



1995- 1997

TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE

TWIN CITIES METROPOLITAN AREA

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METROPOLITAN COUNCIL

1995 - 1997
TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE
TWIN CITIES METROPOLITAN AREA

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Metropolitan Council
Mears Park Centre, 230 East Fifth St.
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TRANSPORTATION IMPROVEMENT PROGRAM
1995-1997
SUMMARY

The Twin Cities Metropolitan Planning Organization's Transportation Improvement Program (TIP) for 1995 through 1997 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. All major transportation projects in the federally defined carbon-monoxide nonattainment area must be evaluated for their conformity with the Clean Air Act Amendments (CAAA) of 1990. This analysis must also include regionally significant non-federally funded projects.

The Transportation Improvement Program (TIP) for 1995 through 1997 is a multi-modal program of highway, transit, bicycle, pedestrian and transportation enhancement projects proposed for federal funding for the Twin Cities Metropolitan Area. Federal regulations require that a TIP be developed at least every two years. The region has chosen to revise its TIP every year. While two federal agencies, the Federal Highway Administration and the Federal Transit Administration must "accept the program to be in conformance with ISTEA and CAAA", most of the federal funds have already been earmarked for the Twin Cities Area and have appeared in the previous (1994-1996) TIP.

The region developed separate processes to solicit projects utilizing Surface Transportation Program (STP), Urban Guarantee funds, Congestion Mitigation Air Quality Funds (CMAQ), and Transportation Enhancement Funds. A cooperative process was followed to prioritize the remaining Title I, Title III, and to a limited degree, state highway funds.

The 1995-1997 TIP for the Twin Cities Metropolitan Area includes Title I projects valued at \$500 million for highway, transit, enhancement, bike and walk projects, of which approximately \$300 million is requested of the federal government.

The 1995 capital projects funded under Title III total approximately \$33 million, of which \$26 million are federal funds. The region will receive approximately \$36 million Section 9 Capital Funds over the 1995-97 period. The region will receive \$21,600,000 in Section 9 operating assistance. Title 1 funds approved exclusively for transit capital projects and new service operating costs over the three year period totals approximately \$13 million. Including local funds, this represents \$16 million.

All projects selected are consistent with the regional transportation plan. In many cases, the major projects are specifically identified in the regional plan. In other instances, the projects help to implement various regional policies.

The TAB held two public information meetings and one public hearing on the TIP prior to adoption. Over 300 groups were mailed notices of these meetings, in addition to the various public notifications carried out in accordance with Council requirements. The TAB considered and responded to all comments received on the draft TIP.

The TIP 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 Implementation Plan and the Minnesota Department of Transportation's Highway Improvement Work Program.

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

1. INTRODUCTION

The 1995-97 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area (shown in Figure 1) is a multi-modal program of highway, transit, bike, walk and transportation enhancement projects and programs proposed for federal funding throughout the seven-county metropolitan area in the next three years. The TIP is prepared by the Metropolitan Council in cooperation with the Minnesota Department of Transportation (MN/DOT), and the Regional Transit Board (RTB). The projects contained in the TIP are consistent with and implement the region's transportation plan and priorities.

FEDERAL REQUIREMENTS

Federal regulations¹ require that a Transportation Improvement Program be developed and updated every two years. The TIP must cover a period of at least three years. The TIP is required to:

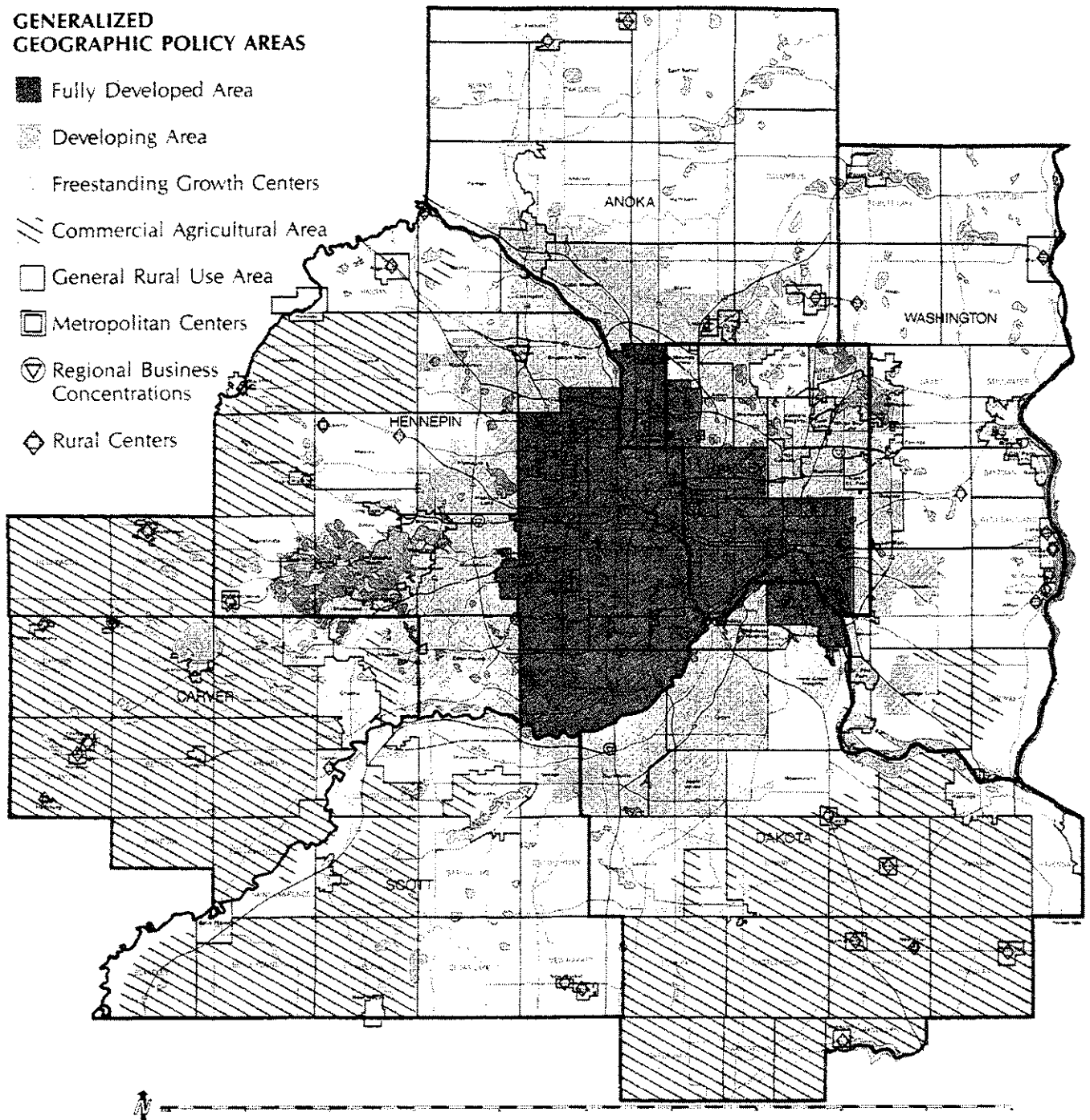
- Be a product of a continuing, comprehensive and cooperative (3C) planning process.
- Be consistent with regional land use and transportation plans as well as the State Implementation Plan (SIP) for air quality.
- Be initiated by locally elected officials of general purpose governments.
- Identify transportation 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.
- Be included in the statewide TIP to be prepared by Mn/DOT, and approved by the Governor.

¹Federal regulations ISTEA, 23 USC 134.

FIGURE 1

**GENERALIZED
GEOGRAPHIC POLICY AREAS**

- Fully Developed Area
- ▨ Developing Area
- Freestanding Growth Centers
- ▧ Commercial Agricultural Area
- General Rural Use Area
- ▣ Metropolitan Centers
- ⊙ Regional Business Concentrations
- ◇ Rural Centers



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.

The following information is provided in Appendix A for each project.

- Identification of the project, .
- 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.
- Air Quality Analysis Category.

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.

The Minnesota Legislature in May passed legislation which will incorporate the MTC, and RTB into the Metropolitan Council. The MTC will become an operating division of the Council on July 1, 1994. The RTB incorporation will take place on Oct. 1, 1994. This restructuring will change the roles and responsibilities for transit planning and service provision significantly throughout the region. At this time, the details of the relationship have not been defined. While the TIP preparation process will need to be changed next year to reflect these changes, at this time no changes have been made in this TIP.

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 D.)

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 on May 18 to explain and answer questions about the TIP preparation and approval process.
- An information meeting was held on June 15 to explain the content of the draft TIP.
- A public meeting was held on July 20, 1994 to hear comments on the draft TIP.

In preparation for these meetings, 300 mailings were made in addition to notification in the State Register and press announcements.

A significant effort was also made to solicit projects for inclusion into the TIP. The February 1994 solicitation for projects to be funded by STP, CMAQ, and Enhancement funds were mailed to 700 cities, counties, agencies and special interest groups. A forum was held in March to discuss the solicitation process and answer questions. By April 1, 155 projects were submitted requesting \$224 million in federal funds. The funds available were approximately \$82 million. There were 45 Enhancement projects submitted.

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 2015 Transportation Development Guide/Policy Plan sets overall regional transportation policy and details major long-range transportation plans. This plan was adopted in 1993. Requirements and considerations from ISTEA have been addressed.
- RTB's Five Year Implementation Plan (1993-1997), is a program required by state law to implement the transit and paratransit elements of the Metropolitan Council's Transportation Development Guide/Policy Plan.

Figure 2
TRANSPORTATION IMPROVEMENT PROGRAM PROCESS

Council staff notifies agencies (RTB, Mn/DOT) to submit TIP projects

Agency staffs develop TIP projects (or proposed amendment) and submit for agency approval*

Council staff prepares draft TIP (or proposed amendment)

Funding & Programming committee (F&PC) reviews and comments on draft TIP (or TIP amendment)

Council staff revises (or amends) TIP based on F&PC comments and agency input

Air conformance analysis to MPCA for review

TAC review

TAB adoption

Transportation Committee of the Metropolitan Council

Metropolitan Council approval** and Air Conformity Finding

Council publishes TIP (or amends TIP) and forwards to Mn/DOT and MPCA

Mn/DOT prepares state TIP, secures governor's approval, and forwards to U.S. DOT for acceptance to be in conformance with ISTEA and CAAA and to U.S. EPA for review

* 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.

- The Transportation Air Quality Control Plan, prepared by the Metropolitan Council, sets objectives and implementation strategies for transportation improvements to address air quality problems.
- Local comprehensive plans and transportation programs contain transportation elements that must be consistent with the Metropolitan Council's plans for transportation.
- Mn/DOT's 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 contained in this TIP must be consistent with the Transportation Development Guide/Policy Plan and the transportation Air Quality Control Plan.

The RTB's Five Year Implementation Plan identifies transit service needs and objectives, planned transit service and capital improvements, and costs and funding sources that help implement the TPP.

Many 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 metropolitan highway system, along with the projects on other major arterials, are based on the Metropolitan Council's long-range plan and on Mn/DOT's transportation planning and programming process.

The 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 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 Implementation 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. Such plans must be consistent with the Regional Transportation Plan.

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 through these programs. 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.

FTA Title III Section 3,6,9 and 9A Transit Capital and Operating Assistance Programs. These programs provide assistance with capital and operating costs.

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

FTA Title III Section 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 for the 1995-1997 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. 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.

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 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 2015.

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 Implementation 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 2015 Metropolitan Highway Systems Plan, a 2015 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, 2015**

● ● ● Right of Way Reserved

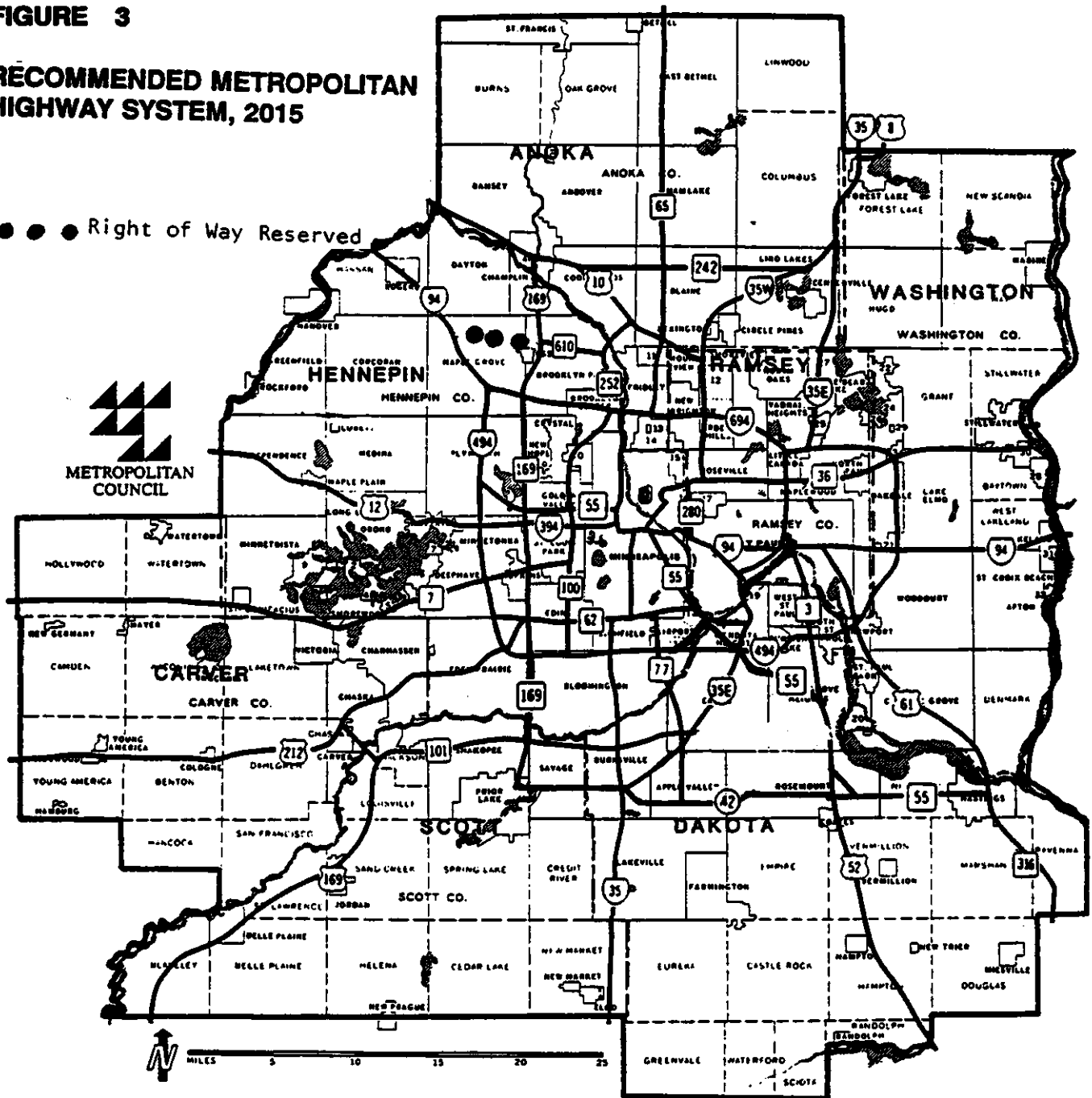
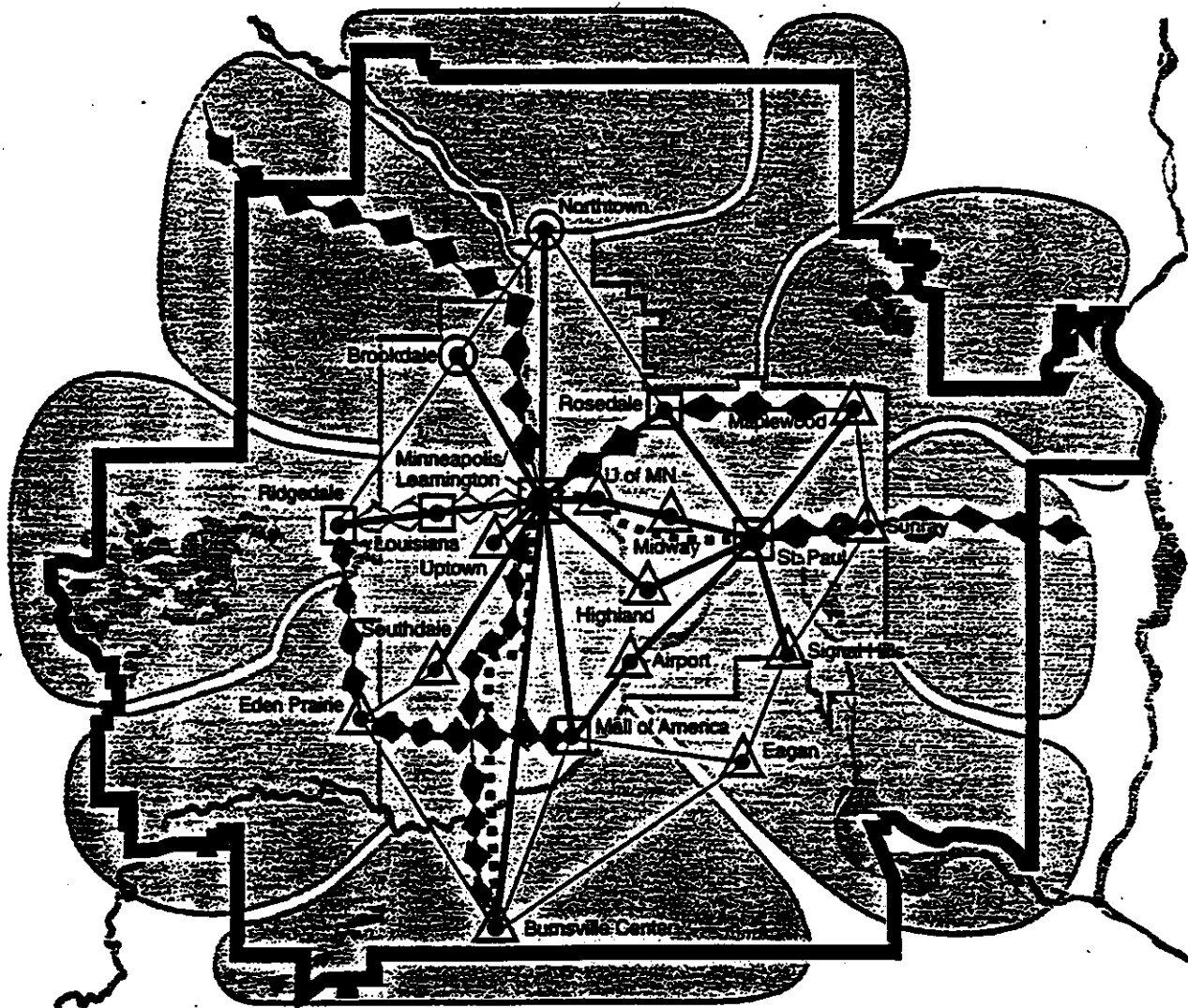


FIGURE 4

REORGANIZED TRANSIT SYSTEM



LEGEND

- | | | |
|---|---------------------------|--|
| □ = 1992 Transit Hub Opening | ▤ = Core Service Area | — = Hub Connector Service |
| ○ = 1993 Transit Hub Opening | ▥ = Suburban Service Area | ▬ = Transit Taxing District |
| △ = 1994 and Beyond Transit Hub Opening | — = Express Service | ••• = Light Rail Transit |
| | | ◆◆ = High Occupant Vehicle Lane Conversions or Additions |

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.

The Metropolitan Area's transportation system of highways and transit is key to the region's social and economic vitality. It provides ready access to virtually any location in the region, the transportation system makes it possible for the region's residents to take advantage of a broad range of opportunities for employment, education, shopping, recreation, health care, housing and cultural activities. As a means of conveying goods, services and workers, the transportation system plays a crucial role in supporting the region's economy.

THE HIGHWAY AND TRANSIT SYSTEMS

The metropolitan highway system consists of 657 miles of roadways that include the interstate highway network and other principal arterials, which are the heaviest traveled transportation corridors. The term "transit" applies to all forms of riding together, regardless of whether the service is provided by public or private operators, whether by organizations or individual vehicle owners, or whether the ridesharing arrangements are structured or informal. Consequently, the metropolitan transit system is seen as comprising a broad range of services that are provided by, among others, the Metropolitan Transit Commission's bus system, private bus companies on regular, scheduled routes, providers that make up the Regional Transit Board's Metro Mobility program for elderly and disabled people, car and van pools, and informal ridesharing arrangements.

HIGHWAY CONGESTION

Compared to other major metropolitan areas, the Twin Cities transportation system suffers from fewer critical problems. But it's clear that if nothing is done to increase the people-moving capacity of the system over the next 20 years, the resulting problems could impair the region's highly prized quality of life and hamper its economic growth.

The greatest demands on the highway system are made by people traveling to and from work. As a result, the system's capacity for moving people from one place to another is largely defined by its ability to handle work trips during peak traffic periods in the morning and afternoon. And because the work trip is essential to the operation of the region's economy, it is an important factor in defining the region's current and future travel needs. Figure 5 illustrates where congestion exists today.

It is already clear that the highway system's current congestion problems will worsen unless steps are taken to deal with them. For example between 1970 and 1992 the number of miles of freeway and severe traffic congestion quadrupled—from 24 miles to 106 miles. If nothing is done to increase the people-moving capacity of the system, the number of miles experiencing severe congestion will nearly double again between now and the year 2015, to 200 miles. At the same time, many regional highways are reaching the end of their design life, so that by the year 2015 most of the metropolitan highway system will require major rebuilding.

HIGHLY CONGESTED CORRIDORS AS OF 1992 - 1993



THE CHALLENGE FOR TRANSIT

While the highway system struggles with too many vehicles, the transit system faces the problem of too few passengers and people who are willing to share rides. The region's bus system has experienced a steadily declining ridership between 1980 and 1991, only beginning to increase in 1992 and 1993, and fewer commuters are sharing rides in cars or vans. The key challenge facing transit--all forms of sharing rides--is to offer an attractive alternative to driving alone. That means it must better serve suburban areas, where most new jobs are being created. It must be able to expand its capacity to serve commuters, which it does well now, to downtown Minneapolis and St. Paul so these metropolitan centers will continue to be economically viable. It must accommodate the growing demand for transit services by elderly and disabled people, and the needs of people who don't have a car. It must provide high-quality, convenient service with attractive facilities and equipment, and offer travel times that compare favorably with driving alone. And it must do all this at reasonable cost.

GOALS AND STRATEGIES

In its transportation guide, the Metropolitan Council approaches these challenges with several important considerations in mind.

- First, the guide seeks to maintain the good access to regional opportunities that the transportation system affords now, even with a large growth in demand expected in the future. That means congestion would not be permitted to worsen to levels that other metropolitan areas are now experiencing. The key is to increase the number of people the system can carry without greatly increasing the number of vehicles to move them.
- The guide recognizes that the region cannot meet growing travel demands by simply building new roadways or adding lanes to existing ones. In short, the region cannot build its way out of congestion. Demand is growing much faster than the amount of available funds. The 1990 Travel Behavior Inventory found that vehicle trips increased from 5 million in 1970 to 8.86 million in 1990, an increase of 74 percent. During the same time, the population of the region increased only 19 percent. Even if the money were available to build all the highway facilities needed to meet future demand, such projects would severely disrupt established residential neighborhoods and deprive cities of much-needed property tax base.
- The metropolitan highway system represents a huge dollar investment that is costly to rebuild and expand. Consequently, the region needs to manage the highway system to make it last as long as possible, and to get the most out of its people-carrying capacity.
- The region's transit system (including ridesharing) must be strengthened. The guide seeks to make sharing rides, including transit modes like buses, circulators, and light rail transit, more competitive with the single-occupant auto. The guide emphasizes the use of ridesharing, conventional transit and other travel demand management approaches to reduce the need for building additional freeway lanes and to reduce traffic congestion during rush hour.
- Increasing the number of people who use all transit services will require the involvement of local governments and the private sector to create incentives for sharing rides. Examples of such incentives include preferential parking for car poolers and taxing employers for each parking space reserved for a single-occupant auto.
- Future development projects will need to be managed so they do not overload the metropolitan highway system. Coordination of land use with available transportation capacity is also needed along parts of the system that experience congestion now. This

effort will require close cooperation among local governments, developers, major employers, and regional and state agencies responsible for transportation planning.

Role of Transit

- The Council's transit system plan based upon the 1992 *Regional Transit Facilities Plan* reaffirms the importance of transit in satisfying the overall transportation needs of the region. This commitment includes both service improvements and reorganization of the bus system, and capital investments to enhance transit's attractiveness and maximize the people-carrying capacity of the transportation system. The system will be strengthened by adding light rail transit (LRT) in two corridors, and five additional high occupant vehicle lanes by the year 2015. (Figure 6)
- Transit is important because it serves people who don't have other means of transportation. It also reduces dependence on the single-occupant automobile and helps protect the region from unforeseen contingencies, such as fuel shortages. It helps support higher-density land uses such as those found in downtown Minneapolis and St. Paul and in other major business concentrations. These areas can't be served only by single-occupant cars because of the capacity limitations of highways, streets and parking facilities, and because of environmental constraints, such as air quality limits. Transit reduces the need for additional highway capacity particularly in areas where expanding roadways or building new ones would be difficult and expensive. Transit supports the environment by helping reduce trips and resultant automobile emissions.
- Different types of transit services are needed for different geographic areas and different groups of transit riders. Ridesharing should be used regionwide, with an emphasis on travel demand management incentives in congested corridors and areas where regular-route service is minimal. It will continue to be the most common form of multi-occupant travel as population and employment continue to disperse, and as congestion levels increase.

Reorganized Transit System

- The transit plan envisions an improved, reorganized system to meet the changing travel needs of the region. It calls for a hub-and-spoke system, where local transit routes would link with express buses, suburban circulators, carpools and services for elderly and disabled persons. All types of services would be expanded and enhanced. The transit plan provides for increased suburb-to-suburb, reverse-commute, paratransit, and frequently operating local and express service needs to and within the inner part of the region. (Figure 4)

Light Rail Transit

- The guide considers light rail transit as one of many transit strategies. The guide sees light rail transit as a way of 1) providing people-carrying capacity in a high-quality manner while decreasing overall transit operating costs in a corridor, 2) providing better service to people who are dependent on transit to get around and 3) allowing for intensified development along light rail lines and in downtown Minneapolis and St. Paul.
- The guide identifies two corridors in the region where light rail transit could work well. They are the corridors between the Minneapolis and St. Paul downtowns, and a corridor radiating from downtown Minneapolis to the south. (Figure 6)

EXISTING AND RECOMMENDED HIGH CAPACITY TRANSPORTATION INVESTMENT BY 2015



HOV Lanes

- The plan recommends the building of five high-occupancy vehicle (HOV) lanes in the the following corridors: I-35W south of Minneapolis, I-94 north of Minneapolis, I-94 east of St. Paul, Hwy. 36 from Minneapolis to I-694 and I-494 from the airport to I-394. Additional park/ride and HOV bypasses of meters and bottlenecks are recommended. (Figure 6)

Mobility for Elderly and Disabled People

- A variety of service-delivery methods are necessary to meet the transportation needs of elderly and disabled people. They include lift-equipped buses and vans, taxis and volunteer drivers. Services are provided by Metro Mobility within the urban service area and by local programs and social services throughout the region. A combination of higher travel demand and increasing numbers of elderly people over the next 23 years will require increased commitment to transportation for elderly and disabled people.

Circulator Transit

- The transit system plan also supports maintenance of the existing transit services provided in freestanding growth centers, community based circulators, and rural (county) programs. The transit plan advocates increases in community-based services in small urban and suburban communities and envisions addition of circulator services within regional business concentrations, downtown Minneapolis, and downtown St. Paul.

Pedestrian and Bicyclist Needs

- The needs of pedestrians and bicyclists are emphasized as important to a multimodal regional transportation system. Development patterns, transportation infrastructure, and urban design should respect the need for communities that emphasize people, and begin to de-emphasize automobile orientation.

The Highway System

- The region needs to address four major challenges in maintaining good regional transportation access through 2015 via the metropolitan highway system. They are 1) significant increases in travel demand; 2) increasing costs associated with maintenance of the aging highway system; 3) social, physical and political impacts of adding capacity; and 4) insufficient funding. The metropolitan highway system plan calls for a variety of actions to address these challenges.

The metropolitan highway system plan calls for managing the system and travel demand, and providing additional facilities that will provide enough additional capacity to optimize the people-carrying capacity of the system. (Figure 3)

To accomplish this, the following strategies need to be put in place:

1. The Minnesota Department of Transportation is encouraged to meter freeway entrance ramps on a system-wide basis. This can increase roadway capacity by about 11 percent and can regulate traffic flow at locations generating excessive traffic. Freeway entrance ramps for exclusive use by high-occupancy vehicles (buses, car pools, van pools) are recommended so they bypass the metering systems. Ramp meters and high-occupancy vehicle bypasses 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. As discussed in the policy section and the highway system plan, eventually all access-controlled highways in the urban service area should be fully metered. Mainline metering also needs to be considered.

2. High-occupancy vehicle (HOV) lanes should be provided where additional lane capacity is needed. Any additional lanes that are built on highways of four lanes or more should be HOV lanes, not lanes for mixed traffic. HOV lanes are especially critical in corridors where high travel demand exists and where significant development has occurred adjacent to the highway. Conversion of existing lanes to HOV lanes should also be considered. Five corridors have been recommended for HOV lanes.
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 exceed the system's capacity. In comprehensive plans, local governments should 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 highway design requirements. The Council will issue systems statements to local units of government indicating what local governments need to address in comprehensive plans.

Funding

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 funding required for highways and transit, beyond what funding is presently allocated to the region, will amount to about \$ 123 million annually by the year 2015.

The Council estimates that the annual capital cost for all parts of the transit system will average about \$ 63 million between now and the year 2015. That figure includes the cost of building and equipping two light rail lines, plus buses and other facilities used in regional transit service. Annual operating costs for transit are expected to be about \$ 192 million, or about \$ 58 million more than current operating costs. Highways are expected to require 276 million annually in capital funding, about \$77 million more than is expected to be available in the region.

The future needs of the highway and transit system will require more funding than the region expects to get from sources outside the region--that is, from federal and state governments. Although increases in such funding are likely, in terms of inflation-adjusted dollars they will only match current funding levels. Obtaining the funding necessary 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 Minnesota legislature in 1994 past two pieces of legislation which may address the funding shortages facing the region. First, a state advisory council was established to provide a forum for education, discussion and advise to the legislature on financing major transportation projects. The Council, by February 1, 1995, has to submit a report and recommendations for a preferred plan to

finance significant highway and transit projects.

The second piece of legislation, addressing transportation funding, directs the Commissioner of Transportation and the Metropolitan Council to jointly conduct a study of road pricing options. The study must include the option of replacing the present highway user taxes on motor fuel and motor vehicle license with a highway user revenue system based on a charge for miles traveled. The study has to also include charges based on time of day and the level of congestion on the roads used. Finally, the study must also include a detailed study design schedule and cost estimate for a draft environmental impact statement. The study must be presented to the legislature by Jan. 15, 1996.

TRANSPORTATION AIR QUALITY CONTROL PLAN

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

The 1977 Clean Air Act Amendment (CAAA) requires a State Implementation Plan (SIP) for air quality for all areas that have not attained the NAAQS. The 1990 CAAA retained this requirement. The SIP is a planning document prepared by the Minnesota Pollution Control Agency (MPCA), and submitted by the Commissioner as the Governor's representative. The SIP contains the programs and plans that will result in achievement of the NAAQS in areas currently not meeting standards ("nonattainment") for any pollutant covered by the NAAQS. The SIP serves as the state's legally binding commitment to actions that will reduce or eliminate air quality problems.

The Plan and the SIP contain the same measures to control CO. All federally approved or financially funded functions must "conform" to the SIP, and be consistent with the Plan and other officially adopted transportation plans of the MPOs under the 1977 and 1990 CAAA. MPOs can only legally approve projects, plans, or programs that conform to the SIP.

CONFORMITY TO THE CLEAN AIR ACT AMENDMENTS

Conformity Determination Based on November 1993 Final Rule

The U. S. Environmental Protection Agency (EPA), in accordance with requirements of the 1990 Clean Air Act Amendments (CAAA), issued a final transportation conformity rule in November, 1993. As described in the rule, the MPO must make a conformity determination on transportation plans and programs for nonattainment areas, including federally funded or approved projects, as well as non-federal projects which are regionally significant. The MPO prepared the 1995-97 TIP following the requirements of the final conformity rule. A consultation process was followed, involving the Minnesota Pollution Control Agency (MPCA), Mn/DOT, U.S.DOT and the MPO, as described in the "1990 CAAA Planning Procedures" submitted to the EPA in November, 1992. Further refinement of the consultation process is currently being developed, and will be submitted to EPA as part of the state conformity procedures due to EPA by November, 1994.

Projects Included in TIP Conformity Analysis

The TIP conformity analysis involves review of all federally funded or approved highway and transit projects, all state trunk highway projects, and all projects which meet the federal definition of regionally significant (see Table B-7 in Appendix B) in the Twin Cities nonattainment area. Certain project types will not have regional or local emissions impact. The TIP project tables annotate the "neutral" projects with a code under the column "AQ," corresponding to the appropriate category found in Appendix C. Those projects which are not exempt and can be included in the regional network are included in the regional emissions analysis for the TIP. In addition, those projects in the portion of Wright County within the nonattainment area are also included in the analysis as documented in Appendix B.

Conformity of the TIP

The TIP has been found to conform to the broad intentions of the CAAA and to the specific requirements of the final transportation conformity rules. The TIP emissions analysis, using the latest available planning assumptions, traffic forecast models and EPA emission analysis software, shows that the TIP continues to meet the carbon monoxide emissions reduction test of build vs. no-build. The TIP is fiscally constrained, and comes from the currently conforming regional long range transportation plan. Interagency consultation and public participation processes were followed in the development of the TIP and the conformity analysis. A detailed description of the conformity analysis is found in Appendix B.

Original and New SIP Measures

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

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

ISTEA requirements have changed the project selection process and the content of the TIP. This chapter describes how projects were selected for inclusion in the TIP. In addition, the progress made on major projects will be discussed. Consistency with the regional plan and with financial resources is be described.

The detailed description of projects approved for Title I and III funds are recorded in Appendix A. Also included are descriptions of projects being requested for additional Title III funds. The Title I funded projects are recorded in tables A-1 through A-11 identified by funding sources. Also included are state funded projects. A table of projects with letting dates in 1994 are also included. Technically, these need not be in the TIP since they will have funds obligated but they are included if for some reason a delay occurs. All Title I projects are also recorded in Table A-20 but identified by route number. When a project cannot be identified by route number, a project code has been provided instead.

PROJECT SELECTION PROCESS AND CRITERIA

The region is moving toward a process by which most federal Title I and III funds will be selected in a comprehensive and consistent manner. The Minnesota DOT is committed to a statewide regional project selection process for all Federal Title I funds. This year a competitive regional process was used to select projects funded with STP Urban Guarantee, CMAQ and Enhancement money. Projects funded through other Title I categories such as NHS, Interstate Maintenance, and Safety were selected through a cooperative process having representatives of the MPO and Mn/DOT. The MPO participants included local, county and regional government staff. The decisions on investments were made based on jointly agreed upon regional and Mn/DOT priorities. The specifics of the two processes are discussed below.

Competitive project selection process for STP Urban Guarantee, CMAQ AND Enhancements

A competitive process was developed by the region to select projects to be funded with STP Urban Guarantee, CMAQ and TEP. (Detailed description of these projects are recorded in Appendix A.) This was the second time the process has been used by the region to prioritize use of the STP and CMAQ funds. The Enhancement process is modeled after the process developed by the state and used in 1993.

The regional partners designed the process to insure federal Title I funds would help the region implement its plan and high priority projects and programs. Those priorities focus first on safety and preservation of the transportation system, second on management, and third on expansion.

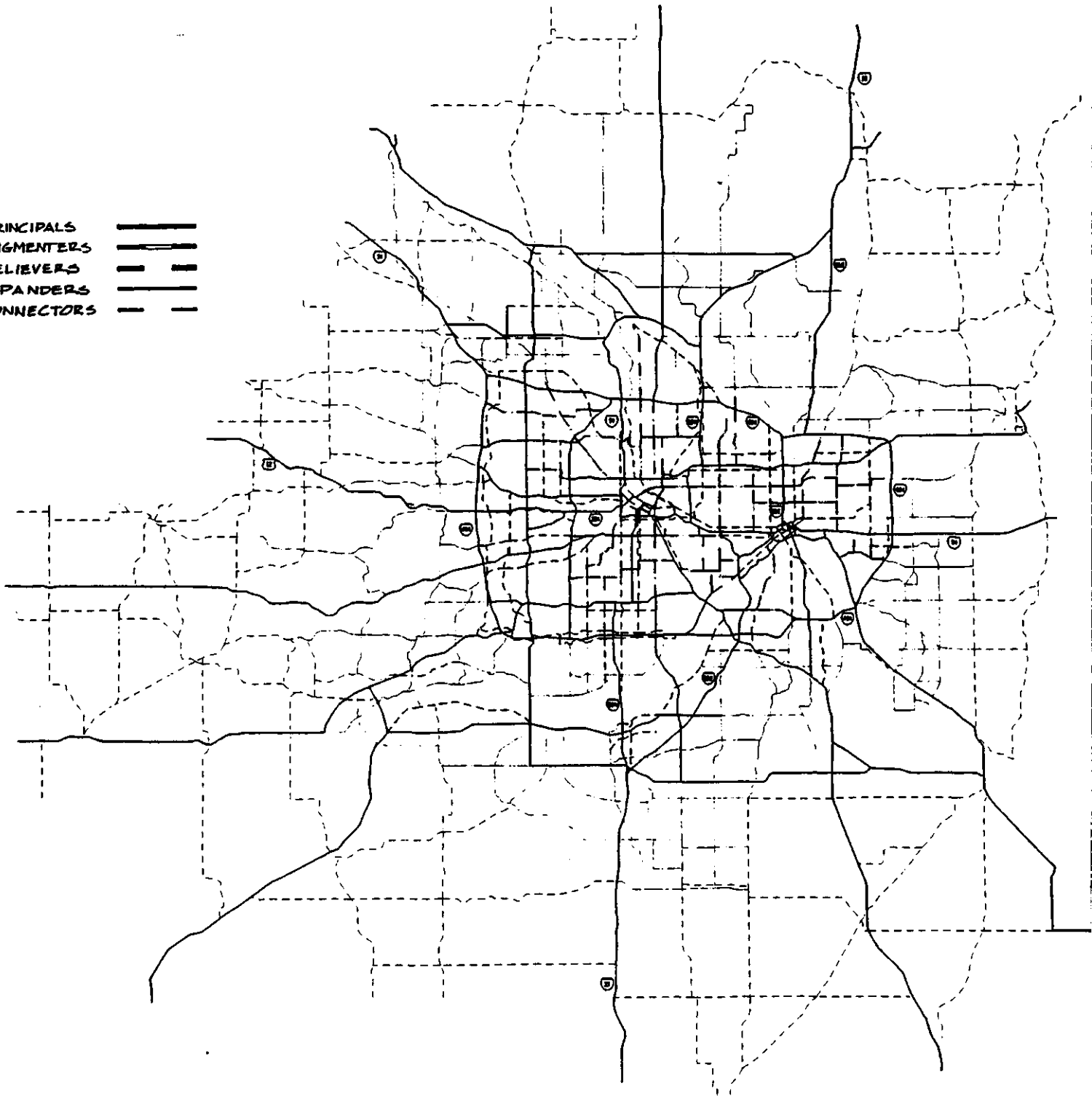
Projects were solicited in the following categories:

- Principal Arterials
- "A" Minor Arterials (A category of minor arterials with regional importance, see Figure 7.)
 - Relievers
 - Augmenters
 - Expanders
 - Connectors

FIGURE 7

"A" MINORS AND PRINCIPAL ARTERIALS

PRINCIPALS
AUGMENTERS
RELIEVERS
EXPANDERS
CONNECTORS



- Transit
- Bikeway
- Walkway
- Non-Standard Bikeway and Walkway Projects
- CMAQ
- Enhancements

Separate qualifying and prioritizing criteria were used for each category. A final numerical rating of each project was completed for each of the categories. Only the non-standard bikeway and walkway projects were not given a numerical score. The evaluation process for these projects is less formal to encourage new and untested ideas.

