AT AUTUMN OAKS DRIVE - INTERSECTION IMPROVEMENT	AGREEMENT	0.00	86	AM	STATE FUNDS	SM,LF	0	0	0	T-2
1993		56	1912-454	COURTHOUSE BLVD TO 66TH ST-MILL AND OVERLAY.(CAT-1 FY 94). (July award)	MAINTENANCE	3.10	19	RX	STATE FUNDS	SM	180,000	0	180,000	A-12
1993		65	0207-8801	AT MOORE LAKE INTERSECTION - INTERSECTION IMPROVEMENTS	AGREEMENT	0.00	2	AM	STATE FUNDS	SM,LF	0	0	0	A-8
1993		65	0208-8802	AT 91ST IN BLAINE - CITY HALL ACCESS	AGREEMENT	0.00	2	AM	STATE FUNDS	SM,LF	0	0	0	A-4

1	2	3	4	5	6	7	8	9	10 FUNDING SOURCES	11	12 PROJECT COST INFORMATION	13	14	15
FED FY	PRT	HWY	STATE PROJECT NUMBER	PROJECT DESCRIPTION	PROJECT TYPE	LGTH	CNTY	MN/DOT PROGRAM	LIKELY FEDERAL FUNDING SOURCE	MATCH SOURCE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	A.Q. EXCL?
1993		94	2780-8803	AT WEAVER LAKE RD. - SIGNAL & TURN LANE	AGREEMENT	0.00	27	AM	STATE FUNDS	SM,LF	0	0	0	T-2
1993		94	2780-8804	AT WEAVER LK.RD. IN MAPLE GROVE - ADD SW TO BR. 27950	AGREEMENT	0.00	27	AM	STATE FUNDS	SM,LF	0	0	0	D-3
1993		94	2781-371	TH35W S.B.TO TH94 W.B.- RAMP MOD,RETAIN WALL,SIGN,LIGHT	PRESERVATION	0.80	27	RD	INTERSTATE MAINT	SM	400,000	320,000	80,000	F-4
1993		94	2781-375	11TH AVE IN MPLS TO WESTERN IN ST PAUL-MILL & OVERLAY 11TH TO SNELLING;OVERLAY F	PRESERVATION	7.40	27	RS	INTERSTATE MAINT	SM	7,250,000	5,800,000	1,450,000	A-12
1993		94	2781-379	FROM LASALLE TO 11TH IN MPLS-SIGN LIGHTING (July award)	MANAGEMENT	0.00	27	SC	STATE FUNDS	SM	60,000	0	60,000	A-18
1993		94	2781-8804	AT DOWLING AVE. RAMPS-SIGNAL MODIFICATION	AGREEMENT	0.00	27	AM	STATE FUNDS	SM,LF	0	0	0	A-18
1993		95	8208-454	I94 TO AFTON-MILL AND OVERLAY. (CAT-1. FY 94)	MAINTENANCE	3.70	82	RX	STATE FUNDS	SM	215,000	0	215,000	A-12
1993		100	2734-8803	AT EXCELSIOR BLVD. IN ST. LOUIS PK.-REBUILD 2 SIGNALS AT RAMP TERMINI--(CO TO LET)	AGREEMENT	0.00	27	AM	STATE FUNDS	SM,LF	140,000	0	140,000	A-18
1993		100	2735-162	W.FR.RD. OVER C & NW RR - RECONSTRUCT BR. 90667 & OVERLAY FR RD(JULY AWARD)	PRESERVATION	0.00	27	BR	STATE FUNDS	SM	265,000	0	265,000	A-13
1993		100	2735-163	AT MTKA. BLVD. IN ST.LOUIS PK.-RAMP METER BYPASS FROM MTKA.BLVD. TO N.B.TH 100	MANAGEMENT	0.00	27	TM	STATE FUNDS	SM	100,000	0	100,000	A-18
1993		101	1009-454	0.7 MI.S. OF TH 5 - CULVERT REPLACEMENT. (Cat-1)	MAINTENANCE	0.00	10	RX	STATE FUNDS	SM	60,000	0	60,000	A-13
1993		101	1010-7	AT PLEASANT VIEW DR. & AT CHEYENNE TR.-TURN LANES	AGREEMENT	0.00	10	AM	STATE FUNDS	SM,LF	0	0	0	T-2
1993		101	2736-454b	AT GRAY'S BAY - EROSION REPAIR (Cat-1).	MAINTENANCE	0.00	27	RX	STATE FUNDS	SM	40,000	0	40,000	A-12
1993		101	2736-8802	AT McGINTY RD. - INSTALL OVERHEAD FLASHER	MANAGEMENT	0.00	27	SC	STATE FUNDS	SM	5,000	0	5,000	A-18
1993	10	101	2738-27019	TH 101 S.B. OVER CROW RIVER-CONSTRUCT BR. 27019	EXPANSION	0.00	27	MC	NHS	SM	700,000	560,000	140,000	NO
1993		101	7005-62	SHAK. BYPASS-UPPER V. DRAINAGE-STORM SEWER CONN.-STAGE III (city let)	AGREEMENT	0.00	70	AM	STATE FUNDS	SM,LF	2,500,000	0	2,500,000	F-4
1993	10	101	8608-13	AT CROW R. & AT MISS.R. - BRIDGE APPROACH GRADING	EXPANSION	0.00	86	MC	NHS	SM	500,000	400,000	100,000	NO
1993	10	101	8608-86005	TH 101 S.B. OVER MISS.RIVER-CONSTRUCT BR. 86005	EXPANSION	0.00	86	MC	NHS	SM	3,300,000	2,640,000	660,000	NO
1993		101	8608-8801	SOUTH OF CSAH 39 - ACCESS RD. (CLOSE 2 ACCESSES)	AGREEMENT	0.00	86	AM	STATE FUNDS	SM,LF	0	0	0	A-4
1993		101	8608-8802	W. SIDE OF C.R.36 TO 60TH - CONST.FR.RD.	AGREEMENT	0.00	86	AM	STATE FUNDS	SM,LF	0	0	0	A-4
1993		149	1917-30	0.25 MI N OF N JCT TH 55 TO I494-CHANNELIZE,ETC	AGREEMENT	0.50	19	AM	STATE FUNDS	SM,LF	0	0	0	T-2
1993		169	0209-8801	ANOKA/CHAMPLIN BRIDGE - POWER LINE RELOCATION	AGREEMENT	0.00	2	AM	STATE FUNDS	SM,LF	0	0	0	F-4
1993		169	2772-12	AT 36TH AVE. N. IN PLYMOUTH-RAMP METER BYPASS FROM 36TH AVE. TO S.B. TH 169	MANAGEMENT	0.00	27	TM	STATE FUNDS	SM	85,000	0	85,000	T-2
1993		169	2772-8801	AT 77TH AVE. N. - 2 TEMP. SIGNALS	MANAGEMENT	0.00	27	SC	STATE FUNDS	SM	100,000	0	100,000	A-18
1993		212	1013-62	AT CSAH 33 IN NORWOOD - NEW SIGNAL	AGREEMENT	0.00	10	AM	STATE FUNDS	SM,LF	0	0	0	T-2
1993		212	1017-6	COLOGNE TO I494 IN EDEN PRAIRIE pre-design only	PRE-DESIGN	18.00	10	ZE	N/A	SM	0			F-1
1993		212	2762-14	TECHNOLOGY DRIVE FROM PRAIRIE CENT.DR. TO 2000' W. OF PRAIRIE CENT.DR.-SURCHARGE-	AGREEMENT	0.00	27	AM	NHS	SM,LF	700,000	560,000	140,000	NO
1993		212	2762-15	ON TECHNOLOGY DRIVE FROM WALLACE RD. TO 0.4 MI.E.-GRADE & SURFACE	EXPANSION	0.00	27	MC	NHS	SM	375,000	300,000	75,000	NO
1993		242	0212-43	AT COON CREEK BLVD. - NEW SIGNAL	AGREEMENT	0.00	2	AM	STATE FUNDS	SM,LF	0	0	0	T-2
1993		244	8219-454	CSAH 12 IN MAHTOMEDI TO TH 96-MILL AND OVERLAY. (CAT-1. FY 94) (July award)	MAINTENANCE	3.30	82	RX	STATE FUNDS	SM	140,000	0	140,000	A-12
1993		282	7011-8801	AT TH 169-CHANNELIZE ON TH 282	AGREEMENT	0.00	70	AM	STATE FUNDS	SM,LF	0	0	0	T-2
1993		394	2789-103	AT LOUISIANA AVE.(SE QUAD.)IN ST.LOUIS PARK-PARK & RIDE LOT	PRESERVATION	0.00	27	RS	STATE FUNDS	SM	110,000	0	110,000	T-2
1993		494	2785-454E	CARLSON PKWY. TO TH 169 - BIT. CRACK SEAL. (CAT-1.FY 94). (July award)	MAINTENANCE	10.20	27	RX	STATE FUNDS	SM	160,000	0	160,000	A-12
1993		494	2785-8806	AT FISH LK.RD. IN MAPLE GROVE - WIDEN BR. 27905	AGREEMENT	0.00	27	AM	STATE FUNDS	SM,LF	0	0	0	A-13
1993		694	8286-454	AT TH 5 IN OAKDALE-REPLACE WATERPROOF JOINTS ON BRS. 82807,82808(CAT-1 FY 94).	MAINTENANCE	0.00	82	RX	STATE FUNDS	SM	75,000	0	75,000	A-12
1993		694	8286-82803	UNDER 15TH ST IN OAKDALE-WIDEN, OVERLAY, ETC BR 82803	AGREEMENT	0.00	82	AM	STATE FUNDS	SM,LF	0	0	0	A-13
1993		999	2700-27004	OVER MISS.R.APPROX.2,000' E.OF 3RD AVE.BR.-REHAB.ABANDONED RR.BR.27004(STONE AR	PRESERVATION	0.00	27	BI	STP	SM,LF	2,800,000	2,240,000	560,000	
1993		999	2700-881	NATIONAL POLLUTION DISCHARGE ELIMINATION STUDY IN MINNEAPOLIS	AGREEMENT	0.00	27	AM	STATE FUNDS	SM,LF	0	0	0	F-1
1993		999	8809-127	ON TH 62 FROM TH 169 TO TH 100; ON TH 77 FROM TH 62 TO 66TH ST; ON TH 100 FROM I4	MANAGEMENT	0.00	27	SC	STATE FUNDS	SM	200,000	0	200,000	A-18
1993		999	8809-128	HIGH INTENSITY SIGN REPLACEMENT-CHISAGO COUNTY	MANAGEMENT	0.00	13	SC	STATE FUNDS	SM	250,000	0	250,000	F-4
1993		999	8809-31	IN RAMSEY COUNTY-HIGH INTENSITY SIGN REPLACEMENT	MANAGEMENT	0.00	62	SC	STATE FUNDS	SM	400,000	0	400,000	F-4

