1996- 1998

TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE

TWIN CITIES METROPOLITAN AREA

METROPOLITAN COUNCIL

1996 - 1998

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TWIN CITIES METROPOLITAN AREA

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Metropolitan Council
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SUMMARY

The Twin Cities Metropolitan Planning Organization's Transportation Improvement Program (TIP) for 1996 through 1998 responds to new procedures required by the Intermodal Surface Transportation Efficiency Act of 1991 (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 1996-1998 TIP is fiscally constrained and is in conformity with the CAAA of 1990 and was prepared through a process that gave adequate opportunity for public involvement.

The Transportation Improvement Program (TIP) for 1996 through 1998 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 the specific projects have appeared in the previous (1995-1997) 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 1996-1998 TIP for the Twin Cities Metropolitan Area includes Title I type projects valued at over $550 million for highway, transit, enhancement, bike and walk projects, of which approximately $400 million is requested of the federal government in addition to Demonstration funds allocated to regional projects.

The 1996 capital projects funded under Title III total approximately $9 million, of which $7 million are federal funds. The region will receive approximately $23 million Section 9 Capital Funds over the 1996-98 period. The region will receive $13,000,000 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.

All projects selected are consistent with the regional transportation plan. In many cases, the major projects are specifically identified in the regional plan. All other projects other than those that are small and can be grouped, are specifically identified in either Appendix O or P of the Transportation Policy Plan.

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, implements and is consistent with the regional Transportation Development Guide/Policy Plan (TPP).

Identified projects are subject to the approvals of various agencies. The inclusion of a specific project as part of the TIP does not imply an endorsement of the specific design alternative and engineering details. Inclusion in the TIP is a funding commitment assuming the specific project development process has addressed all requirements.

1. INTRODUCTION

The 1996-98 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area (shown in Figure 1) is a multi-modal program of highway, transit, bike, walk and transportation enhancement projects and programs proposed for federal funding throughout the seven-county metropolitan area in the next three years. The TIP is prepared by the Metropolitan Council in cooperation with the Minnesota Department of Transportation (MN/DOT). The projects contained in the TIP are consistent with and implement the region's transportation plan and priorities.

FEDERAL REQUIREMENTS

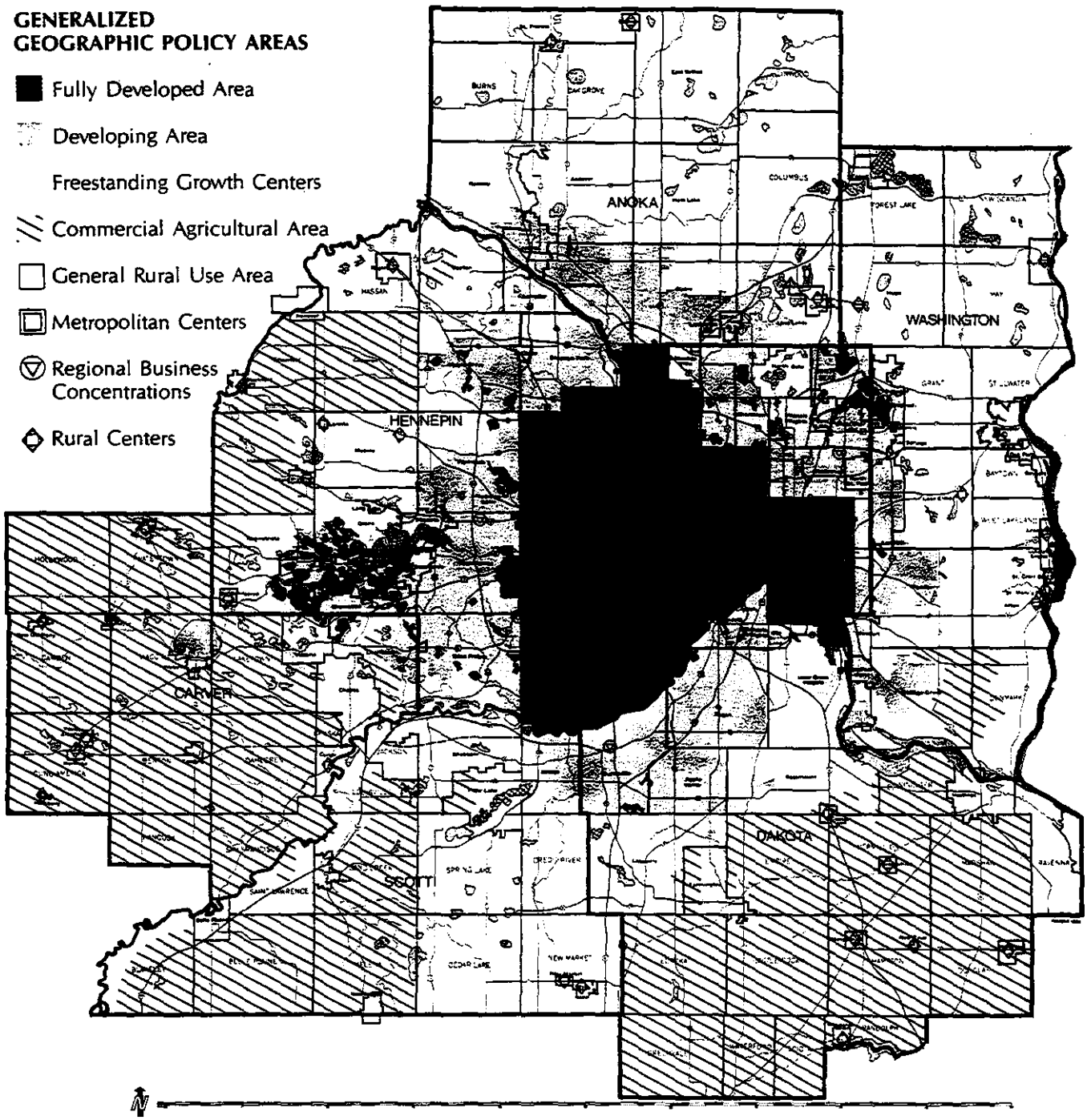
Federal regulations[1] require that a Transportation Improvement Program:

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

The 1996-98 TIP for the Twin Cities Metropolitan Area meets all these requirements and will be submitted to Mn/DOT to be included in the STIP to be approved by the Governor's designee.

[1]Federal regulations ISTEA, 23 USC 134.

FIGURE 1



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

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

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

REGIONAL PLANNING PROCESS

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

The Twin Cities' 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 Council Transit Operations (MCTO), the Minnesota Department of Transportation (Mn/DOT), 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, 1994, passed legislation incorporating the Metropolitan Transit Commission (MTC), and Regional Transit Board (RTB) into the Metropolitan Council. The MTC became an operating division of the Council on July 1, 1994. The RTB incorporation took place on Oct. 1, 1994. This restructuring changes the roles and responsibilities for transit planning and service provision significantly throughout the region.

Private transit operators are informed of transit projects and competitive bidding opportunities, and participate in the planning process through the 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 April 19, 1995 to explain and answer questions about the TIP preparation and approval process.

- An information meeting was held on May 31, 1995 to explain the content of the draft TIP.

- A public meeting was held on June 21, 1995 to hear comments on the draft TIP.

In preparation for these meetings, 300 mailings were sent, notification was made in the State Register, press announcements were sent to the media, and the schedule was published in the Metropolitan Digest which is mailed to 600 local elected officials and legislators.

A significant effort was also made to solicit projects for inclusion into the TIP. In December 1994 solicitation for projects to be funded by Enhancement funds were mailed to 700 cities, counties, agencies and special interest groups. A forum was held to discuss the solicition process and answer questions in Jan. 1995. By Feb. 3, 1995, 59 projects were submitted. There were 19 Enhancement projects selected representing over $6 million in federal funds.

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

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 amended in 1995. Requirements and considerations from ISTEA have been addressed.

Figure 2

TRANSPORTATION IMPROVEMENT PROGRAM PROCESS

Steps	Actions
1.	Council/TAB and Mn/DOT notifies project sponsors of available resources and select projects.
2.	Council staff notifies Mn/DOT to submit TIP projects.
3.	Agency staff develop TIP projects; Mn/DOT in cooperation with Capital Improvement Committee selects and submits projects.*
4.	Council staff prepares draft TIP and a conformity analysis section in consultation with Mn/DOT and MPCA.
5.	Funding and Programming Committee (F&PC) of the Technical Advisory Committee (TAC) reviews and comments on draft TIP and submits to Mn/DOT for approval of funding level.
6.	Council staff revises (or amends) TIP based on F&PC comments and funding level agreed to by Mn/DOT.
7.	TAC review.
8.	TAB holds a public hearing.
9.	Council staff responds to public comments; TAB adopts.
10.	Transportation Committee of the Metropolitan Council reviews and recommends to the Council.
11.	Council approval** and Air Quality Conformity Finding.
12.	Council publishes TIP and forwards to Mn/DOT and MPCA.
13.	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.

* Metropolitan Council solicits private transit operator input on transit projects prior to 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.

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

The Council and MCTO identify 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 Council's TPP and on Mn/DOT's transportation planning and programming process.

The TPP 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. Such plans must be consistent with the TPP.