The ranking of all categories of projects was done by subcommittees of the TAC's Funding and Programming Committee. Using these rankings, the Funding and Programming Committee recommended the projects to be funded to the TAC. There was no predetermined distributing of funds by category or geographic subarea.

The qualifying and prioritizing criteria used were selected to be consistent with and implement regional priorities and plans. Recorded below are the most commonly used qualifying criteria. These are followed by the subject matter of the prioritizing criteria used. The complete solicitation package is available.

Examples of Qualifying Criteria

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

Categories of Prioritizing Criteria

- Demonstrated Need for Facility - Present and Future.
- Service Provided.
- Characteristics of Area or Population Served.
- Consistency with Regional Plans.
- Access to Regional Activity Centers
- Accident Prevention and Control.
- Personal Safety
- Cost Effectiveness
- Air Quality

- Integration of Modes
- Innovation

Recorded in Table 1 is a summary of the project types selected through the competitive process. This process generated three conditions the cooperative process (discussed below) had to address. First, the selection process allowed the applicant to determine the letting year - 1995, 1996 or 1997. Since criteria did not focus on the letting year, an unbalance in projects by year resulted. Second, the participants in the competitive process chose to overprogram by almost \$10,000,000. This meant the cooperative process had to be restricted by an equal amount. Third, due to the cap on the competitive funds of \$5,500,000 per project, some Mn/DOT projects, while winning in the competitive process, could not be programmed because they required a significant amount of additional funds. These three issues proved to be problems in putting together a financially balanced TIP.

PROJECT SELECTION FOR ADDITIONAL TITLE I FUNDS

The MPO and Mn/DOT have cooperatively identified priorities to be used to direct the inclusion of projects into the TIP. In large part, the projects in the 1995-1997 TIP are the same projects (less those implemented) that were found in the 1994-96 TIP. Due to a variety of reasons, the funds anticipated by the region when the 1994-1996 TIP was prepared were significantly less than are now available. Because of this development, the preparation of the TIP focused on funding the projects previously selected.

An agreement was reached, last year when a significant reduction was required of programmed projects, identifying strategies for prioritizing major projects in the region. This agreement was still valid to use this year because most of these projects have yet to be completed. The partners have agreed to follow the priorities below, many of which have been taken directly from the regional plan.

- The first step in the process was to determine if the project in the TIP could be implemented in accordance with the scheduled letting date. If not, the project was either moved to a later year or moved out of the TIP.
- The second strategy was to follow the three broad regional priorities recorded in the order of importance:
 - Preserve
 - Manage
 - Expand
- While not all "preserve" and "manage" letting dates were held, these types of projects were considered highest priority and those "needs" were attempted to be met within the available funds. With the remaining 20% +/- funds, "expansion" projects were selected. The following criteria were used to establish priorities:

Table 1
SUMMARY OF RECOMMENDED STP/CMAQ/TEP
FUNDING BY YEAR REQUESTED

Category	No. of projects	Total Federal Funds	1995	1996	1997
<u>STP</u>					
Principal Arterials	7	22,216,000	5,916,000	8,030,000	8,270,000
"A" Minor Arterials	13	29,455,600	4,076,000	11,041,600	14,338,000
Transit	8	10,134,000	6,944,000	3,190,000	--
Bikeways	6	4,246,256	1,852,026	1,223,043	1,171,187
Non-Standard Bike/Walk	1	80,000	80,000	--	--
Bridges scour	1	1,000,000	1,000,000	--	--
STP SUBTOTAL	36	67,131,856	19,868,026	23,404,643	23,779,187
CMAQ	10	14,000,000	613,900	10,217,100	3,169,000
ENHANCEMENTS	30	10,024,260	6,041,200	3,103,040	880,000
TOTAL	76	91,156,116	26,523,146	36,804,783	27,828,187

1. Complete projects which are currently under construction. This included projects such as:
 - TH 101 - Shakopee Bypass
 - TH 10 - North Suburbs
2. Implement Demonstration projects. The region assumed that Demonstration funds were available until year 2000. This included projects such as:
 - TH 55
 - TH 212
 - TH 610
3. Fund other expansion projects as money permitted.

The results of this process are reflected in the projects selected and in the major projects which are discussed below.

Status of Major Projects

Federal TIP guidance requires the progress made on major projects, or lack thereof, to be recorded in the TIP. Over the past six years the region has included a list of major projects in the TIP. Separate tables have been prepared on major highway and transit projects. The highway projects are found in Table 2. For each project a summary has been provided that records the estimated cost that was recorded in the previous TIP. The letting year in the previous TIP, the current letting year, and comments on the status of the project.

While most of the projects continue to move toward completion, others have been delayed due to funding or other problems. TH 3 has been completed. The joint Mendota Bridge/interchange at TH 55, TH 13 and TH 5, the CR 18 Bridge and approaches, TH 101 from Elk River to I-94, TH 101 the Shakopee Bypass and TH 55 Hiawatha are under construction. Letting of CR 18 north of 102 street has been moved to 1995 from 1994. Changes to letting years are indicated in Table 2. One major project has been moved out of the TIP. The I-94 HOV has been moved out due to lack of progress on planning and design. The I-35W HOV lane north of I-494 stays in the TIP, but the funds have been reduced significantly from \$30 million to \$5 million and the letting has been moved back to 1997.

The status of major transit projects appears in Table 3. Bus replacement contracts are regularly let. Therefore, two different projects appear in the Table. For the most part, transit projects have been moving toward completion on schedule. The implementation of systemwide bus stop signs is temporarily on hold. A number of transit projects have been added to the TIP including four transit hubs, Snelling Garage relocation and I-35W transit service.

Table 2
STATUS OF MAJOR HIGHWAY PROJECTS

Project	Total Funds in 1994-96 TIP	Federal Participation	Program Year 1994/96 TIP	Program Year 1995-1997 TIP	Status/Comments
<u>Highway and Bridge</u>					
1. TH 3, Lafayette	\$ 8,200	\$ 6,600	1994	--	Complete
2. TH 10, Anoka County (Stage 2/3)	38,800	31,000	1995 & 1996	1997	Stage 2A will be let, \$8.5 M
3. I-35W, Temporary (HOV) Lane and Preservation work from I-35E to Minneapolis	59,900	47,800	1993, 94, 95	1996 & 1997	HOV south of I-494 let. - \$13M preservation project for 1996. HOV north of I-494 \$5M in 1997
4. TH 36, Stillwater Bridge	27,000	21,600	1996 & 1997	1997	Right-of-Way purchase \$4 million in 1997.
5. TH 55, Mendota Interchange & Bridge	16,400	13,100	1994	--	Under Construction
6. TH 55, Hiawatha Avenue	12,000	9,600	1994 & 1995	1995, 1996, 1997	Total project costs have increased to \$57.3M
7. I-94 Dartmouth Bridge/U of M Interchange	23,500	18,800	1995	1995	No change.
8. I-94, CSAH 152 to I-494 in Brooklyn Center HOV lane	10,000	8,000	1995	--	Moved out of TIP.
9. TH 101, Rogers to Elk River	17,000	13,600	1993, 94 & 95	1997	1st stage of project under const. - 2nd stage moved to 1997.
10. TH 101, Shakopee Bypass	20,200	16,100	1994, 1995	1995, 1996, 1997	Stage 1 under const.- const. extended into 1997.
11. TH 169, Osseo Bypass	6,000	4,800	1994	1995	Moved out 1 year.
12. TH 212, Eden Prairie to Cologne - Prelim. Eng. & R/W Aquisition	5,000	4,000	1996	1995	Moved ahead 1 year. \$8 million for right-of-way.
13. TH 610, TH 10 to I-94 - first phase	5,000	4,000	1996	1995, 1996, 1997	\$15M for right-of-way 95 & 96. \$7M for construction 1997.
14. CR 18, Bridge & Approaches, Reconstruct S. of I-494	31,500	18,000	1994	1995	Bridge and approaches under construction. Exp. from 102 to I-494

Table 3
STATUS OF MAJOR TRANSIT PROJECTS

Project	Total \$ (\$1,000s)	Federal Participation (\$1,000s)	Grant Application	Type	Status
1. Bus replacement					
• Purchase 97 (40 ft.) buses	\$21,116	\$16,420	1994/1995	Secs. 9 & 3	- Contract awarded - Prod. in place. - Delivery begins Fall 1994
• Purchase 91 (40 ft.) buses	\$20,004	\$15,466	1995/1996	Sec. 9 & 3	- Begin delivery late 1995
• Purchase 60 artic. buses	\$15,000	\$12,000	1995/1996	Sec. 9	- Begin delivery late 1995
• Purchase 96 (40 ft.) buses	\$23,329	\$18,534	1995/1996	Sec. 9 & 3	- Begin delivery early 1997
2. Bus stop lighting	\$249	\$199	1994/95	CMAQ	On schedule
3. Bus stop signs	\$1,529	\$1,223	1994/95	CMAQ	Being implemented
4. Transit hubs					
• Burnsville	\$5,265	\$2,950	1994	STP	- To be constructed late 1994
• Northtown	\$2,500	\$2,000	1994	STP	- To be constructed Spring 1995
• Eden Prairie	\$5,040	\$3,528	1995	STP/CMAQ	- In planning stages
• Hennepin/Lagoon	\$4,000	\$3,200	1995/96	STP	- In planning stages
• Hillcrest	\$250	\$200	1995/96	STP	- To be scheduled
• Robbinsdale	\$200	\$160	1995/96	STP	- To be scheduled
• Highland	\$300	\$240	1995/96	STP	- In planning stages
5. Bus stop shelters	\$1,570	\$1,256	1995/96	STP	To be scheduled
6. Speedlites	\$160	\$128	1995/96	STP	
7. Snelling Garage Relocation	\$60,000	\$45,000	1995/96/97	Sec. 3	To be scheduled
8. • Team Transit (Phase 2)	\$500	\$500	1994/95	Sec. 26	Scheduled middle 1994 - 1995
• Team Transit (Phase 3)	\$500	\$500	1995/96	Sec. 26	Scheduled from 1995 - 1996
9. 1-394 transit service	\$3,000	\$2,400	1994/95	Sec. 9/CMAQ	Being implemented
10. 1-35W transit service	\$8,227	\$6,582	1997/1998	Sec. 9/CMAQ	To be scheduled
11. Bus purchase and construction of N. terminal/ Nicollet Mall Shuttle	\$10,000	\$8,000	1993/94/95	Sec. 3	On hold

CONSISTENCY WITH THE REGIONAL TRANSPORTATION PLAN

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 1993 (Figure 8). 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. (See Table 4) Approximately \$193 million of the funds are assigned to preservation projects. There are two categories of preservation distinguishing from the more routine activities such as road repair and bridge improvement from the periodic major investment needed such as reconstruction and bridge replacement. This represents 52 percent of total federal and state funds available to the region.

The region's second highest priority for the highway system is to manage the transportation system. Management projects are advanced by Mn/DOT and other agencies. Approximately \$24 million or 6% are traffic management. The detailed project descriptions are found in Appendix A. A number of these projects put in place the facilities and equipment needed by Mn/DOT to manage all freeways in the urban area to ensure they are used effectively. An additional \$9 million are identified as IVHS projects. In large part, these projects also address management objectives. These projects include ramp meters and HOV bypasses of meters.

Many of the projects selected for STP and CMAQ are in part management projects. This is due to the criteria used to select the projects (see discussion above). This is especially true of the principal arterial and "A" minor arterial projects. In large part, the content of these categories were to promote traffic management activities.

The third priority for funding is the expansion category. All of the major projects identified on Table 2 are consistent with and in many cases, specifically identified in the regional transportation plan. (These priorities are recorded graphically in Figure 8.) Only 19% of the combined federal and state funds are allocated to expansion projects. The region also has access to \$127 million for federal demonstration projects for 1995 to 1997. These all are expansion projects which are included in the regional transportation plan priority list, even though the allocation of funds to these projects was made outside the regional process described here. Therefore, they have not been included in Table 4. If they were added to the table, they would increase the expansion category to \$199 million which would represent 40 percent of the funds. The federal demonstration funds represent \$93 million of the total \$127 million required for these projects.

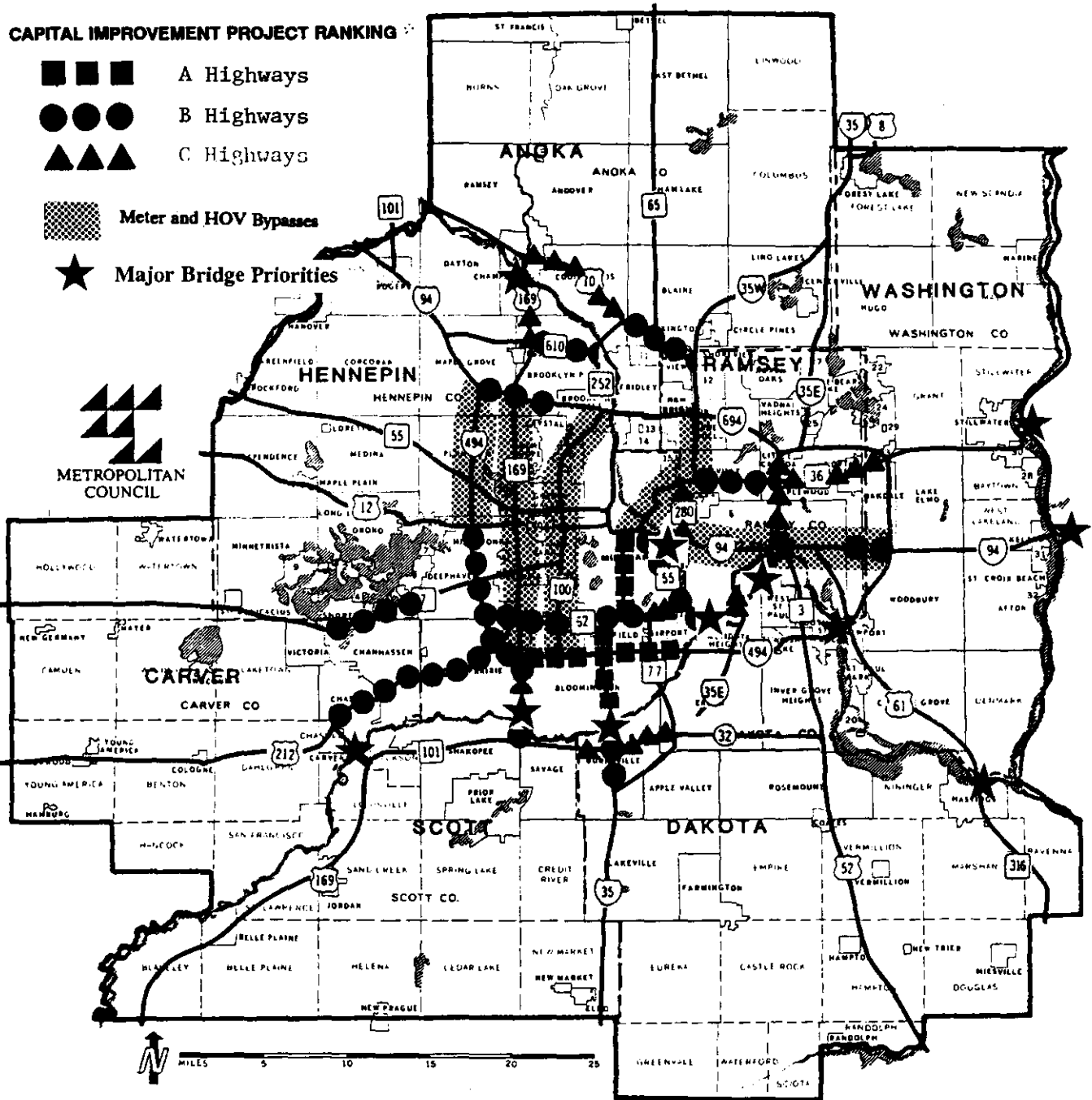
The "A" minor arterial system is intended to provide for a more than local need. The "A" minor arterial system was adopted and is included in the regional transportation plan. The funding of the "A" minor arterial system addresses this need. Table 1 records a summary of STP/CMAQ/TEP projects, some of which are allocated to the "A" minor arterials.

The regional plan also includes a transit plan. Many projects selected for funding can be found in the plan. For example, all four newly funded transit hubs are included in the RTB's Five Year Implementation Plan (Figure 9). The other projects, while not necessarily found specifically in the plan, are consistent with adopted policies. This has come about in part due to the criteria used to select the projects.

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

FIGURE 8

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.

Table 4
1995-1997 PROJECTS BY WORK TYPE
(in millions)

	95	96	97	TOTAL
Preservation (RX, RD, RS, BI)	\$ 15	\$ 49	\$ 24	\$ 88/24%
Preservation (RC, BR)	50	20	35	105/28%
Other (AM, TM, SC, SH, SR, EN, TR, CB, BT, IVHS)	36	47	25	108/29%
Expansion (MC)	31	5	36	72/19%
TARGET TOTALS	\$ 132	\$ 121	\$ 120	\$ 373

AM - agreements
BR - bridge replacement
RC - reconstruction
RS - resurfacing
SC - safety-capacity improvements
SR - railroad safety projects
EN - enhancements
TR, CB, BT - transit subcategories

BI - bridge improvement
MC - major construction
RD - reconditioning
RX - road repair
SH - safety-hazard elimination
TM - traffic management
IVHS - intelligent vehicle highway system

BALANCE WITH FINANCIAL RESOURCES

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.

Mn/DOT has chosen to develop a process of fund allocation that insures the regional project commitments and the STIP are in balance with the funds available. Mn/DOT set funding targets for each of the regions to use as they developed their draft TIPs. The draft TIPs submitted to Mn/DOT could be over programmed by the regions as a means to request additional federal and state funds. Mn/DOT sets the final funding levels which are in balance for the state. Through this process, the region received \$21.5 million in additional funding.

For the RTB, in accordance with federal guidance, no overage of Title-III federal funds were allowed for 1995. In 1996 and 1997, the RTB is allowed to assume additional federal grants in line with historic levels of discretionary grants received by the region. The requests for additional funding have been separated from the approved funds.

The initial regional funding targets provided by Mn/DOT for Title I funds for 1995-97 were approximately \$69 million annually. State funds allocated to the region were \$65 million annually for a total of \$134 million. (See Table 5.) This figure was reduced by \$20 million annually to provide for right-of-way costs, cost overruns and supplemental agreements. Therefore, the region could expect to receive \$114 million annually of Title I and state funds.

In the case of Title III, Federal Transit Act, it is assumed \$26,000,000 of federal funds will be available for capital projects in 1995. In 1995, 1996, and 1997 dedicated Section 9 capital funds for the region are estimated to be \$36 million. Additional federal funds are being made available from Title I, CMAQ and STP programs for transit. Over the three year TIP, \$13,000,000 of federal funds will be made available to transit projects.

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 \$485,000 annually in small area operating costs for the 1995 to 1997 period.

FIGURE 9

Proposed Short-Term Improvements: Transit Hubs/Intermodal Facilities

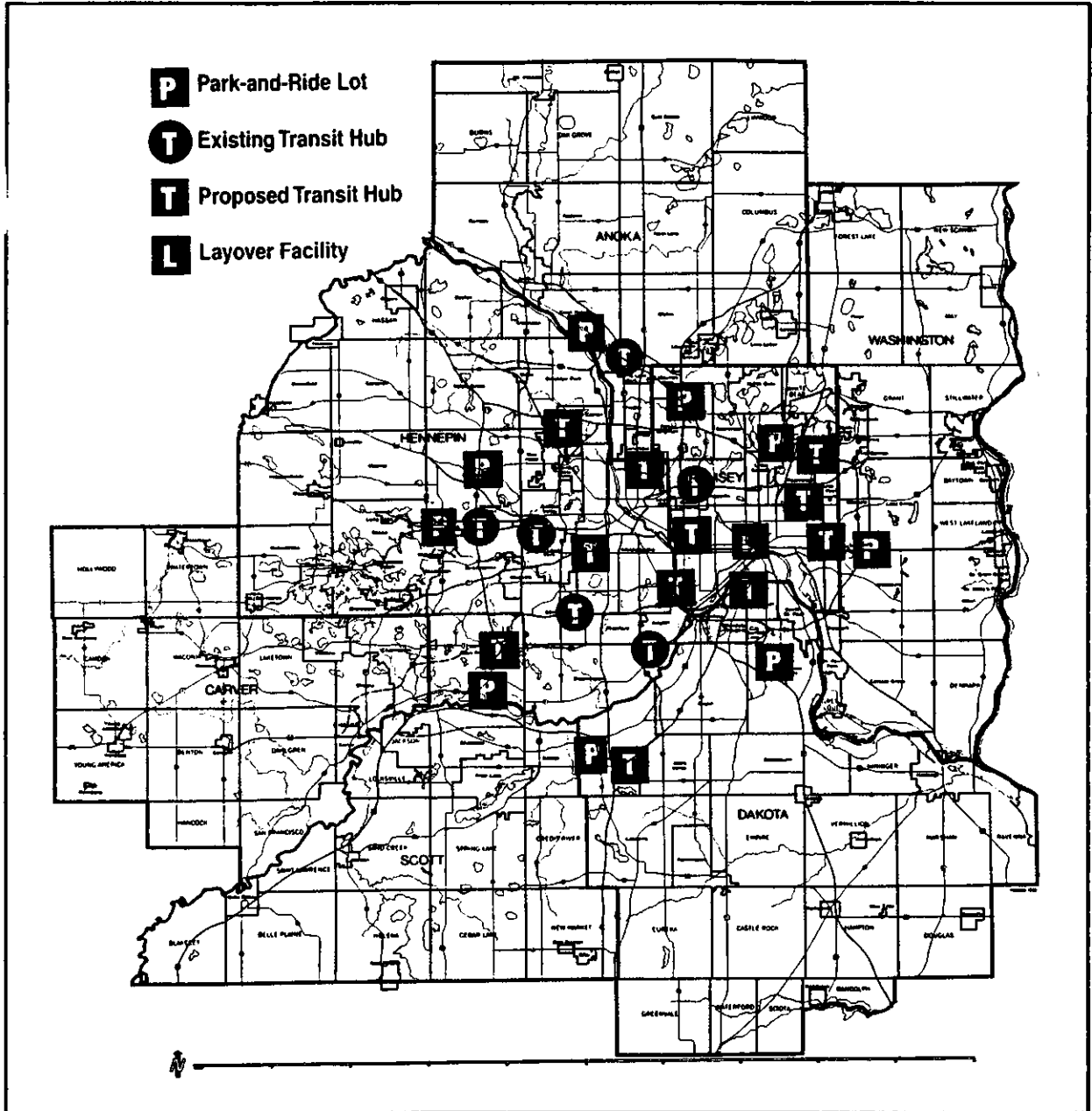


Table 5
TITLE 1 AND STATE HIGHWAY FUNDS ALLOCATED 1995-1997
(millions)

	1995	1996	1997	Total
Federal Title I Funds	\$ 69	\$ 69	\$ 69	\$207
State Funds	65	65	65	195
SUBTOTAL	\$134	\$134	\$134	\$402
Reduction due to right-of-way cost, cost overruns and supplemental agreements	(\$ 20)	(\$ 20)	(\$ 20)	(\$ 60)
Target for Region	\$ 114	\$ 114	\$ 114	\$ 342
Additional Mn/DOT Allocations	+ 11	+ 1.5	+ 9	+ 21.5
Demonstration Funds	+ 61	+ 43	+ 23	+ 127
TOTAL FUNDS	\$ 186	\$ 158.5	\$ 146	\$ 490.5

Table 6
FEDERAL TRANSIT FUNDING SUMMARY

Title III, Section 9 Capital assistance available to region	\$36,000,000
Title III, Approved projects - 1995	\$26,000,000
Title III, Requested Project Funding 1995, 1996, 1997	\$91,000,000
Title I, Approved Projects - 1995, 1996, 1997	\$13,000,000

APPENDIX A
DETAILED PROJECT DESCRIPTION

Title I, Title III and
State Funded Projects

Title I Funded Projects

Title I Submittal Key	38
1995-97 "Parent" Projects	39
A-1 Congestion Mitigation Air Quality Projects	A-1
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The tables are broken into the various "most likely" funding categories and are sorted by: Local / MNDOT , Agency, Trunk Highway, State Project Number. The description of each column is shown below.

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

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

AQ	TIP air quality category. NO = not excluded from air quality analysis. All others are applicable air quality exclusions.
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Total\$	Total estimated cost of project.
Fed \$	Federal funding for the project. In some instances the federal funding is greater than the funding allocated by the STP selection process. This was necessary to completely fund the larger projects.
DEMO \$	Total federal demonstration funding for the project.
State \$	MN/DOT state funding for the project.
Local \$	Total contribution from the local agency involved in the project.

MN/DOT Metro Division Construction Projects 1995-1997 PARENT Projects

Parent					Lanes	Lanes
Number	Highway	Location	Description	Expansion	Before	After
1	TH 3	Lafayette Freeway	Construct Freeway	Yes	NA	4
2	TH 10	New TH 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	TH 36 / TH 5	Stillwater / Houghton River Crossing	Construct New River Crossing	Yes	NA	4
5	TH 55	Mendota Bridge and Interchanges	Reconstruct Bridge, Construct Interchange	Yes	4	4
6	TH 55	Hiawatha Avenue	Reconstruct Road	Yes	4	4
7	I-94	TH 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	TH 101	Rogers to Elk River	Upgrade To 4-Lane Expressway	Yes	2	4
11	TH 101	Shakopee Bypass	Construct Freeway	Yes	NA	4
12	TH 169	Osseo Bypass	Upgrade To 4-Lane Expressway	Yes	2	4
13	TH 610	TH 252 to TH 169	Construct Freeway	Yes	NA	4

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TABLE A-1
Congestion Mitigation Air Quality Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	State \$	Local \$	Description	Agency	Category	AQ
1995		CMAQ	XXX-XXX-XC	TR	95,800	79,262		16,538	I-494 CORRIDOR COMMISSION - TRAVEL DEMAND MANAGEMENT PROGRAM	I-494 CORR. COMM.	Transit	D-1
1995		CMAQ	141-070-05	TR	150,000	120,000		30,000	IN MPLS; THIRD AVE DISTRIBUTOR AREA - INSTALL CHANGEABLE MESSAGE SIGNS NEAR PARKING AREAS	MINNEAPOLIS	Transit	A18
1995		CMAQ	141-070-06	TR	520,000	416,000		104,000	CONVERT SOV TO HOV PARKING AT 2 MPLS PARKING FACILITIES	MINNEAPOLIS	Transit	D1
1995		CMAQ	141-070-07	TR	691,000	400,000		291,000	IN MPLS; PRIORITY VEHICLE CONTROL SYSTEM FOR TRANSIT BUSES - SIG REV IN MANY LOCATIONS	MINNEAPOLIS	Transit	C3
1995		CMAQ	90-070-02	TR	2,250,000	1,800,000		450,000	RTB; FUNDING OF TRANSIT SERVICE EXPANSION - ADDITIONAL BUS SERVICE	MTC	Transit	C4
1996		CMAQ	CM-11	TM	562,600	423,000		139,600	PRIORITY VEHICLE CONTROL SYSTEMS - LAKE / NICOLLET	MINNEAPOLIS	Manage	C3
1996		CMAQ	CM-13	TR	459,200	275,000		184,200	DOWNTOWN TMO	MINNEAPOLIS	Transit	D1
1996		CMAQ	CM-9	TM	1,190,000	952,000		238,000	COORDINATED TRAFFIC MANAGEMENT SYSTEM	MINNEAPOLIS	Manage	A18
1996		CMAQ	CM-8A	TM	1,420,000	1,136,000		284,000	TRAVEL DEMAND MANAGEMENT PROGRAM	RTB	Manage	D1
1996		CMAQ	CM-5	TM	970,000	680,000		290,000	TRAFFIC SIGNAL SYSTEM IMPROVEMENTS	ST PAUL	Manage	A18
1996		TH 999	8809-8801	TM	1,000,000	800,000	200,000		HOV RAMP METER BYPASS	MNDOT	Manage	T-2
1997		CMAQ	CM-12	TM	596,200	451,000		145,200	PRIORITY VEHICLE CONTROL SYSTEMS - LYNDAL / CEDAR	MINNEAPOLIS	Manage	C3
1997		I-35W	CM7A	TR	3,875,000	3,100,000		775,000	I-35W SERVICE EXPANSION / REORGANIZATION	MTC	Transit	C4
1997		CMAQ	CM-8B	TM	1,375,000	1,100,000		275,000	TRAVEL DEMAND MANAGEMENT PROGRAM	RTB	Manage	D1
1997		TH 999	8809-81	TM	1,000,000	800,000	200,000	0	HOV RAMP METER BYPASS	MNDOT	Manage	A18
1997		TH 999	8809-8802	TM	1,000,000	800,000	200,000	0	HOV RAMP METER BYPASS	MNDOT	Manage	A18

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Twin Cities Metropolitan Area
1995-1997 Transportation Improvement Program

TABLE A-2
Enhancement Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	State \$	Local \$	Description	Agency	Category	AQ
1995		EN	103-080-01	EN	228,488	113,244		113,244	ANOKA & RAMSEY CITIES: CONSTRUCT LIGHTING & FACILITIES FOR PATH	ANOKA	Other	A-20
1995		EN	02-590-02	EN	213,334	160,000		53,334	ANOKA CO PARKS: E RIVER RD TO CAMDEN BR -- PED/BIKEWAY	ANOKA CO	Other	D-2
1995		EN	EP-19	EN	220,000	176,000		44,000	BIG RIVERS REGIONAL TRAIL - PHASE II	DAKOTA CO	Other	D2
1995		EN	127-090-04	EN	120,000	60,000		60,000	CITY OF FRIDLEY: UNIVERSITY AVE BIKE/PED PROJECT	FRIDLEY	Other	D-2
1995		EN	27-600-07	EN	100,000	75,000		25,000	CSAH 12 - CLOQUET ISLAND SCENIC OVERLOOK	HENNEPIN CO	Other	F-3
1995		EN	91-100-08	EN	158,500	110,950		47,550	ST. ALBANS BAY BIKEWAY BR IN HENNEPIN COUNTY	HENNEPIN PARKS	Other	D-2
1995		EN	91-110-04	EN	300,000	150,000		150,000	NORTH MISSISSIPPI REGIONAL TRAIL IN HENNEPIN COUNTY	HENNEPIN PARKS	Other	D-2
1995		EN	91-110-05	EN	150,000	105,000		45,000	VALLEY VIEW ROAD BIKE/PEDESTRIAN BR IN HENNEPIN COUNTY	HENNEPIN PARKS	Other	D-2
1995		EN	EH-13	EN	343,750	275,000		68,750	MINNEHAHA PARK LONGFELLOW HOUSE INTERPRETIVE CENTER RESTORATION	MINNEAPOLIS	Other	F4
1995		EN	EH-14	EN	380,000	304,000		76,000	CHARLES H BURWELL PROPERTY RESTORATION PROJECT	MINNETONKA	Other	F4
1995		EN	92-100-26	EN	120,000	95,000		25,000	INTERSTATE STATE PARK TRAIL DEV AND SCENIC BEAUT - MN DNR	MN DNR	Other	D-2
1995		EN	167-080-01	EN	154,700	77,350		77,350	COUNTY ROAD J TRAIL IN SHOREVIEW	SHOREVIEW	Other	D-2
1995		EN	EH-8	EN	380,275	304,220		76,055	BRICK STREET PAVING	ST PAUL	Other	A12
1995		EN	ES-4	EN	500,000	400,000	100,000		DETENTION POND IN THE VICINITY OF TH 100	MNDOT	Other	F4
1996		EN	ES-8	EN	625,000	500,000		125,000	BROOKLYN BLVD STREETScape AMENITIES PROJECT	BROOKLYN CENTER	Other	F4
1996		EN	EP-10	EN	180,000	144,000		36,000	CLIFF ROAD TO BLACK DOG ROAD TRAIL CONNECTION	BURNSVILLE	Other	D2
1996		EN	EP-21	EN	300,000	240,000		60,000	PEDESTRIAN UNDERPASS AT TH5 SOUTH FRONTAGE ROAD	CHANHASSEN	Other	D3
1996		EN	EP-20	EN	495,000	396,000		99,000	BIG RIVERS REGIONAL TRAIL - PHASE III	DAKOTA CO	Other	D2
1996		EN	EH-2	EN	400,000	320,000		80,000	MINNESOTA RIVER VALLEY TRAILS	EAGAN	Other	D2
1996		EN	EP-18	EN	198,000	158,400		39,600	CITY OF HASTINGS/MINNESOTA VETERANS HOME BIKEWAY SEGMENT	HASTINGS	Other	D2
1996		EN	EH-1	EN	391,000	312,800		78,200	EXCELSIOR HISTORIC STREECAR	HENNEPIN CO	Other	F4
1996		EN	EH-10	EN	150,000	120,000		30,000	COMO-HARRIET STREETCAR LINE IMPROVEMENTS	MINNEAPOLIS	Other	F4
1996		EN	EH-11	EN	625,000	500,000		125,000	MILWAUKEE DEPOT PRESERVATION	MINNEAPOLIS	Other	F4
1996		EN	EH-9	EN	610,000	488,000		122,000	FREIGHT HEAD HOUSE PRESERVATION	MINNEAPOLIS	Other	F4
1996		EN	EP-4	EN	600,000	480,000		120,000	PEDESTRIAN BRIDGE ACROSS HWY 10	MOUNDS VIEW	Other	D3

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TABLE A-2
Enhancement Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	State \$	Local \$	Description	Agency	Category	AQ
1996		EN	EP-2	EN	300,000	240,000		60,000	LONG MEADOW CROSSING	MWWC	Other	D2
1996		EN	EH-6	EN	350,000	280,000		70,000	HISTORIC SITES AND TRANSPORTATION OF THE MINNESOTA RIVER VALLEY TRAIL	SCOTT CO	Other	F4
1996		EN	EP-6	EN	447,000	357,600		89,400	I-694 PED/BIKE OVERPASS	SHOREVIEW	Other	D2
1996		EN	EP-7	EN	178,000	142,400	0	35,600	RICE CREEK OPEN SPACE TRAIL	SHOREVIEW	Other	D2
1996		EN	EP-8	EN	434,000	347,200		86,800	SNAIL LAKE OPEN SPACE TRAIL AND UNDERPASS	SHOREVIEW	Other	D2
1996		EN	EP-9	EN	600,000	480,000		120,000	HARDMAN REGIONAL PEDESTRIAN TRAIL IN SOUTH ST PAUL, DAKOTA COUNTY	SOUTH ST PAUL	Other	D3
1996		EN	ES-6	EN	580,000	464,000		116,000	ST PAUL RIVER BLUFF ACQUISITION AND PRESERVATION PROJECT	ST PAUL	Other	F3
1996		EN	EH-7	EN	250,000	200,000		50,000	SCHMID FARMSTEAD - LAKE MINNETONKA REGIONAL PARK	SUB HENN REGIONAL PARK	Other	F4
1996		EN	EH-5	EN	326,500	261,200		65,300	JACKSON STREET ROUNDHOUSE	MNDOT	Other	F4
1997		EN	EH-3	EN	516,800	413,440		103,360	HISTORIC FORT SNELLING/GREAT RIVER ROAD	MN HISTORICAL SOCIETY	Other	F4
1997		EN	EH-16	EN	879,000	500,000		379,000	LOST LAKE HISTORIC CANAL RESTORATION	MOUND	Other	F4
1997		EN	EP-11	EN	425,000	340,000		85,000	BATTLE CREEK BIKEWAY	RAMSEY CO	Other	D2
1997		EN	EP-5	EN	650,000	500,000		150,000	REGIONAL BIKE/PED TRAIL - SHAKOPEE TO PRIOR LAKE	SHAKOPEE	Other	D2
1997		EN	EP-14	EN	475,000	380,000		95,000	BURLINGTON NORTHERN RAILROAD	WASHINGTON CO	Other	D2

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Twin Cities Metropolitan Area
1995-1997 Transportation Improvement Program