Table 3-R
1994 TRANSIT PROJECTS BY SOURCES OF FEDERAL FUNDS

Recipient	Local Project No.	Contract Letting/ Year in Service	Project Description	Grant I.D.	Federal Share ($1,000s)	Federal Share Plus Local Match*	Grant Status	CAAA Code
Fleet Improvements								
MTC	3312	1993/1994	Purchase 97 40-foot buses to replace existing buses.	FTA--1993-94, Sec. 9/CMAQ/STP	$17,600	$22,000	Fall 1993; Application to FTA	C 11
MTC	3311	1993/1993	Purchase up to 25 articulated buses to replace existing buses.	FTA--1993 Sec. 3/9.	$6,906	$8,425	Approved	C-11
City of Mpls.	To be assigned	1992/1994	Purchase of natural gas trolley vehicles for downtown to Riverplace shuttle route.	FTA--Sec. 3	$1,400	$2,500	Approved	
MTC	3215	Ongoing	Leasing of tires.	MN-90-X057	$624	$781	Approved	
				Subtotal	$26,530	$33,706		
Facility Improvements								
MTC	3245	1992/93	Evaluate feasibility of energy link between MTC and Hennepin County energy reclaim center (HERC)	FTA--Sec. 9; MN-90-X057	$24	$30	Dormant	---
MTC	3250	1993-1993	Expand existing 46-car lot at I-35W and CRH to a 200-car lot in Mounds View and upgrade existing lot at 7th and Garfield in Anoka.	FTA--Sec. 9; MN-90-X057	$240	$300	Approved	---
MTC	3850	1993-1993, 94	Park-and-ride lot for up to 700 automobiles in the vicinity of Hwy. 610 and Foley Blvd.	STP grant funds.	$370	$463	Approved	---
MTC	To be assigned	1994/1994, 95	Brooklyn Center park-and-ride lot, 235 cars	CMAQ/STP	$1,200	$1,500	Pending	---

Recipient	Local Project No.	Contract Letting/ Year in Service	Project Description	Grant I.D.	Federal Share ($1,000s)	Federal Share Plus Local Match*	Grant Status	CAAA Code
MTC	3270	1993/93, 94	Construction of 3 heated/air conditioned shelters either within or adjacent to the existing office building.	Congestion mitigation and air quality program fund.	$553	$692	Approved	C-7
MTC	3291	1993/93, 94	System-wide bus stop sign system.	CMAQ	$1,223	$1,529	Approved	A-20
MTC	3290	1993/93, 94	Lighting of major bus stops.	CMAQ	$240	$300	Approved	
MTC	3690	1993/93, 94	Purchase and install bus shelters.	CMAQ	$938	$1,173	Approved	
				Subtotal	**$4,548**	**$5,987**		
RTB	To be assigned	1993/94, 95	Final EIS preliminary engineering for central corridor transit improvement project.	FTA--Section 3	$3,200	$4,000	---	---
Service Improvements								
RTB	To be assigned	1992/1993, 94	Implement TDM program testing concepts such as preferential parking, guaranteed ride home and automated dispatching.	---	$120	$150	---	---
MTC	To be assigned	1993/93	Provide start-up costs for new service in I-394 corridor	FTA--CMAQ	$2,400	$3,000	---	---
				Subtotal	$2,520	$3,150		
				GRAND TOTAL	$36,798	$46,843		

Table 3-S
1994-1996 MULTI-YEAR ELEMENT
FTA SECTION 9 CAPITAL AND OPERATING ASSISTANCE

Operating Assistance

Recipient	Description	Total ($1,000s)	Requested Federal ($1,000s)	Funds	Grant
MTC	Operating Assistance FFY 1994 (MTC CY 1993)	$74,500	$7,200	FTA Section 9	Fall 1993 Application to FTA
MTC	Operating Assistance FFY 1995 (MTC CY 1994)	$75,500	$7,200	FTA Section 9	Fall 1994 Application to FTA
MTC	Operating Assistance FFY 1996 (MTC CY 1995)	$76,500	$7,200	FTA Section 9	Fall 1996 Application to FTA

The above consists of operating assistance for the bus system owned and operated by the Metropolitan Transit Commission, the designated recipient of Section 9 funds. The purpose of the project is to provide financial assistance to allow the MTC to continue the present quality of bus service.

Capital Assistance

Recipient	Description	Total ($1,000s)	Requested Federal ($1,000s)	Funds	Grant
MTC	Capital Assistance FFY 1994 (MTC CY 1994)	$9,000	$7,200	FTA Section 9	Fall 1993 Application to FTA
MTC	Capital Assistance FFY 1995 (MTC CY 1995)	$9,000	$7,200	FTA Section 9	Fall 1994 Application to FTA
MTC	Capital Assistance FFY 1996 (MTC CY 1996)	$9,000	$7,200	FTA Section 9	Fall 1995 Application to FTA

Capital assistance will be used to invest in capital items.

Table 3-T
FEDERAL TRANSIT ADMINISTRATION
SECTION 16 (b) (2)
TRANSPORTATION SERVICES FOR THE ELDERLY AND HANDICAPPED

FISCAL YEAR 1994 PROJECT

The Minnesota Department of Transportation submitted a federal transit application to the Administration for Fiscal Year 1994 Section 16 (b) (2) funds in the amount of $930,986 on behalf of twenty-eight private non-profit organizations throughout the state. These funds are to be used as 80% of the purchase price of twenty-eight vehicles equipped for the transportation of elderly and disable persons under the provisions of Section 16(b)(2) of the FTA Act. The vehicles to be acquired in this program were recommended for funding after review by a committee composed of members representing urban and rural coordinated transportation and elderly and disable persons.

Nine of the recommended recipient organizations are located in the Twin Cities Metropolitan Area and are identified in the following table. That part of the application consisting of the Twin Cities area recipient organizations has a total estimated project cost of $297,500 for which $238,000 in federal funds were requested to assist in the acquisition of nine vehicles and related equipment.

The 28 Section 16(b)(2) grant funded vehicles, including nine to be located in the Metropolitan Area, will be procured and federal grant funds paid therefore in Calendar Year 1993.

~~TRANSPORTATION IMPROVEMENT PROGRAM 1993 ANNUAL ELEMENT (MN/DOT)~~

1994 (MN/DOT) FTA - SECTION 16(b)(2) Grants--Vehicles as described for the following private nonprofit organizations.

			COSTS	
Organization	No. of Vehicles	Type of Vehicle	~~Estimated~~ Total	~~1992 Cost~~ Federal
East Side Neighborhood Services	1	Large Bus	$ 42,500	$ 34,000
Hallie Q. Brown Community Center	1	Small Bus	29,500	23,600
Human Services in Washington County	1	Small Bus	29,500	23,600
Jewish Community Center	1	Large Bus	42,500	34,000
Minneapolis American Indian Center	1	Mid-sized Bus	34,000	27,200

Ramsey Action Program, Inc.	1	Maxi Van	26,500	21,200
Senior Resources	1	Small Bus	29,500	23,600
Sojourn Adult Day Program	1	Small Bus	29,500	23,600
St. Paul Area Council of Churches	1	Mid-sized Bus	34,000	27,200
New Brighton Eagles Airie # 3711	1	Mid-sized Bus	34,000	27,200
Rise, Inc., Spring Lake Park	1	Mid-sized Bus	34,000	27,200
Senior Outreach Services, New Hope	1	Maxi-van	24,000	19,200
TOTALS	**12**		**$389,500**	**$311,600**

Table 3-U

FTA Section 18 - FY 1994 for (CY 1994) - The FTA Section 18 program makes funding available to providers of public transportation in areas of less than 50,000 population. The Minnesota Department of Transportation (Mn/DOT) is the designated recipient of Section 18 funds within the state. Mn/DOT makes available Section 18 funding to small urban and rural providers within the Twin Cities Metropolitan Areas.

Recipient	Project Description	Total (000s)	Requested Federal Funding (000s)	Source of Federal Funds	Grant Status
City of Hastings	Operating Assistance CY 1994	$ 173,898	$ 32,819	FTA Section 18	Application made to FTA
Carver County	Operating Assistance CY 1994	$ 272,681	$ 60,245	FTA Section 18	Application made to FTA
Scott County	Operating Assistance CY 1994	$ 219,577	$ 52,894	FTA Section	Application made to FTA

Funding requested for 1995 and 1996 from Section 18 is anticipated to remain at 1994 levels.