TABLE A-3
STP Urban Guarantee Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	State \$	Local \$	Description	Agency	Category	AQ
1995		TR	TR-1	TR	2,500,000	2,000,000		500,000	NORTHTOWN TRANSIT HUB	ANOKA REGIONAL RAIL	Transit	NO
1995		CR 46	AE-20	RC	4,675,000	3,740,000		935,000	CR 46 - JOPLIN AV TO I-35-RECONSTRUCT FROM 2 LANE TO 4 LANE DIVIDED AND BUILD NEW BRIDGE OVER I35	DAKOTA CO	Replace	NO
1995		XX	92-090-01	BT	1,200,000	950,000		250,000	GATEWAY BIKEWAY TRAIL - ALONG 35E FROM ARLINGTON AVE TO CAYUGA ST	DNR	Trails	D2
1995		BIKE/WALK	BK-3	BT	674,000	539,200		134,800	CEDAR LAKE PARK TRAIL - PHASE III	MINNEAPOLIS	Trails	D2
1995		XX	141-080-16	CB	600,000	480,000		120,000	IN MPLS; PED TUNNEL UNDER 4TH ST BTWN 3TD & 4TH AVE FROM CITY HALL TO NEW FED COURTS	MINNEAPOLIS	Transit	D3
1995		NS BIKE/WALK	NS-1	BT	100,000	80,000		20,000	TRANSIT EDUCATION	MTC	Trails	D3
1995		TR	TR-4	TR	160,000	128,000		32,000	SPEEDLITE	MTC	Transit	A18
1995		CSAH 51	62-651-34	RC	1,445,000	1,156,000		289,000	CSAH 51 (LEX. AVE) - CSAH 30 (LARP. AVE) TO CSAH 15 (CR E) - MILL/OVERLAY, TURN LANES, SIGNAL REV.	RAMSEY CO	Replace	A12
1995		CSAH 21	70-621-09	MC	2,775,000	2,220,000		555,000	SCOTT CO; CSAH 21 NEW ALIGNMENT FROM 2000' E OF CSAH 39 TO 1300' E OF CSAH 27	SCOTT CO	Expand	NO
1995		TH 212	90-070-04	OB	5,040,000	3,528,000		1,512,000	SW METRO TRANSIT COMM; EDEN PRAIRIE TRANSIT HUB - SW QUAD, TH 5, 212, PR. CENT. DR.	SW TRANSIT COMM.		NO
1995		XX	97-090-01	BT	547,000	437,600		109,400	U OF M - TRANSITWAY BIKEWAY - FROM ENERGY PK DR TO CENTRAL AVE	U OF M	Trails	D2
1995		XX	97-100-07	TR	148,000	119,000		29,000	U OF M; INTERMODAL TRANSPORTATION PLAN AND MAPS (CAMPUS-WIDE STUDY OF INTERMODAL TRANS & DEVEL	U OF M	Transit	F1
1995		CSAH 2	AA-2	RD	300,000	240,000		60,000	CSAH 2 CORRIDOR PAVEMENT REHAB FROM I-36 TO TH61 AND SIGNAL AT 12TH ST	WASHINGTON CO	Preserve	A12
1995		TH 5	1002-60	SH	120,000	96,000	24,000		EDEN PRAIRIE RD. - PRAIRIE CENTER DR. (78TH ST.)-COORD. SIGNALS	MNDOT	Manage	A-3
1995		TH 7	2706-178	SH	460,000	368,000	92,000		INTERCONNECT FROM SHADY OAK RD. TO LOUISIANA; REBUILD SIGS. AT 12TH AVE., BLAKE RD., TEXAS AVE., WILLISTON, 5TH ST. & TH 1	MNDOT	Manage	A-3
1995		TH 7	2706-181	SH	150,000	120,000	30,000		FROM TH41 THRU WILLISTON RD. - INTERCONNECT	MNDOT	Manage	A-3
1995		TH 10	0203-77	SH	50,000	40,000	10,000		FROM W. RAMPS TH 47 TO ABLE - INTERCONNECT	MNDOT	Manage	A-3
1995		TH 55	2723-93	SC	50,000		50,000		AT 18TH AVE. N. IN PLYMOUTH-CHANNEL. & CLOSE CROSSOVER	MNDOT	Manage	T-2
1995		TH 55	2723-94	SH	620,000	496,000	124,000		FERNBROOK LA. TO IND. BLVD. (INCL. XENIUM LA.)-G&S AUX. & TURN LANES, CHANNEL. & SIG. REV.	MNDOT	Manage	T-2
1995		TH 55	2752-34	SH	820,000	576,000	144,000	100,000	AT OTTAWA AVE. IN GOLDEN VALLEY - CONST. FR. RD., CHANNEL. & SIGNAL	MNDOT	Manage	T-2
1995		TH 55	2752-37	SH	80,000	64,000	16,000		AT THEO. WIRTH PKWY. - REFURBISH SIGNALS	MNDOT	Manage	A-3

A-4

TABLE A-3
STP Urban Guarantee Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	State \$	Local \$	Description	Agency	Category	AQ
1995	11	TH 101	7005-53	MC	8,200,000	6,560,000	1,640,00		0.4 MI W OF CSAH 17 TO JCT OLD TH 101-GRADING	MNDOT	Expand	NO
1995	11	TH 101	7005-70008	MC	520,000	416,000	104,000		CR 18 OVER SHAK. BYPASS - BR #70008	MNDOT	Expand	NO
1995	11	TH 101	7005-70037	MC	600,000	480,000	120,000		EB SHAK. BYPASS OVER CSAH 16 - BR #70037	MNDOT	Expand	NO
1995	11	TH 101	7005-70038	MC	650,000	520,000	130,000		WB SHAK. BYPASS OVER CSAH 16 - BR #70038	MNDOT	Expand	NO
1996		CSAH 1	02-601-35	RC	1,994,000	1,595,000		399,000	ANOKA CSAH 1 (E RIVER RD) FROM TH 610 TO MISS BLVD; RECONSTR	ANOKA CO	Replace	T-2
1996		STP-BR	DISTM-BRSC		1,000,000	800,000		200,000	REGION WIDE BRIDGE SCOUR STUDY	ATP		F1
1996		CASH 11	AC-8		2,381,000	1,904,800		476,200	CSAH 11	CARVER CO		T2
1996		CSAH 4	27-604-12	RC	1,451,000	1,161,000		290,000	HENNEPIN CO; FROM CSAH 1 TO TERREY PINE DR - RECONSTRUCT CSAH 4	HENNEPIN CO	Replace	NO
1996		CSAH 53	27-653-12	RC	692,000	553,600		138,400	CSAH 53 (66TH ST) - CSAH 17 TO CSAH 31 - RECONSTRUCT	HENNEPIN CO	Replace	A12
1996		CSAH 62	AE-5	RC	1,000,000	800,000		200,000	CSAH 62/7419 - CSAH 62 AND TH 101	HENNEPIN CO	Replace	T2
1996		BIKE/WALK	BK-4	BT	1,270,470	1,016,376		254,094	MIDTOWN GREENWAY - PHASE I	MINNEAPOLIS	Trails	D2
1996		BIKE/WALK	BK-8	BT	1,382,700	1,106,160		276,540	BASSETTS CREEK TRAIL	MINNEAPOLIS	Trails	D2
1996		TR	TR-10	TR	300,000	240,000		60,000	HIGHLAND TRANSIT HUB	MTC	Transit	NO
1996		TR	TR-11	TR	250,000	200,000		50,000	HILLCREST TRANSIT HUB	MTC	Transit	NO
1996		TR	TR-5	TR	1,570,000	1,256,000		314,000	BUS STOP SHELTERS	MTC	Transit	C6
1996		TR	TR-7	TR	200,000	160,000		40,000	ROBBINSDALE TRANSIT HUB	MTC	Transit	NO
1996		TR	TR-8	TR	4,000,000	3,200,000		800,000	HENNIPEN/LAGOON TRANSIT HUB	MTC	Transit	NO
1996		CSAH 44	62-644-13	RC	2,935,000	2,348,000		587,000	RAMSEY CSAH 44 (SILVER LAKE RD) SILVER LANE TO I-694; RECONSTR	RAMSEY CO	Replace	T-2
1996		CSAH 65	62-665-36	SC	1,000,000	800,000		200,000	CSAH 65 (WHITE BEAR AVE) - CSAH 23 (CR C) TO I-694 - GEOMETRIC/SIGNAL REVISIONS	RAMSEY CO	Manage	A18
1996		TR	TR-19	TR	5,265,000	2,950,000		2,315,000	BURNSVILLE TRANSIT HUB	RTB	Transit	NO
1996		CSAH 16	AE-7	RC	1,300,000	1,040,000		260,000	CASH 16 - INTERLACHEN DR TO CSAH 19-RECONSTRUCT FROM 2 LANE RURAL TO 4 LANE URBAN	WASHINGTON CO	Replace	NO
1996		BIKE/WALK	BK-12	BT	775,000	620,000		155,000	BURLINGTON NORTHERN REGIONAL TRAIL	WHITE BEAR LAKE	Trails	D2
1996		TH 7	2706-164	SH	950,000	760,000	190,000		CHRISTMAS LK.RD. - REVISE INTERSECTION & SIGNAL	MNDOT	Manage	A-3
1996		TH 55	2723-8808	SH	480,000	384,000	96,000		AT FERNBROOK, CSAH 6, CSAH 154, CSAH 73 & GLENWOOD-REBUILD SIGNALS	MNDOT	Manage	A-3
1996		TH 55	2723-89	SH	120,000	96,000	24,000		AT VICKSBURG, NIAGARA, BOONE, RHODE ISLAND & MEADOW LANE-SIGNAL REVISION	MNDOT	Manage	A-3
1996		TH 55	2723-90	SH	150,000	120,000	30,000		FROM VICKSBURG LANE TO QUAKER LANE & FROM BOONE AVE. THRU THEO. WIRTH PKWAY - INTERCONNECT	MNDOT	Manage	A-3
1996		TH 55	2723-97	SH	90,000	72,000	18,000		AT INDUSTRIAL PARK BLVD. - TRAFFIC SIGNAL INSTALLATION	MNDOT	Manage	A-3
1996		TH 101	7005-881	MC	4,000,000	3,200,000	800,000		0.4 MI W OF CSAH 17 TO JCT OLD TH 101-SURFACE	MNDOT	Expand	NO

TABLE A-3
STP Urban Guarantee Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	State \$	Local \$	Description	Agency	Category	AQ
1997		80TH STREET	AR-6	RC	4,721,000	3,776,800		944,200	79TH/80TH STREET RECONSTRUCT FROM BLAISDELL AVE TO PORTLAND AVE	BLOOMINGTON	Replace	D2
1997		CSAH 1	AE-1	RC	3,900,000	3,120,000		780,000	CSAH 1/9320 - TH 169 TO W OF CSAH 18	HENNEPIN CO	Replace	NO
1997		CSAH 152	27-752-07	RC	2,000,000	1,600,000		400,000	HENNEPIN CSAH 152 FROM 64TH AVE TO 71ST AVE N - RECONSTRUCT	HENNEPIN CO	Replace	NO
1997		BIKE/WALK	BK-7	BT	600,000	480,000		120,000	DINKYTOWN BIKEWAY CONNECTION TO DOWNTOWN	MINNEAPOLIS	Trails	D2
1997		BIKE/WALK	BK-9	BT	605,650	484,520		121,130	KENILWORTH TRAIL	MINNEAPOLIS	Trails	D2
1997		CSAH 30	62-630-42	RC	5,000,000	4,000,000		1,000,000	CSAH 30 (LARPENTEUR AVE) - TH 280 TO CSAH 53 (DALE ST) - RECONSTRUCT	RAMSEY CO	Replace	A12
1997		CSAH 3	AC-3	RC	2,440,000	1,950,000		490,000	CSAH 3 CORRIDOR FROM CSAH 4 TO NORTH COUNTY LINE - GEOMETRIC AND LOAD CAPACITY IMPROVMENTS	WASHINGTON CO	Replace	A12
1997		TH 10	0214-	MC	8,800,000	7,040,000	1,760,00		TH 10 STAGE 2A, TO BE DETERMINED	MNDOT	Expand	NO
1997	4	TH 36	8204-37	MC	6,200,000	4,960,000	1,240,00	0	FROM 0.6 MI W OF TO 0.4 MI E OF TH 5-RECONSTRUCT, RELOCATE FRONTAGE ROAD	MNDOT	Expand	NO
1997		TH 47	2726-60	BR	5,500,000	4,400,000	1,100,00	0	UNIV. AVE.OV.ST.ANTHONY,SOO LINE,& BNRR - REPL.3 BRIDGES	MNDOT	Replace	A13
1997	11	TH 101	7005-57	MC	6,000,000	4,800,000	1,200,00		TH169 TO 0.4 MI.W.OF CSAH 17-GRADE, SURFACE, SIGNAL	MNDOT	Expand	NO
1997	11	TH 101	7005-67	MC	200,000	160,000	40,000		SHAKOPEE BYPASS, TH 169 TO TH 13-LIGHTING	MNDOT	Expand	A-20
1997	11	TH 101	7005-68	MC	300,000	240,000	60,000		SHAKOPEE BYPASS TH 169 TO JCT. OLD TH 101 - FENCING	MNDOT	Expand	A-15
1997	11	TH 101	7005-69	MC	300,000	240,000	60,000		SHAKOPEE BYPASS, TH 169 TO TH 13 - SIGNING	MNDOT	Expand	F-4
1997	11	TH 101	7005-70011	MC	1,380,000	1,104,000	276,000		CSAH 15 OVER SHAK.BYPASS - BR.70011	MNDOT	Expand	NO
1997	11	TH 101	7005-70012	MC	500,000	400,000	100,000		CO.RD.77 OVER SHAK.BYPASS - BR.70012	MNDOT	Expand	NO
1997	11	TH 101	7005-70013	MC	500,000	400,000	100,000		CO.RD.79 OVER SHAK.BYPASS - BR.70013	MNDOT	Expand	NO

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Twin Cities Metropolitan Area
1995-1997 Transportation Improvement Program

TABLE A-4
STP Non Urban Guarantee Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	State \$	Local \$	Description	Agency	Category	AQ
1995		CSAH 102	27-00212	SR	145,665	118,425		27,240	SOO RR AT CSAH 102 - CANTILEVERS	MNDOT RR	Manage	A-1
1995		RR	62-00162	SR	27,000	21,600	5,400		OTTER LAKE ROAD IN WHITE BEAR LAKE	MNDOT	Manage	A-1
1995		RR	8809-112	SR	300,000	240,000	60,000		BN RR METRO	MNDOT	Manage	A-1
1995		RR	8809-113	SR	25,000	20,000	5,000		MN TRANSPORTATION MUSEUM - STILLWATER AREA	MNDOT	Manage	A-1
1995		RR	8809-114	SR	875,000	700,000	175,000		SOO RR METRO	MNDOT	Manage	A-1
1995		RR	8809-54	SR	190,000	91,200		22,800	DAKOTA RAIL, SIGNING AND MARKING AT VARIOUS LOCATIONS; HUTCHINSON TO WAYZATA - SHARED FUNDING WITH DISTRICT 8	MNDOT	Manage	A-1
1995		RR	8809-63	SR	40,000	32,000	8,000		WC RR - WITHROW TO MARINE ON ST. CROIX, WITHROW TO WISCONSIN BORDER	MNDOT	Manage	A-1
1995		TH 3	1921-60	SC	362,000	289,600	72,400		AT CSAH 32 (CLIFF RD) - TRAFFIC SIGNAL, RR X-ING, & PAINTED CHANNELIZATION	MNDOT	Manage	T-2
1995		TH 5	6201-65	RS	375,000	300,000	75,000		KELLOGG BLVD TO MINNEHAHA AVE IN ST PAUL - MILL & OVERLAY	MNDOT	Preserve	A-12
1995		TH 7	2704-22	SR	175,000	140,000	35,000		IN MINNETRISTA, CANTILEVER AND RUBBER CROSSING	MNDOT	Manage	A-1
1995		TH 10	0202-67	SH	245,000	196,000	49,000		AT THURSTON AVE IN ANOKA-REBUILD SIG. & CHANNEL. AND AT FAIROAK AVE.- REFURB.SIG.; FAIROAK TO CSAH 56 - INTERCONNECT	MNDOT	Manage	A-3
1995		TH 96	6224-50	RS	747,000	597,600	149,400		CSAH 77 (OLD TH 8) TO 2000' E OF JCT TH 49 - MILL & OVERLAY	MNDOT	Preserve	A-12
1995		TH 100	2755-72	SH	140,000	112,000	28,000		CSAH 10 RAMPS - REFURBISH 2 SIGNALS	MNDOT	Manage	A-3
1995		TH 242	0212-36	RS	570,000	456,000	114,000		W. RAMPS TH 10 TO 0.3 MI.W. OF UNIVERSITY - MILL & OVERLAY	MNDOT	Preserve	A-12
1995		TH 252	2748-43	SH	250,000	200,000	50,000		AT 85TH AVE N-NB DOUBLE LT TURN LN AND SB FREE RT TURN	MNDOT	Manage	A-3
1995		TH 999	8809-79	SH	70,000		70,000		DISTRICTWIDE ADVANCE WARNING FLASHERS	MNDOT	Manage	A18
1995		RR	27-00210	SR	83,985	66,920		17,065	BN RR AT ZACHERY LANE - CANTILEVERS	MNDOT RR	Manage	A-1
1996		CSAH 3	27-603-24	SH	520,000	416,000		104,000	CSAH 3 - WOODALE TO FRANCE - REBUILD 4 SIGNALS W/COORDINATION	HENNEPIN COUNTY	Manage	A13
1996		CSAH 5	27-605-18	SH	100,000	80,000		20,000	CSAH 5 AT LOUISIANA AVE S - REBUILD SIGNAL	HENNEPIN COUNTY	Manage	A18
1996		CSAH 81	27-681-06	SH	100,000	80,000		20,000	CSAH 81 AT CSAH 130/CSAH 152 - REBUILD SIGNAL	HENNEPIN COUNTY	Manage	A18
1996		CSAH 109	27-709-14	SH	100,000	80,000		20,000	CSAH 109 AT JEFFERSON HWY - REBUILD SIGNAL	HENNEPIN COUNTY	Manage	A18
1996		RAIL	27-00214	SR	150,000	120,000		30,000	CSAH 23, MINNEAPOLIS - UPGRADE SIGNALS	MINNEAPOLIS	Manage	A9
1996		RAIL	62-00163	SR	80,000	64,000		16,000	CSAH 25, MAPLEWOOD - INSTALL SIGNALS	RAMSEY	Manage	A9
1996		CR C	62-623-39	SH	323,000	258,400		64,600	CR C-HAMLINE AVE TO LITTLE CANADA RD - STRIPING AND SIGNAL MODIFICATIONS	RAMSEY COUNTY	Manage	A18

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TABLE A-4
STP Non Urban Guarantee Projects

Year	Pri	Route	Prj Number	Prg	Total \$	Fed \$	State \$	Local \$	Description	Agency	Category	AQ
1996		CR B	62-625-22	SH	350,000	280,000		70,000	RAMSEY CR B-HAMLINE AVE TO DALE ST - STRIPING AND SIGNAL MODIFICATIONS	RAMSEY COUNTY	Manage	A18
1996		TH 3	1920-29	RD	2,455,000	1,560,000	895,000		RICE-DAKOTA CO LINE TO 1.3 MI N OF N JCT TH 50 IN FARMINGTON-MILL & OVERLAY; EXTEND CULVERTS, RECONST BRS, REMOVE CATTLE PASSES	MNDOT	Preserve	A-12
1996		TH 5	1002-57	MC	200,000	160,000	40,000		CSAH 17 TO CSAH 4 IN CHAN. & EDEN P. - LANDSCAPING	MNDOT	Expand	A-20
1996		TH 5	1002-62	SH	100,000	80,000	20,000		AT TH 284 - SIGNAL REVISION	MNDOT	Manage	A-3
1996		TH 10	0202-74	SH	90,000	72,000	18,000		AT ARMSTRONG BLVD - SIGNAL INSTALLATION	MNDOT	Manage	A-3
1996		TH 10	0215-48	SH	160,000	128,000	32,000		AT HANSON BLVD. RAMPS - SIGNAL REVISION	MNDOT	Manage	A-3
1996		TH 41	1008-48	SH	100,000	80,000	20,000		AT TH 212 - TURN LANE AND SIGNAL REVISIONS	MNDOT	Manage	A-3
1996		TH 49	0204-13	RS	590,000	472,000	118,000		TH 96 TO THE CORRECTIONAL FACILITY-MILL & OVERLAY	MNDOT	Preserve	A-12
1996		TH 50	1904-14	RD	400,000	320,000	80,000		E OF VERMILLION RIVER TO HAMPTON-MILL,WIDEN, & OVERLAY	MNDOT	Preserve	A-12
1996		TH 56	1912-51	SC	150,000	120,000	30,000		FROM I494 S RAMP TO WENTWORTH AVE-SIGNAL REVISIONS & INTERCONNECT	MNDOT	Manage	A-18
1996		TH 65	0207-63	SH	255,000	204,000	51,000		W MOORE LK DR TO TH 118 - SKID CORRECTION	MNDOT	Manage	A-3
1996		TH 65	0208-84	SH	400,000	320,000	80,000		AT 85TH AVE NE- REVISE INTERSECTION & SIGNAL	MNDOT	Manage	T-2
1996		TH 101	1010-8	RS	330,000	264,000	66,000		0.3 MI.W. OF TH 5 TO 0.4 M.I.S. OF TH 7 - MILL & OVERLAY	MNDOT	Preserve	A-12
1996		TH 149	1916-19	SC	100,000	80,000	20,000		AT YANKEE DOODLE ROAD-INSTALL TRAFFIC SIGNAL	MNDOT	Manage	T-2
1996		TH 169	2744-49	SH	400,000	320,000	80,000		EDEN PRAIRIE RD. TO CSAH 4 - NB AUX. LANE	MNDOT	Manage	A-3
1996		TH 169	2772-17	SH	100,000	80,000	20,000		63RD AVE.N. TO RAMP TO EB I 94 - NB AUX.LA.	MNDOT	Manage	A-3
1997		RAIL	02-00127	SR	50,000	40,000		10,000	CSAH 35, FRIDLEY - INSTALL SIGNALS	ANOKA CO	Manage	A1
1997		RAIL	19-00116	SR	80,000	64,000		16,000	CSAH 23, LAKEVILLE - INSTALL SIGNALS	DAKOTA	Manage	A1
1997		RAIL	19-00117	SR	80,000	64,000		16,000	CSAH 32, EAGAN - INSTALL SIGNALS	DAKOTA	Manage	A1
1997		RAIL	62-99164	SR	80,000	64,000		16,000	CSAH 67, WHITE BEAR LAKE - UPGRADE SIGNALS	RAMSEY	Manage	A9
1997		TH 65	0208-93	SH	110,000	88,000	22,000		X-TOWN BLVD, SIGNAL REBUILD, MEDIAN CLOSURE AT 177TH	MNDOT	Manage	A18
1997	10	TH 101	2738-10	MC	4,365,000	3,492,000	873,000	0	TH94 TO CSAH 42- G & S,SIGNING,LIGHTING,SIGNALS	MNDOT	Expand	NO
1997	10	TH 101	2738-27945	MC	350,000	280,000	70,000	0	TH 101 S.B. OVER TH 94 - WIDEN BR. 27945	MNDOT	Expand	NO

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Twin Cities Metropolitan Area
1995-1997 Transportation Improvement Program

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

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	State \$	Local \$	Description	Agency	Category	AQ
1995		CSAH 9	02-609-04	BR	160,000	128,000		32,000	REPL BR #7157 OVER CEDAR CREEK	ANOKA CO	Replace	A-13
1995		CSAH 68	19-668-02	BR	920,000	736,000		184,000	REPL BR OVER VERMILLION RIVER ON CSAH 68	DAKOTA CO	Replace	A-13
1995		CSAH 36	27-636-04	BR	2,900,000	2,320,000		580,000	UNIVERSITY (CSAH 36) AND 14TH AVE SE OVER BNRR - REPLACE BR 90422 & 92353	HENNEPIN COUNTY	Replace	A-13
1995		CITY	141-080-15	BR	1,168,000	934,400		233,600	REPL NICOLLET ST BR L-8924 WITH BR #27695	MINNEAPOLIS	Replace	A-13
1995		CR 63	70-598-02	BR	150,000	120,000		30,000	REPL BR L-3046 OVER SAND CREEK, 1 MI N OF JORDAN	SCOTT CO	Replace	A-13
1995		TH 52	1907-54	RC	6,800,000	5,320,000	1,330,00	150,000	JULY AWARD-AT TH 3,52,55 IN INVER GROVE-BR 19045 (REP BR 5820), RECONST INTERCHANGE, LIGHTING, SIGNING	MNDOT	Replace	A-13
1995		TH 52	6217-9036	BI	400,000	320,000	80,000		ROBERT ST OVER MISSISSIPPI RIVER-SCOUR PROTECTION ON BR 9036	MNDOT	Preserve	A-13
1995	7	I-94	2781-9350	BR	13,100,000	10,480,000	2,620,00		TH 94 OVER W RIVER RD/MISS R - REPL SUPERSTRUCTURE ON BR 9350	MNDOT	Replace	A-13
1995	7	I-94	2781-9893	BI	720,000	576,000	144,000		TH 94 OVER FRANKLIN TERRACE - REDECK, WIDEN BR 9893	MNDOT	Preserve	A-13
1995		I-94	8281-82800	BR	7,635,000	6,108,000	1,527,00		OVER ST CROIX AT WISC STATE LINE-BR 82800(REP BR 5999) & APPROACHES(WISCONSIN LET)	MNDOT	Replace	NO
1996		COUNTY	10-653-05	BR	226,000	114,000	28,000	84,000	CARVER COUNTY BRIDGE - INFORMATION ONLY	CARVER COUNTY	Replace	A-13
1996		CITY	164-235-09	BR	0			0	WABASHA STREET BRIDGE REPLACEMENT IN ST PAUL - INFORMATION ONLY	ST PAUL	Replace	A-13
1997		TH 41	7010-18	BR	843,000	674,400	168,600	0	OVER MN.RIVER OVERFLOW 0.8 MI.N.OF TH 169 - REPL.BR.6763 & A	MNDOT	Replace	A-13
1997		TH 52	2720-35	BR	2,000,000	1,600,000	400,000	0	WASH.AVE.OVER BN-BR.27167 (REPL.BR.6992) & APPRS., LIGHTS, SI	MNDOT	Replace	A13
1997		TH 55	2723-85	BR	2,000,000	1,600,000	400,000	0	OVER SOO LINE R/R 0.3 MI.W. OF T.H.100-REPLACE BRS.8344 & 6	MNDOT	Replace	A13
1997	9	TH 100	2735-134	BR	2,900,000	1,600,000	1,300,00	0	FR.RD.& MAINLINE OVER C.& N.W.R.R. 0.1MI.N.OF JCT.TH55,BR,54	MNDOT	Replace	A13

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Monday, August 08, 1994

Twin Cities Metropolitan Area
1995-1997 Transportation Improvement Program

**TABLE A-6
Demo Projects**

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	State \$	Local \$	Description	Agency	Category	AQ
1995		CR 18	27-618-67	RC	26,934,800	5,500,000	12,720,000		8,714,800	CSAH 18 - CSAH 1 (102ND ST) TO I-494 - RECONSTRUCT	HENNEPIN CO	Replace	NO
1995		77TH ST	157-108-15	MC	10,350,000		8,280,000	0	2,070,000	RICHFIELD; 77TH ST FROM PORTLAND AVE TO CEDAR AVE	RICHFIELD	Expand	NO
1995		TH 55	2724-104	MC	100,000		90,000	10,000		EAST 26TH ST TO CEDAR AVE. - PED BRIDGE 27202	MNDOT	Expand	GR
1995	6	TH 55	2724-27063	MC	460,000		414,000	46,000		TH 55 (HIAWATH AVE.) OVER CEDAR AVE. - CONST.BR.27063	MNDOT	Expand	GR
1995	6	TH 55	2724-27071	MC	1,100,000		990,000	110,000		TH 55 (HIAWATH AVE.) OVER FRANKLIN AVE. - CONST.BR. 27071	MNDOT	Expand	GR
1995		TH 55	2724-27177	BI	150,000		120,000	30,000		SB TH 55 OVER FRANKLIN AVE AND OVER CEDAR AVE - REHAB BRS 27177 & 27178	MNDOT	Preserve	A13
1995		TH 55	2724-95RW	MC	5,000,000		4,500,000	500,000		HIAWATHA AVE RW-1995	MNDOT	Expand	F-2
1995	6	TH 55	2724-99	MC	1,725,000		1,552,500	172,500		LAKE ST. INTERCHANGE TO T.H.94 IN MPLS.-GRADE, SURFACE AND LIGHTING-PHASE 1B	MNDOT	Expand	GR
1995		TH 212	2762-	MC	8,000,000		8,000,000			NEW 212 R/W ** R/W PURCHASE ONLY	MNDOT	Expand	F2
1995		TH 212	2762-14	MC	2,000,000	0	1,380,000	345,000	275,000	TECHNOLOGY DRIVE FROM PRAIRIE CENT.DR. TO 2000' W. OF PRAIRIE CENT.DR. - SURCHARGE -- CITY LETTING	MNDOT	Expand	NO
1995		TH 610	2771-95RW	MC	5,000,000		4,000,000	1,000,000		TH 610 RW-1995	MNDOT	Expand	F-2
1996		TH 55	2724-103	MC	28,245,000		21,460,500	2,384,500	4,400,000	TH 55 (HIAWATHA AVE) AT LAKE ST; OVERPASS, BYPASS ROADS, UTILITY RELOCATION	MNDOT	Expand	GR
1996		TH 55	2724-96RW	MC	5,000,000		4,500,000	500,000		HIAWATHA RW-1996	MNDOT	Expand	F-2
1996		TH 610	2771	MC	0	0		0		TH 610-TH 252 TO TH 169 - PRELIM ENGR AND R/W ACQUISITION	MNDOT	Expand	F-1
1996		TH 610	2771-96RW	MC	10,000,000		8,000,000	2,000,000		TH 610 RW-1996	MNDOT	Expand	F-2
1997		TH 55	2724-105	MC	10,500,000		7,380,000	820,000	2,300,000	I 94 TO E.29TH ST.-GR.,SURF.,UTIL.,RET.WALLS.,SIGS.,LIGHTS.,	MNDOT	Expand	NO
1997		TH 55	2724-97RW	MC	5,000,000		4,500,000	500,000		HIAWATHA RW-1997	MNDOT	Expand	F-2
1997	13	TH 610	2771-8802	MC	7,000,000		5,600,000	1,400,000	0	REGENT AVE TO 0.25 MI E OF FRANCE AVE (INC REGENT) - GRADE, SURF, 2 BRS, SIGNALS - STAGE 2	MNDOT	Expand	NO

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Friday, August 19, 1994

Twin Cities Metropolitan Area
1995-1997 Transportation Improvement Program

TABLE A-7
MN/DOT Interstate Maintenance Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	State \$	Local \$	Description	Agency	Category	AQ
1995		I-35W	2783-97	CB	275,000			275,000	WB TH 122 TO SB I-35W LOOP IN MPLS -- HOV BYPASS LANE	MNDOT	Transit	A18
1995		I-35E	6280-8802	TM	100,000			100,000	WB TH 36 TO SB I35E - HOV BYPASS LANE	MNDOT	Manage	A18
1995		I-94	2781-27856	BR	1,370,000	1,233,000	137,000		TH 94 UNDER 27TH AVE SE-BR 27856(REP BR 27954)& APPROACHES	MNDOT	Replace	A-13
1995	7	I-94	2781-27860	MC	1,630,000	1,467,000	163,000		LOV BR-RAMP D OVER TH 94 AT U OF M INTERCHANGE-BR 27860	MNDOT	Expand	A-13
1995	7	I-94	2781-27981	BR	1,150,000	1,035,000	115,000		EAST RIVER RD. OVER TH 94 - BR 27981(REP BR 27951)	MNDOT	Replace	A-13
1995		I-94	2781-27998	BR	1,100,000	990,000	110,000		EB TH 94 TO U OF M RAMP OVER TH 94-BR 27998(REP BR 27953)	MNDOT	Replace	A-13
1995	7	I-94	2781-289	MC	9,240,000	8,316,000	924,000		RIVERSIDE TO 1000'E OF FRANKLIN AVE.-GR,SURF,LT,TM,SIGNING	MNDOT	Expand	A-12
1995		I-94	2786-96	TM	500,000	450,000	50,000		I-494 TO TH 169 --TRAFFIC MANAGEMENT SYSTEM	MNDOT	Manage	A-18
1995		I-94	6282-172	TM	150,000			150,000	TH 51 TO WB I94 - HOV BYPASS LANE	MNDOT	Manage	A18
1995		I-94	6282-9379	BI	920,000	736,000	184,000		UNDER PASCAL, VICTORIA-REDECK BRS. 9379,9663	MNDOT	Preserve	A-13
1995		I-394	2789-105		100,000			100,000	ON RAMP FROM WB TH 394 TO NB TH 169 -- CONST HOV BYPASS -- TEAM TRANSIT	MNDOT		A18
1995		I-494	2785-272	TM	2,000,000	1,800,000	200,000		I-394 TO I-94--TRAFFIC MANAGEMENT SYSTEM	MNDOT	Manage	A-18
1995		I-494	2785-281	SC	280,000	252,000	28,000		AT NIC.AVE. & AT LYN.AVE.-REM./REPL. SIGS.@ RAMP TERMINALS	MNDOT	Manage	A18
1995		I-494	2785-282	SC	280,000	252,000	28,000		AT 12TH AVE.S & AT PORT.AVE.-REM./REPL.SIGS @ RAMP TERMINALS	MNDOT	Manage	A18
1995		TH 999	2700-39	CB	1,000,000			1,000,000	OAK ST TO 13TH AVE - EXTEND TRANSITWAY	MNDOT	Transit	A-18
1996		I-35W	0280-45	BI	800,000	640,000	160,000		UNDER SB ON RAMP FROM LAKE DRIVE-REDECK/WIDEN BR 9607, WIDEN RAMP, LIGHTING, GUARDRAIL/BARRIER	MNDOT	Preserve	A13
1996		I-35E	0282-02802	BI	315,000	283,500	31,500		UNDER 80TH ST IN LINO LAKES, CO RD J, CO RD H2, & EDGERTON - MILL & L.S. OVERLAY BRS. 02802, 62836, 62835, 9561	MNDOT	Preserve	A-13
1996		I-35	0283-20	RS	1,536,000	1,382,400	153,600		N JCT I35E & I35W TO TH 8-MILL & OVERLAY	MNDOT	Preserve	A-12
1996		I-35	1980-57	RC	4,390,000	3,951,000	439,000		TH 50 TO S JCT I35E/35W - RECONSTRUCT NB & SB -REMOVE WEIGH STATION	MNDOT	Replace	A-12
1996		I-35W	1981-9779	BI	720,000	648,000	72,000		UNDER TH13 -REPL.DECK,WIDEN & PAINT BRS.W.B.9779 & E.B.9780	MNDOT	Preserve	A-13
1996		I-35E	1982-118	RS	800,000	720,000	80,000		S JCT I35E & I35W TO TH 77-JOINT REHABILITATION	MNDOT	Preserve	A-12
1996		I-35E	1982-119	RS	594,000	534,600	59,400		CSAH 26 TO TH 110 - BITUMINOUS OVERLAY	MNDOT	Preserve	A-12
1996		I-35E	1982-120	RS	400,000	360,000	40,000		TH 110 TO TH 5-SAW & SEAL CONCRETE JOINTS	MNDOT	Preserve	A-12

TABLE A-7
MN/DOT Interstate Maintenance Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	State \$	Local \$	Description	Agency	Category	AQ
1996		I-35W	2782-255	RS	7,300,000	6,570,000	730,000		66TH ST TO 31ST ST-MILL & OVERLAY, CONC.REPAIR & RESEAL	MNDOT	Preserve	A-12
1996		I-35W	2782-257	BI	3,000,000	2,700,000	300,000		SB BR 9613 & NB BR 9614 OVER MINNHAHA PKWY-REPLACE SUPERSTRUCTURE & WIDEN	MNDOT	Preserve	A13
1996		I-35W	2782-27867	BI	770,000	693,000	77,000		OVER SOO LINE RR, 1.3 MI S OF I94-REPL DECK BR 27867	MNDOT	Preserve	A13
1996		I-35W	2782-9088	BI	300,000	270,000	30,000		I-35W OVER 66TH ST - OVERLAY BR 9088	MNDOT	Preserve	A13
1996		I-35W	2782-9615	BI	1,380,000	1,242,000	138,000		I-35W OVER 50TH ST, 28TH ST & 26TH ST - REDECK BRS 9615, 27869, 27870	MNDOT	Preserve	A13
1996		I-35W	2782-9731	BI	525,000	472,500	52,500		OVER 31ST ST, 1.5 MI S OF I-94	MNDOT	Preserve	A13
1996		I-35W	2782-9733	BI	675,000	607,500	67,500		OVER LAKE ST, 1.4 MI S OF I94-REPLACE DECK BR 9733	MNDOT	Preserve	A13
1996		I-35W	6284-9570	BI	450,000	405,000	45,000		UNDER CR E2 & UNDER TH 96, OVER CR I-MILL & OVERLAY BRS 9570,9577, & 9603	MNDOT	Preserve	A-13
1996		I-94	2781-27843	BI	580,000	522,000	58,000		UNDER TH 65 IN MPLS. - REPLACE DECK BR. 27843	MNDOT	Preserve	A-13
1996		I-94	2786-88	BI	844,000	759,600	84,400		UND.TH169 (OLD CSAH 18)-WIDEN & REPLACE DECKS BRS.27979 & 27980, SIGNING & LIGHTING	MNDOT	Preserve	A-13
1996		I-94	2786-99	RS	575,000	517,500	57,500		0.7 MI E OF I-494 TO 0.2 MI W OF CSAH 81 (LAKELAND AVE) - MILL & OVERLAY	MNDOT	Preserve	A-12
1996		I-94	8282-83	SC	200,000	180,000	20,000		AT TH 95 NORTH & SOUTH RAMPS-INSTALL TRAFFIC SIGNALS	MNDOT	Manage	T-2
1996		I-494	2785-280	SC	140,000	126,000	14,000		AT E.BUSH LAKE ROAD - NEW SIGNALS AT RAMP TERMINALS	MNDOT	Manage	T2
1996		I-494	2785-284	RC	1,200,000	1,080,000	120,000		TH 494 OVER TH 35W - CONSTRUCT TEMP BYPASS AND TEMP BR 99161	MNDOT	Replace	A13
1996		I-494	2785-6850	BI	540,000	486,000	54,000		TH 494 OVER TH 35W - REDECK BR 6850 & 6851	MNDOT	Preserve	A13
1996		I-494	2785-9137	BI	1,300,000	1,170,000	130,000		AT TH 169 - REDECK BRS. 9137,9138,27568	MNDOT	Preserve	A-13
1996		I-494	2785-9755	BI	3,300,000	2,640,000	660,000	0	OVER CSAH 5,CREEK,TRAIL-REPL.SUPERST.& WIDEN BRS.9755,9756	MNDOT	Preserve	A13
1996		I-494	2785-9759	BI	2,000,000	1,600,000	400,000	0	OVER BN INC.& STONE RD.-REPL.SUPERST.& WIDEN BRS.9759 & 9760	MNDOT	Preserve	A13
1996		I-694	6285-881	BR	1,200,000	1,080,000	120,000		VICTORIA ST INTERCHANGE-BR REPLACEMENT(PAYBACK TO RAMSEY COUNTY)	MNDOT	Replace	A-13
1996		I-694	6285-9196	BI	1,075,000	967,500	107,500		UNDER 5TH ST NW,TH 51 RAMPS,OVER BN RR,UNDER LABORE RD,MCKNIGHT,TH 120,HARVESTER, & 4TH ST-MILL & OVERLAY BRS. 9389,94	MNDOT	Preserve	A-13
1997		I-35W	2782-255A	RC	5,000,000	4,500,000	500,000		TH 494 TO MPLS.-INTERIM HOV LANES (STRUCTURES)	MNDOT	Replace	NO
1997		I-35W	2782-9039	BI	700,000	630,000	70,000		94TH ST. TO 26TH ST. - OVERLAY BRS. 9039, 9053, 9213, 9611, 9617: REDECK BRS. 6850, 6851, 9041, 9615, 27869, 27870	MNDOT	Preserve	A13
1997		I-35W	6284-117	RS	480,000	432,000	48,000		1.0 MI S OF TO 0.2 MI N OF I694-MILL & OVERLAY	MNDOT	Preserve	A-12
1997		I-94	2781-382	RS	1,300,000	1,170,000	130,000		TH694 TO 0.5 MI.N.OF LOWRY TUNNEL-MINOR CONC.REPAIR & RESEAL JOINTS	MNDOT	Preserve	A12
1997		I-94	8281-9400B	BI	1,750,000	1,575,000	175,000		PAINT WB BR OVER ST CROIX RIVER	MNDOT	Preserve	A12