3-V MN/DOT TIP SUBMITTAL KEY

The tables are broken into the various "most likely" funding categories and are sorted by: Federal Fiscal Year, Trunk Highway, and State Project Number. The columns in the tables for the submittal are numbered 1 through 19 and the contents of each of these columns is as follows:

1. FED FY - the federal fiscal year the project is scheduled to be let.
2. PRT - the major project this project is a part of - see attached list of Parent projects.
3. HWY - the highway this project is located on. A "999" means multiple routes or a location has yet to be determined.
4. STATE PROJECT NUMBER - the MN/DOT project number for the project
5. PROJECT DESCRIPTION - the location and work to be accomplished by the project
6. PROJECT TYPE - category of the project: PRESERVATION, MANAGEMENT, AGREEMENT, EXPANSION, IVHS, MAINTENANCE
7. LGTH - the length of the project in miles
8. CNTY - the county code for the county the project is located within

FUNDING SOURCES

9. MN/DOT PROGRAM - the MN/DOT program designation of the project.

AM - agreements	BI - bridge improvement
BR - bridge replacement	MC - Major Construction
RC - reconstuction	RD - reconditioning
RS - resurfacing	RX - road repair
SC - safety-capacity improvements	SH - safety-hazard elimination
TM - traffic management	

10. LIKELY FEDERAL FUNDING SOURCES - the highest ISTEA program the project is eligible for funding: BRIDGE, CMAQ, DEMO, INTERSTATE MAINT, IVHS, NHS, STP, STP-SAFETY, STATE FUNDS. STP/IM/NHS means that these preservation projects are not yet defined so a funding category cannot be determined.
11. MATCH SOURCE - the source of the matching funds. SM is state match and LF is local funds.

PROJECT COST INFORMATION

12. TOTAL COST - the total estimated cost of the project, excluding right-of-way.
13. FEDERAL FUNDS - 80% of the project cost
14. STATE FUNDS - 20% of the project cost. To be provided by a state and local funds

AIR QUALITY

15. A.Q. EXCL? - TIP air quality category. NO = not excluded from air quality analysis. All others are applicable air quality exclusions

MN/DOT Metro Division Construction Projects
1994-1996 PARENT Projects

6-14-1993

Parent Number	Highway	Location	Description	Expansion	Lanes Before	Lanes After
1	T.H. 3	Lafayette Freeway	Construct Freeway	Yes	NA	4
2	T.H. 10	New T.H. 10 in Anoka County	Construct Freeway	Yes	NA	4
3	I-35W	Junction I-35E to Minneapolis	Preservation + Temporary HOV lanes	Yes	Varies	Varies
4	T.H. 36/T.H. 5	Stillwater/Houghton River crossing	Construct New River Crossing	Yes	NA	4
5	T.H. 55	Mendota Bridge and Interchanges	Reconstruct Bridge, Construct Interchange	No	4	4
6	T.H. 55	Hiawatha Avenue	Reconstruct Road	No	4	4
7	I-94	T.H. 280 to I-35W	Reconstruct Interchange, Rehab. Dartmouth Bridge	Yes	6	8
8	I-94	St. Croix River Bridge	Replace Eastbound Bridge, Redeck Westbound	Yes	5	6
9	TH 100	I-394 to Indiana Avenue	Upgrade per EIS Recommendation	To Be Determined		
10	T.H. 101	Rogers to Elk River	Upgrade to 4-lane Expressway	Yes	2	4
11	T.H. 101	Shakopee Bypass	Construct Freeway	Yes	NA	4
12	T.H. 169	Osseo Bypass	Upgrade to 4-lane Expressway	Yes	2	4
13	T.H. 610	T.H. 252 to T.H. 169	Construct Freeway	Yes	NA	4

4. FINANCIAL PLAN

ISTEA requires that the region's TIP must be consistent with funding reasonably expected to be available. This means the forecasted revenues must be in balance with the obligations as recorded in the TIP. The Mn/DOT, the Metropolitan Council and the RTB have agreed to use the figures that are discussed in this section of the TIP.

The Council supports the intent of ISTEA to ensure TIP's are consistent with the funds that will be available. Since specific federal guidance has not stated that ~~only~~ "0" is the only acceptable level of overage, the Council has chosen ~~an overage~~ a level ~~that~~ it believes is reasonable. Annual overages are needed to address normal project attrition and to ensure projects are ready to take advantages of available discretionary funds. To this end when the Council solicited projects from Mn/DOT, the following annual levels of allowable over-programming were established:

1994	3%
1995	5%
1996	7%

For the RTB, in accordance with federal guidance, no overage of federal grant funds were allowed for 1994. In 1995 and 1996, the RTB was allowed to assume additional federal grants in line with historic levels of discretionary grants received by the region.

This is the second year the TIP has been prepared under ISTEA. All regions and states are in a transition period as all aspects of ISTEA are implemented. Additional adjustments will be needed to the procedures now being used in this region. The results reported here are a compromise between the old and new systems. The format and content of the TIP will change in future years.

Balancing the TIP as required by ISTEA is complicated by the fact the level of funds available annually is uncertain. For this TIP, the region assumes ISTEA will be funded at the 100 percent level.

The regional funding targets for Title I funds for 1994-95 are assumed to be approximately $170 million annually. The 1996 figure is increased to $176 million due to an assumed state gasoline tax increase. The comparison of forecasted Title I expenditures to forecasted federal and state funds appears in Table 4A. The Mn/DOT projects represent approximately $374 million of the total $539 million. ~~One~~ Two demonstration projects not on a trunk highway, ~~are on~~ CR 18, which adds ~~$26~~ 58 million to these figures.

The region is now in the process of selecting projects to be funded with regionally guaranteed STP funds and with CMAQ funds. The selection process should be completed early in FY 1994, and a TIP amendment will be prepared and adopted in November 1994. Funds have been held in reserve for these projects. While the Mn/DOT and the RTB have included projects that will use some of these funds, the projects must be selected through the regional process. If they are not selected, the TIP amendment will have to remove these projects or other funding sources will be required.

In Table 4-A, the various obligations for Title I funding are compared to this annual target. This table records five draw downs of this target.

First, it is assumed $35 million will be required for right-of-way, agreements, preliminary engineering, etc. This figure is somewhat uncertain. It is based on 50 percent of the 1994 state-wide estimate of $70 million.

Next, the total cost of Mn/DOT's list of submitted projects is recorded. For each year, the specific cost submitted by Mn/DOT was used. The next three draw downs are for three separate ISTEA funding categories that are either administered by the region or are assumed to be allocated to the region. These include STP regional guarantee, CMAQ and enhancements.

The regional guaranteed STP funds were reduced by the amounts specified as STP projects by Mn/DOT. These were approximately $10 million in 1994 and $4.7 million in 1995 and 1996. The CMAQ figure is 95 percent of the total coming to the state. Again, this was reduced for Mn/DOT projects. As noted above, if Mn/DOT (or RTB) projects are not selected, the specific projects will either be taken out of the TIP or the share assumed from STP or CMAQ replaced by other funds.

Projects using enhancement funds have been identified in the region for 1993/1994. The process to select enhancement funded projects will be reviewed late in FY 1993. Again, there is capacity for the region to use enhancement funds in 1995 and 1996. It is assumed for this analysis 50 percent of the statewide appropriation or about $3.8 million would be available for the region. If it is lower, fewer projects will be funded.

Comparing the draw downs to the regional target, the level of over-funding is identified for each year. In total, the over-programming of Title I funds is approximately 4.4%. It is assumed this will increase somewhat once STP and CMAQ projects are selected since some attrition will be assumed.

In aggregate, Title I project costs exceed estimate available funds by 4.4 percent. This is a significant reduction from the 29 percent over-programming that appeared in the 1993-1995 TIP. At this time, the region has concluded this is in balance with the available federal/state funds.

In the case of Title III, Federal Transit Act, it is assumed $34,798,000 of federal funds will be available for capital projects in 1993. In 1994, 1995, and 1996, Section 9 capital funds are estimated to be $21.6 million. The additional federal funds come from approved grants, from both approved CMAQ and STP funds and those not allocated as of this time.

~~As noted above, should these RTB projects not be selected through the regional process, they will either have to be taken out of the TIP or other funds earmarked.~~

The region is assured to receive $7.2 million in operating assistance for the MTC each year for the next three years. This represents approximately less than 10 percent of the annual operating costs of MTC. The region estimates it will receive approximately $440,000 annually in small area operating costs for the 1994 to 1996 period.

This analysis does not account for Minnesota Guidestar IVHS projects of IVHS funding. At this time, it appears Minnesota Guidestar is funded from earmarked funds beyond the state's ~~obligation~~ appropriation. The District has submitted $7.84 million in federal IVHS funds for traffic management system type projects. Minnesota Guidestar has submitted $8.2 million in federal project costs.

Table 4-A
~~ASSUMED~~ TITLE 1 FUNDS AND ALLOCATIONS FOR 1994, 1995 and 1996

	1994	1995	1996	Totals
Federal and State Funds Available to Region	$170.0	$170.0	$176.0	$516
Expenditures Right-of-Way and Agreements	35.0	35.0	35.0	105
Mn/DOT Projects	118.7	122.15	132.9	373.75
Regional Guarantee Less Assumed Mn/DOT Projects	10.13	14.32	14.24	38.69
CMAQ (at 95% less Mn/DOT Projects)	3.846	3.046	3.046	11.45
Enhancements (at 50% of State Total)	3.80	3.80	3.80	11.4
Total Allocation of Title I Funds	$171.476	$178.316	$188.986	538.78
Overage ~~Percent~~	1%	5%	7%	4.4%

~~The Title III operating assistance for the regular route service is $7.2 million annual. The annual operating cost for the MTC is approximately $75 million annually. The small area/section 18 operating assistance is estimated to be approximately $438,000 for the 1993 to 1995 period.~~

The use of these figures does not preclude using Title I funds for transit, bike or walk projects, or Title III for highway projects. In this transition period, it is necessary to make some assumptions so valid projects can move ahead in the near term. Adjustments will be made as needed. For example, it is assumed CMAQ funds will be available for a variety of projects, some of which will be transit even through the CMAQ funds are included in the Title I totals.