Twin Cities Metropolitan Area
1995-1997 Transportation Improvement Program

TABLE A-8
IVHS Projects

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Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	State \$	Local \$	Description	Agency	Category	AQ
1996		TH 169	2772-5	TM	2,000,000	1,600,000	400,000		I-394 TO I-94 - TRAFFIC MANAGEMENT SYSTEM	MNDOT	Manage	A-18
1996		TH 999	8809-72	TM	4,000,000	3,200,000	800,000		ON I35E FROM MISSISSIPPI RIVER TO I94 ECT, -TRAFFIC MANAGEMENT SYSTEMS	MNDOT	Manage	A-18
1997		TH 999	8809-73	TM	900,000	720,000	180,000	0	ON I94 FROM HURON TO I35E, TRAFFIC MANAGEMENT SYSTEMS	MNDOT	Manage	
1997		TH 999	8809-74	TM	3,500,000	2,800,000	700,000		ON I35W FROM CRYSTAL LAKE RD TO MINN RIVER, ON I35E FROM S JCT I35W TO YANKEE DOODLE RD, & ON TH 77 FROM I35E TO MINN	MNDOT	Manage	A-18

MN GUIDESTAR - INTELLIGENT VEHICLE HIGHWAY SYSTEM OPERATION TASKS

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	F-1
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	F-1
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	F-1
Roadside		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	F-1
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	A-18
Smart DARTS		Dakota	1993	1994	To improve existing transportation systems for seniors and persons with disabilities	562	272	20	244	26	F-1
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	7,250	3,750	3,500	0	0	F-1
Third Avenue Distributor (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	F-1

Monday, August 08, 1994

**Twin Cities Metropolitan Area
1995-1997 Transportation Improvement Program**

**TABLE A-9
NHS Projects**

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	State \$	Local \$	Description	Agency	Category	AQ
1995		TH 5	6201-70	RS	500,000	400,000	100,000		WHEELER AVE TO KELLOGG BLVD-MILL & OVERLAY	MNDOT	Preserve	A-12
1995		TH 10	0202-73	RS	1,370,000	1,096,000	274,000		E. OF FAIROAK TO 0.5 MI S OF TH 242 - MILL & OVERLAY	MNDOT	Preserve	A-12
1995		TH 12	2713-64	SC	1,050,000	840,000	210,000		FROM MARTHA LANE TO OLD CRYSTAL BAY RD - CONTINUOUS REGRADE, CHANNELIZE & SIGNAL	MNDOT	Manage	T-2
1995		TH 52	1907-57	RC	50,000	40,000	10,000		TH 52/3 INTERCHANGE - LIGHTING	MNDOT	Replace	A20
1995		TH 52	1907-58	RC	90,000	72,000	18,000		TH 52/3 INTERCHANGE - SIGNING	MNDOT	Replace	F5
1995	12	TH 169	2750-42	MC	6,000,000	4,800,000	1,200,000		0.1 MI N OF 93RD AVE N TO 0.1 MI N OF HAYDEN LK RD - STAGE 3	MNDOT	Expand	NO
1995		TH 999	8809-901	TM	35,000	28,000	7,000		HIGHWAY ADVISORY RADIO SIGNS	MNDOT	Manage	A18
1996		TH 3	1928-43	MC	300,000	240,000	60,000		75TH ST TO TH 52-LANDSCAPING	MNDOT	Expand	F4
1996		TH 5	2732-40	RS	415,000	332,000	83,000		1.7 MI NE OF I 494 (NEAR POST RD) TO W OF JCT TH 55 - MILL & OVERLAY	MNDOT	Preserve	A-12
1996		TH 36	6212-62006	BI	390,000	312,000	78,000		UNDER EDGERTON, ARCADE, VICTORIA, & HAMLINE AVES.-MILL & L.S. OVERLAY BRS. 62006, 62007, 62035, 62069	MNDOT	Preserve	A-13
1996		TH 52	1905-24	RS	760,000	608,000	152,000		CO RD 86 IN HAMPTON TO TH 50-MILL & OVERLAY	MNDOT	Preserve	A-12
1996		TH 52	1907-55	RS	785,000	628,000	157,000		S JCT TO N JCT TH 52/55/56-CONCRETE REHABILITATION	MNDOT	Preserve	A-12
1996		TH 55	1909-8801	MC	500,000	400,000	100,000		MENDOTA INTERCHANGE - LANDSCAPING	MNDOT	Expand	F-4
1996		TH 55	2723-96	RS	2,250,000	1,800,000	450,000		I 494 TO THOMAS AVE. - MILL & OVERLAY	MNDOT	Preserve	A-12
1996	8	I-94	8282-82	BR	2,500,000	2,000,000	500,000		ST CROIX RIVER BR. EB APPROACH/WB REDECK	MNDOT	Replace	NO
1996		TH 212	1013-63	SC	375,000	300,000	75,000		AT TH 101 - SIGNAL & CHANNELIZATION	MNDOT	Manage	T-2
1996		TH 999	8809-903	TM	80,000	35,776	44,224		CHANGEABLE MESSAGE SIGNS	MNDOT	Manage	A18
1996		TH 999	8809-904	TM	225,000	180,000	45,000		RAMP METERS ON TH 10, I494, I-94 AND TH 169	MNDOT	Manage	A18
1997		TH 7	1004-22	RS	2,100,000	1,680,000	420,000		0.6 MI E OF E LIM OF ST. BONI TO 0.1 MI E OF TH 41 - RECONDITION; AND SIGNAL AT TH 41	MNDOT	Preserve	A-18
1997		TH 36	6212-141	BR	2,200,000	1,760,000	440,000	0	AT DALE ST INTERCHANGE-BR 62073(WB), 62074(EB) REPL BR 6724 AN	MNDOT	Replace	A13
1997		TH 36	8204-44	RC	500,000	400,000	100,000	0	NE QUADRANT FR RD AT TH 5-GRADE & SURFACE(ADVANCE FUNDING)	MNDOT	Replace	NO
1997		TH 62	2763-27085	BI	1,400,000	1,120,000	280,000		OVER MN&S R/R-0.6MI. W. OF TH 100-REPL. DECK BR.S 27085 & 27086	MNDOT	Preserve	A-13
1997	9	TH 100	2735-5399	BR	1,250,000	1,000,000	250,000	0	OVER SOO LINE RR & CITY ST. 0.9 MI. NW OF JCT. TH 12-RECONSTR	MNDOT	Replace	A13
1997		TH 999	8809-902	TM	56,000	44,800	11,200		LOOP DETECTOR REPLACEMENT	MNDOT	Manage	A18
1997		TH 999	8809-905	TM	60,000	48,000	12,000		TMS REVISIONS (I494 FROM I393 TO TH 212)	MNDOT	Manage	A18

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Tuesday, August 09, 1994

Twin Cities Metropolitan Area
1995-1997 Transportation Improvement Program

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	State \$	Local \$	Description	Agency	Category	AQ
1995		TH 47	0205-68	AM	65,000		65,000		TH 47 AT CSAH 8, INTERSECTION IMPROVEMENTS	ANOKA CO	Other	A18
1995		I-35	1982-123	AM	115,000		115,000		I35 AT CR 11/PALIMINO DR, FRONTAGE ROAD IMPROVMENTS	APPLE VALLEY	Other	A18
1995		TH 252	2748-44	AM	50,000		50,000		TH 252 PED BRIDGE IN BROOKLYN PARK	BROOKLYN PARK	Other	D3
1995		TH 41	1008-50	AM	40,000		40,000		TH 41 AT HUNDERTMARK, SIGNAL INSTALLATION	CHASKA	Other	A18
1995		TH 3	1921-63	AM	100,000		100,000		TH 3 AT TH 50, STORM SEWER IMPROV	FARMINGTON	Other	F4
1995		TH 61	8207-53	AM	20,000		20,000		TH 61 FROM TH 97 TO BROADWAY, EMERGENCY VEHICLE PREEMPTION	FOREST LAKE	Other	A18
1995		I-94	2780-44	AM	60,000		60,000		I94 AT CSAH 30, SIGNAL INSTALLATION	HENNEPIN	Other	A18
1995		TH 13	1902-46	AM	20,000		20,000		TH 13 AT LEXINGTON, DRAINAGE IMPROVMENTS	LILLYDALE	Other	F4
1995		TH 61	6222-129	AM	100,000		100,000		TH 61 AT TH 36, FRONTAGE ROAD IMPROVEMENTS	MAPLEWOOD	Other	A18
1995		TH 149	1917-32	AM	60,000		60,000		TH 149 AT MENDOTA HEIGHTS ROAD, SIGNAL INSTALLATION	MENDOTA HEIGHTS	Other	A18
1995		TH 13	7001-74	AM	15,000		15,000		TH 13 AT CANDY COVE TRAIL, DRAINAGE IMPROVMENTS	PRIOR LAKE	Other	F4
1995		TH 13	7001-75	AM	50,000		50,000		TH 13 AT FIVE HAWKS, SIGNAL INSTALLATION	PRIOR LAKE	Other	A18
1995		TH 77	2758-57	AM	100,000		100,000		TH 77 AT DIAGONAL BLVD, DRAINAGE IMPROVEMENTS	RICHFIELD	Other	F4
1995		TH 51	6216-110	AM	250,000		250,000		TH 51 AT CR C2, INTERSECTION IMPROVEMENTS	ROSEVILLE	Other	A18
1995		TH 7	2706-187	AM	50,000		50,000		TH 7 AT ST ALBANS RD, STORM SEWER IMPROVMENTS	SHOREWOOD	Other	F4
1995		TH 5	6201-71	AM	280,000		280,000		TH 5 AT CEDAR, SEWER SEPARATION	ST PAUL	Other	F4
1995		TH 51	6215-81	AM	65,000		65,000		TH 51 AT RANDOLPH, SEWER SEPARATION	ST PAUL	Other	F4
1995		TH 51	6215-82	AM	60,000		60,000		TH 51 AT THOMAS, MINN, HEWIT - SIGNAL REVISIONS	ST PAUL	Other	A18
1995		I-94	6282-173	AM	25,000		25,000		I94 AT LEXINGTON PARKWAY, SEWER SEPARATION	ST PAUL	Other	F4
1995		I-94	6282-84	AM	190,000		190,000		I94 AT BATES/MCLEAN, SEWER SEPARATION	ST PAUL	Other	F4
1995		TH 61	6222-128	AM	200,000		200,000		TH 61 AT WOLTERS BLVD, INTERSECTION IMPROVEMENTS	VADNAIS HEIGHTS	Other	A18
1995		I-94	8282-84	AM	50,000		50,000		I94 AT CSAH 13, SIGNAL INSTALLATION	WASHINGTON CO	Other	T2
1995		DA	8809-120	RS	100,000		100,000		EASTERLY PORTION OF ST PAUL METRO AREA-PEDESTRIAN CURB RAMPS	MNDOT	Preserve	D-3
1995		DA	8809-121	RS	100,000		100,000		WESTERLY PORTION OF ST PAUL METRO AREA-PEDESTRIAN CURB RAMPS	MNDOT	Preserve	D-3
1995		DA	8809-139	RS	156,500		156,500		IN ANOKA & NORTHWEST HENNEPIN COUNTY - PEDESTRIAN CURB RAMPS	MNDOT	Preserve	D3
1995		DA	8809-140	RS	125,000		125,000		IN ANOKA COUNTY-PEDESTRIAN CURB RAMPS	MNDOT	Preserve	D3

TABLE A-10
100% State Funded Projects

Year	Pri	Route	Prj Number	Prg	Total \$	Fed \$	State \$	Local \$	Description	Agency	Category	AQ
1995		LANDSCAPE	DISTM-LSP95		100,000		100,000		1995 LANDSCAPE PARTNERSHIP	MNDOT		F4
1995		TH 5	6201-882	AM	15,000		15,000		DAVERN OUTLET-SEWER SEPARATION	MNDOT	Other	F-4
1995		TH 5	6201-886	AM	400,000		400,000		MAYNARD/STEWART-SEWER SEPARATION	MNDOT	Other	F-4
1995		TH 7	2704-24	SC	15,000		15,000		AT CSAH 92 IN ST. BONIFACIUS - PEDESTAL MOUNTED WARNING FLASHERS	MNDOT	Manage	A18
1995		TH 10	0215-44	SC	50,000		50,000		TH 969 (MAIN ST) TO S JCT TH 47 - GUARDRAIL	MNDOT	Manage	A-11
1995		TH 13	1902-47	MC	25,000		25,000		D STREET IN MENDOTA TO HISTORIC MONUMENT	MNDOT	Expand	F-4
1995		I-35W	0280-9608	BI	375,000		375,000		UNDER LEXINGTON AVE, TC ARSENAL ENTRANCE, LOVELL RD, SUNSET AVENUE-OVERLAY BR 9608, 9582, 9829 & 9831.	MNDOT	Preserve	A-12
1995		I-35	1980-19531	AM	2,000,000		2,000,00		AT CO RD 46-CONSTRUCT INTERCHANGE, BR 19802, ETC	MNDOT	Other	NO
1995		I-35E	6280-881	AM	60,000		60,000		AT GRAND AVE-SIGNAL	MNDOT	Other	T-2
1995		I-35	8280-34	AM	100,000		100,000		AT CSAH 2 IN FOREST LAKE - TRAFFIC SIGNAL INSTALLATION AT RAMP TERMINI	MNDOT	Other	T-2
1995		I-35	8280-82801	BI	135,000		135,000		UNDER CSAH 2 IN FOREST LAKE-OVERLAY BR 82801	MNDOT	Preserve	A-12
1995		TH 36	8204-42	SC	250,000		250,000		AT HILTON TRAIL & AT MANNING AVE-TRAFFIC SIGNAL INSTALLATION & TURN LANE EXTENSIONS	MNDOT	Manage	T-2
1995		TH 36	8214-8801	AM	110,000		110,000		AT WASHINGTON ST. IN STILLWATER - NEW SIGNAL	MNDOT	Other	A-18
1995		TH 41	1008-47	RS	290,000		290,000		0.2 MI.N. OF TH 5 TO TH 7 - MILL & OVERLAY	MNDOT	Preserve	A-12
1995		TH 47	0205-8812	AM	110,000		110,000		AT CR 116 -- SIGNAL & INTERSECTION	MNDOT	Other	T-2
1995		TH 49	0204-12	AM	650,000		650,000		AT CSAH 23-RECONSTRUCTION	MNDOT	Other	A-12
1995		TH 49	6214-881	AM	120,000		120,000		AT TH 96-FR RD IMPROVEMENTS	MNDOT	Other	A-8
1995		TH 51	6216-109	RS	275,000		275,000		0.3 MI S OF CO RD C2 TO N LIMITS OF ROSEVILLE-MILL & OVERLAY	MNDOT	Preserve	A-12
1995		TH 51	6216-62010	BI	70,000		70,000		UNDER CO RD E IN ROSEVILLE-OVERLAY BR 62010	MNDOT	Preserve	A-12
1995		TH 52	1907-56	SH	120,000		120,000		AT 117TH ST IN INVER GROVE HTS-TRAFFIC SIGNAL INSTALLATION	MNDOT	Manage	T-2
1995		TH 52	6208-33	RS	860,000	688,000	172,000		RICE ST TO W LIMITS ST PAUL-MILL & OVERLAY	MNDOT	Preserve	A-12
1995		TH 52	6208-34	AM	140,000		140,000		EUSTIS/PRIOR-TRAFFIC SIGNAL REVISIONS	MNDOT	Other	A-18
1995		TH 52	6217-37	RS	125,000		125,000		KELLOGG BLVD TO RICE ST-MILL & OVERLAY	MNDOT	Preserve	A-12
1995		TH 55	2722-454A	RX	100,000		100,000		ROCKFORD TO FERNBROOK LANE - REPAIR CULVERTS & SEWERS. (CAT-1)	MNDOT	Preserve	F-4
1995		TH 55	2723-8805	AM	50,000		50,000		AT CSAH 24 - SIGNAL INSTALLATION	MNDOT	Other	T-2
1995		TH 55	2723-98	SC	70,000		70,000		AT HENNEPIN CSAH 101 - TEMPORARY SIGNAL	MNDOT	Manage	T-2
1995		TH 77	1929-881	AM	50,000		50,000		AT GALAXIE AVE-TRAFFIC SIGNAL INSTALLATION	MNDOT	Other	T-2
1995		I-94	2786-97	SC	160,000		160,000		CSAH 152 RAMPS-REBUILD 2 SIGNALS	MNDOT	Manage	A-18
1995		I-94	6283-9147	BI	200,000		200,000		UNDER RUTH ST & UNDER WHITE BEAR AVE IN ST PAUL-OVERLAY BR 9147, 9148	MNDOT	Preserve	A-12

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	State \$	Local \$	Description	Agency	Category	AQ
1995		TH 94	8282-	RS	750,000		375,000	375,000	HUDSON BRIDGE TRUCK BYPASS LANE	MNDOT	Preserve	A-19
1995		TH 97	8201-454	RX	150,000		150,000		FROM I35 TO TH 61-MILL & OVERLAY-RUTTING-ROAD REPAIR	MNDOT	Preserve	A12
1995		TH 169	0209-91	SC	100,000		100,000		AT MAIN ST. IN ANOKA - REBUILD SIGNAL	MNDOT	Manage	A-18
1995		TH 169	2772-14	SC	540,000		540,000		AT BETTY CROCKER DR., AT CSAH 9 (ROCKFORD RD.) AND AT CSAH 10 (BASS LK.RD.)-MODIFY WEAVE AREAS	MNDOT	Manage	A-13
1995		TH 169	2772-18	SC	100,000		100,000		AT 77TH AVE N - 2 TEMP SIGNALS	MNDOT	Manage	A18
1995		TH 169	2772-6	SC	100,000		100,000		VALLEY VIEW RD. RAMPS--INSTALL 2 SIGNALS	MNDOT	Manage	T-2
1995		TH 212	1013-56	SC	150,000		150,000		FROM E.OF WALNUT AVE. THRU CO.RD.17-CONTINUE LEFT TURN LANE	MNDOT	Manage	A-13
1995		TH 212	1013-64	AM	240,000		240,000		AT CSAH 15 - INTERSECTION RELOCATION & SIGNAL	MNDOT	Other	T-2
1995		TH 252	2748-40	SC	200,000		200,000		FROM 73RD AVE N TO 1000' N OF BROOKDALE DR-EXTEND NB 3RD LN. AND DROP RIGHT	MNDOT	Manage	A-6
1995		I-494	1985-115	RS	860,000		860,000		TH 149 TO MINNESOTA RIVER-BIT OVERLAY,OVERLAY BR 19825(OVER TH 13,ETC)	MNDOT	Preserve	A-12
1995		I-494	1985-454	RX	215,000		215,000		EB FROM ROBERT ST. TO CONCORD - RUTTING IN ALL LANES-ROAD REPAIR	MNDOT	Preserve	A12
1995		I-494	8285-9344	BI	90,000		90,000		UNDER BAILEY RD-OVERLAY BR 9344	MNDOT	Preserve	A-12
1995		I-694	8286-51	AM	100,000		100,000		AT CSAH 10 IN OAKDALE-TRAFFIC SIGNAL INSTALLATION	MNDOT	Other	T-2
1995		999	8809-148	RX	200,000		200,000		DISTRICTWIDE RELAMPING	MNDOT	Preserve	A20
1995		TH 999	8809-454C	RX	295,000		295,000		DISTRICTWIDE-BITUMINOUS CRACK SEALING	MNDOT	Preserve	A-12
1995		TH 999	8809-454D	RX	50,000		50,000		DISTRICTWIDE-SIGNAL LOOP REPLACEMENT	MNDOT	Preserve	A-18
1995		TH 999	8809-80	SC	305,000		305,000		ON TH 13,35E,55,61,77,96,110-DISTRICTWIDE SIGNAL REVISIONS	MNDOT	Manage	A-18
1995		TH 999	DIST-M-454A	RX	375,000		375,000		METRO SET ASIDE FOR ROAD REPAIR FY 95	MNDOT	Preserve	A12
1995		TH 999	IVHS95	TM	2,750,000		2,750,00		STATE MATCH FOR IVHS PROJECTS NOT SHOWN IN METRO TIP	MNDOT	Manage	A18
1996		LANDSCAPE	DISTM-LSP96		100,000		100,000		1996 LANDSCAPE PARTNERSHIP	MNDOT		F4
1996		TH 7	2704-23	SC	375,000		375,000		AT CSAH 92 IN ST. BONIFACIOUS - SIGNAL, CHANNELIZATION	MNDOT	Manage	T-2
1996		TH 13	7001-73	SC	250,000		250,000		AT CSAH 12 IN PRIOR LAKE - SIGNAL, CHANNELIZATION	MNDOT	Manage	T-2
1996		I-35W	0280-9830	BI	160,000		160,000		UNDER CSAH 14 & UNDER CSAH 21-MILL & L.S. OVERLAY BRS 9830 & 02801	MNDOT	Preserve	A-13
1996		I-35	1980-19841	BI	230,000		230,000		UNDER 195TH ST, CSAH 29, CR 62 - MILL & L.S. OVERLAY BRS 19841, 70802, 70805	MNDOT	Preserve	A-13
1996		I-35E	1982-122	SH	50,000		50,000		WB TH 110 TO NB I35E-RIGHT TURN MODIFICATION	MNDOT	Manage	A-8
1996		I-35W	2782-27871	BI	800,000		800,000		SB 35W OVER NB TH 65 - OVERLAY & REPAIR BR.27871, ALSO BRS.27930,31,33,34,35,36,39,41,9088	MNDOT	Preserve	A13
1996		I-35E	6280-291	SC	180,000		180,000		AT MARYLAND AVE-REBUILD SIGNALS	MNDOT	Manage	A-18

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	State \$	Local \$	Description	Agency	Category	AQ
1996		I-35E	6281-36	BR	2,000,000		2,000,00		I694 TO CO RD E-BR 62895-REPLACE BR 9838;RECONSTRUCT INTERCHANGE AT CO RD E; AUXILIARY LANE ON I35E(LET BY CITY 1992-P	MNDOT	Replace	A-13
1996		TH 49	6214-81	RS	175,000		175,000		0.3 MI N OF CO RD B2 TO WOODLYN AVE-MILL & OVERLAY	MNDOT	Preserve	A-12
1996		TH 55	1909-74	SC	100,000		100,000		AT S JCT TH 149-CONSTRUCT DUAL LEFT TURN LANE	MNDOT	Manage	A-8
1996		TH 61	6221-38	RS	170,000		170,000		W JCT I94 TO W JCT TH 5/61-MILL & OVERLAY	MNDOT	Preserve	A-12
1996		TH 61	6222-127	SC	250,000		250,000		AT BEAM AVE IN MAPLEWOOD-SIGNAL AND INTERSECTION REVISIONS	MNDOT	Manage	A-8
1996		TH 62	2774-3	SH	55,000		55,000		TH 62 UNDER TH 100 - MODIFY WEAVE AREA	MNDOT	Manage	A-8
1996		TH 62	2774-4	SH	180,000		180,000		AT FRANCE AVE. - SIGNAL RECONSTRUCTION	MNDOT	Manage	A-18
1996		TH 62	2775-7	RS	190,000		190,000		FROM W. OF TH 77 TO 0.2 MI.W. OF 28TH AVE. - MILL & OVERLAY	MNDOT	Preserve	A-12
1996		I-94	2781-8804	RC	270,000		270,000		DARTMOUTH BR/U OF M INTERCHANGE AREA - LANDSCAPING	MNDOT	Replace	F4
1996		I-94	2786-100	SC	160,000		160,000		AT CSAH 81 - REBUILD SIGNALS	MNDOT	Manage	A-18
1996		I-94	2786-101	SH	55,000		55,000		I 94 UNDER TH 169 - MODIFY WEAVE AREA	MNDOT	Manage	A-8
1996		I-94	6282-62845	BI	825,000		825,000		UNDER PRIOR-REDECK BRIDGE 62845	MNDOT	Preserve	A13
1996		I-94	6283-157	SC	40,000		40,000		ON TH 94 RAMP TERMINI WITH TH 120-SIGNAL REVISIONS	MNDOT	Manage	A-18
1996		TH 100	2733-76	SC	80,000		80,000		TH 100 UNDER TH 494 - MODIFY WEAVE AREA	MNDOT	Manage	A12
1996		TH 101	1009-11	RS	330,000		330,000		TH 212 TO 0.1 MI.S. OF TH 5 - MILL & OVERLAY	MNDOT	Preserve	A-12
1996		TH 101	2736-40	RS	290,000		290,000		0.1 MI.N. OF LAKE ST.TO CSAH 101 WB (OLD TH 12)-MILL & OVERLAY	MNDOT	Preserve	A-12
1996		TH 120	6227-53	SC	110,000		110,000		AT I94 NO FR RD-GEOMETRIC & SIGNAL REVISIONS	MNDOT	Manage	A-18
1996		TH 149	1917-31	RS	135,000		135,000		MENDOTA HTS RD TO TH 110-MILL & OVERLAY	MNDOT	Preserve	A-12
1996	12	TH 169	2750-50	MC	80,000		80,000		FROM 93RD AVE.N. TO HAYDEN LK.RD.(OSSEO BYPASS) LANDSCAPING	MNDOT	Expand	A-20
1996		TH 169	2772-16	SC	150,000		150,000		AT LONDONDERRY RD.-WIDEN NB EXIT RAMP AND SIGNAL REVISION	MNDOT	Manage	A-18
1996		TH 280	6241-	MC	1,500,000		1,500,00		FROM I94 TO I35W-NOISE BARRIER CONSTRUCTION	MNDOT	Expand	A-14
1996		I-494	1985-118	SC	220,000		220,000		EB AT HARDMAN AVE-RESTRIPE,OVERLAY,RAMP METER,ETC	MNDOT	Manage	A-12
1996		I-494	1985-119	SC	200,000		200,000		EB EXIT TO TH 149-RAMP MODIFICATIONS	MNDOT	Manage	A-8
1996		I-494	2785-276	SH	50,000		50,000		I 494 UNDER TH 7 - MODIFY WEAVE AREA	MNDOT	Manage	A-8
1996		TH 999	880M-AM-96	AM	3,000,000		3,000,00		METRO SET ASIDE FOR MUNICIPAL AGREEMENTS FY 96	MNDOT	Other	A18
1996		TH 999	880M-BI-96	BI	0		0		SET ASIDE FOR BRIDGE IMPROVEMENTS - FY 96	MNDOT	Preserve	A13
1996		TH 999	DIST-M-454B	RX	1,500,000		1,500,00		METRO SET ASIDE FOR ROAD REPAIR FY 96	MNDOT	Preserve	A12
1996		TH 999	IVHS96	TM	3,500,000		3,500,00		STATE MATCH FOR IVHS PROJECTS NOT SHOWN IN METRO TIP	MNDOT	Manage	A18

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	State \$	Local \$	Description	Agency	Category	AQ
1997		999	DIST-M-454C	RX	1,500,000		1,500,00		SET ASIDE FOR ROAD REPAIR FY97	MNDOT	Preserve	A12
1997		999	DIST-M-AM97	AM	3,000,000		3,000,00		SET ASIDE FOR MUNICIPAL AGREEMENTS FY97	MNDOT	Other	A18
1997		999	DIST-M-BI97	BI	2,465,000		2,465,00		SET ASIDE FOR BRIDGE IMPROVEMENTS FY97	MNDOT	Preserve	A13
1997		999	DIST-M-IV97	TM	3,000,000		3,000,00		SET ASIDE FOR IVHS FY97	MNDOT	Manage	A18
1997		LANDSCAPE	DISTM-LSP97		100,000		100,000		1997 LANDSCAPE PARTNERSHIP	MNDOT		F4
1997		TH 5	1002-63	RS	2,331,300		2,079,30	252,000	FROM TH 25 TO W OF TH 41, MILL AND OVERLAY, SIGNALS AT CSAH 19(GALPIN) AND CSAH 13(ROLLING ACRES)	MNDOT	Preserve	T2
1997		TH 5	6201-62066	BI	150,000		150,000		SOO LINE RR AND ROAD - LS OVERLAY AND JOINTS	MNDOT	Preserve	A12
1997		TH 7	2706-5323	BI	260,000		260,000		OVER RECREATIONAL TRAIL IN EXCELSIOR, REPLACE BRIDGE	MNDOT	Preserve	A13
1997		TH 10	0214-27	RS	773,600		773,600		FROM CR H TO I694, CONCRETE REHAB	MNDOT	Preserve	A-12
1997		TH 13	7001-8801	SC	400,000		260,000	140,000	CSAH 16/MCCOLL AVE, SIGNAL SYSTEM; RAISED CHANNELIZATION; ENTER LEFT AND RIGHT TURN LANES	MNDOT	Manage	T2
1997		I-35W	2783-27850	BI	370,000		370,000		UNDER TH 55 RAMP TO TH 94 WB - REDECK	MNDOT	Preserve	A13
1997		I-35E	6280-9330	BI	700,000		700,000		OVER MISSISSIPPI RIVER - PARTIAL PAINT	MNDOT	Preserve	A12
1997		TH 36	8214-9115	BI	110,000		110,000		EB OVER TH 95 - LS OVERLAY AND JOINTS	MNDOT	Preserve	A12
1997		TH 36	8214-97RW	MC	4,000,000		4,000,00		ST CROIX RIVER VALLEY BRIDGE-RW PURCHASE ONLY	MNDOT	Expand	NO
1997		TH 51	6216-111	RS	523,500		523,500		N LIMITS OF ROSEVILLE TO N OF I694, CONCRETE REHAB	MNDOT	Preserve	A12
1997		TH 52	1906-40	RS	2,804,300		2,804,30		S JCT OF TH 55 TO TH 50, MILL AND OVERLAY	MNDOT	Preserve	A12
1997		TH 52	1907-9107	AM	1,800,000	0	1,800,00	0	NB TH 52 OVER SB TH 56-REMOVE BRIDGE-PART OF TH 56 TURN BACK	MNDOT	Other	NO
1997		TH 55	1910-37	RS	747,100		747,100		S JCT OF TH 56 TO HASTINGS, MILL AND OVERLAY	MNDOT	Preserve	A12
1997		TH 65	0208-92	RS	195,000		195,000		FROM 2.4 MI S OF N ANOKA CO LINE (226TH AVE NE) TO CSAH 24-MILL & OVERLAY	MNDOT	Preserve	A-12
1997		TH 65	0208-94	SF	381,900		281,900	100,000	217TH AVE (NB) TO 229TH AVE, MILL AND OVERLAY. SIGNALS AT CSAH 24(237TH) AND CR 86 (SIMS ROAD)	MNDOT		A12
1997		TH 65	0208-95	SC	400,000		350,000	50,000	CLOVERLEAF/93RD AVE, SIGNAL REBUILD; AUX LANE; DUAL LEFT TURN LANE	MNDOT	Manage	A12
1997		TH 97	8212-17	SC	300,000		250,000	50,000	GOODVIEW AVE/8TH ST, SIGNAL SYSTEM AND CHANNELIZATION	MNDOT	Manage	T2
1997		TH 169	2772-27534	BI	675,000		675,000		UNDER MEDICINE LAKE ROAD, ROCKFORD ROAD, 36TH N AND 63RD N, LS OVERLAY BRS 27536,27551,27550 AND REDECK BR 27534	MNDOT	Preserve	A13
1997		TH 212	2763-35	SC	250,000		250,000		CSAH 61(SHADY OAK ROAD), SIGNAL SYSTEM; INPLACE CHANNELIZATION REMOVAL	MNDOT	Manage	T2
1997		I-494	1985-19825	BI	380,000		380,000		OVER TH 13 & C&NW RR - L.S. OVERLAY AND JOINTS	MNDOT	Preserve	A12
1997		I-494	2785-9079	BI	295,000		295,000		UNDER PORTLAND AVE, REDECK BR 9079	MNDOT	Preserve	A13
1997		I-494	8285-6617	BI	595,000		595,000		OVER TH 61, BN AND SOO LINE RR, MAXWELL AVE - LS OVERLAY AND JOINTS ON BR 9293,9291,6617	MNDOT	Preserve	A12

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	State \$	Local \$	Description	Agency	Category	AQ
1997		TH 999	8809-150	SC	500,000		500,000		METRO WIDE SIGNAL REVISIONS	MNDOT	Manage	A18

Twin Cities Metropolitan Area
1995-1997 Transportation Improvement Program

TABLE A-11
All 1994 Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	State \$	Local \$	Description	Agency	Category	AQ
1994		CSAH 1	02-601-36	RC	1,460,000	1,170,000		290,000	ANOKA CSAH 1 (E RIVER RD) FROM HARTMAN CIRCLE TO GLEN CREEK RD; RECONSTR	ANOKA CO	Replace	T-2
1994		CSAH 14	02-614-20	RS	90,000	69,093		20,907	ANOKA CSAH 14: CSAH 21 TO E ANOKA CO LINE - RESURF	ANOKA CO	Preserve	A-12
1994		CR 15	02-600-10	RS	60,000	46,062		13,938	ANOKA CR 15: FROM 213TH AV NE TO 229TH AV NE, RESURF	ANOKA CO	Preserve	A-12
1994		CSAH 22	02-622-24	RS	225,000	172,733		52,267	ANOKA CSAH 22: TH 65 TO E LIM OF E BETHEL; RESURF	ANOKA CO	Preserve	A-12
1994		CSAH 22	02-622-25	RS	335,000	257,180		77,820	ANOKA CSAH 22: E LIM E BETHEL TO E ANOKA CO LINE; RESURF	ANOKA CO	Preserve	A-12
1994		CSAH 74	02-600-09	RS	30,000	23,000		7,000	ANOKA CSAH 74: E BETHEL BLVD TO DURANT ST; RESURF	ANOKA CO	Preserve	A-12
1994		XX	107-090-01	AM	219,000	174,000		45,000	BLOOMINGTON BIKE & RIDE SYSTEM TO AND AT MALL OF AMERICA TRANSIT HUB	BLOOMINGTON	Other	D-2
1994		MSAS 110	196-110-05	SC	190,000	145,863		44,137	AT PIONEER TRAIL (MSAS 101) & TH 41 IN CHASKA, CHANNELIZATION & SIG SYS	CARVER CO	Manage	T-2
1994		EN	194-090-02	EN	400,000	280,000		120,000	TH 5 PED/BIKE BR IN CHANHASSEN	CHANHASSEN	Other	D-2
1994		XX	19-590-04	AM	65,100	52,080		13,020	DAKOTA CO: INSTALL DIRECTIONAL & INFO SIGNS THROUGHOUT BIKEWAY SYSTEM	DAKOTA CO	Other	D-2
1994		CSAH 42	18-642-27	RS	243,346	194,677		48,669	DAKOTA CSAH 42: CSAH 71 TO 145TH ST IN ROSEMOUNT, RESURF	DAKOTA CO	Preserve	A-12
1994		CMAQ	90-070-03	TR	96,000	79,000		17,000	I-494 CORRIDOR COMMISSION - FUNDING OF I494 TRANSPORTATION DEMAND MANAGEMENT PROGRAM	I-494 CORR. COMM.	Transit	D-1
1994		EN	189-080-02	EN	591,000	295,500		295,500	E FISH LAKE ROAD PEDESTRIAN BR IN MAPLE GROVE	MAPLE GROVE	Other	D-2
1994		EN	138-080-01	EN	189,280	94,640		94,640	CITY HALL/COMMUNITY CENTER TRAIL IN MAPLEWOOD	MAPLEWOOD	Other	D-2
1994		CMAQ	141-070-04	TR	170,000	118,000		52,000	IN MINNEAPOLIS; FUND THE OPERATION OF THE DOWNTOWN TRANSPORTATION MANAGEMENT ORGANIZATION	MINNEAPOLIS	Transit	D-2
1994		XX	141-090-01	AM	1,000,000	500,000		500,000	MINNEAPOLIS; CEDAR LAKE PARK TRANSPORTATION CORRIDOR	MINNEAPOLIS	Other	D-2
1994		BIKE	141-090-02	TR	500,000	400,000		100,000	IN MPLS; CEDAR LAKE BIKE TRAIL - FROM LYNDALE AVE TO 7TH ST PARKING GARAGE	MINNEAPOLIS	Transit	D-2
1994		XX	142-090-03	AM	209,663	167,731		41,933	OVER BURLINGTON/NORTHERN RR @ I-494	MINNETONKA	Other	A-13
1994		TH 77	1925-34	CB	185,334			185,334	FROM TH 35E TO OLD SHAK RD IN BLOOM & EGAN--SHLD RECONSTR & RESTRIPIING OF BR 9600	MNDOT	Transit	A-6
1994		TH 999	2700-27004	EN	2,707,201	2,111,617		595,584	OVER MISS.R APPROX.2,000' E.OF 3RD AVE.BR.-REHAB.ABANDONED RR.BR.27004(STONE ARCH BR.)	MNDOT	Other	D-1
1994		RR	27-00213	SR	145,665	118,425		27,240	MC RR AT BROADWAY ST NE - CANTILEVERS	MNDOT RR	Manage	A-1
1994		RR	62-00161	SR	100,000	80,000		20,000	SOO RR AT OTTO AVE IN ST PAUL - GATES	MNDOT RR	Manage	A-1

TABLE A-11
All 1994 Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	State \$	Local \$	Description	Agency	Category	AQ
1994		CITY	152-102-10	BR	440,000	352,000		88,000	REPL BR 27680, OLD CRYSTAL BAY RD NORTH OVER BNRR	ORONO	Replace	A-13
1994		XX	62-590-05	AM	300,000	240,000		60,000	BURLINGTON/NORTHERN REGIONAL TRAIL CORR: BEAM AVE TO WILLARD MUNGER STATE TRAIL	RAMSEY CO	Other	D-2
1994		EN	160-080-01	EN	375,000	300,000		75,000	COUNTY ROAD C PATHWAY ENHANCEMENT IN ROSEVILLE	ROSEVILLE	Other	D-2
1994		XX	160-090-04	AM	573,000	458,000		115,000	ROSEVILLE NON-MOTORIZED PATHWAY ALONG CR C FROM FAIRVIEW TO RICE	ROSEVILLE	Other	D-2
1994		CMAQ	90-070-01	TR	1,062,000	850,000		212,000	RTB; FUNDING OF TRAVEL DEMAND MANAGEMENT PROGRAM INCLUDING RIDESHARE & TDM GRANTS	RTB	Transit	D-1
1994		CSAH 15	70-615-06	RC	530,000	406,881		123,119	SCOTT CSAH 15: TH 101 TO TH 300 IN SHAKOPEE, RECONSTRUCTION	SCOTT CO	Replace	A-12
1994		CR 18	70-618-18	RC	13,394,633			2,678,927	BLOOMINGTON FERRY BR. - STAGE 5 - SHAKOPEE BYPASS TO 0.18 MI S OF TH 101	SCOTT CO	Replace	NO
1994		XX	167-090-01	AM	45,000	36,000		9,000	4 BUS & BIKE SHELTERS ALONG TH 49 IN SHOREVIEW	SHOREVIEW	Other	D-2
1994		EN	164-080-04	EN	742,000	593,600		148,400	BURLINGTON NORTHERN REGIONAL TRAILWAY IN ST. PAUL	ST PAUL	Other	D-2
1994		XX	164-090-02	AM	100,000	80,000		20,000	DOWNTOWN ST PAUL: PURCHASE/PLACE 100 BIKE LOCKERS	ST PAUL	Other	D-2
1994		TH 5	6201-72	AM	400,000		400,000		TH 5 AT KELLOGG, SEWER SEPARATION	ST PAUL	Other	F-4
1994		TH 36	8214-112	AM	40,000		40,000		TH 36 AT TH 5, INTERSECTION IMPROVEMENTS	STILLWATER	Other	F4
1994		CR 64	82-600-10	RC	1,500,000	1,151,550		348,450	WASHINGTON CR 64: CSAH 15 TO CSAH 5 IN STILLWATER; RECONSTRUCTION	WASHINGTON CO	Replace	A-12
1994		RR	6222-125	SR	47,250	37,800	9,450		TH 61 IN WHITE BEAR LAKE	MNDOT	Manage	A-1
1994		DA	8809-115	RS	82,463		82,463		IN SOUTHEAST PORTION OF METRO AREA-PEDESTRIAN CURB RAMPS(JULY AWARD)	MNDOT	Preserve	D-3
1994		DA	8809-116	RS	80,333		80,333		SOUTHEAST PORTIONS OF METRO DIVISION-PEDESTRIAN CURB RAMPS (JULY AWARD)	MNDOT	Preserve	D-3
1994		DA	8809-117	RS	116,238		116,238		NORTHEASTERN PORTION OF METRO DIVISION-PEDESTRIAN CURB RAMPS	MNDOT	Preserve	D-3
1994		DA	8809-118	RS	118,756		118,756		IN HENNEPIN COUNTY-PEDESTRIAN CURB RAMPS	MNDOT	Preserve	D-3
1994		DA	8809-119	RS	70,564		70,564		IN CARVER AND SCOTT COUNTIES-PEDESTRIAN CURB RAMPS	MNDOT	Preserve	D-3
1994		DA	8809-147	AM	168,500		168,500		IN NORTHERN HENNEPIN/SOUTHERN ANOKA COUNTIES-PEDESTRIAN CURB RAMPS	MNDOT	Other	D-3
1994		RR	8809-62	SR	199,350	179,415	19,935		MINNESOTA COMMERCIAL RAILROAD (METRO) (JULY AWARD)	MNDOT	Manage	A-1
1994		RR	8809-88	SR	314,089	281,456	32,633		RAIL CROSSINGS METRO AREA - CNW RR	MNDOT	Manage	A-1
1994		RR	8809-90	SR	345,320	310,788	34,532		ST CLOUD TO COLD SPRING & TWIN CITIES TO MONTICELLO - BN RR(JULY AWARD)	MNDOT	Manage	A-1
1994		TH 3	1921-58	RS	457,756		457,756		CONNEMARA TRAIL TO JCT TH 149-MILL & OVERLAY, TURN LANES, GUARDRAIL	MNDOT	Preserve	A-12
1994		TH 3	1921-61	AM	381,502		381,502		CONNEMARA TRAIL TO CAMBRIAN AVE - RECONSTRUCTION, MILL AND OVERLAY (AGREEMENT #70971)	MNDOT	Other	F-4

TABLE A-11
All 1994 Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	State \$	Local \$	Description	Agency	Category	AQ
1994	1	TH 3	1928-35	MC	6,562,721	4,807,790	1,208,24	546,689	TH 52 & TH 55 TO CSAH 28-GRADING & SURFACING	MNDOT	Expand	GR
1994	1	TH 3	1928-40	MC	127,430	127,430			CSAH 28 TO TH 52 & TH 55-LIGHTING	MNDOT	Expand	A-20
1994	1	TH 3	1928-41	MC	217,565	217,065	500		CSAH 28 TO TH 52 & TH 55-SIGNING	MNDOT	Expand	A-18
1994	1	TH 3	1928-42	MC	224,250	179,400	44,850		75TH ST TO 0.3 MI S OF CSAH 18-LANDSCAPING	MNDOT	Expand	F-4
1994		TH 5	6201-64	AM	120,000		120,000		EDGE CUMBE/BAYARD - SEWER SEPARATION (AGREEMENT # 68180)	MNDOT	Other	F-4
1994		TH 5	6201-67	AM	346,436		346,436		PALACE/TORONTO-7TH,WATSON/JEFFERSON. SEWER SEPARATON	MNDOT	Other	F-4
1994		TH 5	6201-68	AM	146,905		146,905		EDGE CUMBE/ST. DENNIS-SEWER SEPARATION	MNDOT	Other	F-4
1994		TH 5	6201-69	AM	402,459		402,459		MAY STREET TO TUSKARARA AVE. (SEWER SEPARATION).	MNDOT	Other	F-4
1994		TH 5	6201-888	AM	85,000		85,000		EDGE CUMBE/BAY-SEWER SEPARATION	MNDOT	Other	F-4
1994		TH 5	6229-881	AM	70,000		70,000		AT KENNARD/BEACH-SEWER SEPARATION	MNDOT	Other	F-4
1994		TH 5	6229-882	AM	24,000		24,000		MINNEHAHA/WHITE BEAR-SEWER SEPARATION	MNDOT	Other	F-4
1994		TH 7	2704-20	AM	350,000		350,000		AT CSAH 44 - INTERSECTION REALIGNMENT	MNDOT	Other	A-10
1994		TH 7	2706-175	SH	1,000,000	800,000	100,000	100,000	TH7 @ VINEHILL RD. - NEW SIGNAL AND CHANNELIZATION	MNDOT	Manage	T-2
1994		TH 10	0215-45	RS	500,000		500,000		0.2 MI E OF FOLEY BLVD TO E JCT TH 47 - MILL & OVERLAY	MNDOT	Preserve	A-12
1994		TH 10	6204-8801	SC	88,500	70,800	17,700		TH 65 TO TH 694-ALL WEATHER PAVEMENT MARKING STUDY.	MNDOT	Manage	A-18
1994		TH 12	2714-133	TM	102,177		102,177		AT CO. RD. 15 IN WAYZATA - RAMP METER BYPASS TO E.B. TH 12	MNDOT	Manage	A-18
1994		TH 12	2714-134	AM	292,142		292,142		GLEASON CREEK AREA-DRAINAGE	MNDOT	Other	F-4
1994		TH 13	1901-127	SH	223,159	178,527	44,632		FROM CSAH 5 TO RAMP FROM SB TH 35W-NEW CONN. TO N.FR.RD.	MNDOT	Manage	A-3
1994		TH 13	7001-71	AM	160,441		160,441		LYNN TO GLENHURST (S.SIDE) - FR.RD.DETACHMENT	MNDOT	Other	A-11
1994		I-35W	0280-44	TM	3,179,376	3,179,376			ON I35W FROM TH 36 TO LEXINGTON AVE-TRAFFIC MANAGEMENT SYSTEM	MNDOT	Manage	A-18
1994		I-35E	0282-02803	BI	90,000		90,000		UNDER CSAH 14 IN LINO LAKES - OVERLAY BR 02803	MNDOT	Preserve	A-12
1994		I-35E	0282-24	RS	4,328,739	3,818,033	510,706		FROM 0.5 MI S OF CO RD E TO JCT I35W/I35E -BITUMINOUS OVERLAY & EDGE DRAINS	MNDOT	Preserve	A-12
1994		I-35	1980-882	AM	100,000		100,000		BUCKHILL/CRYSTAL LAKE RD - TRAFFIC SIGNAL INSTALLATIONS	MNDOT	Other	T-2
1994		I-35W	1981-6583	BI	723,317	578,654	144,663		OVER C & NW RY & CLIFF RD-REDECK,WIDEN,APPROACH TO BR 6583 & HEAT.	MNDOT	Preserve	A-13
1994	3	I-35W	1981-88	MC	6,765,941	6,071,491	694,450		TH13 TO MINN RIVER-BIT.OVERLAY & ADD TEMP 3RD LANE,SIGNING,LIGHTING;S JCT I35E/I35W TO MINN RIVER-TMS INSTALLATION--(H	MNDOT	Expand	NO
1994		I-35W	1981-90	RS	724,000	651,600	72,400		S JCT I35/35E TO SB EXIT RAMP TO BURNSVILLE PKWY-BITUMINOUS OVERLAY	MNDOT	Preserve	A-12

TABLE A-11
All 1994 Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	State \$	Local \$	Description	Agency	Category	AQ
1994		I-35W	1981-91	SC	414,090		368,495	45,595	I35W UNDER BURNSVILLE PARKWAY-SIGNAL REVISIONS, TURN LANES, OVERLAY BR 19863 (JULY AWARD)	MNDOT	Manage	T-2
1994	3	I-35W	2782-250	MC	7,700,000	6,930,000	770,000		MINN RIVER TO I-494 - BIT OVERLAY, SIGN, LIGHT & ADD INTERMEDIATE 3RD LANE-(HOV)	MNDOT	Expand	NO
1994		I-35W	2782-27932	BI	350,711	315,640	35,071		60TH ST TO TH 121-O'LAY BRS.27932,37,38,41, ALSO GUARD RAIL & JOINT WORK	MNDOT	Preserve	A-12
1994		I-35W	2783-95	SC	120,000	108,000	12,000		TH 122 TO RAMSEY-ANOKA CO LINE-REPLACE SIGN LIGHTING	MNDOT	Manage	A-20
1994		I-35W	2783-96	RS	1,150,000	1,035,000	115,000		UNIV AVE TO HENN CO LINE - CONCRETE REPAIR & JT RESEAL	MNDOT	Preserve	A-12
1994		I-35E	6280-288	AM	489,191		489,191		TROUT BROOK PHASE B-SEWER SEPARATION	MNDOT	Other	F-4
1994		I-35E	6280-289	AM	997,225		997,225		I35E/UNIVERSITY-SEWER SEPARATION	MNDOT	Other	F-4
1994		I-35E	6280-290	AM	75,000		75,000		I35E RAMPS AT SHEPARD ROAD IN ST PAUL-OVERLAY	MNDOT	Other	A-12
1994		I-35E	6280-292	AM	873,961		873,961		BTWN LAFAYETTE RD & PAYNE AVE FROM 7TH ST TO THE MISSISSIPPI RIVER (STORM SEWER SEPARATION)	MNDOT	Other	F-4
1994		I-35E	6280-890	AM	25,000		25,000		GRAND/ST ALBANS-SEWER SEPARATION	MNDOT	Other	F-4
1994		I-35E	6281-62834	BI	170,000		170,000		UNDER TH 96 IN WHITE BEAR LAKE-OVERLAY BR 62834	MNDOT	Preserve	A-12
1994		I-35E	6281-9567	BI	365,000	328,500	36,500		AT GOOSE LAKE ROAD-OVERLAY BRS 9567 & 9568	MNDOT	Preserve	A-12
1994		I-35W	6284-116	RS	950,000	855,000	95,000		W RAMSEY CO LINE TO CO RD C-JOINT REHABILITATION	MNDOT	Preserve	A-12
1994		TH 36	6211-75	SH	366,556	366,556			I35E TO MCKNIGHT RD-LIGHTING	MNDOT	Manage	A-20
1994		TH 36	6211-76	SH	270,000	270,000			MCKNIGHT RD TO I694-LIGHTING	MNDOT	Manage	A-20
1994		TH 36	6212-138	RS	1,850,000	1,480,000	370,000		I35W TO 0.2 MI E OF EDGERTON-BITUMINOUS OVERLAY	MNDOT	Preserve	A-12
1994		TH 36	6212-140	SH	348,894	348,894			HAMLIN AVE TO I35E-LIGHTING	MNDOT	Manage	A-20
1994		TH 36	6212-882	AM	100,000		100,000		TH 36/49 VIKING DRIVE-FR RD IMPROVEMENTS	MNDOT	Other	A-8
1994		TH 36	8214-111	AM	632,355		632,355		AT NORELL ROAD - FRONTAGE ROAD CONSTRUCTION	MNDOT	Other	A-18
1994		TH 41	1008-49	AM	35,000		35,000		AT CO.RD. 18 - TEMP. SIGNAL INSTALLATION	MNDOT	Other	A-12
1994		TH 47	0205-454A	RX	17,066		17,066		35TH AVE. TO 53RD AVE. N.E. - BIT. CRACK SEAL. (CAT-3. FY 94). (JULY AWARD)	MNDOT	Preserve	A-12
1994		TH 47	0205-67	RS	257,917		257,917		FROM 0.1 MI S OF 73RD AVE TO N OF 79TH AVE IN FRIDLEY-MILL & OVERLAY	MNDOT	Preserve	A-12
1994		TH 49	6213-38	RS	367,000		367,000		UNIVERSITY AVE(TH 52) TO HOYT AVE-MILL & OVERLAY	MNDOT	Preserve	A-12
1994		TH 49	6213-40	AM	178,771		178,771		ACKER TO JESSAMINE. (SEWER SEPARATION)	MNDOT	Other	F-4
1994		TH 49	6213-881	AM	79,579		79,579		SYLVAN/ACKER-SEWER SEPARATION	MNDOT	Other	F-4
1994		TH 49	6213-884	AM	140,000		140,000		AT ALBEMARLE/NEBRASKA-SEWER SEPARATION	MNDOT	Other	F-4
1994		TH 49	6214-454	RX	223,966		187,306		MARIE ST TO TH 98-MILL AND OVERLAY. (CAT-1. FY 94)	MNDOT	Preserve	A-12
1994		TH 50	1904-454	RX	14,071		14,071		ON TH 50 FROM 2.1 MI E OF TH 3 TO 2.1 MI W OF VERMILLION RIVER AND ON BUCK HILL RD FROM CRYSTAL LAKE RD TO CSAH 42-BIT	MNDOT	Preserve	A-12

TABLE A-11
All 1994 Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	State \$	Local \$	Description	Agency	Category	AQ
1994		TH 50	1914-41	AM	50,000		50,000		AT CSAH 9 IN LAKEVILLE-TRAFFIC SIGNAL INSTALLATION	MNDOT	Other	T-2
1994		TH 51	6215-74	SH	436,750	349,400	87,350		ON SNELLING AVE FROM TAYLOR AVE TO COMMONWEALTH AVE-INSTALL MEDIAN BARRIER	MNDOT	Manage	A-11
1994		TH 51	6215-76	RS	408,854		408,854		MONTREAL AVE TO DAYTON AVE-MILL & OVERLAY	MNDOT	Preserve	A-12
1994		TH 51	6215-77	AM	31,543		31,543		SYNDICATE/FAIRMONT-SEWER SEPARATION	MNDOT	Other	F-4
1994		TH 51	6215-78	AM	105,564		105,564		AT PORTLAND/ALDINE-SEWER SEPARATION	MNDOT	Other	F-4
1994		TH 51	6215-79	AM	53,813		53,813		CLEVELAND/PORTLAND-SEWER SEPARATION	MNDOT	Other	F-4
1994		TH 51	6215-80	AM	357,260		357,260		ALBERT/ELEANOR-SEWER SEPARATION	MNDOT	Other	F-4
1994		TH 52	1907-53	MC	2,000,000		2,000,00		AT CAHILL RD IN INVER GROVE HTS-CONSTRUCT INTERCHANGE,BR,ETC	MNDOT	Expand	A-13
1994		TH 52	1907-882	RS	73,492		73,492		BTWN 1/4 MI E OF COLLEGE TRAIL & 300 FT W OF COURTHOUSE BLVD - NEG CONTRACT	MNDOT	Preserve	F-4
1994		TH 52	6208-32	AM	120,000		60,000	60,000	ON UNIVERSITY AVE FROM PARK ST TO VICTORIA ST IN ST PAUL-SIGNAL REVISIONS	MNDOT	Other	A-12
1994		TH 52	6208-881	AM	75,000		75,000		UNIVERSITY/MISSISSIPPI-SEWER SEPARATION	MNDOT	Other	F-4
1994		TH 52	6208-900	AM	200,000		200,000		HAMPDEN/UNIVERSITY-SEWER SEPARATION	MNDOT	Other	F-4
1994		TH 52	6217-883	AM	208,428		208,428		STARKEY/PLATO-SEWER SEPARATION	MNDOT	Other	F-4
1994		TH 52	6217-885	AM	210,000		210,000		AT CONCORD/CONGRESS-SEWER SEPARATION	MNDOT	Other	F-4
1994		TH 55	1909-19087	BR	1,182,193	945,754	236,439		OVER SOO LINE RR & RELOCATED TH 13-BR 19087 & 19088(REP 19029 & 19030) (JULY AWARD)	MNDOT	Replace	A-13
1994	5	TH 55	1909-19089	MC	689,299	551,439	137,860		WB TH 55 OVER EB TH 110-BR 19089 (JULY AWARD)	MNDOT	Expand	NO
1994	5	TH 55	1909-19090	MC	600,498	480,398	120,100		CSAH 31 OVER TH 55-BR 19090 (JULY AWARD)	MNDOT	Expand	NO
1994	5	TH 55	1909-65	MC	15,966,044	11,347,115	2,851,16	1,767,766	AT INTERSECTION OF TH'S 13,55,110-MENDOTA INTERCHANGE & BIKETRAIL ENHANCEMENT (JULY AWARD)	MNDOT	Expand	NO
1994	5	TH 55	1909-71	RC	578,439	578,439			MENDOTA INTERCHANGE-SIGNING	MNDOT	Replace	A-13
1994	5	TH 55	1909-72	RC	128,027	102,372	25,655		MENDOTA BR-LIGHTING	MNDOT	Replace	A-20
1994		TH 55	2722-51	SH	135,078	108,062	13,657	13,359	AT CSAH 50 - SIGNAL (JULY AWARD)	MNDOT	Manage	T-2
1994		TH 55	2724-454B	MC	100,000		20,000		RELOCATE "LONGFELLOW HOUSE" IN MINNEHAHA PARK IN MINNEAPOLIS	MNDOT	Expand	F-2
1994		TH 55	8607-46	AM	173,472		173,472		AT AUTUMN OAKS DRIVE - INTERSECTION IMPROVEMENT	MNDOT	Other	T-2
1994		TH 56	1912-454	RX	121,360		121,360		COURTHOUSE BLVD TO 66TH ST-MILL AND OVERLAY.(CAT-1 FY 94). (JULY AWARD)	MNDOT	Preserve	A-12
1994		TH 56	6219-05	AM	253,000		253,000		ON CONCORD ST. FROM GEORGE ST. TO STARKEY. (SEWER SEPARATION)	MNDOT	Other	F-4
1994		TH 61	6222-122	RD	2,750,000	2,200,000	550,000		N JCT TH 96 TO N JCT TH 97 - BITUMINOUS OVERLAY, TURN LANES, RR X-OVER, ETC	MNDOT	Preserve	A-12
1994		TH 61	6222-124	RS	271,000		271,000		800' S OF WHITE BEAR AVE TO N JCT TH 96-MILL & OVERLAY	MNDOT	Preserve	A-12

TABLE A-11
All 1994 Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	State \$	Local \$	Description	Agency	Category	AQ
1994		TH 61	6222-881	AM	120,000		120,000		SHADY TO 4TH-INTERSECTION/MEDIAN IMPROVEMENTS	MNDOT	Other	A-11
1994		TH 61	8205-96	RS	1,640,000		1,640,00		CR 19 TO 12TH(NB) & 80TH ST TO 12TH ST(SB)-CONCRETE REHABILITATION - JULY AWARD	MNDOT	Preserve	A-12
1994		TH 61	8205-97	RS	180,000		180,000		12TH ST IN NEWPORT TO 0.3 MI S OF I494-MILL & OVERLAY - JULY AWARD	MNDOT	Preserve	A-12
1994		TH 61	8206-27	SC	70,000		70,000		AT CSAH 8 IN HUGO - TEMPORARY SIGNAL	MNDOT	Manage	T-2
1994		TH 62	2774-2	SC	1,400,000	1,120,000	280,000		BTWN T.H.121 & PENN-INTERCHANGE MOD. TEMP.BR.99147, CD RD. FOR ACCESS TO W.B.TH 62	MNDOT	Manage	A-13
1994		TH 65	0208-91	RS	1,400,000		1,400,00		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 TO N.OF 217TH AVE.NE-MILL & O'LAY	MNDOT	Preserve	A-12
1994		TH 77	2716-66	RX	153,082		153,082		FROM TH 494 TO 63RD ST - REMOVE AND REPLACE BIT SHLD - ROAD REPAIR	MNDOT	Preserve	A-12
1994		I-94	2780-8804	AM	50,000		50,000		AT WEAVER LK.RD. IN MAPLE GROVE - ADD SW TO BR. 27950	MNDOT	Other	D-3
1994		I-94	2781-371	RD	742,872	667,685	75,187		TH 35W SB TO TH 94 WB - RAMP MOD, RETAIN WALL, SIGN, LIGHT	MNDOT	Preserve	F-4
1994		I-94	2781-373	SC	1,092,403	983,163	109,240		UPGRADE LIGHTING IN LOWRY HILL TUNNEL.	MNDOT	Manage	A-20
1994		I-94	2781-375	RS	5,215,797	4,633,286	582,511		11TH AVE IN MPLS TO WESTERN IN ST PAUL-MILL & OVERLAY 11TH TO SNELLING;OVERLAY FROM SNELLING TO WESTERN-LOW SLUMP OVER	MNDOT	Preserve	A-12
1994		I-94	2781-379	SC	45,849		45,849		FROM LASALLE TO 11TH IN MPLS-SIGN LIGHTING (JULY AWARD)	MNDOT	Manage	A-18
1994		I-94	2781-9420	BI	850,000	680,000	170,000		UNDER PORTLAND, PARK, CHICAGO, 25TH ST, RIVERSIDE-OVERLAY BRS. 27851, 27852, 27853, 9420, 9421	MNDOT	Preserve	A-13
1994		I-94	6282-885	AM	255,000		255,000		MARSHALL/HAMLINE-SEWER SEPARATION	MNDOT	Other	F-4
1994		I-94	6282-9381	BI	950,000	760,000	190,000		UNDER HAMLINE & CLEVELAND IN ST PAUL-REDECK BRS 9381,9457	MNDOT	Preserve	A-12
1994		TH 95	8208-27	AM	15,000		15,000		ON TH 95 AT 15TH ST S IN LAKE ST CROIX BEACH-CHANNELIZATION	MNDOT	Other	T-2
1994		TH 95	8208-454	RX	219,714		201,380		194 TO AFTON-MILL AND OVERLAY. (CAT-1. FY 94)	MNDOT	Preserve	A-12
1994		TH 96	6224-51	RS	300,000		300,000		I35E TO 200' W OF HEDMAN WAY	MNDOT	Preserve	A-12
1994		TH 100	2734-8803	AM	140,000		140,000		AT EXCELSIOR BLVD. IN ST. LOUIS PK.-REBUILD 2 SIGNALS AT RAMP TERMINI--(CO TO LET)	MNDOT	Other	A-18
1994		TH 100	2735-158	MC	190,000	152,000	38,000		MTKA.BLVD.TO GLENWOOD AVE.-LANDSCAPING	MNDOT	Expand	F-4
1994		TH 100	2735-162	BR	249,761		249,761		W.FR.RD. OVER C & NW RR - RECONSTRUCT BR. 90667 & OVERLAY FR RD.(JULY AWARD)	MNDOT	Replace	A-13
1994		TH 100	2735-163	TM	98,622		98,622		AT MTKA. BLVD. IN ST.LOUIS PK.-RAMP METER BYPASS FROM MTKA.BLVD. TO N.B.TH 100	MNDOT	Manage	A-18
1994		TH 100	2735-8802	AM	80,000		80,000		DULUTH ST. TO RR BR. - FRONTAGE RD. IMPROVEMENTS	MNDOT	Other	A-12
1994		TH 101	1009-454	RX	22,236		22,236		0.7 MI.S. OF TH 5 - CULVERT REPLACEMENT. (CAT-1)	MNDOT	Preserve	A-13
1994		TH 101	2736-37	RS	407,485		407,485		FROM 0.4 MI S OF TH 7 TO 0.1 MI N OF LK ST EXTENSION - MILL & OVERLAY	MNDOT	Preserve	A-12

TABLE A-11
All 1994 Projects

Year	Pri	Route	Prj Number	Prg	Total \$	Fed \$	State \$	Local \$	Description	Agency	Category	AQ
1994		TH 101	2736-38	SC	13,136		13,136		AT MCGINTY RD. - INSTALL OVERHEAD FLASHER	MNDOT	Manage	A-18
1994		TH 101	2736-454B	RX	48,610		48,610		AT GRAY'S BAY BR TO 150' NORTH - EROSION REPAIR. (CAT-1).	MNDOT	Preserve	
1994		TH 101	2736-454c	RX	51,640		51,640		AT GRAY'S BAY BR TO 150' NORTH IN MINNETONKA- (CAT-1).	MNDOT	Preserve	A-12
1994	10	TH 101	2738-27019	MC	587,249	469,799	117,450		TH 101 S.B. OVER CROW RIVER-CONSTRUCT BR. 27019	MNDOT	Expand	NO
1994		TH 101	7005-62	AM	1,433,683		1,433,68		SHAK. BYPASS-UPPER V. DRAINAGE-STORM SEWER CONN.-STAGE III (CITY LET)	MNDOT	Other	F-4
1994	10	TH 101	8608-13	MC	414,511	331,609	82,902		AT CROW R. & AT MISS.R. - BR APPROACH GRADING	MNDOT	Expand	NO
1994	10	TH 101	8608-14	MC	2,735,000	1,880,000	470,000	385,000	AT TH 10 IN ELK RIVER - GR. & SURF. INTERCHANGE, SIGN,LIGHT,SIGNAL	MNDOT	Expand	NO
1994	10	TH 101	8608-15	MC	3,010,000	2,408,000	602,000		CSAH 42 TO MISS.R. IN OTSEGO-G&S,SIGN,LIGHT,SIG.	MNDOT	Expand	NO
1994		TH 101	8608-17	MC	231,277	184,573	46,705		AT TH 10 INTERCHANGE IN ELK RIVER - SIGNING	MNDOT	Expand	NO
1994		TH 101	8608-71002	MC	345,000	276,000	69,000		TH 101 NB OVER TH 10 - WIDEN BR. 71002	MNDOT	Expand	NO
1994	10	TH 101	8608-86005	MC	2,637,405	2,109,924	527,481		TH 101 S.B. OVER MISS.RIVER-CONSTRUCT BR. 86005	MNDOT	Expand	NO
1994		TH 149	1917-30	AM	50,877		50,877		0.25 MI N OF N JCT TH 55 TO I494 - CHANNELIZE, ETC (AGREEMENT #71102)	MNDOT	Other	T-2
1994		TH 169	2750-46	SH	100,000	80,000	20,000		AT 85TH AVE N - INSTALL TURN LANE & SIGNAL REVISION	MNDOT	Manage	A-3
1994		TH 169	2772-12	TM	117,030		117,030		AT 36TH AVE N IN PLYMOUTH-RAMP METER BYPASS FROM 36TH AVE TO SB TH 169	MNDOT	Manage	T-2
1994		TH 212	1013-58	RD	2,900,000		2,900,00		1.2 MI W TH 284 (COLOGNE BYPASS) TO 2.2 MI E TH 284-RECONDITION	MNDOT	Preserve	A-12
1994		TH 212	1013-60	RS	689,652	551,722	137,930		FROM 2.2 MI E OF TH 284 TO 0.4 MI W OF TH 41-MILL & OVERLAY	MNDOT	Preserve	A-12
1994		TH 212	1013-62	AM	85,000		85,000		AT CSAH 33 IN NORWOOD - NEW SIGNAL	MNDOT	Other	T-2
1994		TH 212	2762-15	MC	375,000	300,000	75,000		ON TECHNOLOGY DRIVE FROM WALLACE RD. TO 0.4 MI.E.-GRADE & SURFACE	MNDOT	Expand	NO
1994		TH 212	6228-56	AM	51,000		51,000		CLEVELAND/PORTLAND-SEWER SEPARATION	MNDOT	Other	F-4
1994		TH 212	6228-882	AM	45,000		45,000		AT MARSHALL/OTIS-SEWER SEPARATION	MNDOT	Other	F-4
1994		TH 244	8219-454	RX	104,686		104,686		CSAH 12 IN MAHTOMEDI TO TH 96-MILL AND OVERLAY. (CAT-1. FY 94) (JULY AWARD)	MNDOT	Preserve	A-12
1994		TH 280	6241-881	AM	190,000		190,000		EUSTIS/FRANKLIN-SEWER SEPARATION	MNDOT	Other	F-4
1994		TH 282	7011-16	AM	181,289		181,289		AT TH 169-CHANNELIZE ON TH 282	MNDOT	Other	A-8
1994		TH 284	1014-8802	AM	30,000		30,000		TH 5 TO 10TH - DRAINAGE IMPROVEMENTS	MNDOT	Other	F-4
1994		TH 288	0213-7	RS	45,000		45,000		S.RAMP TH 10 TO ANOKA STATE HOSPITAL - MILL & OVERLAY	MNDOT	Preserve	A-12
1994		TH 291	1924-19010	BI	100,000		100,000		OVER VERMILLION RIVER 0.6 MI E OF TH 61 IN HASTINGS-OVERLAY & SLOPE REPAIR ON BR 19010	MNDOT	Preserve	A-12
1994		TH 316	1926-881	AM	3,000		3,000		AT CSAH 91-INTERSECTION REVISIONS	MNDOT	Other	A-8

TABLE A-11
All 1994 Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	State \$	Local \$	Description	Agency	Category	AQ
1994		I-394	2789-103	RS	109,784		109,784		AT LOUISIANA AVE.(SE QUAD.)IN ST.LOUIS PARK-PARK & RIDE LOT	MNDOT	Preserve	T-2
1994		I-394	2789-94	MC	345,000	276,000	69,000		G.M.BLVD. TO 0.3 MI.W. TH100-LANDSCAPING	MNDOT	Expand	F-4
1994		I-394	2789-95	MC	280,000	224,000	56,000		0.3 MI W TH 100 TO W LIM MPLS-LANDSCAPING	MNDOT	Expand	F-4
1994		I-394	2789-96	MC	330,000	264,000	66,000		DUNWOODY BLVD TO WASHINGTON AVE (INCLUDES TAD AND AT BASILICA)-LANDSCAPING	MNDOT	Expand	F-4
1994		I-494	2785-275	SC	160,000		160,000		PENN AVE RAMPS - REBUILD 2 SIGNALS (JULY AWARD)	MNDOT	Manage	A-18
1994		I-494	2785-278	AM	3,502,127		3,502,12		I35W TO TH 77 ON 77TH ST IN RICHFIELD - R/W ACQUISITION AND CLEARANCE, PRE-ENGR, AND UTILITIES - AGREE #71398	MNDOT	Other	NO
1994		I-494	2785-999	SC	74,534		74,534		FRONTAGE RD- 24TH AVE TO CEDAR AVE & 24TH AVE TO 34TH AVE (PAVEMENT MARKINGS) (NEGOTIATED CONTRACT)	MNDOT	Manage	A-2
1994		I-694	8286-454	RX	107,048		107,048		AT TH 5 IN OAKDALE-REPL WATERPROOF JTS ON BRS 82807,82808(CAT-1 FY 94)	MNDOT	Preserve	A-12
1994		I-694	8286-49	RS	106,500		106,500		ON TH 694 (FOUR LANES) 0.6 MI E OF TH 120	MNDOT	Preserve	A-12
1994		I-694	8286-50	AM	52,223		52,223		UNDER 15TH ST IN OAKDALE-WIDEN, OVERLAY, ETC BR 82803	MNDOT	Other	A-13
1994		TH 999	8809-127	SC	149,072		149,072		ON TH 62 FROM TH 169 TO TH 100; ON TH 77 FROM TH 62 TO 66TH ST; ON TH 100 FROM I494 TO 36TH AVE; ON I35W FROM LAKE ST	MNDOT	Manage	A-18
1994		TH 999	8809-128	SC	109,940		109,940		HIGH INTENSITY SIGN REPLACEMENT-CHISAGO COUNTY	MNDOT	Manage	F-4
1994		TH 999	8809-145	TM	325,000	260,000	65,000		METROWIDE COMMUNICATION LINK (IVHS)	MNDOT	Manage	A-18
1994		TH 999	8809-31	SC	447,289		447,289		IN RAMSEY COUNTY-HIGH INTENSITY SIGN REPLACEMENT	MNDOT	Manage	F-4
1994		TH 999	DIST-M-454	RX	685,000		685,000		METRO SET ASIDE FOR ROAD REPAIR FY 94	MNDOT	Preserve	A-12
1994		TH 999	IVHS94	TM	2,250,000		2,250,00		STATE MATCH FOR IVHS PROJECTS NOT SHOWN IN METRO TIP	MNDOT	Manage	A-18

TABLE A-12**1994-1995
APPROVED PROJECTS (Section 3)**

Recipient	Local Project Number	Contract Letting/ Years in Service	Project Description	Grant I.D.	Federal Share (\$1,000s)	Federal Share plus Local Match (\$1,000s)	Grant Status	CAA Code
FLEET IMPROVEMENT								
MTC	3312	1994/1995	purchase up to 97 40-foot buses	MN-03-0048- Sec. 3	\$7,000	\$9,333	approved	c-11
City of Mpls.	To be assigned	1993/94, 95	purchase of buses and construction of N. terminal for Nicollet Mall Shuttle	FTA-Sec. 3	\$8,000	\$10,000	approved	
				Totals	\$15,000	\$19,333		

TABLE A-13

**1994-1995
APPROVED PROJECTS (Section 9)**

SECTION 9

Recipient	Local Project Number	Contract Letting/ Years in Service	Project Description	Grant I.D.	Federal Share (\$1,000s)	Federal Share plus Local Match (\$1,000s)	Grant Status	CAA Code
FLEET IMPROVEMENT		1994/1995	purchase up to 97 40-foot buses	MN-90-x075-Sec. 9 Subtotal	\$9,420	\$11,783	approved	c-11
MTC	3312				\$9,420	\$11,783		
COMPUTERIZATION								
MTC	3085	1994/1995	Time Roll	MN-90-x053-Sec. 9	\$637	\$797	approved	
MTC	3283	1994/1995	HRIS Upgrade	MN-90-x057-Sec. 9	110	137	approved	
MTC	3385	1994/1995	SWAMI	MN-90-x053-Sec. 9	71	89	approved	
				MN-90-x057-Sec. 9	747	934	approved	
				MN-90-x013-Sec. 9	280	350	approved	
				Subtotal	\$1,845	\$2,307		
SERVICE IMPROVEMENT		1994/1995	I-394 Transit Service	MN-90-x078-Sec. 9 Subtotal	\$2,400	\$3,000	approved	
MTC	4310*				\$2,400	\$3,000		
					Totals	\$13,665		

* Also recorded as receiving CMAQ funds.

Table A-14
TITLE III SECTION 16
1995
APPROVED PROJECTS

	Organization	\$ Federal	\$ Local	\$ Total	Vehicle
M	Dakota Inc., Eagan	\$33,440	\$8,610	\$43,050	Mid-size bus
M	Human Services, Inc., Oakdale	\$31,500	\$7,875	\$39,375	Small bus
M	Indian Family Services, Minneapolis	\$34,440	\$8,610	\$43,050	Mid-size bus
M	Senior Outreach Services, New Hope	\$34,440	\$8,610	\$43,050	Mid-size bus
	CY 95 PROJECT TOTAL	\$134,820	\$33,705	\$168,525	

TABLE A-15

**1995-1997 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 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 1995 Application to FTA
MTC	Operating Assistance FFY 1997 (MTC CY 1996)	\$77,500	\$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 1995 (MTC CY 1995)	\$15,000	\$12,000	FTA Section 9	Fall 1994 Application to FTA
MTC	Capital Assistance FFY 1996 (MTC CY 1996)	\$15,000	\$12,000	FTA Section 9	Fall 1995 Application to FTA
MTC	Capital Assistance FFY 1997 (MTC CY 1997)	\$15,000	\$12,000	FTA Section 9	Fall 1996 Application to FTA

Capital assistance will be used to invest in capital items.

Table A-16
TITLE III SECTION 18
APPROVED OPERATING ASSISTANCE

TRANSIT SYSTEM NAME	DESCRIPTION	FUNDING SOURCES	PROJECTED OPERATING		
			95	96	97
Carver County	Transit Operating Assistance	FEDERAL	63,873	66,428	69,005
		STATE (RTB)	134,478	134,478	134,478
		LOCAL	87,548	87,548	87,548
		TOTAL	285,899	288,454	291,111
Hastings	Transit Operating Assistance	FEDERAL	35,182	36,589	38,053
		STATE (RTB)	87,741	87,741	87,741
		LOCAL	66,240	66,240	66,240
		TOTAL	189,163	190,570	192,034
Scott County	Transit Operating Assistance	FEDERAL	57,124	59,409	61,785
		STATE (RTB)	129,272	129,272	129,272
		LOCAL	76,433	76,433	76,433
		TOTAL	262,829	265,114	267,490
		FEDERAL	156,178	162,426	168,923
		STATE	0	0	0
		STATE (RTB)	351,491	351,491	351,491
		LOCAL	230,221	230,221	230,221
		TOTAL	737,890	744,138	750,635

TABLE A-17**TRANSIT PROJECTS BY SOURCES OF FEDERAL FUNDS****SECTION 26 FUNDING**

Recipient	Local Project Number	Contract Letting/ Years in Service	Project Description	Grant I.D.	Federal Share (\$1,000s)	Federal Share plus Local Match (\$1,000s)	Grant Status	CAA Code
SERVICE IMPROVEMENT								
MTC	6320	1994/1995	Team Transit (Phase 2)	To be assigned -Sec. 26	\$500	\$500	approved	
MTC	6320	1995/1996	Team Transit (Phase 3)	To be assigned -Sec. 26	\$500	\$500	To be applied	
				Totals	\$1,000	\$1,000		

Table A-18

1995/1996/1997
FUNDING APPLIED FOR BY PROJECT

SECTION 3

Recipient	Local Project Number	Contract Letting/Years in Service	Project Description	Grant I.D.	Federal Share (\$1,000s)	Federal Share plus Local Match (\$1,000s)	Grant Status	CAA Code
<u>FLEET IMPROVEMENTS</u>								
MTC	To be assigned	1995/1996	Purchase up to 91 40-ft. buses	Sec. 3 (FTA) - 1995	\$8,000	\$10,667	To be applied	C-11
MTC	To be assigned	1996/1997	Purchase up to 96 40-ft. buses	Sect. 3 (FTA) - 1995	<u>\$2,000</u>	<u>\$2,666</u>	To be applied	
					Subtotal \$10,000	Subtotal \$13,333		
<u>FACILITYIMPROVEMENTS</u>								
MTC	To be assigned	1995/1996/1997	Snelling Garage Relocation	Sec. 3 (FTA)	<u>\$45,000</u>	<u>\$60,000</u>	To be applied	
					Subtotal \$45,000	Subtotal \$60,000		
					Totals \$55,000	Totals \$73,333		
<u>STUDY/PRELIMINARYENGINEERING</u>								
MN/DOT	To be assigned	1995/1996	Central Corridor FEIS and Preliminary Engineering	Sec. 3 (FTA)	\$2,300	\$3,500	To be applied	F-1

TABLE A-19

**1995/1996/1997
FUNDING APPLIED FOR BY PROJECT**

SECTION 9

Recipient	Local Project Number	Contract Letting/ Years in Service	Project Description	Grant I.D.	Federal Share (\$1,000s)	Federal Share plus Local Match (\$1,000s)	Grant Status	CAA Code
FLEET IMPROVEMENT		1995/1996 1995/1996 1996/1997	purchase up to 91 40-ft. buses purchase up to 60 artic. buses Purchase up to 96 40-ft buses	Sec. 9 (FTA)-1995	\$7,466	\$9,337	to be applied	c-11
MTC	to be assigned			Sec. 9 (FTA)-1996	12,000	15,000		
MTC	to be assigned			Sec. 9 (FTA)-1995	4,534	5,663	to be applied to be applied	
MTC	to be applied			Sec. 9 (FTA)-1997	12,000	15,000		
				Subtotal	\$36,000	\$45,000		
SERVICE IMPROVEMENT								
MTC	to be assigned*	1997/1998	I-35W Transit Service	to be determined-Sec. 9	\$6,582	\$8,227	to be applied	
				Subtotal	\$6,582	\$8,227		
				Totals	\$42,582	\$53,227		

* Also reported to have applied for CMAQ funds.