~~In aggregate, Title I project costs exceed estimate available funds by 4.4 percent. This is a significant reduction from the 29 percent over programming that appeared in the 1993 1995 TIP. At this time, the region has concluded this is in balance with the available federal/state funds.~~

Table 4B

TITLE III

~~COMPARISON OF EXPENDITURE TO FEDERAL FUNDS FOR 1994, 1995, 1996~~

FUNDS AND ALLOCATIONS FOR 1994, 1995, 1996

(000s)

Title III - Total Capital Expenditure 1994	46,843,000
Title III - Federal Share of 1994 Capital Expenditures	34,798,000
Title III - Federal Capital Grants 1995-1996	14,400,000
Title III - Federal Operating Assistance Grants ~~1993-1995~~ 1994-1996	
Regular Route/Section 9 @ 7,200,000 annually	21,600,000
Small Area/Section 18 (estimated based on 3 times ~~1992~~ 1994 level)	437,874
	22,037,874

Appendix A
PRIVATE SECTOR INVOLVEMENT IN 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 Annual Element of the 1994-1996 Transportation Improvement Program (TIP).

a. The capital needs of private providers are examined as part of the Regional Transit Board's (RTB) capital planning process. The Capital Plan identifies the anticipated capital needs of all providers and outlines potential funding sources.

b. The service and support functions contained in the annual element are provided by the public operator, the Metropolitan Transit Commission (MTC). The RTB uses state funding to support the private regular route operators in the metropolitan area. The RTB and MTC currently use four different standards, depending on the route type, to identify routes that may be candidates for restructuring, termination or competitive procurement. The four thresholds are:

Local Radial Routes:	$3.25 subsidy per passenger
Local Crosstown Routes:	$4.00 subsidy per passenger
Peak Hour Express Routes:	$3.85 subsidy per passenger
All Day Express Routes:	$3.50 subsidy per passenger

Since the approval of these new standards, three routes have been competitively procured. A request for proposal was issued for the three routes, the proposals evaluated and the service awarded to a private company.

c. No capital proposals were received from private sector operators.

d. The RTB is currently conducting a competitive transit demonstration study. This project is being funded by the FTA Section 6 grant program. One of the project work tasks is the evaluation of barriers to competitively procuring all types of transit services and the identification of solutions to the barriers. As part of this study, the RTB has developed and adopted a document entitled Standards, Procedures and Guidelines for Competitive Procurement of Public Transit Services. Additional sections include: guidelines for fully allocated and marginal pricing, legislative barriers, and evaluation of services that have been contracted in the past three years. The revised timetable calls for a final report to be submitted in 1993.

e. To allow area transit providers an opportunity to review and comment on projects proposed for inclusion in the TIP, a list of the proposed projects was distributed to over 100 area transit providers. Providers were asked to submit comments and concerns in writing by July 12, 1993. Projects proposed for the TIP were also presented to the RTB's Providers' Advisory Committee, which recommended approval of the TIP. At the present time, there are no specific private sector complaints.

In the future, discussion of the issues, concerns and complaints will be handled through the Private Sector Participation Process. This process has been approved by the RTB and Metropolitan Council. The key elements of this process are the RTB's Providers' Advisory Committee and the dispute resolution process.

Twin Cities Area Transit Operator Dispute Resolution Process

The transit operator dispute resolution process has been developed to afford all transit operators, public or private, profit or non-profit, an opportunity to appeal decisions or actions regarding public transit service provision made by transit operators, the Regional Transit Board (RTB), or other transit providers under contract to the RTB. The following describes the steps in the process, and attached is a flow chart depicting the process.

General Process

Step A Complainant shall request review of issue by filing a written objection to decision or action with the party that took the aggrieved action within seven (7) calendar days. This written objection should clearly identify major items of contention and suggest alternative decisions or actions and rationale for them. Copies of written objection shall be sent to the Providers' Advisory Committee chair, RTB's director of planning and programs, and the Metropolitan Council's Transportation Division manager.

Step B Respondent shall meet with Complainant within fourteen (14) calendar days of receiving the written objection to discuss the issue. If the aggrieved action was not taken by the RTB, then RTB staff shall be present to facilitate discussion and to act as a resource.

Step C Respondent shall make a decision and issue a written response to Complainant within twenty-eight (28) calendar days of receiving the written objection. This response shall include rationale for the initial decision and subsequent or future action taken with regard to the issue under objection. Copies of the response shall be sent to the Providers' Advisory Committee chair, the RTB's director of planning and programs, and the Council's Transportation Division manager.

Step D If Complainant is not satisfied with response, Complainant may request a hearing before the Transit Operator Dispute Resolution Board by contacting the Council's Transportation Division manager within seven (7) calendar days of Respondent's decision. The request shall be accompanied by documentation of the original written objection and a summary of the meetings/discussions with respondent and the RTB, and the basis of dissatisfaction with the action taken to date. Copies shall be sent to the RTB's director of planning and programs and to the Providers' Advisory Committee chair.

The Council chair shall appoint the Transit Operator Dispute Resolution Board (DRB) as follows: 1 Council member, 1 RTB member, 2 PAC members not directly affected by the dispute, and 1 TAB member who will be chair. (DRB membership shall be appointed on a case-by-case basis, as written requests for dispute resolution arise.)

Step E The DRB shall meet with Complainant and Respondent within fourteen (14) calendar days of receiving a request for a Dispute Resolution Board (DRB) hearing. The Council will staff the DRB, with RTB staff serving as a resource. The DRB will hear views on the issue from both the Complainant and Respondent.

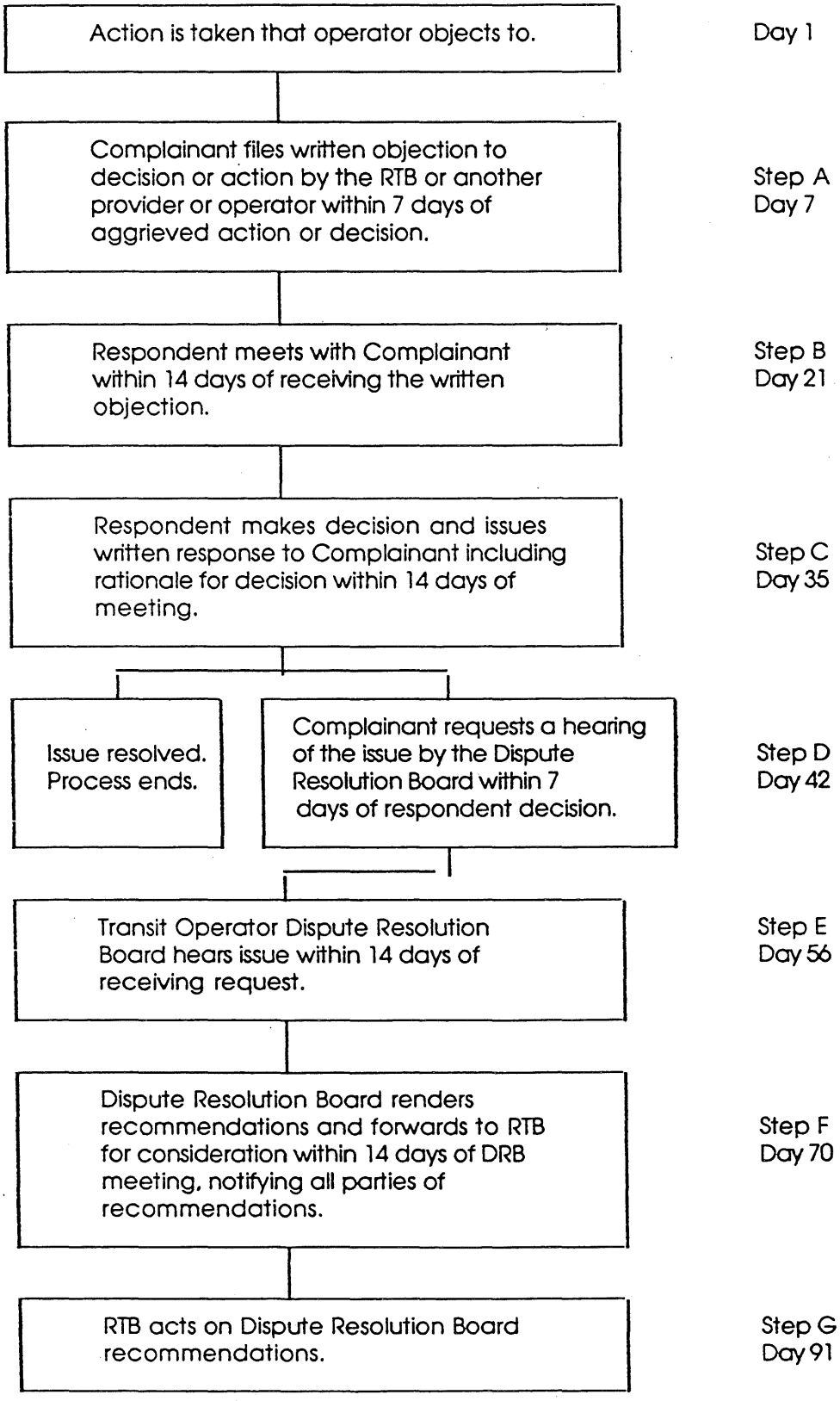
Step F Council staff will prepare a draft report of the DRB's findings and recommendations based on the hearing discussion. This report will be reviewed and action taken by the DRB within fourteen (14) calendar days of the hearing. DRB recommendations will be forwarded to the RTB chair immediately upon action. Copies of the DRB's recommendations shall be sent to all affected parties.