Monday, August 08, 1994

Twin Cities Metropolitan Area
1995-1997 Transportation Improvement Program

TABLE A-20
All Projects By Route Number

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	State \$	Local \$	Description	Agency	Category	AQ
1995		EN	103-080-01	EN	228,488	113,244			113,244	ANOKA & RAMSEY CITIES: CONSTRUCT LIGHTING & FACILITIES FOR PATH	ANOKA	Other	A-20
1995		EN	02-590-02	EN	213,334	160,000			53,334	ANOKA CO PARKS: E RIVER RD TO CAMDEN BR - PED/BIKEWAY	ANOKA CO	Other	D-2
1997		RAIL	02-00127	SR	50,000	40,000			10,000	CSAH 35, FRIDLEY - INSTALL SIGNALS	ANOKA CO	Manage	A1
1996		CSAH 1	02-601-35	RC	1,894,000	1,595,000			399,000	ANOKA CSAH 1 (E RIVER RD) FROM TH 610 TO MISS BLVD; RECONSTR	ANOKA CO	Replace	T-2
1995		CSAH 9	02-609-04	BR	160,000	128,000			32,000	REPL BR #7157 OVER CEDAR CREEK	ANOKA CO	Replace	A-13
1995		TH 47	0205-68	AM	65,000			65,000		TH 47 AT CSAH 8, INTERSECTION IMPROVEMENTS	ANOKA CO	Other	A18
1995		TR	TR-1	TR	2,500,000	2,000,000			500,000	NORTHTOWN TRANSIT HUB	ANOKA REGIONAL RAIL	Transit	NO
1995		I-35	1982-123	AM	115,000			115,000		I35 AT CR 11/PALIMINO DR, FRONTAGE ROAD IMPROVMENTS	APPLE VALLEY	Other	A18
1996		STP-BR	DISTM-BRS		1,000,000	800,000			200,000	REGION WIDE BRIDGE SCOUR STUDY	ATP		F1
1997		80TH STREET	AR-6	RC	4,721,000	3,776,800			944,200	79TH/80TH STREET RECONSTRUCT FROM BLAISDELL AVE TO PORTLAND AVE	BLOOMINGTON	Replace	D2
1996		EN	ES-8	EN	625,000	500,000			125,000	BROOKLYN BLVD STREETScape AMENITIES PROJECT	BROOKLYN CENTER	Other	F4
1995		TH 252	2748-44	AM	50,000			50,000		TH 252 PED BRIDGE IN BROOKLYN PARK	BROOKLYN PARK	Other	D3
1996		EN	EP-10	EN	180,000	144,000			36,000	CLIFF ROAD TO BLACK DOG ROAD TRAIL CONNECTION	BURNSVILLE	Other	D2
1996		CASH 11	AC-8		2,381,000	1,904,800			476,200	CSAH 11	CARVER CO		T2
1996		COUNTY	10-653-05	BR	226,000	114,000		28,000	84,000	CARVER COUNTY BRIDGE - INFORMATION ONLY	CARVER COUNTY	Replace	A-13
1996		EN	EP-21	EN	300,000	240,000			60,000	PEDESTRIAN UNDERPASS AT TH5 SOUTH FRONTAGE ROAD	CHANHASSEN	Other	D3
1995		TH 41	1008-50	AM	40,000			40,000		TH 41 AT HUNDERTMARK, SIGNAL INSTALLATION	CHASKA	Other	A18
1997		RAIL	19-00116	SR	80,000	64,000			16,000	CSAH 23, LAKEVILLE - INSTALL SIGNALS	DAKOTA	Manage	A1
1997		RAIL	19-00117	SR	80,000	64,000			16,000	CSAH 32, EAGAN - INSTALL SIGNALS	DAKOTA	Manage	A1
1995		EN	EP-19	EN	220,000	176,000			44,000	BIG RIVERS REGIONAL TRAIL - PHASE II	DAKOTA CO	Other	D2
1996		EN	EP-20	EN	495,000	396,000			99,000	BIG RIVERS REGIONAL TRAIL - PHASE III	DAKOTA CO	Other	D2
1995		CR 46	AE-20	RC	4,675,000	3,740,000			935,000	CR 46 - JOPLIN AV TO I-35-RECONSTRUCT FROM 2 LANE TO 4 LANE DIVIDED AND BUILD NEW BRIDGE OVER I35	DAKOTA CO	Replace	NO

TABLE A-20
All Projects By Route Number

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	State \$	Local \$	Description	Agency	Category	AQ
1995		CSAH 68	19-668-02	BR	920,000	736,000			184,000	REPL BR OVER VERMILLION RIVER ON CSAH 68	DAKOTA CO	Replace	A-13
1995		XX	92-090-01	BT	1,200,000	950,000			250,000	GATEWAY BIKEWAY TRAIL - ALONG 35E FROM ARLINGTON AVE TO CAYUGA ST	DNR	Trails	D2
1996		EN	EH-2	EN	400,000	320,000			80,000	MINNESOTA RIVER VALLEY TRAILS	EAGAN	Other	D2
1995		TH 3	1921-63	AM	100,000			100,000		TH 3 AT TH 50, STORM SEWER IMPROV	FARMINGTON	Other	F4
1995		TH 61	8207-53	AM	20,000			20,000		TH 61 FROM TH 97 TO BROADWAY, EMERGENCY VEHICLE PREEMPTION	FOREST LAKE	Other	A18
1995		EN	127-090-04	EN	120,000	60,000			60,000	CITY OF FRIDLEY: UNIVERSITY AVE BIKE/PED PROJECT	FRIDLEY	Other	D-2
1996		EN	EP-18	EN	198,000	158,400			39,600	CITY OF HASTINGS/MINNESOTA VETERANS HOME BIKEWAY SEGMENT	HASTINGS	Other	D2
1995		I-94	2780-44	AM	60,000			60,000		I94 AT CSAH 30, SIGNAL INSTALLATION	HENNEPIN	Other	A18
1995		EN	27-600-07	EN	100,000	75,000			25,000	CSAH 12 - CLOQUET ISLAND SCENIC OVERLOOK	HENNEPIN CO	Other	F-3
1996		EN	EH-1	EN	391,000	312,800			78,200	EXCELSIOR HISTORIC STREECAR	HENNEPIN CO	Other	F4
1997		CSAH 1	AE-1	RC	3,900,000	3,120,000			780,000	CSAH 1/9320 - TH 169 TO W OF CSAH 18	HENNEPIN CO	Replace	NO
1996		CSAH 4	27-604-12	RC	1,451,000	1,161,000			290,000	HENNEPIN CO; FROM CSAH 1 TO TERREY PINE DR - RECONSTRUCT CSAH 4	HENNEPIN CO	Replace	NO
1995		CR 18	27-618-67	RC	26,934,800	5,500,000	12,720,000		8,714,800	CSAH 18 - CSAH 1 (102ND ST) TO I-494 - RECONSTRUCT	HENNEPIN CO	Replace	NO
1996		CSAH 53	27-653-12	RC	692,000	553,600			138,400	CSAH 53 (66TH ST) - CSAH 17 TO CSAH 31 - RECONSTRUCT	HENNEPIN CO	Replace	A12
1996		CSAH 62	AE-5	RC	1,000,000	800,000			200,000	CSAH 62/7419 - CSAH 62 AND TH 101	HENNEPIN CO	Replace	T2
1997		CSAH 152	27-752-07	RC	2,000,000	1,600,000			400,000	HENNEPIN CSAH 152 FROM 64TH AVE TO 71ST AVE N - RECONSTRUCT	HENNEPIN CO	Replace	NO
1996		CSAH 3	27-603-24	SH	520,000	416,000			104,000	CSAH 3 - WOODALE TO FRANCE - REBUILD 4 SIGNALS W/COORDINATION	HENNEPIN COUNTY	Manage	A13
1996		CSAH 5	27-605-18	SH	100,000	80,000			20,000	CSAH 5 AT LOUISIANA AVE S - REBUILD SIGNAL	HENNEPIN COUNTY	Manage	A18
1995		CSAH 36	27-636-04	BR	2,900,000	2,320,000			580,000	UNIVERSITY (CSAH 36) AND 14TH AVE SE OVER BNRR - REPLACE BR 90422 & 92353	HENNEPIN COUNTY	Replace	A-13
1996		CSAH 81	27-681-06	SH	100,000	80,000			20,000	CSAH 81 AT CSAH 130/CSAH 152 - REBUILD SIGNAL	HENNEPIN COUNTY	Manage	A18
1996		CSAH 109	27-709-14	SH	100,000	80,000			20,000	CSAH 109 AT JEFFERSON HWY - REBUILD SIGNAL	HENNEPIN COUNTY	Manage	A18
1995		EN	91-100-06	EN	158,500	110,950			47,550	ST. ALBANS BAY BIKEWAY BR IN HENNEPIN COUNTY	HENNEPIN PARKS	Other	D-2
1995		EN	91-110-04	EN	300,000	150,000			150,000	NORTH MISSISSIPPI REGIONAL TRAIL IN HENNEPIN COUNTY	HENNEPIN PARKS	Other	D-2
1995		EN	91-110-05	EN	150,000	105,000			45,000	VALLEY VIEW ROAD BIKE/PEDESTRIAN BR IN HENNEPIN COUNTY	HENNEPIN PARKS	Other	D-2

TABLE A-20
All Projects By Route Number

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	State \$	Local \$	Description	Agency	Category	AQ
1995		CMAQ	XXX-XXX-XC	TR	95,800	79,262			16,538	I-494 CORRIDOR COMMISSION - TRAVEL DEMAND MANAGEMENT PROGRAM	I-494 CORR. COMM.	Transit	D-1
1995		TH 13	1902-46	AM	20,000			20,000		TH 13 AT LEXINGTON, DRAINAGE IMPROVMENTS	LILLYDALE	Other	F4
1995		TH 61	6222-129	AM	100,000			100,000		TH 61 AT TH 36, FRONTAGE ROAD IMPROVEMENTS	MAPLEWOOD	Other	A18
1995		TH 149	1917-32	AM	60,000			60,000		TH 149 AT MENDOTA HEIGHTS ROAD, SIGNAL INSTALLATION	MENDOTA HEIGHTS	Other	A18
1995		BIKE/WALK	BK-3	BT	674,000	539,200			134,800	CEDAR LAKE PARK TRAIL - PHASE III	MINNEAPOLIS	Trails	D2
1996		BIKE/WALK	BK-4	BT	1,270,470	1,016,376			254,094	MIDTOWN GREENWAY - PHASE I	MINNEAPOLIS	Trails	D2
1996		BIKE/WALK	BK-8	BT	1,382,700	1,106,160			276,540	BASSETTS CREEK TRAIL	MINNEAPOLIS	Trails	D2
1997		BIKE/WALK	BK-7	BT	600,000	480,000			120,000	DINKYTOWN BIKEWAY CONNECTION TO DOWNTOWN	MINNEAPOLIS	Trails	D2
1997		BIKE/WALK	BK-9	BT	605,650	484,520			121,130	KENILWORTH TRAIL	MINNEAPOLIS	Trails	D2
1995		CITY	141-080-15	BR	1,168,000	934,400			233,600	REPL NICOLLET ST BR L-8924 WITH BR #27695	MINNEAPOLIS	Replace	A-13
1995		CMAQ	141-070-05	TR	150,000	120,000			30,000	IN MPLS; THIRD AVE DISTRIBUTOR AREA - INSTALL CHANGEABLE MESSAGE SIGNS NEAR PARKING AREAS	MINNEAPOLIS	Transit	A18
1995		CMAQ	141-070-06	TR	520,000	416,000			104,000	CONVERT SOV TO HOV PARKING AT 2 MPLS PARKING FACILITIES	MINNEAPOLIS	Transit	D1
1995		CMAQ	141-070-07	TR	691,000	400,000			291,000	IN MPLS; PRIORITY VEHICLE CONTROL SYSTEM FOR TRANSIT BUSES - SIG REV IN MANY LOCATIONS	MINNEAPOLIS	Transit	C3
1996		CMAQ	CM-11	TM	562,600	423,000			139,600	PRIORITY VEHICLE CONTROL SYSTEMS - LAKE / NICOLLET	MINNEAPOLIS	Manage	C3
1996		CMAQ	CM-13	TR	459,200	275,000			184,200	DOWNTOWN TMO	MINNEAPOLIS	Transit	D1
1996		CMAQ	CM-9	TM	1,190,000	952,000			238,000	COORDINATED TRAFFIC MANAGEMENT SYSTEM	MINNEAPOLIS	Manage	A18
1997		CMAQ	CM-12	TM	596,200	451,000			145,200	PRIORITY VEHICLE CONTROL SYSTEMS - LYNDALE / CEDAR	MINNEAPOLIS	Manage	C3
1995		EN	EH-13	EN	343,750	275,000			68,750	MINNEHAHA PARK LONGFELLOW HOUSE INTERPRETIVE CENTER RESTORATION	MINNEAPOLIS	Other	F4
1996		EN	EH-10	EN	150,000	120,000			30,000	COMO-HARRIET STREETCAR LINE IMPROVEMENTS	MINNEAPOLIS	Other	F4
1996		EN	EH-11	EN	625,000	500,000			125,000	MILWAUKEE DEPOT PRESERVATION	MINNEAPOLIS	Other	F4
1996		EN	EH-9	EN	610,000	488,000			122,000	FREIGHT HEAD HOUSE PRESERVATION	MINNEAPOLIS	Other	F4
1996		RAIL	27-00214	SR	150,000	120,000			30,000	CSAH 23, MINNEAPOLIS - UPGRADE SIGNALS	MINNEAPOLIS	Manage	A9
1995		XX	141-080-16	CB	600,000	480,000			120,000	IN MPLS; PED TUNNEL UNDER 4TH ST BTWN 3TD & 4TH AVE FROM CITY HALL TO NEW FED COURTS	MINNEAPOLIS	Transit	D3
1995		EN	EH-14	EN	380,000	304,000			76,000	CHARLES H BURWELL PROPERTY RESTORATION PROJECT	MINNETONKA	Other	F4
1995		EN	92-100-26	EN	120,000	95,000			25,000	INTERSTATE STATE PARK TRAIL DEV AND SCENIC BEAUT - MN DNR	MN DNR	Other	D-2

TABLE A-20
All Projects By Route Number

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	State \$	Local \$	Description	Agency	Category	AQ
1997		EN	EH-3	EN	516,800	413,440			103,360	HISTORIC FORT SNELLING/GREAT RIVER ROAD	MN HISTORICAL SOCIETY	Other	F4
1995		CSAH 102	27-00212	SR	145,665	118,425			27,240	SOO RR AT CSAH 102 - CANITILEVERS	MNDOT RR	Manage	A-1
1997		EN	EH-16	EN	879,000	500,000			379,000	LOST LAKE HISTORIC CANAL RESTORATION	MOUND	Other	F4
1996		EN	EP-4	EN	600,000	480,000			120,000	PEDESTRIAN BRIDGE ACROSS HWY 10	MOUNDS VIEW	Other	D3
1995		CMAQ	90-070-02	TR	2,250,000	1,800,000			450,000	RTB; FUNDING OF TRANSIT SERVICE EXPANSION - ADDITIONAL BUS SERVICE	MTC	Transit	C4
1995		NS BIKE/WALK	NS-1	BT	100,000	80,000			20,000	TRANSIT EDUCATION	MTC	Trails	D3
1995		TR	TR-4	TR	160,000	128,000			32,000	SPEEDLITE	MTC	Transit	A18
1996		TR	TR-10	TR	300,000	240,000			60,000	HIGHLAND TRANSIT HUB	MTC	Transit	NO
1996		TR	TR-11	TR	250,000	200,000			50,000	HILLCREST TRANSIT HUB	MTC	Transit	NO
1996		TR	TR-5	TR	1,570,000	1,256,000			314,000	BUS STOP SHELTERS	MTC	Transit	C6
1996		TR	TR-7	TR	200,000	160,000			40,000	ROBBINSDALE TRANSIT HUB	MTC	Transit	NO
1996		TR	TR-8	TR	4,000,000	3,200,000			800,000	HENNIPEN/LAGOON TRANSIT HUB	MTC	Transit	NO
1997		I-35W	CM7A	TR	3,875,000	3,100,000			775,000	I-35W SERVICE EXPANSION / REORGANIZATION	MTC	Transit	C4
1996		EN	EP-2	EN	300,000	240,000			60,000	LONG MEADOW CROSSING	MWWC	Other	D2
1995		TH 13	7001-74	AM	15,000			15,000		TH 13 AT CANDY COVE TRAIL, DRAINAGE IMPROVMENTS	PRIOR LAKE	Other	F4
1995		TH 13	7001-75	AM	50,000			50,000		TH 13 AT FIVE HAWKS, SIGNAL INSTALLATION	PRIOR LAKE	Other	A18
1996		RAIL	62-00163	SR	80,000	64,000			16,000	CSAH 25, MAPLEWOOD - INSTALL SIGNALS	RAMSEY	Manage	A9
1997		RAIL	62-99164	SR	80,000	64,000			16,000	CSAH 67, WHITE BEAR LAKE - UPGRADE SIGNALS	RAMSEY	Manage	A9
1997		EN	EP-11	EN	425,000	340,000			85,000	BATTLE CREEK BIKEWAY	RAMSEY CO	Other	D2
1997		CSAH 30	62-630-42	RC	5,000,000	4,000,000			1,000,000	CSAH 30 (LARPENTEUR AVE) - TH 280 TO CSAH 53 (DALE ST) - RECONSTRUCT	RAMSEY CO	Replace	A12
1996		CSAH 44	62-644-13	RC	2,935,000	2,348,000			587,000	RAMSEY CSAH 44 (SILVER LAKE RD) SILVER LANE TO I-694; RECONSTR	RAMSEY CO	Replace	T-2
1995		CSAH 51	62-651-34	RC	1,445,000	1,156,000			289,000	CSAH 51 (LEX. AVE) - CSAH 30 (LARP. AVE) TO CSAH 15 (CR E) - MILL/OVERLAY, TURN LANES, SIGNAL REV.	RAMSEY CO	Replace	A12
1996		CSAH 65	62-665-36	SC	1,000,000	800,000			200,000	CSAH 65 (WHITE BEAR AVE) - CSAH 23 (CR C) TO I-694 - GEOMETRIC/SIGNAL REVISIONS	RAMSEY CO	Manage	A18
1996		CR B	62-625-22	SH	350,000	280,000			70,000	RAMSEY CR B-HAMLIN AVE TO DALE ST - STRIPING AND SIGNAL MODIFICATIONS	RAMSEY COUNTY	Manage	A18
1996		CR C	62-623-39	SH	323,000	258,400			64,600	CR C-HAMLIN AVE TO LITTLE CANADA RD - STRIPING AND SIGNAL MODIFICATIONS	RAMSEY COUNTY	Manage	A18
1995		77TH ST	157-108-15	MC	10,350,000		8,280,000	0	2,070,000	RICHFIELD; 77TH ST FROM PORTLAND AVE TO CEDAR AVE	RICHFIELD	Expand	NO

TABLE A-20
All Projects By Route Number

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	State \$	Local \$	Description	Agency	Category	AQ
1995		TH 77	2758-57	AM	100,000			100,000		TH 77 AT DIAGONAL BLVD, DRAINAGE IMPROVEMENTS	RICHFIELD	Other	F4
1995		TH 51	6216-110	AM	250,000			250,000		TH 51 AT CR C2, INTERSECTION IMPROVEMENTS	ROSEVILLE	Other	A18
1996		CMAQ	CM-8A	TM	1,420,000	1,136,000			284,000	TRAVEL DEMAND MANAGEMENT PROGRAM	RTB	Manage	D1
1997		CMAQ	CM-8B	TM	1,375,000	1,100,000			275,000	TRAVEL DEMAND MANAGEMENT PROGRAM	RTB	Manage	D1
1996		TR	TR-19	TR	5,265,000	2,950,000			2,315,000	BURNSVILLE TRANSIT HUB	RTB	Transit	NO
1996		EN	EH-8	EN	350,000	280,000			70,000	HISTORIC SITES AND TRANSPORTATION OF THE MINNESOTA RIVER VALLEY TRAIL	SCOTT CO	Other	F4
1995		CSAH 21	70-621-09	MC	2,775,000	2,220,000			555,000	SCOTT CO; CSAH 21 NEW ALIGNMENT FROM 2000' E OF CSAH 39 TO 1300' E OF CSAH 27	SCOTT CO	Expand	NO
1995		CR 63	70-598-02	BR	150,000	120,000			30,000	REPL BR L-3046 OVER SAND CREEK, 1 MI N OF JORDAN	SCOTT CO	Replace	A-13
1997		EN	EP-5	EN	650,000	500,000			150,000	REGIONAL BIKE/PED TRAIL - SHAKOPEE TO PRIOR LAKE	SHAKOPEE	Other	D2
1995		EN	167-080-01	EN	154,700	77,350			77,350	COUNTY ROAD J TRAIL IN SHOREVIEW	SHOREVIEW	Other	D-2
1996		EN	EP-6	EN	447,000	357,600			89,400	I-694 PED/BIKE OVERPASS	SHOREVIEW	Other	D2
1996		EN	EP-7	EN	178,000	142,400		0	35,600	RICE CREEK OPEN SPACE TRAIL	SHOREVIEW	Other	D2
1996		EN	EP-8	EN	434,000	347,200			86,800	SNAIL LAKE OPEN SPACE TRAIL AND UNDERPASS	SHOREVIEW	Other	D2
1995		TH 7	2706-187	AM	50,000			50,000		TH 7 AT ST ALBANS RD, STORM SEWER IMPROVEMENTS	SHOREWOOD	Other	F4
1996		EN	EP-9	EN	600,000	480,000			120,000	HARDMAN REGIONAL PEDESTRIAN TRAIL IN SOUTH ST PAUL, DAKOTA COUNTY	SOUTH ST PAUL	Other	D3
1996		CITY	164-235-09	BR	0				0	WABASHA STREET BRIDGE REPLACEMENT IN ST PAUL - INFORMATION ONLY	ST PAUL	Replace	A-13
1996		CMAQ	CM-5	TM	970,000	680,000			290,000	TRAFFIC SIGNAL SYSTEM IMPROVEMENTS	ST PAUL	Manage	A18
1995		EN	EH-8	EN	380,275	304,220			76,055	BRICK STREET PAVING	ST PAUL	Other	A12
1996		EN	ES-6	EN	580,000	464,000			116,000	ST PAUL RIVER BLUFF ACQUISITION AND PRESERVATION PROJECT	ST PAUL	Other	F3
1995		TH 5	6201-71	AM	280,000			280,000		TH 5 AT CEDAR, SEWER SEPARATION	ST PAUL	Other	F4
1995		TH 51	6215-81	AM	65,000			65,000		TH 51 AT RANDOLPH, SEWER SEPARATION	ST PAUL	Other	F4
1995		TH 51	6215-82	AM	60,000			60,000		TH 51 AT THOMAS, MINN, HEWIT - SIGNAL REVISIONS	ST PAUL	Other	A18
1995		I-94	6282-173	AM	25,000			25,000		I94 AT LEXINGTON PARKWAY, SEWER SEPARATION	ST PAUL	Other	F4
1995		I-94	6282-84	AM	190,000			190,000		I94 AT BATES/MCLEAN, SEWER SEPARATION	ST PAUL	Other	F4
1996		EN	EH-7	EN	250,000	200,000			50,000	SCHMID FARMSTEAD - LAKE MINNETONKA REGIONAL PARK	SUB HENN REGIONAL PARK	Other	F4
1995		TH 212	90-070-04	OB	5,040,000	3,528,000			1,512,000	SW METRO TRANSIT COMM; EDEN PRAIRIE TRANSIT HUB - SW QUAD, TH 5, 212, PR. CENT. DR.	SW TRANSIT COMM.		NO

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1995		XX	97-090-01	BT	547,000	437,600			109,400	U OF M - TRANSITWAY BIKEWAY - FROM ENERGY PK DR TO CENTRAL AVE	U OF M	Trails	D2
1995		XX	97-100-07	TR	148,000	119,000			29,000	U OF M; INTERMODAL TRANSPORTATION PLAN AND MAPS (CAMPUS-WIDE STUDY OF INTERMODAL TRANS & DEVEL	U OF M	Transit	F1
1995		TH 61	6222-128	AM	200,000			200,000		TH 61 AT WOLTERS BLVD, INTERSECTION IMPROVEMENTS	VADNAIS HEIGHTS	Other	A18
1997		EN	EP-14	EN	475,000	380,000			95,000	BURLINGTON NORTHERN RAILROAD	WASHINGTON CO	Other	D2
1995		CSAH 2	AA-2	RD	300,000	240,000			60,000	CSAH 2 CORRIDOR PAVEMENT REHAB FROM I-36 TO TH61 AND SIGNAL AT 12TH ST	WASHINGTON CO	Preserve	A12
1997		CSAH 3	AC-3	RC	2,440,000	1,950,000			490,000	CSAH 3 CORRIDOR FROM CSAH 4 TO NORTH COUNTY LINE - GEOMETRIC AND LOAD CAPACITY IMPROVMENTS	WASHINGTON CO	Replace	A12
1996		CSAH 16	AE-7	RC	1,300,000	1,040,000			260,000	CASH 16 - INTERLACHEN DR TO CSAH 19-RECONSTRUCT FROM 2 LANE RURAL TO 4 LANE URBAN	WASHINGTON CO	Replace	NO
1995		I-94	8282-84	AM	50,000			50,000		I94 AT CSAH 13, SIGNAL INSTALLATION	WASHINGTON CO	Other	T2
1996		BIKE/WALK	BK-12	BT	775,000	620,000			155,000	BURLINGTON NORTHERN REGIONAL TRAIL	WHITE BEAR LAKE	Trails	D2
1997		999	DIST-M-454	RX	1,500,000			1,500,000		SET ASIDE FOR ROAD REPAIR FY97	MNDOT	Preserve	A12
1997		999	DIST-M-AM9	AM	3,000,000			3,000,000		SET ASIDE FOR MUNICIPAL AGREEMENTS FY97	MNDOT	Other	A18
1997		999	DIST-M-BI97	BI	2,465,000			2,465,000		SET ASIDE FOR BRIDGE IMPROVEMENTS FY97	MNDOT	Preserve	A13
1997		999	DIST-M-IV97	TM	3,000,000			3,000,000		SET ASIDE FOR IVHS FY97	MNDOT	Manage	A18
1995		DA	8809-120	RS	100,000			100,000		EASTERLY PORTION OF ST PAUL METRO AREA-PEDESTRIAN CURB RAMPS	MNDOT	Preserve	D-3
1995		DA	8809-121	RS	100,000			100,000		WESTERLY PORTION OF ST PAUL METRO AREA-PEDESTRIAN CURB RAMPS	MNDOT	Preserve	D-3
1995		DA	8809-139	RS	156,500			156,500		IN ANOKA & NORTHWEST HENNEPIN COUNTY - PEDESTRIAN CURB RAMPS	MNDOT	Preserve	D3
1995		DA	8809-140	RS	125,000			125,000		IN ANOKA COUNTY-PEDESTRIAN CURB RAMPS	MNDOT	Preserve	D3
1995		EN	ES-4	EN	500,000	400,000		100,000		DETENTION POND IN THE VICINITY OF TH 100	MNDOT	Other	F4
1996		EN	EH-5	EN	326,500	261,200			65,300	JACKSON STREET ROUNDHOUSE	MNDOT	Other	F4
1995		LANDSCAPE	DISTM-LSP9		100,000			100,000		1995 LANDSCAPE PARTNERSHIP	MNDOT		F4
1996		LANDSCAPE	DISTM-LSP9		100,000			100,000		1996 LANDSCAPE PARTNERSHIP	MNDOT		F4
1997		LANDSCAPE	DISTM-LSP9		100,000			100,000		1997 LANDSCAPE PARTNERSHIP	MNDOT		F4
1995		RR	62-00162	SR	27,000	21,600		5,400		OTTER LAKE ROAD IN WHITE BEAR LAKE	MNDOT	Manage	A-1
1995		RR	8809-112	SR	300,000	240,000		60,000		BN RR METRO	MNDOT	Manage	A-1

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1995		RR	8809-113	SR	25,000	20,000		5,000		MN TRANSPORTATION MUSEUM - STILLWATER AREA	MNDOT	Manage	A-1
1995		RR	8809-114	SR	875,000	700,000		175,000		SOO RR METRO	MNDOT	Manage	A-1
1995		RR	8809-54	SR	190,000	91,200			22,800	DAKOTA RAIL, SIGNING AND MARKING AT VARIOUS LOCATIONS; HUTCHINSON TO WAYZATA - SHARED FUNDING WITH DISTRICT 8	MNDOT	Manage	A-1
1995		RR	8809-63	SR	40,000	32,000		8,000		WC RR - WITHROW TO MARINE ON ST. CROIX, WITHROW TO WISCONSIN BORDER	MNDOT	Manage	A-1
1995		TH 3	1921-60	SC	362,000	289,600		72,400		AT CSAH 32 (CLIFF RD) - TRAFFIC SIGNAL, RR X-ING, & PAINTED CHANNELIZATION	MNDOT	Manage	T-2
1996		TH 3	1920-29	RD	2,455,000	1,560,000		895,000		RICE-DAKOTA CO LINE TO 1.3 MI N OF N JCT TH 50 IN FARMINGTON-MILL & OVERLAY; EXTEND CULVERTS, RECONST BRS, REMOVE CATTLE PASSES	MNDOT	Preserve	A-12
1996		TH 3	1928-43	MC	300,000	240,000		60,000		75TH ST TO TH 52-LANDSCAPING	MNDOT	Expand	F4
1995		TH 5	1002-60	SH	120,000	96,000		24,000		EDEN PRAIRIE RD. - PRAIRIE CENTER DR. (78TH ST.)-COORD. SIGNALS	MNDOT	Manage	A-3
1995		TH 5	6201-65	RS	375,000	300,000		75,000		KELLOGG BLVD TO MINNEHAHA AVE IN ST PAUL - MILL & OVERLAY	MNDOT	Preserve	A-12
1995		TH 5	6201-70	RS	500,000	400,000		100,000		WHEELER AVE TO KELLOGG BLVD-MILL & OVERLAY	MNDOT	Preserve	A-12
1995		TH 5	6201-882	AM	15,000			15,000		DAVERN OUTLET-SEWER SEPARATION	MNDOT	Other	F-4
1995		TH 5	6201-886	AM	400,000			400,000		MAYNARD/STEWART-SEWER SEPARATION	MNDOT	Other	F-4
1996		TH 5	1002-57	MC	200,000	160,000		40,000		CSAH 17 TO CSAH 4 IN CHAN. & EDEN P. - LANDSCAPING	MNDOT	Expand	A-20
1996		TH 5	1002-62	SH	100,000	80,000		20,000		AT TH 284 - SIGNAL REVISION	MNDOT	Manage	A-3
1996		TH 5	2732-40	RS	415,000	332,000		83,000		1.7 MI NE OF I 494 (NEAR POST RD) TO W OF JCT TH 55 - MILL & OVERLAY	MNDOT	Preserve	A-12
1997		TH 5	1002-63	RS	2,331,300			2,079,300	252,000	FROM TH 25 TO W OF TH 41, MILL AND OVERLAY, SIGNALS AT CSAH 19(GALPIN) AND CSAH 13(ROLLING ACRES)	MNDOT	Preserve	T2
1997		TH 5	6201-62066	BI	150,000			150,000		SOO LINE RR AND ROAD - LS OVERLAY AND JOINTS	MNDOT	Preserve	A12
1995		TH 7	2704-22	SR	175,000	140,000		35,000		IN MINNETRISTA, CANTILEVER AND RUBBER CROSSING	MNDOT	Manage	A-1
1995		TH 7	2704-24	SC	15,000			15,000		AT CSAH 92 IN ST. BONIFACIUS - PEDESTAL MOUNTED WARNING FLASHERS	MNDOT	Manage	A18
1995		TH 7	2706-178	SH	460,000	368,000		92,000		INTERCONNECT FROM SHADY OAK RD. TO LOUISIANA; REBUILD SIGS. AT 12TH AVE., BLAKE RD., TEXAS AVE., WILLISTON, 5TH ST. & TH 1	MNDOT	Manage	A-3
1995		TH 7	2706-181	SH	150,000	120,000		30,000		FROM TH41 THRU WILLISTON RD. - INTERCONNECT	MNDOT	Manage	A-3
1996		TH 7	2704-23	SC	375,000			375,000		AT CSAH 92 IN ST. BONIFACIOUS - SIGNAL, CHANNELIZATION	MNDOT	Manage	T-2

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1996		TH 7	2706-164	SH	950,000	760,000		190,000		CHRISTMAS LK.RD.- REVISE INTERSECTION & SIGNAL	MNDOT	Manage	A-3
1997		TH 7	1004-22	RS	2,100,000	1,680,000		420,000		0.6 MI E OF E LIM OF ST. BONI TO 0.1 MI E OF TH 41 - RECONDITION; AND SIGNAL AT TH 41	MNDOT	Preserve	A-18
1997		TH 7	2706-5323	BI	280,000			260,000		OVER RECREATIONAL TRAIL IN EXCELSIOR, REPLACE BRIDGE	MNDOT	Preserve	A13
1995		TH 10	0202-67	SH	245,000	196,000		49,000		AT THURSTON AVE IN ANOKA-REBUILD SIG. & CHANNEL. AND AT FAIROAK AVE.- REFURB.SIG.; FAIROAK TO CSAH 58 - INTERCONNECT	MNDOT	Manage	A-3
1995		TH 10	0202-73	RS	1,370,000	1,096,000		274,000		E. OF FAIROAK TO 0.5 MI S OF TH 242 - MILL & OVERLAY	MNDOT	Preserve	A-12
1995		TH 10	0203-77	SH	50,000	40,000		10,000		FROM W. RAMPS TH 47 TO ABLE - INTERCONNECT	MNDOT	Manage	A-3
1995		TH 10	0215-44	SC	50,000			50,000		TH 969 (MAIN ST) TO S JCT TH 47 - GUARDRAIL	MNDOT	Manage	A-11
1995		TH 10	SB-MN-94-0	RB	613,225	490,580		122,645		GRR-HASTINGS, DAKOTA CO; BIKE & PED FACILITIES	MNDOT	Other	A-17
1995		TH 10	SB-MN-94-1	RB	403,000	322,400		80,600		DAYTON PORT REST AREA	MNDOT	Other	A-17
1996		TH 10	0202-74	SH	90,000	72,000		18,000		AT ARMSTRONG BLVD - SIGNAL INSTALLATION	MNDOT	Manage	A-3
1996		TH 10	0215-48	SH	160,000	128,000		32,000		AT HANSON BLVD. RAMPS - SIGNAL REVISION	MNDOT	Manage	A-3
1997		TH 10	0214-	MC	8,800,000	7,040,000		1,760,000		TH 10 STAGE 2A, TO BE DETERMINED	MNDOT	Expand	NO
1997		TH 10	0214-27	RS	773,600			773,600		FROM CR H TO I694, CONCRETE REHAB	MNDOT	Preserve	A-12
1995		TH 12	2713-64	SC	1,050,000	840,000		210,000		FROM MARTHA LANE TO OLD CRYSTAL BAY RD - CONTINUOUS REGRADE, CHANNELIZE & SIGNAL	MNDOT	Manage	T-2
1995		TH 13	1902-47	MC	25,000			25,000		D STREET IN MENDOTA TO HISTORIC MONUMENT	MNDOT	Expand	F-4
1996		TH 13	7001-73	SC	250,000			250,000		AT CSAH 12 IN PRIOR LAKE - SIGNAL, CHANNELIZATION	MNDOT	Manage	T-2
1997		TH 13	7001-8801	SC	400,000			260,000	140,000	CSAH 16/MCCOLL AVE, SIGNAL SYSTEM; RAISED CHANNELIZATION; ENTER LEFT AND RIGHT TURN LANES	MNDOT	Manage	T2
1995		I-35	1980-19531	AM	2,000,000			2,000,000		AT CO RD 46-CONSTRUCT INTERCHANGE, BR 19802, ETC	MNDOT	Other	NO
1995		I-35	8280-34	AM	100,000			100,000		AT CSAH 2 IN FOREST LAKE - TRAFFIC SIGNAL INSTALLATION AT RAMP TERMINI	MNDOT	Other	T-2
1995		I-35	8280-82801	BI	135,000			135,000		UNDER CSAH 2 IN FOREST LAKE-OVERLAY BR 82801	MNDOT	Preserve	A-12
1996		I-35	0283-20	RS	1,538,000	1,382,400		153,600		N JCT I35E & I35W TO TH 8-MILL & OVERLAY	MNDOT	Preserve	A-12
1996		I-35	1980-19841	BI	230,000			230,000		UNDER 195TH ST, CSAH 29, CR 62 - MILL & L.S. OVERLAY BRS 19841, 70802, 70805	MNDOT	Preserve	A-13
1996		I-35	1980-57	RC	4,390,000	3,951,000		439,000		TH 50 TO S JCT I35E/35W - RECONSTRUCT NB & SB -REMOVE WEIGH STATION	MNDOT	Replace	A-12
1995		I-35E	6280-8802	TM	100,000				100,000	WB TH 36 TO SB I35E - HOV BYPASS LANE	MNDOT	Manage	A18
1995		I-35E	6280-881	AM	60,000			60,000		AT GRAND AVE-SIGNAL	MNDOT	Other	T-2