Step G RTB shall act on the DRB recommendations within 21 calendar days of DRB action.

This completes the local process.

Steps A through C described above allow for possible resolution of disputes between Respondent and Complainant. If the Complainant, after going through those steps, still is unsatisfied with the resolution, the Complainant should file a Request for Dispute Resolution with the Council to be heard by the Transit Provider Dispute Resolution Board (DRB). The DRB's recommendations will be forwarded to the RTB for final consideration and action.

Twin Cities Area Transit Operator Dispute Resolution Process



APPENDIX B

CONFORMITY OF THE 1994-96 TRANSPORTATION IMPROVEMENT PROGRAM WITH THE 1990 CLEAN AIR ACT AMENDMENTS

The Environmental Protection Agency's Guidance For Determining Conformity Of Transportation Plans, Programs and Projects With Clean Air Act Amendments Implementation Plans During Phase 1 Of The Interim Period(Guidance), requires the Metropolitan Council to prepare an impact analysis of the Transportation Plans and the Transportation Improvement Plan (TIP). Based on the air quality analysis, the Council must determine the conformity of these plans to meet the 1990 Clean Air Act Amendments (CAAA) schedule to attain carbon monoxide (CO) standards. The appendix describes the procedures used to perform the analysis, list findings and conclusions, and contains statements of conformity.

TABLE OF CONTENTS

I. LIST OF PLANS

Pursuant to Section 4.1 of the Guidance, the Metropolitan Council used the following adopted transportation plans in making a finding of conformity:

- Metropolitan Investment Framework Policy Plan
- Transportation Air Quality Control Plan
- Transportation Policy Plan

A description of the plans is in Section 2. of the 1994-96 Transportation Improvement Plan.

II. CONFORMITY OF TRANSPORTATION PLANS TO CAAA CRITERIA AND PROCEDURES

Pursuant to Section 4.2 of the Guidance, the Council reviewed the goals, policies, strategies and procedures in the Transportation Guide Policy Plan (Plan), The Transportation Air Quality Control Plan element of the State Implementation Plan (SIP) for air quality to determine conformity between the SIP and the Plan. Based on this review, the Council finds that:

A. The Plan as adopted will generally conform to the SIP by supporting its broad intentions of achieving and maintaining the National Air Quality Standards (NAAQs); and

B. The Plan does not contradict in a negative manner any specific requirements or commitments of the SIP for the area as it exists at the time of the conformity determination, in its goals, recommendations, or projects; and

C. The Plan provides for the expeditious implementation of transportation control measures in the SIP; and

D. The Plan contributes to reductions in annual emissions in the Twin Cities CO nonattainment area as defined in Section 5.3.3 of the Guidance based on a quantitative analysis. A description of the summary of the methods used in the air quality analysis is in Section VII.

E. The Plan does not increase the frequency or severity of any existing violations of the NAAQS in the CO nonattainment area for the Twin Cities Seven-County region and Wright County.

Defining the Transportation Plan and TIP Scenarios

The scope of the TIP analysis compares two scenarios. A "build scenario" is the 2010 Highway System Plan (Figure 3). The 2010 System Plan is compared with the "1990 baseline TIP scenario", the "no-build scenario" used in the analysis of the TIP estimate of CO emissions reductions for the years 1995, 2000, and 2005. A description of the 1990 baseline TIP scenario is in Section IV. The Plan "Build Scenario" is the best estimate of future transportation needs based on the most current regional forecasts of population, employment and travel demand used in the regional highway and transit forecast models. A summary description of the Transportation Development Guide/Policy Plan and the Metropolitan Highway System Plan is in Section 2 of the TIP.

The Council analyzed the two scenarios and determined that the Plan contributes to a reduction in regional emissions compared to the baseline scenario during the intervening years prior to the 1995 attainment year and the year 2010. The Council reached this conclusion based upon the following findings:

1. A quantitative analysis of the Build and No-Build Scenarios using MOBILE5A and SAPOLLUT mobile source emissions analysis models, estimates an annual reduction of 12,334 tons/year (Table B1) of CO emissions in the year 2010 if the Build Scenario is implemented.

2. The implementation of the vehicle inspection/maintenance program in 1991 to annually inspect 1976 and newer gasoline-powered cars and light duty vehicles is estimated to reduce auto related carbon monoxide emissions by 13% from the 1990 base year. The reductions would occur by the 1995 attainment year.

3. A continued reduction of emissions is expected due to vehicle fleet turnover and the affects of the Federal Motor Vehicle Emissions Control Program.

4. The effects of a CAAA Federal mandate to implement an annual, four month, oxygenated fuels program for the Twin Cities CO nonattainment Area implemented in November, 1992 was considered in the analysis.

TABLE B1

MOBILE SOURCE EMISSIONS ESTIMATES FOR TRANSPORTATION POLICY/GUIDE PLAN 2010 HIGHWAY SYSTEM PLAN NETWORK AND A NO-BUILD SCENARIO

NETWORK	CARBON MONOXIDE	
	KG/DAY	TONS/YEAR
"No-build" Scenario 1990 Baseline	980,192	394,037
Plan "Build" Scenario 2010 Highway System	949,510	381,703
Annual Reductions Due to"Build" Scenario	30,682	12,334

III. EXPEDITIOUS IMPLEMENTATION OF THE TRANSPORTATION CONTROL PLAN

Pursuant to Section 5.3.1 of the Guidance, the Council reviewed the 1994-96 TIP and certifies that the TIP conforms to the requirement to expedite implementation of the Transportation System Management (TSM) strategies. Table B2 is a summary of the TSM's found in the Transportation Control Plan that describes the status of each TSM. Except for TSM's not completed for the reasons cited, the majority of the TSM's are completed or in the final stages of completion. Implementation of the TIP will not affect the schedules for completing the remaining TSM projects.

There are no fully adopted regulatory TCM's or fully funded nonregulatory TCMS that will be implemented as part of the TIP over the course of the TIP period. There are no prior TCMS that were adopted since November 15, 1990, nor any prior TCMS that have been amended since that date

TABLE B2
STATUS OF TWIN CITIES AREA TSM STRATEGIES

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
Improved Public Transit	
• Reduced MTC Fares	• Super Savers and other marketing concepts were introduced by the MTC
• MTC Downtown Fare Zone	• Special reduce fares for Mpls. and St. Paul downtowns introduced
• Community Centered Transit	• "Opt Out" provisions now allow communities to develop local service
' Flexible Transit	• Alternative modes introduced to provide specialized transit services
• Total Commuter Service demonstration, Elderly, Handicapped Service	• Implementing accessible route service in addition to metro mobility service
• Responsiveness in Routing and Scheduling	• Transit agencies have active planning and communication program with communities
• CBD Parking Shuttle	• Parking shuttles found not feasible
• Simplified Fare Structure	• Difficult to implement due to economic conditions
• Bus Shelters	• Established ongoing program of installing and maintaining bus shelters
• Rider Information	• Region wide transit information is available through CBD Transit Sotres and a computerized phone system
• Transit Marketing	• Transit marketing remains an integral part of transit planning
• Cost Accounting, Transit Performance Funding	• Developed computer models to assess transit costs and establish performance measures
• Transit Maintenance Program	• Construction of new maintenance garages and bus overhaul facilities.
• "Real-time" monitoring	• Planning of IVHS "real time" programs implemented
• Park and Ride	• Joint program with Mn/DOT for the planning and construction of park-and-ride facilities

Exclusive Bus/Car Pool Lane • I-35W Bus/Metered Freeway Project • Reserved transit Lanes on I-35W in St. Paul and 3rd Ave. distributor in Minneapolis	• Metered freeway access locations have bus and carpool bypass lanes at strategic intersection on I-35W and I-394. • 3rd Ave. Distributor project includes exclusive bus/carpool lanes available for use in 1992
Area-wideCar Pool Programs • Expand existing Area-wide shared-ride programs	• Minnesota Rideshare program is actively marketed and continues to expand its computerized match list each year
On-street Parking Controls • Enforcement of parking, idling and traffic ordinances	• Ongoing enforcement aggressively pursued by Minneapolis and St. Paul.
Park and Ride/Fringe Parking • CBD Fringe Parking Programs in Minneapolis and St. Paul	• Minneapolis and St. Paul developed and are implementing programs for fringe parking and incentives to encourage carpooling
Pedestrian Malls • Nicollet Mall (Minneapolis) • Pedestrian facilities • Skyway systems • CBD housing and related pedestrian way	• Nicollet Mall renovations and extension completed • Extension of Mpls. skyway system to the fringe parking in the 3rd Ave. Distributor is under construction • Mpls. and St. Paul encourage the expansion of their skyway system as part of the 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 car pool programs and participate in Minnesota Rideshare program. • Transportation Management Organizations established in downtown Minneapolis and I-494 strip in Bloomington.
Bicycle Lanes and Storage • Bicycles facilities implemented by various cities in Metropolitan Area.	• Provisions for Bicycle parking are included in fringe parking facilities for downtown Minneapolis.
Staggered Work Hours • Variable work hours-implemented by various agencies	• City, county and state employees have flex time programs available. • Some employers allow flextime and help support van and car pooling programs.
Traffic Flow Improvements • Minneapolis Computerized Traffic Management System • St. Paul Computerized Traffic Management System • New Construction - Mpls., 3rd Ave. Distributor; I-35E, St. Paul • University and Snelling Aves.- St. Paul; traffic flow improvements	• Mpls. system installed. New hardware and software installation to be completed in late 1992. • St. Paul system completed in 1991. • 3rd Ave. Distributor signals computerized. • Improvements completed in 1990

Alternative Fuels or Engines • Gasohol demonstration project	• MTC is implementing alternatives fuel testing program for buses in 1992; Mpls. is testing its fleet & vehicles.
Cold Start Emissions Reductions • Auto plug-in program for cold-start reductions	• Strategy found not to be feasible

IV. CONFORMITY OF 1994-96 TRANSPORTATION IMPROVEMENT PROGRAM

Pursuant to Section 5.3.1 of the Guidance, the Council reviewed the 1994-96 TIP document and TIP certifies that the TIP conforms to the recent estimates of mobile source emissions based on the most current transportation models population, employment, travel, and congestion forecasts:

A. The Council is required by Minnesota statute to prepare regional population and employment forecasts for the Seven County Twin Cities Metropolitan Area and the air quality analysis for Wright County as part of the region's CO nonattainment area.

B. The published source of socioeconomic data is the Metropolitan Investment Guide Plan. This is the planning document used by the Council to develop long range forecasts of highway and transit facilities needs.

C. A quantitative analysis of the emissions impact of the TIP projects listed in Table B8 to account for the emissions impact of all transportation projects, was conducted using the MOBILE5A and SAPOLLUT mobile source emissions models. The analysis estimates an annual reduction of 8325 tons/year of CO in 1995 if the "New TIP Scenario" (build) is implemented.

D. The CO reductions are estimated to be sustained for a reasonable period beyond the design year of 1995. Estimates of CO emissions for the years 2000 and 2005 were included in the analysis and the results are shown in Table B3 and includes the Wright County CO emissions.

E. Neutral projects were identified and classified in accordance with the EPA guidance in Appendix C.

A new version of the EPA emission analysis software was used, MOBILE5A as required by the agency. This is the third in a series of software improvements used in the analysis of the TIPs adopted since the enactment of the CAAA. Each version increases the 1990 baseline emissions and emissions for each subsequent period to be analyzed; although the pattern of continued CO reductions for the analysis period continues to indicate an improvement. Further discussion as the effects of changes to the EPA emission analysis model is in Section VII.

TABLE B3

TIP SCENARIOS (TOTAL TWIN CITIES AND WRIGHT COUNTY) ANNUAL CARBON MONOXIDE EMISSIONS FOR YEARS 1995, 2000, AND 2005 (TONS/YEAR)

NETWORK	1990	1995	2000	2005
BASELINE TIP SCENARIO	884,915	487,817	416,671	390, 814
NEW TIP SCENARIO (BUILD)	-	479,487	407,309	380,072
TIP CO Reduction	-	*8325*	*9363*	*10,741*

V. 1994-96 TIP CONTRIBUTIONS TO ANNUAL EMISSIONS REDUCTIONS

A. TIP ANALYSIS

Pursuant to Section 5.3.3 of the Guidance, the Council has reviewed the 1994-96 TIP document. Based on this review, the Council finds that the TIP contributes to annual emissions reductions consistent with sections 182(b)(1) and 187(a)(7). The following is the description of the scenarios used in the emissions impact analysis as required by the Guidance.

1990 Baseline TIP Scenario is the highway network open to traffic at the end of calendar year 1990 and all highway projects for which construction funds are expected to be obligated by November 15, 1991, and includes projects "grandfathered" in the 1991-93 TIP adopted prior to November 15, 1990. Projects "grandfathered" are indentified by a "GR" in the project description tables.

New TIP (Build) Scenario is the 1994-96 TIP highway system, the "Baseline Scenario" as defined above and additional projects included in the 1994-96 TIP found not to be exempt or "neutral" as defined in the "Appendix" of the Guidance.

The Council has determined that the "New TIP (Build) Scenario" contributes to emissions reductions by 8325 tons less than the "baseline" scenario for the 1995 attainment year. The Council believes that CO reductions the intervening years are likely to continue to occur for the following reasons:

1. Continued improvement in auto emissions controls as required by the CAAA.

2. Commitment to continued capital investments to improve the operation efficiencies of the highway and transit systems.

3. Commitment by local governmental units to address local congestion problems through use of transportation control measures.

B. AIR QUALITY CONFORMITY DETERMINATIONS FOR TRANSIT PROJECTS

The Transit Section projects in the TIP are organized into four sections. Transit projects in the annual element are listed in Table 8A. Multiple year projects are in Table 8B, FTA funded projects in Tables 8C through 8E. The projects support ongoing operations and maintenance of the region's transit systems and not require National Environmental Protection Act (NEPA) reviews. "Grandfathered" projects are those in the 1991-93 TIP and received funding commitments from FTA. Neutral projects fall within the "Mass Transit" category listed in the APPENDIX of the GUIDANCE. A determination for each of the sections are as follows:

TABLE B4
ANNUAL ELEMENT BY FEDERAL FUNDING SOURCES FROM TIP TABLE 3-R

FLEET IMPROVEMENT

Grant I.D.	Project Description	Neutral	Comment
FTA-1993-94 Section 9 (MTC)	Purchase 97 40-foot buses	C11	Mass Transit - Replacement of older buses to reduce average fleet age to six years and equipment to maintain current levels of service.
FTA - 1993 Section 9 to be assigned (MTC)	Purchase up to 25 articulated buses	C11	Same as above.
FTA - Sec. 3	Purchase of gas powered trolley vehicles for downtown shuttle	C11	Replacement of buses on the Hennepin Mall by CNG powered vehicles
MN-90-X057	Leasing of bus tires	C2	

FACILITY IMPROVEMENTS

Grant I.D.	Project Description	Neutral	Comment
MN-90-X057(MTC)	energy link between MTC amd Hennepin Co. Energy Reclaimation Center	C1	Feasibility study
MN-90-X057(MTC)	expand 46-car Park-and -ride lot at I-35W and CRH to 200-car lot	No	as may be required by future EPA guidance

Subgrant from Mn/DOT of STP grant funds	Park-and-ride lot for up to 700 autos in the vicinity of Hwy. 610 and Foley Blvd.	No	same as above
Subgrant from(MTC) Mn/DOT of CMAQ program funds	Construction of 3 heated/air conditioned shelters either within or adjacent to the existing office buildign	C7	
Same as above	System-wide bus stop sign system	C3	
Same as above	Lighting of major bus stops	C6	
Same as above	Bus shelters	C7	
FTA-Sec.6 (City of Mpls.)	Downtown Minneapolis Transporation Management Organization	D1	
1992 CMAQ Funds (RTB)	Minnesota Rideshare Program	D1	
Same as above	Travel Demand Management Program	D1	

CMAQ FUNDING

Grant I.D.	Project Description	Neutral	Comment
MTC - to be assigned	Brooklyn Center park-and-ride lot, 235 cars	analysis submitted	
MTC - 3291	System-wide bus stop signage	same as above	
MTC - 3290	Lighting of majar bus stops	same as above	
MTC - 3690	Purchase and install bus shelters	same as above	
MTC - to be assigned	Provide start-up costs for new service in 1-394 corridor	same as above	

TABLE B5

1994-1956 BIENNIAL ELEMENT
FTA SECTION 9 CAPITAL AND OPERATING ASSISTANCE FROM TIP TABLE 6C

OPERATING ASSISTANCE

Grant I.D.	Project Description	Neutral	Comment
Fall '93 FTA Application	Operating Assistance FFY 1994 (MTC CY-1993)	C4	Operation Assistance for Current Level of Service.
Fall '94 FTA Application	Operating Assistance FFY 1995 (MTC CY-1994)	C4	Same as above.
Fall '96 FTA Application	Capital Assistance FFY 1996 (MTC CY-1995)	C4	Same as above

Capital Assistance

Grant I.D.	Project Description	Neutral	Comment
Fall 1993 Application to FTA	Capital Assistance FFY 1994 (MTC CY-1994)	C11	Replacement of existing buses
Fall 1994 Application to FTA	Capital Assistance FFY 1995 (MTC CY-1995)	C11	Same as above
Fall 1995 Application to FTA	Capital Assistance FFY 1996 (MTC CY-1996)	C11	Same as above

OTHER FTA FUNDING

FTA SECTION 18 FY 1993 FUNDS AVAILABLE ANNUALLY TO LOCAL TRANSIT PROVIDERS TO ASSIST IN THE COST OF OPERATING SERVICES.
The projects receiving these funds are neutral.

METROPOLITAN TRANSIT COMMISSION FTA CAPITAL GRANTS IN PROGRESS TABLE 8D
These initiated projects are funded by FTA and are grandfathered.

FTA SECTION 16 (b)(2) TRANSPORTATION SERVICES FOR THE ELDERLY AND HANDICAPPED - TIP TABLE 6D
Annual funding required by Mn/DOT for the purchase of vehicles for providers of transit services to the elderly and disabled. Programs receiving funds are neutral.

VI. HIGHWAY PROJECTS

A. ASSIGNING PROJECTS TO TIP CATEGORIES

Pursuant to Section 6.3.1 of the Guidance, the projects in the TIP were reviewed and categorized using the following determinations to identify projects that require a TIP analysis:

1. The project is found in a TIP that received the necessary approval by the Federal Highway Administration and/or that the self-certification on conformity by the Council and approval by Mn/DOT is valid during the period of November 15, 1987 - November 15, 1990; and

2. The project is segmented for purposes of funding or construction and received all required environmental approvals from the lead agency under the National Environmental Protection Act (NEPA), including:

    a. A determination of categorical exclusion: or

    b. A finding of not significant impact: or

    c. A final Environmental impact statement for which a record of decision has been issued.