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1996		I-35E	0282-02802	BI	315,000	283,500		31,500		UNDER 80TH ST IN LINO LAKES, CO RD J, CO RD H2, & EDGERTON - MILL & L.S. OVERLAY BRS. 02802, 62836, 62835, 9561	MNDOT	Preserve	A-13
1996		I-35E	1982-118	RS	800,000	720,000		80,000		S JCT I35E & I35W TO TH 77-JOINT REHABILITATION	MNDOT	Preserve	A-12
1996		I-35E	1982-119	RS	594,000	534,600		59,400		CSAH 26 TO TH 110 - BITUMINOUS OVERLAY	MNDOT	Preserve	A-12
1996		I-35E	1982-120	RS	400,000	360,000		40,000		TH 110 TO TH 5-SAW & SEAL CONCRETE JOINTS	MNDOT	Preserve	A-12
1996		I-35E	1982-122	SH	50,000			50,000		WB TH 110 TO NB I35E-RIGHT TURN MODIFICATION	MNDOT	Manage	A-8
1996		I-35E	6280-291	SC	180,000			180,000		AT MARYLAND AVE-REBUILD SIGNALS	MNDOT	Manage	A-18
1996		I-35E	6281-36	BR	2,000,000			2,000,000		I694 TO CO RD E-BR 62895-REPLACE BR 9838;RECONSTRUCT INTERCHANGE AT CO RD E; AUXILIARY LANE ON I35E(LET BY CITY 1992-P	MNDOT	Replace	A-13
1997		I-35E	6280-9330	BI	700,000			700,000		OVER MISSISSIPPI RIVER - PARTIAL PAINT	MNDOT	Preserve	A12
1995		I-35W	0280-9608	BI	375,000			375,000		UNDER LEXINGTON AVE,TC ARSENAL ENTRANCE,LOVELL RD,SUNSET AVENUE-OVERLAY BR 9608,9582,9829 & 9831.	MNDOT	Preserve	A-12
1995		I-35W	2783-97	CB	275,000				275,000	WB TH 122 TO SB I-35W LOOP IN MPLS -- HOV BYPASS LANE	MNDOT	Transit	A18
1996		I-35W	0280-45	BI	800,000	640,000		160,000		UNDER SB ON RAMP FROM LAKE DRIVE-REDECK/WIDEN BR 9607, WIDEN RAMP, LIGHTING,GUARDRAIL/BARRIER	MNDOT	Preserve	A13
1996		I-35W	0280-9830	BI	160,000			160,000		UNDER CSAH 14 & UNDER CSAH 21-MILL & L.S. OVERLAY BRS 9830 & 02801	MNDOT	Preserve	A-13
1996		I-35W	1981-9779	BI	720,000	648,000		72,000		UNDER TH13 -REPL DECK,WIDEN & PAINT BRS.W.B.9779 & E.B.9780	MNDOT	Preserve	A-13
1996		I-35W	2782-255	RS	7,300,000	6,570,000		730,000		66TH ST TO 31ST ST--MILL & OVERLAY, CONC.REPAIR & RESEAL	MNDOT	Preserve	A-12
1996		I-35W	2782-257	BI	3,000,000	2,700,000		300,000		SB BR 9613 & NB BR 9614 OVER MINNHAHA PKWY-REPLACE SUPERSTRUCTURE & WIDEN	MNDOT	Preserve	A13
1996		I-35W	2782-27867	BI	770,000	693,000		77,000		OVER SOO LINE RR, 1.3 MI S OF I94--REPL DECK BR 27867	MNDOT	Preserve	A13
1996		I-35W	2782-27871	BI	800,000			800,000		SB 35W OVER NB TH 65 - OVERLAY & REPAIR BR.27871, ALSO BRS.27930,31,33,34,35,36,39,41,9088	MNDOT	Preserve	A13
1996		I-35W	2782-9088	BI	300,000	270,000		30,000		I-35W OVER 66TH ST - OVERLAY BR 9088	MNDOT	Preserve	A13
1996		I-35W	2782-9615	BI	1,380,000	1,242,000		138,000		I-35W OVER 50TH ST, 28TH ST & 26TH ST - REDECK BRS 9615, 27869, 27870	MNDOT	Preserve	A13
1996		I-35W	2782-9731	BI	525,000	472,500		52,500		OVER 31ST ST, 1.5 MI S OF I-94	MNDOT	Preserve	A13
1996		I-35W	2782-9733	BI	675,000	607,500		67,500		OVER LAKE ST, 1.4 MI S OF I94--REPLACE DECK BR 9733	MNDOT	Preserve	A13
1996		I-35W	6284-9570	BI	450,000	405,000		45,000		UNDER CR E2 & UNDER TH 96, OVER CR I--MILL & OVERLAY BRS 9570,9577, & 9603	MNDOT	Preserve	A-13
1997		I-35W	2782-255A	RC	5,000,000	4,500,000		500,000		TH 494 TO MPLS.-INTERIM HOV LANES (STRUCTURES)	MNDOT	Replace	NO

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1997		I-35W	2782-9039	BI	700,000	630,000		70,000		94TH ST. TO 26TH ST. - OVERLAY BRS. 9039, 9053, 9213, 9611, 9617: REDECK BRS. 6850, 6851, 9041, 9615, 27869, 27870	MNDOT	Preserve	A13
1997		I-35W	2783-27850	BI	370,000			370,000		UNDER TH 55 RAMP TO TH 94 WB - REDECK	MNDOT	Preserve	A13
1997		I-35W	6284-117	RS	480,000	432,000		48,000		1.0 MI S OF TO 0.2 MI N OF I694-MILL & OVERLAY	MNDOT	Preserve	A-12
1995		TH 36	8204-42	SC	250,000			250,000		AT HILTON TRAIL & AT MANNING AVE-TRAFFIC SIGNAL INSTALLATION & TURN LANE EXTENSIONS	MNDOT	Manage	T-2
1995		TH 36	8214-8801	AM	110,000			110,000		AT WASHINGTON ST. IN STILLWATER - NEW SIGNAL	MNDOT	Other	A-18
1996		TH 36	6212-62006	BI	390,000	312,000		78,000		UNDER EDGERTON,ARCADE,VICTORIA, & HAMLINE AVES.-MILL & L.S. OVERLAY BRS. 62006,62007,62035,62069	MNDOT	Preserve	A-13
1997		TH 36	6212-141	BR	2,200,000	1,760,000		440,000	0	AT DALE ST INTERCHANGE-BR 62073(WB),62074(EB)REPL BR 6724 AN	MNDOT	Replace	A13
1997	4	TH 36	8204-37	MC	6,200,000	4,960,000		1,240,000	0	FROM 0.6 MI W OF TO 0.4 MI E OF TH 5-RECONSTRUCT, RELOCATE FRONTAGE ROAD	MNDOT	Expand	NO
1997		TH 36	8204-44	RC	500,000	400,000		100,000	0	NE QUADRANT FR RD AT TH 5-GRADE & SURFACE(ADVANCE FUNDING)	MNDOT	Replace	NO
1997		TH 36	8214-9115	BI	110,000			110,000		EB OVER TH 95 - LS OVERLAY AND JOINTS	MNDOT	Preserve	A12
1997		TH 36	8214-97RW	MC	4,000,000			4,000,000		ST CROIX RIVER VALLEY BRIDGE-RW PURCHASE ONLY	MNDOT	Expand	NO
1995		TH 41	1008-47	RS	290,000			290,000		0.2 MI.N. OF TH 5 TO TH 7 - MILL & OVERLAY	MNDOT	Preserve	A-12
1996		TH 41	1008-48	SH	100,000	80,000		20,000		AT TH 212 - TURN LANE AND SIGNAL REVISIONS	MNDOT	Manage	A-3
1997		TH 41	7010-18	BR	843,000	674,400		168,600	0	OVER MN.RIVER OVERFLOW 0.8 MI.N.OF TH 169 - REPL.BR.6763 & A	MNDOT	Replace	A-13
1995		TH 47	0205-8812	AM	110,000			110,000		AT CR 116 - SIGNAL & INTERSECTION	MNDOT	Other	T-2
1997		TH 47	2726-60	BR	5,500,000	4,400,000		1,100,000	0	UNIV. AVE.OV.ST.ANTHONY,SOO LINE,& BNRR - REPL.3 BRIDGES	MNDOT	Replace	A13
1995		TH 49	0204-12	AM	650,000			650,000		AT CSAH 23-RECONSTRUCTION	MNDOT	Other	A-12
1995		TH 49	6214-881	AM	120,000			120,000		AT TH 96-FR RD IMPROVEMENTS	MNDOT	Other	A-8
1996		TH 49	0204-13	RS	590,000	472,000		118,000		TH 96 TO THE CORRECTIONAL FACILITY-MILL & OVERLAY	MNDOT	Preserve	A-12
1996		TH 49	6214-81	RS	175,000			175,000		0.3 MI N OF CO RD B2 TO WOODLYN AVE-MILL & OVERLAY	MNDOT	Preserve	A-12
1996		TH 50	1904-14	RD	400,000	320,000		80,000		E OF VERMILLION RIVER TO HAMPTON-MILL,WIDEN, & OVERLAY	MNDOT	Preserve	A-12
1995		TH 51	6216-109	RS	275,000			275,000		0.3 MI S OF CO RD C2 TO N LIMITS OF ROSEVILLE-MILL & OVERLAY	MNDOT	Preserve	A-12
1995		TH 51	6216-62010	BI	70,000			70,000		UNDER CO RD E IN ROSEVILLE-OVERLAY BR 62010	MNDOT	Preserve	A-12
1997		TH 51	6216-111	RS	523,500			523,500		N LIMITS OF ROSEVILLE TO N OF I694, CONCRETE REHAB	MNDOT	Preserve	A12

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Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	State \$	Local \$	Description	Agency	Category	AQ
1995		TH 52	1907-54	RC	6,800,000	5,320,000		1,330,000	150,000	JULY AWARD--AT TH 3,52,55 IN INVER GROVE-BR 19045 (REP BR 5820),RECONST INTERCHANGE,LIGHTING,SIGNING	MNDOT	Replace	A-13
1995		TH 52	1907-56	SH	120,000			120,000		AT 117TH ST IN INVER GROVE HTS-TRAFFIC SIGNAL INSTALLATION	MNDOT	Manage	T-2
1995		TH 52	1907-57	RC	50,000	40,000		10,000		TH 52/3 INTERCHANGE - LIGHTING	MNDOT	Replace	A20
1995		TH 52	1907-58	RC	90,000	72,000		18,000		TH 52/3 INTERCHANGE - SIGNING	MNDOT	Replace	F5
1995		TH 52	6208-33	RS	860,000	688,000		172,000		RICE ST TO W LIMITS ST PAUL-MILL & OVERLAY	MNDOT	Preserve	A-12
1995		TH 52	6208-34	AM	140,000			140,000		EUSTIS/PRIOR-TRAFFIC SIGNAL REVISIONS	MNDOT	Other	A-18
1995		TH 52	6217-37	RS	125,000			125,000		KELLOGG BLVD TO RICE ST-MILL & OVERLAY	MNDOT	Preserve	A-12
1995		TH 52	6217-9036	BI	400,000	320,000		80,000		ROBERT ST OVER MISSISSIPPI RIVER-SCOUR PROTECTION ON BR 9036	MNDOT	Preserve	A-13
1996		TH 52	1905-24	RS	760,000	608,000		152,000		CO RD 86 IN HAMPTON TO TH 50-MILL & OVERLAY	MNDOT	Preserve	A-12
1996		TH 52	1907-55	RS	785,000	628,000		157,000		S JCT TO N JCT TH 52/55/56-CONCRETE REHABILITATION	MNDOT	Preserve	A-12
1997		TH 52	1906-40	RS	2,804,300			2,804,300		S JCT OF TH 55 TO TH 50, MILL AND OVERLAY	MNDOT	Preserve	A12
1997		TH 52	1907-9107	AM	1,800,000	0		1,800,000	0	NB TH 52 OVER SB TH 56-REMOVE BRIDGE-PART OF TH 56 TURN BACK	MNDOT	Other	NO
1997		TH 52	2720-35	BR	2,000,000	1,600,000		400,000	0	WASH.AVE.OVER BN-BR.27167 (REPL.BR.6992) & APPRS.,LIGHTS, SI	MNDOT	Replace	A13
1995		TH 55	2722-454A	RX	100,000			100,000		ROCKFORD TO FERNBROOK LANE - REPAIR CULVERTS & SEWERS. (CAT-1)	MNDOT	Preserve	F-4
1995		TH 55	2723-8805	AM	50,000			50,000		AT CSAH 24 - SIGNAL INSTALLATION	MNDOT	Other	T-2
1995		TH 55	2723-93	SC	50,000			50,000		AT 18TH AVE. N. IN PLYMOUTH-CHANNEL. & CLOSE CROSSOVER	MNDOT	Manage	T-2
1995		TH 55	2723-94	SH	620,000	496,000		124,000		FERNBROOK LA.TO IND.BLVD.(INCL.XENIUM LA.)-G&S AUX.& TURN LANES,CHANNEL.& SIG.REV.	MNDOT	Manage	T-2
1995		TH 55	2723-98	SC	70,000			70,000		AT HENNEPIN CSAH 101 - TEMPORARY SIGNAL	MNDOT	Manage	T-2
1995		TH 55	2724-104	MC	100,000		90,000	10,000		EAST 26TH ST TO CEDAR AVE. - PED BRIDGE 27202	MNDOT	Expand	GR
1995	6	TH 55	2724-27063	MC	460,000		414,000	46,000		TH 55 (HIAWATH AVE.) OVER CEDAR AVE. - CONST.BR.27063	MNDOT	Expand	GR
1995	6	TH 55	2724-27071	MC	1,100,000		990,000	110,000		TH 55 (HIAWATH AVE.) OVER FRANKLIN AVE. - CONST.BR. 27071	MNDOT	Expand	GR
1995		TH 55	2724-27177	BI	150,000		120,000	30,000		SB TH 55 OVER FRANKLIN AVE AND OVER CEDAR AVE - REHAB BRS 27177 & 27178	MNDOT	Preserve	A13
1995		TH 55	2724-95RW	MC	5,000,000		4,500,000	500,000		HIAWATHA AVE RW-1995	MNDOT	Expand	F-2
1995	6	TH 55	2724-99	MC	1,725,000		1,552,500	172,500		LAKE ST. INTERCHANGE TO T.H.94 IN MPLS.-GRADE, SURFACE AND LIGHTING-PHASE 1B	MNDOT	Expand	GR
1995		TH 55	2752-34	SH	820,000	576,000		144,000	100,000	AT OTTAWA AVE.IN GOLDEN VALLEY - CONST. FR. RD., CHANNEL. & SIGNAL	MNDOT	Manage	T-2
1995		TH 55	2752-37	SH	80,000	64,000		16,000		AT THEO.WIRTH PKWY. - REFURBISH SIGNALS	MNDOT	Manage	A-3

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Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	State \$	Local \$	Description	Agency	Category	AQ
1996		TH 55	1909-74	SC	100,000			100,000		AT S JCT TH 149-CONSTRUCT DUAL LEFT TURN LANE	MNDOT	Manage	A-8
1996		TH 55	1909-8801	MC	500,000	400,000		100,000		MENDOTA INTERCHANGE - LANDSCAPING	MNDOT	Expand	F-4
1996		TH 55	2723-8808	SH	480,000	384,000		96,000		AT FERNBROOK, CSAH 6, CSAH 154, CSAH 73 & GLENWOOD-REBUILD SIGNALS	MNDOT	Manage	A-3
1996		TH 55	2723-89	SH	120,000	96,000		24,000		AT VICKSBURG, NIAGARA, BOONE, RHODE ISLAND & MEADOW LANE-SIGNAL REVISION	MNDOT	Manage	A-3
1996		TH 55	2723-90	SH	150,000	120,000		30,000		FROM VICKSBURG LANE TO QUAKER LANE & FROM BOONE AVE. THRU THEO. WIRTH PKWAY - INTERCONNECT	MNDOT	Manage	A-3
1996		TH 55	2723-96	RS	2,250,000	1,800,000		450,000		I 494 TO THOMAS AVE. - MILL & OVERLAY	MNDOT	Preserve	A-12
1996		TH 55	2723-97	SH	90,000	72,000		18,000		AT INDUSTRIAL PARK BLVD. - TRAFFIC SIGNAL INSTALLATION	MNDOT	Manage	A-3
1996		TH 55	2724-103	MC	28,245,000		21,460,500	2,384,500	4,400,000	TH 55 (HIAWATHA AVE) AT LAKE ST; OVERPASS, BYPASS ROADS, UTILITY RELOCATION	MNDOT	Expand	GR
1996		TH 55	2724-96RW	MC	5,000,000		4,500,000	500,000		HIAWATHA RW-1996	MNDOT	Expand	F-2
1997		TH 55	1910-37	RS	747,100			747,100		S JCT OF TH 56 TO HASTINGS, MILL AND OVERLAY	MNDOT	Preserve	A12
1997		TH 55	2723-85	BR	2,000,000	1,600,000		400,000	0	OVER SOO LINE R/R 0.3 MI.W. OF T.H.100-REPLACE BRS.6344 & 6	MNDOT	Replace	A13
1997		TH 55	2724-105	MC	10,500,000		7,380,000	820,000	2,300,000	I 94 TO E.29TH ST.-GR.,SURF.,UTIL.,RET.WALLS.,SIGS.,LIGHTS.,	MNDOT	Expand	NO
1997		TH 55	2724-97RW	MC	5,000,000		4,500,000	500,000		HIAWATHA RW-1997	MNDOT	Expand	F-2
1996		TH 56	1912-51	SC	150,000	120,000		30,000		FROM I494 S RAMP TO WENTWORTH AVE-SIGNAL REVISIONS & INTERCONNECT	MNDOT	Manage	A-18
1996		TH 61	6221-38	RS	170,000			170,000		W JCT I94 TO W JCT TH 5/61-MILL & OVERLAY	MNDOT	Preserve	A-12
1996		TH 61	6222-127	SC	250,000			250,000		AT BEAM AVE IN MAPLEWOOD-SIGNAL AND INTERSECTION REVISIONS	MNDOT	Manage	A-8
1996		TH 62	2774-3	SH	55,000			55,000		TH 62 UNDER TH 100 - MODIFY WEAVE AREA	MNDOT	Manage	A-8
1996		TH 62	2774-4	SH	180,000			180,000		AT FRANCE AVE. - SIGNAL RECONSTRUCTION	MNDOT	Manage	A-18
1996		TH 62	2775-7	RS	190,000			190,000		FROM W. OF TH 77 TO 0.2 MI.W. OF 28TH AVE. - MILL & OVERLAY	MNDOT	Preserve	A-12
1997		TH 62	2763-27085	BI	1,400,000	1,120,000		280,000		OVER MN&S R/R-0.6MI. W. OF TH 100-REPL. DECK BR.S 27085 & 27086	MNDOT	Preserve	A-13
1996		TH 65	0207-63	SH	255,000	204,000		51,000		W MOORE LK DR TO TH 118 - SKID CORRECTION	MNDOT	Manage	A-3
1996		TH 65	0208-84	SH	400,000	320,000		80,000		AT 85TH AVE NE- REVISE INTERSECTION & SIGNAL	MNDOT	Manage	T-2
1997		TH 65	0208-92	RS	195,000			195,000		FROM 2.4 MI S OF N ANOKA CO LINE (226TH AVE NE) TO CSAH 24-MILL & OVERLAY	MNDOT	Preserve	A-12
1997		TH 65	0208-93	SH	110,000	88,000		22,000		X-TOWN BLVD, SIGNAL REBUILD, MEDIAN CLOSURE AT 177TH	MNDOT	Manage	A18
1997		TH 65	0208-94	SF	381,900			281,900	100,000	217TH AVE (NB) TO 229TH AVE, MILL AND OVERLAY. SIGNALS AT CSAH 24(237TH) AND CR 86 (SIMS ROAD)	MNDOT		A12

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Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	State \$	Local \$	Description	Agency	Category	AQ
1997		TH 65	0208-95	SC	400,000			350,000	50,000	CLOVERLEAF/93RD AVE, SIGNAL REBUILD; AUX LANE; DUAL LEFT TURN LANE	MNDOT	Manage	A12
1995		TH 77	1929-881	AM	50,000			50,000		AT GALAXIE AVE-TRAFFIC SIGNAL INSTALLATION	MNDOT	Other	T-2
1995		I-94	2781-27856	BR	1,370,000	1,233,000		137,000		TH 94 UNDER 27TH AVE SE-BR 27856(REP BR 27954)& APPROACHES	MNDOT	Replace	A-13
1995	7	I-94	2781-27860	MC	1,630,000	1,467,000		163,000		LOV BR-RAMP D OVER TH 94 AT U OF M INTERCHANGE-BR 27860	MNDOT	Expand	A-13
1995	7	I-94	2781-27981	BR	1,150,000	1,035,000		115,000		EAST RIVER RD. OVER TH 94 - BR 27981(REP BR 27951)	MNDOT	Replace	A-13
1995		I-94	2781-27998	BR	1,100,000	990,000		110,000		EB TH 94 TO U OF M RAMP OVER TH 94-BR 27998(REP BR 27953)	MNDOT	Replace	A-13
1995	7	I-94	2781-289	MC	9,240,000	8,316,000		924,000		RIVERSIDE TO 1000'E OF FRANKLIN AVE.-GR,SURF,LT,TM,SIGNING	MNDOT	Expand	A-12
1995	7	I-94	2781-9350	BR	13,100,000	10,480,000		2,620,000		TH 94 OVER W RIVER RD/MISS R - REPL SUPERSTRUCTURE ON BR 9350	MNDOT	Replace	A-13
1995	7	I-94	2781-9893	BI	720,000	576,000		144,000		TH 94 OVER FRANKLIN TERRACE - REDECK,WIDEN BR 9893	MNDOT	Preserve	A-13
1995		I-94	2786-96	TM	500,000	450,000		50,000		I-494 TO TH 169 ---TRAFFIC MANAGEMENT SYSTEM	MNDOT	Manage	A-18
1995		I-94	2786-97	SC	160,000			160,000		CSAH 152 RAMPS-REBUILD 2 SIGNALS	MNDOT	Manage	A-18
1995		I-94	6282-172	TM	150,000				150,000	TH 51 TO WB I94 - HOV BYPASS LANE	MNDOT	Manage	A18
1995		I-94	6282-9379	BI	920,000	736,000		184,000		UNDER PASCAL, VICTORIA-REDECK BRS. 9379,9663	MNDOT	Preserve	A-13
1995		I-94	6283-9147	BI	200,000			200,000		UNDER RUTH ST & UNDER WHITE BEAR AVE IN ST PAUL-OVERLAY BR 9147,9148	MNDOT	Preserve	A-12
1995		I-94	8281-82800	BR	7,635,000	6,108,000		1,527,000		OVER ST CROIX AT WISC STATE LINE-BR 82800(REP BR 5999) & APPROACHES(WISCONSIN LET)	MNDOT	Replace	NO
1996		I-94	2781-27843	BI	580,000	522,000		58,000		UNDER TH 65 IN MPLS. - REPLACE DECK BR. 27843	MNDOT	Preserve	A-13
1996		I-94	2781-8804	RC	270,000			270,000		DARTMOUTH BR/U OF M INTERCHANGE AREA - LANDSCAPING	MNDOT	Replace	F4
1996		I-94	2786-100	SC	160,000			160,000		AT CSAH 81 - REBUILD SIGNALS	MNDOT	Manage	A-18
1996		I-94	2786-101	SH	55,000			55,000		I 94 UNDER TH 169 - MODIFY WEAVE AREA	MNDOT	Manage	A-8
1996		I-94	2786-88	BI	844,000	759,600		84,400		UND.TH169 (OLD CSAH 18)-WIDEN & REPLACE DECKS BRS.27979 & 27980, SIGNING & LIGHTING	MNDOT	Preserve	A-13
1996		I-94	2786-99	RS	575,000	517,500		57,500		0.7 MI E OF I-494 TO 0.2 MI W OF CSAH 81 (LAKELAND AVE) - MILL & OVERLAY	MNDOT	Preserve	A-12
1996		I-94	6282-62845	BI	825,000			825,000		UNDER PRIOR-REDECK BRIDGE 62845	MNDOT	Preserve	A13
1996		I-94	6283-157	SC	40,000			40,000		ON TH 94 RAMP TERMINI WITH TH 120-SIGNAL REVISIONS	MNDOT	Manage	A-18
1996	8	I-94	8282-82	BR	2,500,000	2,000,000		500,000		ST CROIX RIVER BR. EB APPROACH/WB REDECK	MNDOT	Replace	NO
1996		I-94	8282-83	SC	200,000	180,000		20,000		AT TH 95 NORTH & SOUTH RAMPS-INSTALL TRAFFIC SIGNALS	MNDOT	Manage	T-2
1997		I-94	2781-382	RS	1,300,000	1,170,000		130,000		TH694 TO 0.5 MI.N.OF LOWRY TUNNEL-MINOR CONC.REPAIR & RESEAL JOINTS	MNDOT	Preserve	A12

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Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	State \$	Local \$	Description	Agency	Category	AQ
1997		I-94	8281-9400B	BI	1,750,000	1,575,000		175,000		PAINT WB BR OVER ST CROIX RIVER	MNDOT	Preserve	A12
1995		TH 94	8282-	RS	750,000			375,000	375,000	HUDSON BRIDGE TRUCK BYPASS LANE	MNDOT	Preserve	A-19
1995		TH 96	6224-50	RS	747,000	597,600		149,400		CSAH 77 (OLD TH 8) TO 2000' E OF JCT TH 49 - MILL & OVERLAY	MNDOT	Preserve	A-12
1995		TH 97	8201-454	RX	150,000			150,000		FROM I35 TO TH 61-MILL & OVERLAY-RUTTING-ROAD REPAIR	MNDOT	Preserve	A12
1997		TH 97	8212-17	SC	300,000			250,000	50,000	GOODVIEW AVE/8TH ST, SIGNAL SYSTEM AND CHANNELIZATION	MNDOT	Manage	T2
1995		TH 100	2755-72	SH	140,000	112,000		28,000		CSAH 10 RAMPS - REFURBISH 2 SIGNALS	MNDOT	Manage	A-3
1996		TH 100	2733-76	SC	80,000			80,000		TH 100 UNDER TH 494 - MODIFY WEAVE AREA	MNDOT	Manage	A12
1997	9	TH 100	2735-134	BR	2,900,000	1,600,000		1,300,000	0	FR.RD.& MAINLINE OVER C.& N.W.R.R. 0.1MI.N.OF JCT.TH55,BR.54	MNDOT	Replace	A13
1997	9	TH 100	2735-5399	BR	1,250,000	1,000,000		250,000	0	OVER SOO LINE RR & CITY ST. 0.9 MI. NW OF JCT.TH 12-RECONSTR	MNDOT	Replace	A13
1995	11	TH 101	7005-53	MC	8,200,000	6,560,000		1,640,000		0.4 MI W OF CSAH 17 TO JCT OLD TH 101-GRADING	MNDOT	Expand	NO
1995	11	TH 101	7005-70008	MC	520,000	416,000		104,000		CR 18 OVER SHAK. BYPASS - BR #70008	MNDOT	Expand	NO
1995	11	TH 101	7005-70037	MC	600,000	480,000		120,000		EB SHAK. BYPASS OVER CSAH 16 - BR #70037	MNDOT	Expand	NO
1995	11	TH 101	7005-70038	MC	650,000	520,000		130,000		WB SHAK. BYPASS OVER CSAH 16 - BR #70038	MNDOT	Expand	NO
1996		TH 101	1009-11	RS	330,000			330,000		TH 212 TO 0.1 M.I.S. OF TH 5 - MILL & OVERLAY	MNDOT	Preserve	A-12
1996		TH 101	1010-8	RS	330,000	264,000		66,000		0.3 MI.W. OF TH 5 TO 0.4 M.I.S. OF TH 7 - MILL & OVERLAY	MNDOT	Preserve	A-12
1996		TH 101	2736-40	RS	290,000			290,000		0.1 MI.N. OF LAKE ST.TO CSAH 101 WB (OLD TH 12)-MILL & OVERLAY	MNDOT	Preserve	A-12
1996		TH 101	7005-881	MC	4,000,000	3,200,000		800,000		0.4 MI W OF CSAH 17 TO JCT OLD TH 101-SURFACE	MNDOT	Expand	NO
1997	10	TH 101	2738-10	MC	4,365,000	3,492,000		873,000	0	TH94 TO CSAH 42- G & S,SIGNING,LIGHTING,SIGNALS	MNDOT	Expand	NO
1997	10	TH 101	2738-27945	MC	350,000	280,000		70,000	0	TH 101 S.B. OVER TH 94 - WIDEN BR. 27945	MNDOT	Expand	NO
1997	11	TH 101	7005-57	MC	6,000,000	4,800,000		1,200,000		TH169 TO 0.4 MI.W.OF CSAH 17-GRADE, SURFACE, SIGNAL	MNDOT	Expand	NO
1997	11	TH 101	7005-67	MC	200,000	160,000		40,000		SHAKOPEE BYPASS, TH 169 TO TH 13-LIGHTING	MNDOT	Expand	A-20
1997	11	TH 101	7005-68	MC	300,000	240,000		60,000		SHAKOPEE BYPASS TH 169 TO JCT. OLD TH 101 - FENCING	MNDOT	Expand	A-15
1997	11	TH 101	7005-69	MC	300,000	240,000		60,000		SHAKOPEE BYPASS, TH 169 TO TH 13 - SIGNING	MNDOT	Expand	F-4
1997	11	TH 101	7005-70011	MC	1,380,000	1,104,000		276,000		CSAH 15 OVER SHAK.BYPASS - BR.70011	MNDOT	Expand	NO
1997	11	TH 101	7005-70012	MC	500,000	400,000		100,000		CO.RD.77 OVER SHAK.BYPASS - BR.70012	MNDOT	Expand	NO
1997	11	TH 101	7005-70013	MC	500,000	400,000		100,000		CO.RD.79 OVER SHAK.BYPASS - BR.70013	MNDOT	Expand	NO
1996		TH 120	6227-53	SC	110,000			110,000		AT I94 NO FR RD-GEOMETRIC & SIGNAL REVISIONS	MNDOT	Manage	A-18
1996		TH 149	1916-19	SC	100,000	80,000		20,000		AT YANKEE DOODLE ROAD-INSTALL TRAFFIC SIGNAL	MNDOT	Manage	T-2

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Year	Prt	Route	Pri Number	Prg	Total \$	Fed \$	Demo \$	State \$	Local \$	Description	Agency	Category	AQ
1996		TH 149	1917-31	RS	135,000			135,000		MENDOTA HTS RD TO TH 110-MILL & OVERLAY	MNDOT	Preserve	A-12
1995		TH 169	0209-91	SC	100,000			100,000		AT MAIN ST. IN ANOKA - REBUILD SIGNAL	MNDOT	Manage	A-18
1995	12	TH 169	2750-42	MC	6,000,000	4,800,000		1,200,000		0.1 MI N OF 93RD AVE N TO 0.1 MI N OF HAYDEN LK RD - STAGE 3	MNDOT	Expand	NO
1995		TH 169	2772-14	SC	540,000			540,000		AT BETTY CROCKER DR., AT CSAH 9 (ROCKFORD RD.) AND AT CSAH 10 (BASS LK.RD.)-MODIFY WEAVE AREAS	MNDOT	Manage	A-13
1995		TH 169	2772-18	SC	100,000			100,000		AT 77TH AVE N - 2 TEMP SIGNALS	MNDOT	Manage	A18
1995		TH 169	2772-6	SC	100,000			100,000		VALLEY VIEW RD. RAMPS--INSTALL 2 SIGNALS	MNDOT	Manage	T-2
1996		TH 169	2744-49	SH	400,000	320,000		80,000		EDEN PRAIRIE RD. TO CSAH 4 - NB AUX. LANE	MNDOT	Manage	A-3
1996	12	TH 169	2750-50	MC	80,000			80,000		FROM 93RD AVE.N. TO HAYDEN LK.RD.(OSSEO BYPASS) LANDSCAPING	MNDOT	Expand	A-20
1996		TH 169	2772-16	SC	150,000			150,000		AT LONDONDERRY RD.-WIDEN NB EXIT RAMP AND SIGNAL REVISION	MNDOT	Manage	A-18
1996		TH 169	2772-17	SH	100,000	80,000		20,000		63RD AVE.N. TO RAMP TO EB I 94 - NB AUX.LA.	MNDOT	Manage	A-3
1996		TH 169	2772-5	TM	2,000,000	1,600,000		400,000		I-394 TO I-94 - TRAFFIC MANAGEMENT SYSTEM	MNDOT	Manage	A-18
1997		TH 169	2772-27534	BI	675,000			675,000		UNDER MEDICINE LAKE ROAD, ROCKFORD ROAD, 36TH N AND 63RD N, LS OVERLAY BRS 27536,27551,27550 AND REDECK BR 27534	MNDOT	Preserve	A13
1995		TH 212	1013-56	SC	150,000			150,000		FROM E.OF WALNUT AVE. THRU CO.RD.17-CONTINUE LEFT TURN LANE	MNDOT	Manage	A-13
1995		TH 212	1013-64	AM	240,000			240,000		AT CSAH 15 - INTERSECTION RELOCATION & SIGNAL	MNDOT	Other	T-2
1995		TH 212	2762-	MC	8,000,000		8,000,000			NEW 212 R/W ** R/W PURCHASE ONLY	MNDOT	Expand	F2
1995		TH 212	2762-14	MC	2,000,000	0	1,380,000	345,000	275,000	TECHNOLOGY DRIVE FROM PRAIRIE CENT.DR. TO 2000' W. OF PRAIRIE CENT.DR. - SURCHARGE - CITY LETTING	MNDOT	Expand	NO
1996		TH 212	1013-63	SC	375,000	300,000		75,000		AT TH 101 - SIGNAL & CHANNELIZATION	MNDOT	Manage	T-2
1997		TH 212	2763-35	SC	250,000			250,000		CSAH 61(SHADY OAK ROAD), SIGNAL SYSTEM; INPLACE CHANNELIZATION REMOVAL	MNDOT	Manage	T2
1995		TH 242	0212-36	RS	570,000	456,000		114,000		W. RAMPS TH 10 TO 0.3 MI.W. OF UNIVERSITY - MILL & OVERLAY	MNDOT	Preserve	A-12
1995		TH 252	2748-40	SC	200,000			200,000		FROM 73RD AVE N TO 1000' N OF BROOKDALE DR-EXTEND NB 3RD LN. AND DROP RIGHT	MNDOT	Manage	A-6
1995		TH 252	2748-43	SH	250,000	200,000		50,000		AT 85TH AVE N--NB DOUBLE LT TURN LN AND SB FREE RT TURN	MNDOT	Manage	A-3
1996		TH 280	6241-	MC	1,500,000			1,500,000		FROM I94 TO I35W-NOISE BARRIER CONSTRUCTION	MNDOT	Expand	
1995		I-394	2789-105		100,000				100,000	ON RAMP FROM WB TH 394 TO NB TH 169 - CONST HOV BYPASS - TEAM TRANSIT	MNDOT		A18
1995		I-494	1985-115	RS	860,000			860,000		TH 149 TO MINNESOTA RIVER-BIT OVERLAY,OVERLAY BR 19825(OVER TH 13,ETC)	MNDOT	Preserve	A-12

TABLE A-20
All Projects By Route Number

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	State \$	Local \$	Description	Agency	Category	AQ
1995		I-494	1985-454	RX	215,000			215,000		EB FROM ROBERT ST. TO CONCORD - RUTTING IN ALL LANES-ROAD REPAIR	MNDOT	Preserve	A12
1995		I-494	2785-272	TM	2,000,000	1,800,000		200,000		I-394 TO I-94- TRAFFIC MANAGEMENT SYSTEM	MNDOT	Manage	A-18
1995		I-494	2785-281	SC	280,000	252,000		28,000		AT NIC.AVE. & AT LYN.AVE.-REM./REPL. SIGS.@ RAMP TERMINALS	MNDOT	Manage	A18
1995		I-494	2785-282	SC	280,000	252,000		28,000		AT 12TH AVE.S.& AT PORT.AVE.-REM./REPL.SIGS @ RAMP TERMINALS	MNDOT	Manage	A18
1995		I-494	8285-9344	BI	90,000			90,000		UNDER BAILEY RD-OVERLAY BR 9344	MNDOT	Preserve	A-12
1996		I-494	1985-118	SC	220,000			220,000		EB AT HARDMAN AVE-RESTRIPE,OVERLAY,RAMP METER,ETC	MNDOT	Manage	A-12
1996		I-494	1985-119	SC	200,000			200,000		EB EXIT TO TH 149-RAMP MODIFICATIONS	MNDOT	Manage	A-8
1996		I-494	2785-276	SH	50,000			50,000		I 494 UNDER TH 7 - MODIFY WEAVE AREA	MNDOT	Manage	A-8
1996		I-494	2785-280	SC	140,000	126,000		14,000		AT E.BUSH LAKE ROAD - NEW SIGNALS AT RAMP TERMINALS	MNDOT	Manage	T2
1996		I-494	2785-284	RC	1,200,000	1,080,000		120,000		TH 494 OVER TH 35W - CONSTRUCT TEMP BYPASS AND TEMP BR 99161	MNDOT	Replace	A13
1996		I-494	2785-6850	BI	540,000	486,000		54,000		TH 494 OVER TH 35W - REDECK BR 6850 & 6851	MNDOT	Preserve	A13
1996		I-494	2785-9137	BI	1,300,000	1,170,000		130,000		AT TH 169 - REDECK BRS. 9137,9138,27568	MNDOT	Preserve	A-13
1996		I-494	2785-9755	BI	3,300,000	2,640,000		660,000	0	OVER CSAH 5,CREEK,TRAIL-REPL.SUPERST.& WIDEN BRS.9755,9756	MNDOT	Preserve	A13
1996		I-494	2785-9759	BI	2,000,000	1,600,000		400,000	0	OVER BN INC.& STONE RD.-REPL.SUPERST.& WIDEN BRS.9759 & 9760	MNDOT	Preserve	A13
1997		I-494	1985-19825	BI	380,000			380,000		OVER TH 13 & C&NW RR - L.S. OVERLAY AND JOINTS	MNDOT	Preserve	A12
1997		I-494	2785-9079	BI	295,000			295,000		UNDER PORTLAND AVE, REDECK BR 9079	MNDOT	Preserve	A13
1997		I-494	8285-6617	BI	595,000			595,000		OVER TH 61, BN AND SOO LINE RR, MAXWELL AVE - LS OVERLAY AND JOINTS ON BR 9293,9291,6617	MNDOT	Preserve	A12
1995		TH 610	2771-95RW	MC	5,000,000		4,000,000	1,000,000		TH 610 RW-1995	MNDOT	Expand	F-2
1996		TH 610	2771	MC	0	0		0		TH 610-TH 252 TO TH 169 - PRELIM ENGR AND R/W ACQUISITION	MNDOT	Expand	F-1
1996		TH 610	2771-96RW	MC	10,000,000		8,000,000	2,000,000		TH 610 RW-1996	MNDOT	Expand	F-2
1997	13	TH 610	2771-8802	MC	7,000,000		5,600,000	1,400,000	0	REGENT AVE TO 0.25 MI E OF FRANCE AVE (INC REGENT) - GRADE, SURF, 2 BRS, SIGNALS - STAGE 2	MNDOT	Expand	NO
1995		I-694	8286-51	AM	100,000			100,000		AT CSAH 10 IN OAKDALE-TRAFFIC SIGNAL INSTALLATION	MNDOT	Other	T-2
1996		I-694	6285-881	BR	1,200,000	1,080,000		120,000		VICTORIA ST INTERCHANGE-BR REPLACEMENT(PAYBACK TO RAMSEY COUNTY)	MNDOT	Replace	A-13
1996		I-694	6285-9196	BI	1,075,000	967,500		107,500		UNDER 5TH ST NW,TH 51 RAMPS,OVER BN RR,UNDER LABORE RD,MCKNIGHT,TH 120,HARVESTER, & 4TH ST-MILL & OVERLAY BRS. 9389,94	MNDOT	Preserve	A-13

TABLE A-20
All Projects By Route Number

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	State \$	Local \$	Description	Agency	Category	AQ
1995		999	8809-148	RX	200,000			200,000		DISTRICTWIDE RELAMPING	MNDOT	Preserve	A20
1995		TH 999	2700-39	CB	1,000,000				1,000,000	OAK ST TO 13TH AVE - EXTEND TRANSITWAY	MNDOT	Transit	A-18
1995		TH 999	8809-454C	RX	295,000			295,000		DISTRICTWIDE-BITUMINOUS CRACK SEALING	MNDOT	Preserve	A-12
1995		TH 999	8809-454D	RX	50,000			50,000		DISTRICTWIDE-SIGNAL LOOP REPLACEMENT	MNDOT	Preserve	A-18
1995		TH 999	8809-79	SH	70,000			70,000		DISTRICTWIDE ADVANCE WARNING FLASHERS	MNDOT	Manage	A18
1995		TH 999	8809-80	SC	305,000			305,000		ON TH 13,35E,55,61,77,96,110-DISTRICTWIDE SIGNAL REVISIONS	MNDOT	Manage	A-18
1995		TH 999	8809-901	TM	35,000	28,000		7,000		HIGHWAY ADVISORY RADIO SIGNS	MNDOT	Manage	A18
1995		TH 999	DIST-M-454	RX	375,000			375,000		METRO SET ASIDE FOR ROAD REPAIR FY 95	MNDOT	Preserve	A12
1995		TH 999	IVHS95	TM	2,750,000			2,750,000		STATE MATCH FOR IVHS PROJECTS NOT SHOWN IN METRO TIP	MNDOT	Manage	A18
1996		TH 999	8809-72	TM	4,000,000	3,200,000		800,000		ON I35E FROM MISSISSIPPI RIVER TO I94 ECT, -TRAFFIC MANAGEMENT SYSTEMS	MNDOT	Manage	A-18
1996		TH 999	8809-8801	TM	1,000,000	800,000		200,000		HOV RAMP METER BYPASS	MNDOT	Manage	T-2
1996		TH 999	8809-903	TM	80,000	35,776		44,224		CHANGEABLE MESSAGE SIGNS	MNDOT	Manage	A18
1996		TH 999	8809-904	TM	225,000	180,000		45,000		RAMP METERS ON TH 10, I494, I-94 AND TH 169	MNDOT	Manage	A18
1996		TH 999	880M-AM-96	AM	3,000,000			3,000,000		METRO SET ASIDE FOR MUNICIPAL AGREEMENTS FY 96	MNDOT	Other	A18
1996		TH 999	880M-BI-96	BI	0			0		SET ASIDE FOR BRIDGE IMPROVEMENTS - FY 96	MNDOT	Preserve	A13
1996		TH 999	DIST-M-454	RX	1,500,000			1,500,000		METRO SET ASIDE FOR ROAD REPAIR FY 96	MNDOT	Preserve	A12
1996		TH 999	IVHS96	TM	3,500,000			3,500,000		STATE MATCH FOR IVHS PROJECTS NOT SHOWN IN METRO TIP	MNDOT	Manage	A18
1997		TH 999	8809-150	SC	500,000			500,000		METRO WIDE SIGNAL REVISIONS	MNDOT	Manage	A18
1997		TH 999	8809-73	TM	900,000	720,000		180,000	0	ON I94 FROM HURON TO I35E, TRAFFIC MANAGEMENT SYSTEMS	MNDOT	Manage	A18
1997		TH 999	8809-74	TM	3,500,000	2,800,000		700,000		ON I35W FROM CRYSTAL LAKE RD TO MINN RIVER, ON I35E FROM S JCT I35W TO YANKEE DOODLE RD, & ON TH 77 FROM I35E TO MINN	MNDOT	Manage	A-18
1997		TH 999	8809-81	TM	1,000,000	800,000		200,000	0	HOV RAMP METER BYPASS	MNDOT	Manage	A18
1997		TH 999	8809-8802	TM	1,000,000	800,000		200,000	0	HOV RAMP METER BYPASS	MNDOT	Manage	A18
1997		TH 999	8809-902	TM	56,000	44,800		11,200		LOOP DETECTOR REPLACEMENT	MNDOT	Manage	A18
1997		TH 999	8809-905	TM	60,000	48,000		12,000		TMS REVISIONS (I494 FROM I393 TO TH 212)	MNDOT	Manage	A18
1995		RR	27-00210	SR	83,985	66,920			17,065	BN RR AT ZACHERY LANE - CANTILEVERS	MNDOT RR	Manage	A-1

Monday, August 08, 1994

Twin Cities Metropolitan Area
1995-1997 Transportation Improvement Program

TABLE A-21
Federal Scenic Byway Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	State \$	Local \$	Description	Agency	Category	AQ
1995		TH 10	SB-MN-94-03	RB	613,225	490,580	122,645		GRR-HASTINGS, DAKOTA CO; BIKE & PED FACILITIES	MNDOT	Other	A-17
1995		TH 10	SB-MN-94-15	RB	403,000	322,400	80,600		DAYTON PORT REST AREA	MNDOT	Other	A-17

APPENDIX B

CONFORMITY OF THE 1995-97 TRANSPORTATION IMPROVEMENT PROGRAM WITH THE 1990 CLEAN AIR ACT AMENDMENTS

The Environmental Protection Agency's (EPA's) 40 CFR Part 51, Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act (Conformity Rule), requires the Metropolitan Council as the Twin Cities Metropolitan Planning Organization, to prepare a conformity analysis of the Transportation Plans and the Transportation Improvement Program (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. This appendix describes the procedures used to perform the analysis, lists the findings and conclusions, and contains the statements of conformity.