3. The project is exempt or "neutral" as defined in the Appendix of the Guidance. Project listed as "neutral" in the 1994-96 TIP by their nature will not affect the outcome of any regional emissions analyses and add no substance to the analyses. These projects are determined to be within the four major categories described in the Appendix. A copy of the "Appendix" is in the TIP Appendix C along with a list of the coding used to classify the type of neutral project. Although "signalization" and "channelization" projects are neutral, a "hotspot" analysis may be required as part of the project design phase. These projects are identified with a "T-2" code.

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

b. Mass Transit projects 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.

A description of the classification given to the TIP projects was provided to the Minnesota Pollution Control Agency, Air Quality Division.

Table B7 lists the TIP projects included in the air quality analysis as part of the "New TIP Scenario". These are projects scheduled to be completed by the end of the 1995 attainment year.

B. WRIGHT COUNTY PROJECTS

A significant protion of Wright County is included in the Twin Cities CO nonattainment area as identified in the November 6, 1991 Federal Register. Howvever, since the county is not part of the Seven County Metropolitan Area, Wright County projects are not considered in the selection of projects for federal funding through the TAB and Metropolitan Council processes. Wright County projects are evaluated for air quality analysis purposes, and the emissions associated with the significant county projects are added to the Seven-County region emisssions

Wright County projects are included in the State TIP prepared by Mn/DOT and listed in Table B6

TABLE B6
WRIGHT COUNTY PROJECTS PROPOSED FOR FEDERAL FUNDING

T.H.	STATE PROJECT	DESCRIPTION	NEUTRAL
12	8601-42	1000 ft. west of County Road 110; west of County Roung 110 W. at Montrose - grade, surface and bridge replacement	A-12 A-13
12	8601-40	Western limits of Cokato to Bridege Ave. at Delano; Grade, surface, replace bridge	A-12 A-13
12	8602-21	0.1 mile East junction - CSAH 30 in Delano; replace bridge over Crow River	A-13
12	8602-32	Salvage yard screening	F-4
25	8604-24	6 mile South of Buffalo over Crow Wing River; replace bridge.	A-13
25	8604-26	First St. South of Buffalo; traffic signal installation	T-2
101	8608-14 8608-15 71001	At TH 10 in Elk River; widen bridges, grade and surface interchange: CASAH 42 to Mississippi River - grade and surface, signage, lighting, signals	NO
55	8606-46	Construct 4-lane expressway from 1.2 mile Northwest to 2.6 mile Southeast of TH 25	NO
94	8680-127	3 mile West to 0.9 mile West of Alberville - Eastbound roadway; surfacing	A-12
CSAH 9	86-609-06	Bridge replacement and approach work - no additinal lanes	A-13
MSA 103	-	3rd Ave. Northeast from TH 55 to Anderson Ave. in Buffalo; reconstruction	A-13
Fallon Ave.	-	From Chelsea Road to 7th Street in Monticello; bridge overpass and approach	NO
CSAH 19	-	From South county line to City of St. Micheal; bridge safey improvement roadway widening; bikeway; no additional lanes	A-12 A-6 D-2
CR 128	-	Replace bridge with 86514 at the Northwest county line over the clearwater River - no additional lanes	A-13
CSAH 8	-	From South county line to TH 12; cold inplace recycle, overlay and safety improvements	A-12
CSAH 37	-	From CSAH 8 to CSAH 11, cold inplace recycle, overlay and safety improvements	
N/A	-	Annandale operating subsidy for transit service within Annandale service area for 1994	C-4
N/A	-	Monticello operating subsidy for transit service within Monticello's service area for 1994	C-4

TABLE B7
TIP PROJECTS INCLUDED IN THE AIR QUALITY ANALYSIS

T.H.	DESCRIPTION	COUNTY	OPENING DATE
I-35W	• Temporary 3rd Lane - extend from I-494 to Minneapolis	HENNEPIN	1995
36/TH5	• Stillwater/Houghton River Crossing over the St. Croix	WASHINGTON	2000
101	• Shakopee Bypass	SCOTT	2000
610	• TH 10 to I-94	HENNEPIN	2000
55	• Construct 4-lane expressway from 1.2 mile Northwest to 2.6 mile Southeast of TH 25	WRIGHT	2000
101	• Hennepin/Wright County line to Wright/Sherbourne County Line	WRIGHT	1995

VII. DESCRIPTION OF MOBILE SOURCES EMISSIONS IMPACT ANALYSIS

A. Twin Cities Seven County Area Regional Analysis

The approach used in the air quality analysis of the Plan and the TIP is intended for application only to the 1994 calendar year TIP submittal and may be revised for future TIP submittals as required by the final EPA conformity regulations.

The emissions analysis was produced using three computer models. The metropolitan network travel demand model jointly developed by the Council and Mn/DOT, the EPA MOBILE5A emissions model, and the regional emissions model, SAPOLLUT.

The FHWA-PLANPAC network travel demand model was used to predict vehicle miles of travel (VMT). Trips were interpolated between the analysis years of 1988 and 2010 to produce trip tables for the other years used in the analysis. A 1990 roadway network was developed to use as the baseline scenario network for the analysis of TIP and Plan scenarios. The TIP projects listed in Table B8 were added to the baseline network to produce the TIP scenario network. The trip data was loaded on the two networks for the an analysis of each year.

The region-wide CO emissions were calculated with the SAPOLLUT model. The model uses the

data generated by the PLANPAC network travel demand model. The following default values found in the SAPOLLUT manual, consist of hourly percentages tables were used as input data: 1)ADT, 2)Directional split, 3)light-duty, heavy gas, and heavy diesel vehicle mix, and 4) volume to capacity (V/C) to speed conversion. Emissions and speed adjustment tables were then produced for SAPOLLUT using MOBILE5A emissions data calculated in 5mph increments.

The Baseline 1990 CO emissions values have increased from the 1993-1995 TIP emission analysis using the EPA MOBILE4.1 emission model. An updated version, MOBILE5A, is used in the 1994-1996 TIP analysis. This latest version of the EPA emission model, increases CO emissions due to changes in the calculation of auto and other light vehicles, as a result of an EPA study of CO emissions at inspection/maintenance facilities. The study showed that in-use deterioration of vehicle operating efficiencies increased emissions than assumed in previous versions of the model. The result is higher emissions of all exhaust pollutants for these types of vehicles.

B. Wright County Air Quality Analysis

The projects analyzed for CO emissions are the T.H. 101 from the Hennepin/Wright County line to the Sherburne/Wright County line and T.H. 55 in Buffalo. The projects are described in Table B7. Two scenarios were analyzed. A "no-build scenario" was to maintain the 2-lane roadway at current capacity with no further improvements. The "TIP build scenario" is the reconstruction of the facilities to 4-lane arterial with some intersections signalized.

The CO emissions were calculated using the following method:

1. Total vehicles speeds were calculated by using the volume to capacity ratios based on SAPOLLUT tables (see Section VII.C).

2. CO emissions derived from vehicle speeds were calculated based on Mobile 5A values listed in Exhibit C1.

3. The county CO emission values were added to the Twin Cities Seven County CO emissions totals for the "TIP build" scenario.

C. Description of the SAPOLLUT Air Qualtiy Analysis Model

The SAPOLLUT program calculates air pollution emissions using "link volumes" on the 1990, and 2010 highway networks. Seven separate operations are followed to develop emissions data for each highway link in the year 1990 and 2010 network analyzed.

1. Each link is classified as to one of 3 area types:

   1 = CBD
   2 = Central City
   3 = Suburbs
   4 = Rural

2. Each link is classified as to one of two functional types:

   1 = Freeway
   2 = Arterial

3. Each link daily volume is split into 24 hourly non-directional volumes according to a direction split.

4. Each hourly volume is split into directional volumes according to the direction split table.

5. A directional speed is determined for each hourly volume depending upon the Volume/Capacity Ratio (V/C Speed table).

6. Each hourly volume is further split into three vehicle types (light duty vehicle-auto, heavy duty vehicle-diesel, heavy duty-non-diesel) according to percentage vehicle (pctveh) Table Exhibit B2.

7. Emissions from MOBILE5A are multiplied by vehicle mile traveled VMT to obtain final results.

Exhibit B1

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 degree F.
  Minimum temperature..... 16 degree F.
  Maximum temperature..... 38 degree F.
Coldstarts..... 20.6% (default)
Hotstarts..... 27.3% (default)
Altitude..... Low altitude
Vehicle mix..... MOBILE5A - default for light duty vehicles

Inspection/Maintenance - anti tampering program factors
  Start year..... 1991
  Pre-1981 stringency..... 20%
  First model year covered..... 1976
  Waiver rates..... 5%
  Compliance rates..... 85%
  Inspection types covered..... Centralized
  Vehicle types covered..... LDGV, LDGT1, LDGT2
  Frequency..... Annual
Anti- tampering inspection - Catalyst, inlet-restrictor, gas cap
Oxygenated Fuels Factors
  Oxygen content..... 2.7%
  Market share..... 90%
  Alcohol blend RVP waiver..... Yes