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I. LIST OF PLANS

Pursuant to the Conformity Rule, the Metropolitan Council used the following adopted transportation plans in making a finding of conformity:

- Metropolitan Investment Framework Policy Plan
- Transportation Development Guide/Policy Plan
- Transportation Air Quality Control Plan (supplement to the Transportation Development Guide/Policy Plan)
- 1992 Regional Transit Facilities Plan

A description of the plans is in Section 2 of the 1995-97 Transportation Improvement Program. These plans were developed with the cooperation of the Minnesota Department of Transportation (Mn/DOT), the Minnesota Pollution Control Agency (MPCA), and local officials.

II. EXPEDITIOUS IMPLEMENTATION OF THE TRANSPORTATION CONTROL PLAN

Pursuant to the Conformity Rule, the Council reviewed the 1995-97 TIP and certifies that the TIP conforms to the requirement to expedite the implementation of Transportation System Management (TSM) strategies which were the adopted Transportation Control Measures (TCM) for the region. Table B1 is a summary and status of the TSMs found in the Transportation Air Quality Control Plan that describes the status of each TSM. Except for TSM's not completed for the reasons cited, the majority of the TSMs 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 new TCMs 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.

As part of the process to redesignate the Twin Cities Area as a CO attainment area, the SIP will be amended. During this redesignation process, it is anticipated that TSMs will be removed that are completed, outdated, or no longer appropriate. This process is expected to be initiated by the MPCA in 1995.

Table B1 lists two traffic flow amendments to the SIP that the MPCA added to the SIP since the original adoption. These include a one-way pair in Minneapolis, and changes to an intersection in St. Paul. While not Transportation Control Measures, the MPCA added two additional initiatives to the SIP: a vehicle emissions inspection/maintenance program, implemented in 1991, to correct the region-wide carbon monoxide problem, and a mandated four-month oxygenated gasoline program implemented in November 1992.

The MPCA has requested that the U.S. EPA add a third revision to the SIP, a contingency measure consisting of a year-round oxygenated gasoline program if the CO standards were violated. The U.S. EPA has not yet ruled on this proposal. If current state law remains in effect, however, the Twin Cities area will have a year-round program starting in October of 1995. The law provides for the program to go state-wide in 1997.

Table B1
TRANSPORTATION SYSTEM MANAGEMENT STRATEGIES
LISTED IN THE TRANSPORTATION AIR QUALITY CONTROL PLAN

TWIN CITIES AREA TSM STRATEGIES	STATUS
Vehicle Inspection/Maintenance (listed in Transportation Control Plan as a TSM Strategy)	
• Establish VIM Program	• Program became operational in July 1991
Exclusive Bus/Carpool Lane	
• I-35W Bus/Metered Freeway Project	• Metered freeway access locations have bus and carpool bypass lanes at strategic intersections on I-35W and I-394
• Reserved transit lanes in 3rd Ave. distributor in Minneapolis	• 3rd Ave. distributor project includes exclusive bus/carpool lanes were completed in 1992
Alternative Fuels or Engines	
• Gasohol demonstration project	• MTC is implementing alternatives fuel testing program for buses initiated in 1992; Mpls. is testing its vehicles
Cold Start Emissions Reductions	
• Auto plug-in program for cold-start reductions	• Strategy found not to be feasible
Staggered Work Hours	
• Variable work hours implemented by various agencies	• City, county and state employees have flex time programs available. Other employers allow flextime and help support van and carpooling programs. These programs are actively promoted and financially supported.
Improved Public Transit	
• Reduced MTC fares	• Special marketing concepts continue to be introduced and tested by the MTC to increase ridership.
• MTC Downtown Fare Zone	• Special reduced fares for Mpls. and St. Paul downtowns implemented.
• Community Centered Transit	• "Opt-out" provisions now allow communities to develop local service. Several community-focused transit hubs are being developed.
• Flexible Transit	• Alternative modes introduced to provide specialized transit service.
• Total Community Service Demonstration (elderly, handicapped service)	• Implementing accessible route service in addition to Metro Mobility service.
• Responsibleness in Routing and Scheduling	• Transit agencies have active planning and communication programs with communities.
• CBD Parking Shuttle	• Parking shuttles found not feasible.

Table B1
TRANSPORTATION SYSTEM MANAGEMENT STRATEGIES
LISTED IN THE TRANSPORTATION AIR QUALITY CONTROL PLAN

TWIN CITIES AREA TSM STRATEGIES	STATUS
• Simplified Fare Structure	• Difficult to implement due to changing economic conditions.
• Bus Shelters	• Established ongoing program of installing and maintaining bus shelters.
• Rider Information	• Region-wide transit information is available through CBD Transit Stores and a computerized phone system.
• Transit Marketing	• Transit marketing remains an integral part of transit planning and the provision of services.
• 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	• IVHS "real time" programs implemented.
• Park and Ride	• Joint program with Mn/DOT for the planning and construction of park-and-ride facilities throughout the region.
Area-wide Carpool Programs	
• Expand Existing Area-wide Shared-ride Programs	• Minnesota Rideshare program is actively marketed and expanded and redesigned in 1994.
On-street Parking Controls	
• Enforcement of Parking Idling and Traffic Ordinances	• Ongoing enforcement aggressively pursued by Mpls. and St. Paul.
Park and Ride/Fringe Parking	
• CBD Fringe Parking Programs in Mpls. and St. Paul	• Mpls. and St. Paul developed and are implementing ongoing programs for fringe parking and incentives to encourage carpooling.
Pedestrian Malls	
• Nicollet Mall (Mpls.)	• Nicollet Mall renovations and extension completed.
• Pedestrian Facilities/skyway Systems	• Extension of Mpls. skyway system to the fringe parking in the 3rd Ave. distributor is completed.
• CBD Housing and Related Pedestrian Way	• Mpls. and St. Paul promotes the expansion of their skyway systems 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 carpool programs and participate in Minnesota Rideshare program.
	• Transportation Management Organizations established in downtown Minneapolis and I-494 Strip in Bloomington.
Bicycle Lanes and Storage	

Table B1
TRANSPORTATION SYSTEM MANAGEMENT STRATEGIES
LISTED IN THE TRANSPORTATION AIR QUALITY CONTROL PLAN

TWIN CITIES AREA TSM STRATEGIES	STATUS
<ul style="list-style-type: none"> • Bicycle Facilities Implemented by Various Cities in Metropolitan Area 	<ul style="list-style-type: none"> • Provisions for bicycle parking are included in fringe parking facilities for downtown Minneapolis. ISTEA funds are used to develop bicycle facilities.
Traffic Flow Improvements	
<ul style="list-style-type: none"> • Minneapolis Computerized Traffic Management System 	<ul style="list-style-type: none"> • Minneapolis system installed. New hardware and software installation completed in 1992.
<ul style="list-style-type: none"> • St. Paul Computerized Traffic Management System 	<ul style="list-style-type: none"> • St. Paul system completed in 1991.
<ul style="list-style-type: none"> • New Construction - Minneapolis; 3rd Ave. Distributor, I-35E, St. Paul 	<ul style="list-style-type: none"> • 3rd Ave. distributor signals computerized
<ul style="list-style-type: none"> • University and Snelling Avenues, St. Paul; traffic flow improvements 	<ul style="list-style-type: none"> • Improvements completed in 1990.

III. CONFORMITY OF 1995-97 TRANSPORTATION IMPROVEMENT PROGRAM

Pursuant to Section 51.438 of the Conformity Rule, the Council reviewed the 1995-97 TIP document and certifies that the TIP conforms to the most recent estimates of mobile source emissions based on current transportation models and regional 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 of CO emissions for Wright County is prepared under the guidance of the Metropolitan Council as part of an intergovernmental agreement between the county and the Council.
- B. The published source of socioeconomic data is the Metropolitan Investment Framework Policy Plan. This is the adopted planning document used by the Council to develop long range forecasts of highway and transit facilities needs.
- C. The Minnesota Pollution Control Agency reviewed the 1995-1997 TIP document for acceptability to meet the state and federal conformity requirements
- D. A quantitative analysis of the emissions impact of the TIP projects listed in Table B6 and B7 to account for the emissions impact of all transportation projects, was conducted using the MOBILE 5a and EMIS mobile source emissions models. The analysis estimates annual reduction of 655 tons/year of CO in 2000, the CO milestone year and 3,162 tons/year in the 2015 milestone year. The results of the analysis by milestone years is in Table B2.

- E. Further CO reductions are estimated to be sustained for a reasonable period beyond the 1995 attainment milestone year. Estimates of CO emissions for the years 2000, 2005 and 2015, were included in the analysis, and the results are shown in Table B2. The data used in the analysis, includes the estimate of CO emissions from a Wright County project.
- F. Projects that are exempt from the conformity determination were identified and classified in accordance with Section 51.460 of the Conformity Rules and are listed in Appendix C. The listing includes the coding used to identify these projects in the TIP tables.
- G. The quantitative analysis includes all known regionally significant projects as defined in Section 51.392 of the Conformity Rules. The listings of federal and state funded projects included in the 2000 milestone year "Action Scenario" (in Table B3). Other regionally significant projects that are locally funded are listed in Table B5.
- H. That the funding of the 1995-1997 TIP is consistent with funding that is reasonably expected to be available.

TABLE B2
TIP SCENARIOS (TOTAL TWIN CITIES AND WRIGHT COUNTY) ANNUAL
CO EMISSIONS FOR YEARS 1990, 1995, 2000, AND 2005 (TONS/YEAR)

NETWORK	1990	1995	2000	2015
BASELINE TIP SCENARIO	685,398	359,169	316,092	295,060
ACTION TIP SCENARIO	-	-	315,437	291,848
<i>TIP CO Reduction</i>	-	-	655	2,162

IV. 1995-97 TIP CONTRIBUTIONS TO ANNUAL EMISSIONS REDUCTIONS

A. TIP ANALYSIS

Pursuant to Section 51.438 of the Conformity Rules, the Council has reviewed the 1995-97 TIP document. Based on this review, the Council finds that the TIP contributes to annual emissions reductions. The following is the description of the scenarios used in the emissions impact analysis as required by the Conformity Rules. A description of the methods used to calculate CO emissions is in Section VII.

Baseline TIP Scenario, as described in Section 51.438(c), is the future transportation system that would result from current programs, composed of all in-place regionally significant highway and transit facilities, services and activities, all ongoing Transportation Demand Management (TDM) or TSM activities and completion of all regionally significant projects regardless of funding source, which are currently under construction or are undergoing right-of-way acquisition, that come from the first 3 years of a previously conforming TIP or have completed the NEPA process.

Action TIP Scenario as described in Section 51.438(d), is the future transportation system that would result from the implementation of the TIP and other regionally significant projects in the time-frame of the transportation plan. It includes all facilities, services and activities in the "Baseline" scenario, completion of all TCMs and regionally significant projects included in the TIP, and all TDM and TSM activities known to the Council, but not included in the TIP. The regionally significant highway projects for Twin Cities Seven-County Metropolitan Area included in the Action TIP Scenario, are listed in Table B6. The Wright County project included in the Action Scenario is listed in Table B5.

The Council has determined that the 2000 milestone year Action Scenario, contributes to emissions reductions by 655 tons less than the "baseline" scenario. The Council believes that CO reductions in the intervening years are likely to continue to occur for the following reasons:

1. Continued improvement in auto emissions controls systems and the implementation of an oxygenated fuels program as required by the CAAA.
2. A regional commitment to continue capital investments to improve the operational efficiencies of the highway and transit systems.
3. A regional commitment to seek alternative methods to reduce congestion and the rate of growth of Vehicle mile travel such as the use of road pricing and other techniques.
4. The continued involvement of local governmental units in the regional 3C transportation planning process, to address local congestion problems.

B. AIR QUALITY CONFORMITY DETERMINATIONS FOR TRANSIT PROJECTS

The Transit projects in the TIP annual element are listed in Tables A-12 through A-20. Projects listed in TIP Tables A-13, A-14 and A-16 support ongoing regional and local operations and maintenance of transit systems, and do not require National Environmental Protection Act (NEPA) reviews. Exempt projects fall within the "Mass Transit" category listed in Section 50.460 in the Conformity Rules. The U.S. EPA does not provide guidance on the preparation of an air quality analysis for park-and-ride facilities. If an analysis is required, a T-2 type analysis of intersections potentially affected by the facility, will be prepared. If needed, further "hot-spot" analysis will be prepared for the effected intersections. A determination for each of the transit funding sections is as follows:

Certain projects are specifically exempt from inclusion in the regional emissions analysis in the federal Conformity Rules, Section 51.464, Table B3, "Projects Exempt from Regional Emissions Analyses." These projects are listed in Table B4 and further identified with a "NO" under the "AQ" column in the TIP tables since they are not completely exempt from conformity determination. The local effects of these projects with respect to CO concentrations must be considered to determine if a hot-spot analysis is required prior to making a project level conformity determination. (Projects included in the TIP tables with a "T-2" code under the "AQ" column also fit this regional exemption category.)

Table B4 PROJECTS EXEMPT FROM REGIONAL EMISSION ANALYSIS			
PROJECT #	YEAR	DESCRIPTION	CATEGORY
TR-1	1995	Northtown Transit Hub	Transit
90-070-04	1995	Eden Prairie Transit Hub	Transit
TR-10	1996	Highland Transit Hub	Transit
TR-11	1996	Hillcrest Transit Hub	Transit
TR-7	1996	Robbinsdale Transit Hub	Transit
TR-8	1996	Hennepin/Lagoon Transit Hub	Transit
TR-19	1996	Burnsville Transit Hub	Transit

TABLE B5
ANNUAL ELEMENT BY FEDERAL FUNDING SOURCES FROM TIP TABLES 3-S AND 3-T
(FLEET IMPROVEMENTS, CMAQ FUNDING, FACILITY IMPROVEMENTS)

GRANT I.D.	PROJECT DESCRIPTION	AIR QUALITY CATEGORY	COMMENT
FLEET IMPROVEMENT			
FTA 1994-95 Section 9 (MTC) Section 3 (MTC)	Purchase 97 40-foot buses	C-11	Mass Transit - Replacement of older buses to reduce average fleet age to six years and equipment to maintain current levels of service.
FTA - Sec. 3 City of Mpls.	Purchase of gas powered trolley vehicles for downtown shuttle	C-11	Replacement of buses on the Hennepin Mall by CNG powered vehicles
FTA 1994-95 Section 9 (MTC)	Purchase 97 40-foot buses	C-11	Same as above
CMAQ FUNDING AND FACILITY IMPROVEMENTS			
MN-90-070-02	Funding of transit service expansion to provide additional I-394 bus service	C-4	
CM-8A	First year funding of a Regional Travel Demand Management Program	D-1	
CM-7A	I-35W Service Expansion/Reorganization	C-4	
CM-8B	Second year funding of a Regional Travel Demand Management Program	D-1	
FTA-Sec. 6 (City of Mpls.)	Downtown Mpls. Transportation Management Organization (TMO)	D-1	

Table B4
1994-1996 BIENNIAL ELEMENT
FTA SECTION 9 CAPITAL AND OPERATING ASSISTANCE FROM TIP TABLE 6C
(OPERATING ASSISTANCE, CAPITAL ASSISTANCE)

GRANT I.D.	PROJECT DESCRIPTION	AIR QUALITY CATEGORY	COMMENT
OPERATING ASSISTANCE			
Fall 1994 FTA Application	Operating Assistance FFY 1995 (MTC CY-1994)	C-4	Operation Assistance for Current Level of Service.
Fall 1995 FTA Application	Operating Assistance FFY 1996 (MTC CY-1995)	C-4	Same as above.
Fall 1996 FTA Application	Operating Assistance FFY 1997 (MTC CY-1996)	C-4	Same as above
CAPITAL ASSISTANCE			
Fall 1994 Application for FTA	Capital Assistance FFY 1995 (MTC CY-1995)	C-11	Replacement of existing buses
Fall 1995 Application for FTA	Capital Assistance FFY 1996 (MTC CY-1996)	C-11	Same as above
Fall 1996 Application to FTA	Capital Assistance FFY 1997 (MTC CY-1997)	C-11	Same as above

OTHER FTA FUNDING

FTA SECTION 18 FY FUNDS AVAILABLE ANNUALLY TO LOCAL TRANSIT PROVIDERS TO ASSIST IN THE COST OF OPERATING SERVICES - TIP TABLE A-16

The projects receiving these funds are neutral with respect to air quality impacts

FTA SECTION 16 (b)(2) TRANSPORTATION SERVICES FOR THE ELDERLY AND HANDICAPPED - TIP TABLE A-14

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 with respect to air quality impacts.

V. HIGHWAY PROJECTS

A. ASSIGNING PROJECTS TO TIP CATEGORIES

Pursuant to the Conformity Rule, the projects in the TIP were reviewed and categorized using the following determinations to identify projects that do not require a TIP conformity 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 no significant impact: or
 - c. A final Environmental impact statement for which a record of decision has been issued.
3. The project is exempt as defined in Section 51.460 of the Conformity Rule. Project identified with a code in the "Air Quality Exclusion" column in the 1995-97 TIP tables, by their nature will not affect the outcome of any regional emissions analyses and add no substance to the analyses. A description of the project categories is in the TIP Appendix C. Although "signalization" and "channelization" projects are exempt, a "hotspot" analysis may be required as part of the project design phase. These projects are identified with a "T-2" code. Projects listed as "GR" are "grandfathered" since they were in previously conforming TIPS.
 - a. Safety projects that eliminated hazards or improved traffic flows.
 - b. Mass Transit projects that maintained or improved the efficiency of transit operations.
 - c. Air quality related projects that provided opportunities to use alternative modes of transportation such as ride-sharing, van-pooling, bicycling, and pedestrian facilities.
 - d. Other projects such as environmental reviews, engineering, land acquisition and highway beautification.
4. The exempt classification given to the TIP projects were developed through consultation process involving the MPCA, the Council and Mn/DOT.

Table B56 lists the TIP highway projects included in the air quality analysis as part of the "Action Scenario".

Table B6
REGIONALLY SIGNIFICANT 1995-97 TIP PROJECTS INCLUDED IN THE AIR QUALITY
ANALYSIS IN THE YEAR 2000 ACTION SCENARIO

Route	Project #	Year	Description	Agency	In Previous TIP?
CR 46	AE-20	95	Reconstruct; Joplin Ave. to I-35	Dakota Co.	NO
I-35	1980-19531	95	At CR 46- Construct Interchange	MnDOT	NO
TH 10	0214-	97	Major Construction-Stage 2A; Foley Blvd. Interchange	MnDOT	NO
TH 101	7005-57, etc.	97	Shakopee Bypass	MnDOT	NO
TH 101	2738-10	97	Rogers to Elk River	MnDOT	YES
I-94	8281-82800	95	Replace St. Croix River Bridge (eastbound); 2 lanes to 3 lanes	MnDOT	YES
77th Street	157-108-15	95	Reconstruct from Portland Ave.to Cedar Ave.	Richfield	YES
TH 212	2762-14	95	Technology Dr. from Prairie Center Dr. to 2000' west	MnDOT	YES
TH 55	2724-105	97	Hiawatha Ave.- I-94 to E.29th St.	MnDOT	YES
TH 610	2771-8802	97	Regent Ave. to .25 mi. e. of France Ave.	MnDOT	YES
TH 169	2750-42	95	0.1 mi. n. of 93rd Ave. N. to 0.1 mi. n. of Hayden Lake Rd-Stage 3	MnDOT	NO
CR 18	70-618-18	94	Bloomington Ferry Bridge-Stage 5	Scott Co.	YES
I-494/Lake Rd.	192-108-03 192-010-04	95	Construct Interchange	Woodbury	NO
TH 52/55	1907-53	95	Remove partial interchange, construct full interchange	Inver Grove Heights	NO
CSAH 4	27-604-12	96	Reconstruct from CSAH 1 to Terrey Pine Dr.	Henn. Co.	YES
CSAH 152	27-757-07	96	Reconstruct from 64th Ave. to 71st Ave. N.	Henn. Co.	YES
CSAH 16	AE-7	96	Reconstruct; Interlachen Dr. to CSAH 19	Wash. Co.	NO
CSAH 1	AE-1	97	Reconstruct; TH 169 to W. of CSAH 18	Henn. Co.	NO
CSAH 21	70-621-09	95	New alignment from 2000' E. of CSAH 39 to 1300' E. of CSAH 27	Scott Co.	YES
TH212	2762	95	New TH212 R/W	Mn/DOT	YES
TH36	8214-97RW	97	Stillwater Br.-R/W	Mn/DOT	YES
I-35W	2782-255A	97	I-494 to Minneapolis - interim HOV lanes (structures)	Mn/DOT	NO
TH36	8204-37	97	From 0.6 mile west to 0.4 mile east of TH5, reconstruct, relocate frontage road	Mn/DOT	NO

**Table B7
REGIONALLY SIGNIFICANT PROJECTS (NON-FEDERALLY FUNDED)**

Route	Project #	Year	APPROX. TOTAL \$ (000'S)	Federal	State	Local	Description	Agency	AQ Exclusion
I-494/Lake Rd.	192-108-03 192-010-04	95	7,000	0	0	7,000	Construct I-494/Lake Rd. full Interchange	Woodbury	No
TH 52/55	1907-53 19-656-01	95	7,000	0	4,300	2,700	Remove partial interchange at TH 56/Concord, construct new full interchange at CSAH 56/Concord	Inver Grove Heights	No

B. WRIGHT COUNTY PROJECTS

A significant portion of Wright County is included in the Twin Cities CO nonattainment area as identified in the November 6, 1991 *Federal Register*. However, 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 county projects that meet the regionally significant criteria that are added to the Seven-County region's emissions.

Wright County projects are included in the State TIP prepared by Mn/DOT and listed in Table B8. The project included in the regional analysis is TH101.

**TABLE B8
WRIGHT COUNTY PROJECTS PROPOSED FOR FEDERAL FUNDING**

T.H.	STATE PROJECT	DESCRIPTION	AIR QUALITY CATEGORY
12	8601-42	1000 ft. west of County Road 110; west of County Road 110 W. at Montrose - grade, surface and bridge replacement	A-12 A-13
25	8604-26	First St. South of Buffalo; traffic signal installation	T-2
25	8605-36	July award - TH55 to CR133 in Buffalo - widen, channelization, permanent signal at Walmart and TH55	T-2
101	8608-14 8608-15 71001	At TH 10 in Elk River; widen bridges, grade and surface interchange: CSAH 42 to Mississippi River - grade and surface, signage, lighting, signals	NO
55	8606-45	East and North of TH25 in Buffalo, misc. frontage road and intersection improvement at Commercial Drive	A-13
94	8680	Monticello to Crow River - resurface	A-12
94	8680-126	0.12 mile West of junction - CSAH 37 at Albertville; roadway surfacing	A-12
94	8680-127	3 mile West to 0.9 mile West of Albertville - Eastbound roadway; surfacing	A-12
94	8680-129	Minnesota Traffic Control Devices for Traffic Switch over	A-18
94	8680-454	Minnesota Pole Building - Supply	F-4
94	8680-OPTIM-A	Minnesota Road Optim Electronics Contract	A-18
CSAH 9	86-609-06	Bridge replacement and approach work - no additional lanes	A-13
MSA 103	213-103-01	3rd Ave. Northeast from TH 55 to Anderson Ave. in Buffalo; reconstruction	A-13
CR 128	-	Replace bridge with 86514 at the Northwest county line over the clearwater River - no additional lanes	A-13
CSAH 37	-	From CSAH 8 to CSAH 11, cold in place recycle, overlay and safety improvements	A-13
N/A	222-080-129	Monticello pathway and beautification (enhancements)	D-2
N/A	TRANSIT	Annandale - replace small bus	C-11
N/A	TRANSIT	Annandale operating subsidy for transit service within Annandale service area for 1994	C-4
N/A	TRANSIT	Monticello operating subsidy for transit service within Monticello's service area for 1994	C-4

VI. 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 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 EPA.

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 new regional emissions model, EMIS. Previous TIP Conformity Analyses used SAPOLLAT.

The FHWA-PLANPAC network travel demand model used in the conformity analysis of previous TIP'S to predict vehicle miles of travel (VMT), is replaced in the 1995-1997 TIP conformity analysis with a TRANPLAN network that is based on regional travel data collected by a 1990 Travel Behavior Inventory (TBI) completed by the Council in cooperation with Mn/DOT. The new highway network provides greater accuracy in the development of travel forecasts on the regional highway system due to the more current highway and transit travel data compiled by the TBI. This network was modified to form a series of networks for the years 1995, 2000, 2005 and 2015 used to establish the Baseline and Action Scenarios for each analysis period. The results of this analysis is in Table B-2. The 1990 network is the highway network completed at the time the CAAA was enacted. The 1995 Baseline Scenario network is the 1990 network plus all TIP and regionally significant projects completed between 1990 and 1995. The Baseline Scenarios for the years 2000 and 2005, are the 1995 Baseline plus the 1995-1997 TIP projects and other regionally significant projects. Action Scenarios developed for the years 2000, 2005 and 2015, include the projects described and scheduled in this plan plus other known regionally significant projects. The 2015 network is the Metropolitan Highway System Plan 2015 that is in the Transportation Development Guide/Policy Plan.

All the network analyses is based on the latest regional planning assumptions in force at the time the conformity analysis was prepared. The assumptions are derived from the estimate of current and future population, employment, travel and congestion developed by the Council.

The regional CO emissions was done using EMIS. The model calculates the overall quantities of CO emitted from vehicular traffic over the region's highway system. EMIS uses data from the TRANPLAN traffic forecasting model and the emission rates from the MOBILE5a emission factor model to calculate total CO emissions. The model calculates the emissions from each travel link on the regional highway networks based on the traffic volume on each link, the speed on each link (adjusted by TRANPLAN based on traffic volume to capacity ratio) and the length of each link. It also makes adjustments for intra-zonal trips. These emissions are then totaled to provide an area-wide total amount of CO emissions

All the TIP highway projects that would add single occupancy vehicle capacity were reviewed as to whether significant single occupancy vehicle capacity would be added if the project was constructed, or whether the project had completed a NEPA process.

CO emissions from transit sources or estimated reductions in emissions from improvements to transit services were not calculated due to the current capabilities of the region's forecasting model. The model cannot develop the data needed to calculate CO emissions.

A nonattainment area for PM10 is located in the City of St. Paul. The nonattainment designation is not due to transportation sources. The MPCA issued an order for the PM-10 area and the EPA has published a draft notice of intent to accept the order to clean up the PM-10 area.

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	9.0 RVP
Ambient Temperature	31° F.
Minimum temperature	16° F.
Maximum temperature	38° F.
Cold starts	20.6% (default)
Hot starts	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	23%
First model year covered	1976
Waiver rates	11%
Compliance rates	97%
Inspection types covered	Centralized
Vehicle types covered	LDGV, LDGT1, LDGT2
Frequency	Annual

Anti-tampering inspection - catalyst, 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.

B. WRIGHT COUNTY AIR QUALITY ANALYSIS

The emissions for Wright County are calculated separately from the seven-county emissions analysis and is described below.

The project analyzed for CO emissions is described in Table B7. The project was analyzed as part of the Milestone Year 2000 Action Scenarios. The emissions calculated from each of the County's Baseline scenario were added to the Twin Cities Seven-County totals as shown in Exhibit B2. The County project included in the region's Action Scenario is T.H. 101 from the Hennepin/Wright County line to the Wright/Sherburne County Line.

The County's CO emissions were calculated using the following method:

1. Total vehicles speeds were calculated by using a table derived from a SAPOLLUT mobile source emission model volume to capacity ratios. These values are in Table B9.
2. CO emissions derived from vehicle speeds were calculated based on MOBILE 5a.

3. The CO emission values for the "Action Scenario" and the "Baseline Scenario" for the project were subtracted to identify the improvement in emissions.
4. This improvement was subtracted from the inventory for Wright County based on traffic count data.
5. The county CO emission values were added to the Twin Cities Seven County CO emissions totals for the TIP "Action" scenario.

Table B9 HOURLY DISTRIBUTION OF VEHICLE TYPES BY FACILITY TYPES BASED ON PERCENTAGE OF TOTAL VEHICLES				
Hour	FREEWAYS		ARTERIALS	
	Diesel	Non-diesel	Diesel	Non-diesel
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.

VII. CONSULTATION

A. PUBLIC INVOLVEMENT PROCESS

A proactive public involvement process was followed by the Transportation Advisory Board (TAB) in the development and approval of the TIP in accordance with the Council's *Citizen Participation Plan* and administrative procedures to implement the plan. The plan and administrative procedures, contains goals, strategies and procedures for public communication and involvement, public notices of meetings held by the Council, record keeping of hearing proceedings, and the conduct of hearings to formally solicit comments on proposed regional plans and programs.

The TAB has the lead role in the solicitation, selection, and programming of transportation projects for ISTEA funding. Federal law requires that highway, transit, bikeway and pedestrian projects financed in part with Federal ISTEA funds must be initiated by "principal elected officials of general purpose local governments acting through the MPO. After approval of the TIP by the TAB, the TIP is forwarded to the Council for final approval. All meetings held by the TAB and Council are open to the public and the meeting schedules are routinely announced through the media. The Transportation Advisory Board (TAB) and its technical advisory committee were extensively involved in the TIP development and public review processes. The TAB also provides a forum for the deliberation of regional transportation issues among state, regional and local elected officials, together with private citizens appointed by the Council. The MPCA and Mn/DOT are represented on the TAB.

A public hearing was held by the TAB on the TIP with a 45 day public comment period provided. During the comment period, copies of the TIP were provided to over 20 public libraries throughout the metropolitan area. A record of the comments received and the TAB's responses prior to approval of the TIP was made. The public involvement process followed complies with the ISTEA Metropolitan Planning Rules, Section 450.316 and Section 51.402(e) of the Conformity Rule.

B. INTERAGENCY CONSULTATION PROCESS

The CAAA required Transportation Planning Procedures for transportation/air quality planning coordination and consultation, was adopted by the Council in November, 1992 and forwarded to the U.S. EPA. These procedures define the interagency consultation procedures to be followed in the development and conformity determinations of regional transportation plans and programs. These procedures were followed in the adoption and conformity review of the TIP. Figure 1 is a chart from the procedures to illustrate the state, regional and local consultation process defined in the planning procedures. These consultation procedures were used to comply with Section 50.402 of the Conformity Rules until final conformity rules are adopted by the MPCA in November, 1994.

The Minnesota Interagency Air Quality/Transportation Task Force was formed to coordinate state and regional responses to the conformity determination requirements of the CAAA. It consists of persons from the federal, state, regional, and local agencies whose work routinely involves addressing air quality and transportation issues. The Council, MPCA and Mn/DOT are represented on the task force. Through the task force the Council, MPCA and Mn/DOT confer on the application of the latest air quality emission models, the review and selection of projects exempted from a conformity air quality analysis, and regionally significant projects that must be included in the conformity analysis of the TIP.

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 "exempt" projects that, because of their nature, will not affect the outcome of any regional emissions analyses and add no substance to those analyses. These projects (as described in Section 51.460 of conformity rules) are excluded from the regional emissions analyses required in order to determine conformity of TIPs.

This is a list of "exempt" projects and their corresponding codes used to identify and classify exempt TIP projects.

SAFETY

Railroad/highway crossing	A1
Hazard elimination program	A3
Safer non-federal-aid system roads	A4
Shoulder improvements	A6
Increasing sight distance	A10
Safety improvement program	A8
Traffic control devices and operating assistance other than signalization projects	A18
Railroad/highway crossing warning devices	A9
Guardrails, median barriers, crash cushions	A11
Pavement resurfacing and/or rehabilitation	A12
Pavement marking demonstration	A2
Emergency relief (23 U.S.C. 125)	A5
Fencing	A15
Skid treatments	A16
Safety roadside rest areas	A17
Adding medians	A21
Truck climbing lanes outside the urbanized area	A19
Lighting improvements	A20
Widening narrow pavements or reconstructing bridges (no additional travel lanes)	A13
Emergency truck pullovers	A22

MASS TRANSIT

Operating assistance to transit agencies	C4
Purchase of support vehicles	C10
Rehabilitation of transit vehicles ¹	C5

¹In PM₁₀ nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

Purchase of office, shop, and operating equipment for existing facilities	C1
Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	C2
Construction or renovation of power, signal, and communications systems	C3
Construction of small passenger shelters and information kiosks	C7
Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)	C6
Rehabilitation or reconstruction of track structures, track and trackbed in existing rights-of-way	C8
Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	C11
Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771	C12

AIR QUALITY

Continuation of ride-sharing and van-pooling promotion activities at current levels	D1
Bicycle and pedestrian facilities	D2, D3

NEW EXEMPT PROJECTS ADDED BY THE CONFORMITY RULES

Specific activities which do not involve or lead directly to construction, such as:

Planning and technical studies	
Grants for training and research programs	
Planning activities conducted pursuant to titles 23 and 49 U.S.C.	
Federal-aid systems revisions	F9
Engineering to assess social, economic and environmental effects of the proposed action or alternatives to that action	F1
Noise attenuation	A14, C9
Advance land acquisitions (23 CFR 712 or 23 CRF 771)	F2
Acquisition of scenic easements	F3
Plantings, landscaping, etc.	F4
Sign removal	F5
Directional and informational signs	F6
Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	F7
Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes	F8

Appendix D
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 1995-1997 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 subsidy per passenger as the primary standard to monitor regular route performance. However, four different values have been established to monitor different classifications of route types. 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, some routes have been restructured, some have been competitively procured, some routes have been removed from the high subsidy route list, some routes have been eliminated, and some routes will continue to be monitored or re-evaluated.

- c. No capital proposals were received from private sector operators.
- d. The RTB conducted a competitive transit demonstration study funded by the FTA Section 6 grant program. One of the project work tasks was the evaluation of barriers to competitively procuring all types of transit services and the identification of solutions to barriers. As part of this study, the RTB developed and adopted a document entitled *Standards, Procedures and Guidelines for Competitive Procurement of Public Transit Service*.

The guidelines for procurement of service provide uniform standards and procedures that permit public transit services to be procured in a consistent and equitable manner in the Twin Cities metropolitan area. These guidelines represent RTB policy direction and will be applied when the RTB or its funding recipients contract for service.

- 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 7, 1994. Projects proposed for the TIP were also presented to the RTB's Provider 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 Provider Advisory Committee and the dispute resolution process.

HE 310 .T85 M47ax 1995/97
Metropolitan Council of the Twin Cities Area.
Transportation improvement program.

HE 310 .T85 M47ax 1995/97
Metropolitan Council of the Twin Cities Area.
Transportation improvement program.

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