Note that the MOBILE5A default values were used for the remaining input factors

Exhibit B2
HOURLY DISTRIBUTION OF VEHICLE TYPES BY FACILITY TYPES BASED ON PERCENTAGE OF TOTAL VEHICLES

Hour	FREEWAYS		ARTERIALS	
	Diesel	Nondiesel	Diesel	Nondiesel
0	13.1	1.2	4.7	0.4
1	20.7	2.5	7.9	1.0
2	33.2	2.4	12.2	0.9
3	32.0	1.1	14.0	0.5
4	33.1	4.4	14.0	1.9
5	19.2	3.2	9.4	1.7
6	9.2	2.5	4.3	1.2
7	4.9	3.2	3.1	2.0
8	5.5	4.4	4.2	3.4
9	6.6	5.1	5.2	4.1
10	6.6	4.9	5.0	3.7
11	6.7	4.7	4.7	3.2
12	6.6	4.4	4.1	2.7
13	6.5	4.7	4.2	3.0
14	5.7	4.2	4.1	3.0
15	5.3	3.8	3.6	2.6
16	4.4	2.8	2.8	1.8
17	3.7	2.1	2.3	1.3
18	4.8	2.0	2.8	1.1
19	5.2	1.6	2.7	1.2
20	6.0	1.4	2.5	0.6
21	6.4	2.2	2.5	0.5
22	9.0	0.5	3.2	0.2
23	8.9	0.9	3.3	0.3

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

Exhibit B3

HOURLY DISTRIBUTION OF AVERAGE DAILY TRAFFIC AS A PERCENTAGE OF THE TOTAL BY FACILITY TYPES AND BY AREA OF THE CITY

Hour	FREEWAYS				ARTERIALS			
	CBD	CC	Sub	Rural	CBD	CC	Sub	Rural
0	1.5	1.5	1.5	1.0	1.5	1.5	1.5	0.9
1	1.0	1.0	1.0	0.9	1.0	1.0	0.5	0.8
2	0.5	0.5	0.5	1.1	1.0	0.5	0.5	0.8
3	0.5	0.5	0.5	0.8	0.5	0.5	0.5	0.3
4	1.0	0.5	1.0	1.1	0.5	0.5	0.5	0.4
5	2.0	1.5	1.5	2.1	1.5	1.0	1.0	1.8
6	5.5	4.5	4.5	3.9	3.5	4.5	4.0	4.8
7	8.5	7.5	8.5	5.2	6.5	8.0	7.5	6.8
8	7.0	6.5	6.5	5.2	6.5	6.0	5.5	4.9
9	4.5	5.0	5.0	5.5	5.0	4.5	4.5	4.9
10	4.0	4.5	5.0	5.6	5.5	4.5	4.5	5.0
11	4.5	4.5	4.5	5.8	5.5	5.0	5.0	5.4
12	4.5	4.5	4.5	5.7	5.5	5.0	5.0	5.3
13	4.5	5.0	4.5	5.5	6.0	5.0	5.0	5.4
14	5.5	6.0	5.5	6.5	6.5	5.5	6.0	6.0
15	7.5	7.5	7.0	6.5	7.0	7.0	7.0	6.9
16	9.5	9.0	8.5	7.8	8.5	9.0	8.5	8.7
17	8.0	8.5	8.5	6.9	7.5	8.0	8.5	8.0
18	5.0	5.5	5.5	5.8	4.5	5.5	6.0	6.5
19	4.0	4.0	4.5	4.7	4.0	5.0	5.5	5.2
20	3.5	3.5	3.5	3.8	3.5	4.0	4.5	4.0
21	3.0	3.5	3.0	3.6	3.0	3.5	3.5	3.0
22	2.5	3.0	3.5	2.9	3.0	3.0	3.0	2.4
23	2.0	2.0	2.5	2.1	2.5	2.0	2.0	1.8

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

Exhibit B4
HOURLY DISTRIBUTIONS OF DIRECTIONAL SPLIT AS A PERCENTAGE OF HOURLY FACILITY TYPES AND BY AREA OF THE CITY

Hour	FREEWAYS				ARTERIALS			
	CBD	CC	Sub	Rural	CBD	CC	Sub	Rural
0	44	38	44	46	48	44	40	42
1	44	40	46	50	48	46	42	44
2	50	40	48	48	46	44	44	47
3	52	46	54	54	48	48	48	51
4	58	56	60	56	54	54	58	58
5	66	64	68	56	64	62	66	67
6	66	70	68	61	62	66	72	66
7	60	70	64	56	62	68	68	62
8	58	68	58	56	62	64	60	54
9	54	62	54	58	58	56	56	52
10	48	58	52	55	54	54	54	51
11	48	52	50	52	54	52	50	48
12	48	52	50	51	52	50	50	50
13	50	52	52	49	52	50	50	50
14	52	50	52	49	52	50	50	50
15	44	46	48	46	48	46	46	48
16	38	38	42	44	44	40	40	40
17	40	38	40	45	40	38	38	40
18	44	46	44	48	50	46	46	44
19	46	52	48	47	50	52	50	48
20	50	46	48	48	50	48	46	46
21	52	42	44	47	48	46	44	46
22	52	42	46	46	50	46	44	46
23	50	40	44	46	50	46	44	46

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

Exhibit B5
AVERAGE SPEED BASED ON VOLUME TO CAPACITY RATIOS
(V/C BY FACILITY TYPES AND BY AREA TYPE)

AVERAGE SPEED (MPH)

V/C	FREEWAYS		ARTERIALS		
	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.

APPENDIX C

PROJECTS THAT DO NOT IMPACT REGIONAL EMISSIONS, AND PROJECTS THAT ALSO DO NOT REQUIRE LOCAL CO 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 'neutral' projects that, because of their nature, will not affect the outcome of any regional emissions analyses and add no substance to those analyses. As a result, DOT and EPA agree that, during Phase 1, such projects may be excluded from the regional emissions analyses required in order to determine conformity of TIPs (as described in section 5.3.3 of this guidance). With the exception of those projects marked with an asterisk on the following list, DOT and EPA also agree that project level analysis of local CO impacts is not necessary. Projects eligible for this treatment include:

SAFETY

Railroad/highway crossing
Pavement marking demonstration
Hazard elimination program
Safer off-system roads (non-Federal-aid system)
Emergency relief (23 U.S.C. 125)
Also specific projects for:

- *intersection channelization projects**
- shoulder improvements
- truck size and weight inspection stations
- safety improvement program
- *intersection signalization projects**
- railroad/highway crossing warning devices
- *changes in vertical and horizontal alignment**
- increasing sight distance
- guardrails, median barriers, crash cushions
- pavement resurfacing and/or rehabilitation
- widening narrow pavements or reconstructing bridges (less than one travel lane)
- noise attenuation
- fencing
- skid treatments
- safety roadside rest areas
- other traffic control devices
- truck climbing lanes
- lighting improvements
- adding medians

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* These project types require consideration of possible new local CO violations.

MASS TRANSIT

Purchase of office, shop, and operating equipment for existing facilities
Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
Construction or renovation of power, signal, and communications systems
Operating assistance
Rehabilitation of transit vehicles
Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
Construction of small passenger shelters and information kiosks
Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way
Noise attenuation
Purchase of support vehicles (e.g., autos, vans)
Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet to provide new service
Construction of new bus and rail storage and maintenance facilities which meet the conditions for categorical exclusion specified in 23 CFR 771

AIR QUALITY

Continuation of ride-sharing and van-pooling promotion activities at current levels
Bicycle projects
Pedestrian facilities

OTHER

Engineering to define elements of proposed action or alternatives to assess social, economic, and environmental effects
Advance land acquisitions as prescribed in 23 CFR 771
Acquisition of scenic easements
Plantings, landscaping, etc.
Sign removal

CAAA INTERIM CONFORMITY GUIDELINES
APPENDIX SUMMARY

A. SAFETY PROJECTS WHICH DO NOT IMPACT REGIONAL EMISSIONS AND DO NOT REQUIRE LOCAL CARBON MONOXIDE IMPACT ANALYSIS

1. railroad/highway crossing
2. pavement marking demonstration
3. hazard elimination program
4. safer off-system road (non-federal-aid-system)
5. emergency relief (23 U.S.C. 125)
6. Shoulder improvements
7. truck size and weight inspection program
8. safety improvement program
9. railroad/highway warning device
10. increase sight distance
11. guardrail, median barrier, crash cushions
12. pavement resurfacing and/or rehabilitation
13. widening narrow pavements or reconstructing bridges (less than one mile)
14. noise attenuation
15. fencing
16. skid treatment
17. safety roadside rest areas
18. other traffic control devices
19 truck climbing lanes
20. lighting improvements
21. adding medians

C. MASS TRANSIT PROJECTS WHICH DO NOT IMPACT REGIONAL EMISSIONS AND DO NOT REQUIRE LOCAL CARBON MONOXIDE IMPACT ANALYSIS

1. purchase of office, shop and operating equipment for exiting facilities
2. purchase of operating equipment for vehicles (e.g.radios, fareboxes, lifts, etc.)
3. construction or renovation of power, signal, and communications systems.
4. operating assistance
5. rehabilitation of transit vehicles
6. reconstruction or renovation of transit buildings and structures (e.g. rail bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
7. construction of small passenger shelters and information kiosk
8. rehabilitation or reconstruction of track structures, track, and trackbed in existing right-of-way
9. noise attenuation
10. purchase of support vehicles (e.g. autos, vans)
11. purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet to provide new service
12. construction of new bus and rail storage and maintenance facilities which meet the conditions for categorical exclusion specified in 23 CPR 771

D. AIR QUALITY PROJECTS WHICH DO NOT IMPACT REGIONAL EMISSIONS AND DON NOT REQUIRE LOCAL CARBON MONOXIDE IMPACT ANALYSIS

1. continuation of ride-sharing and van-pooling promotion activities at current levels
2. bicycle projects
3. pedestrian facilities

F. OTHER PROJECTS WHICH DO NOT IMPACT REGIONAL EMISSIONS AND DO NOT REQUIRE LOCAL CARBON MONOXIDE IMPACT ANALYSIS

1. engineering to define elements of proposed action of alternatives to assess social, economic, and environmental effects
2. advance land acquisitions as prescribed in 23 CFR 771
3. acquisition of scenic easements
4. planting, landscaping, etc.
5. sign removal