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 contribute to meeting the attainment of national ambient air quality standards.

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

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

FTA Title III Section 5309 (formerly 3) and 5307 (formerly 9) Transit Capital and Operating Assistance Programs. These programs provide assistance with capital and operating costs.

FTA Title III Section 5310 (formerly 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 5311 (formerly 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 1996-1998 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 juristiction.

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 and identifies air quality control measures undertaken in the region. The Council amended the 1993 TPP in May, 1995. This amendment was prepared at the direction of U.S. DOT. The Council has prepared the amendment which is in balance with forecasted revenues over the 20-year planning period and which is in conformity with the CAAA of 1990. The Council held the TPP public hearing on the document on April 20, 1995 and adopted the amendment on May 25, 1995. The material below describes the amended plan.

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 Regional Blueprint (formally 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 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 Council, local government, and the metropolitan agencies are expected to act jointly to protect the capacity of regional facilities by protecting them from premature and excessive use.

The TPP 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 Council uses the TPP to review referrals and development proposals submitted to the Council. The TPP provides direction to the Minnesota Department of Transportation to be used as regional input into the statewide transportation project programming. The TPP 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.

The region's transportation plan 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.

The TPP 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 Appendix B.

FIGURE 3

RECOMMENDED METROPOLITAN HIGHWAY SYSTEM, 2015

● ● ● Right of Way Reserved

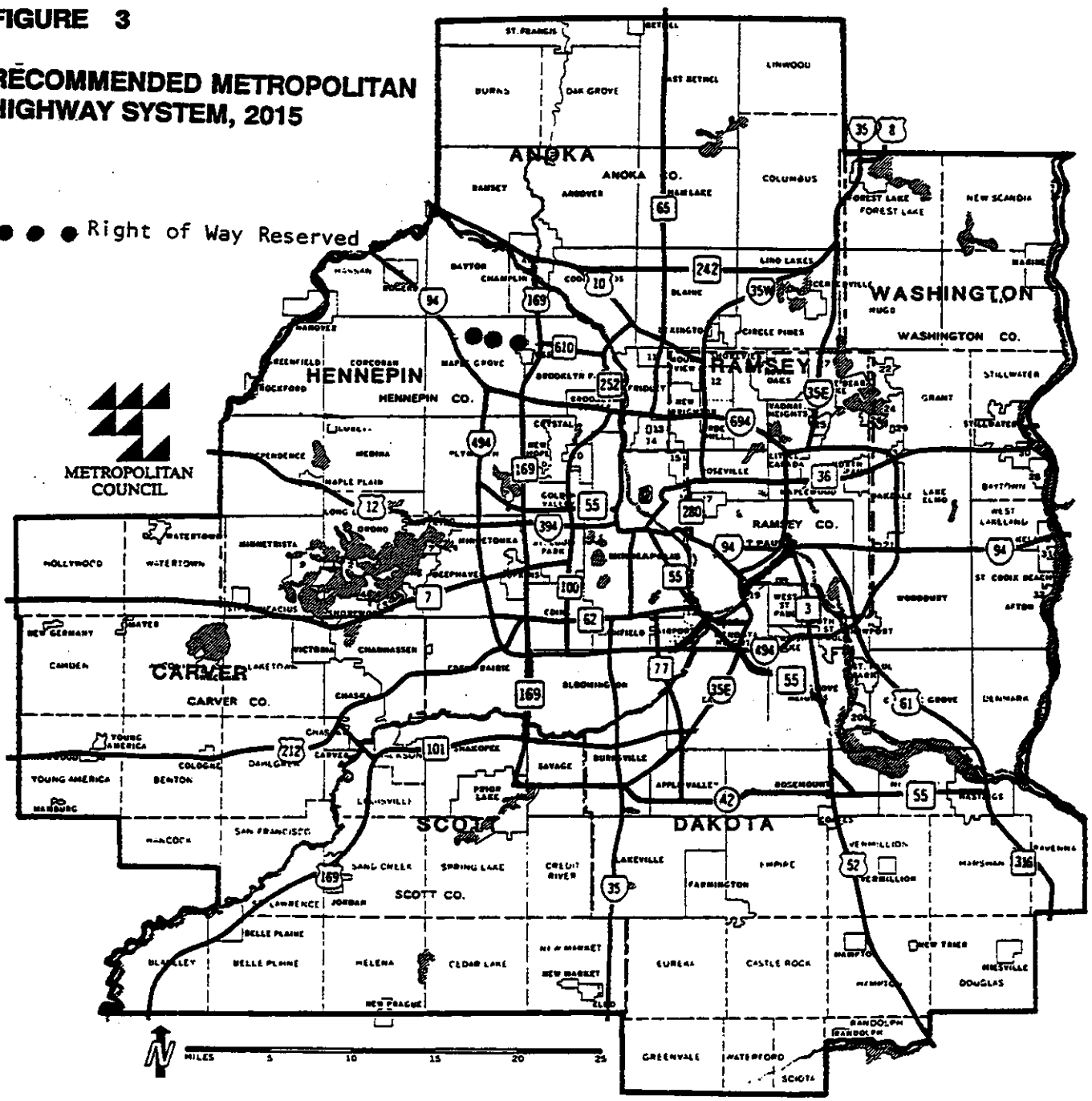
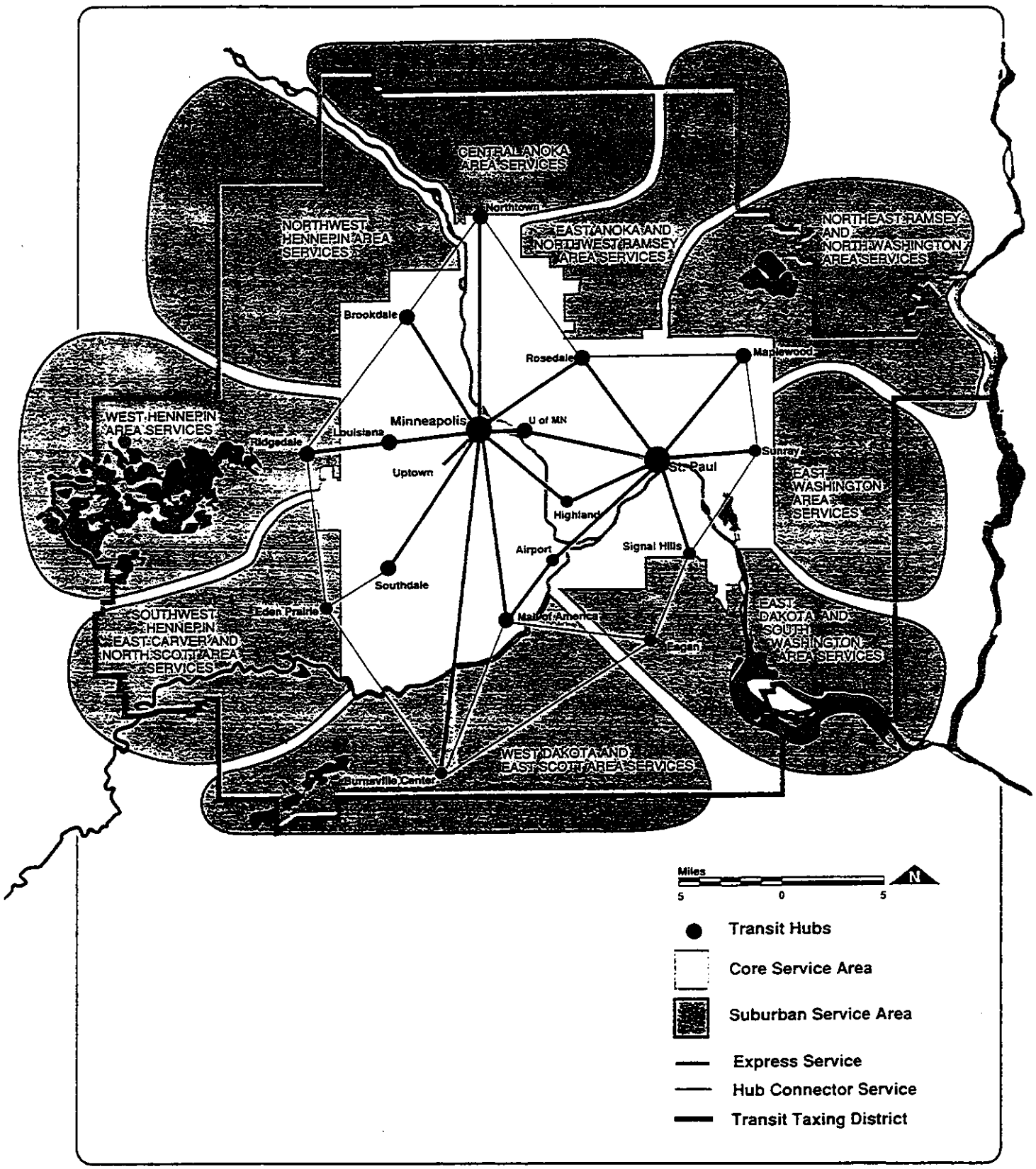


Figure 4
REORGANIZED TRANSIT SYSTEM



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. These highways match closely the proposed National Highway System in the region submitted by Mn/DOT. 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, MCTO'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.

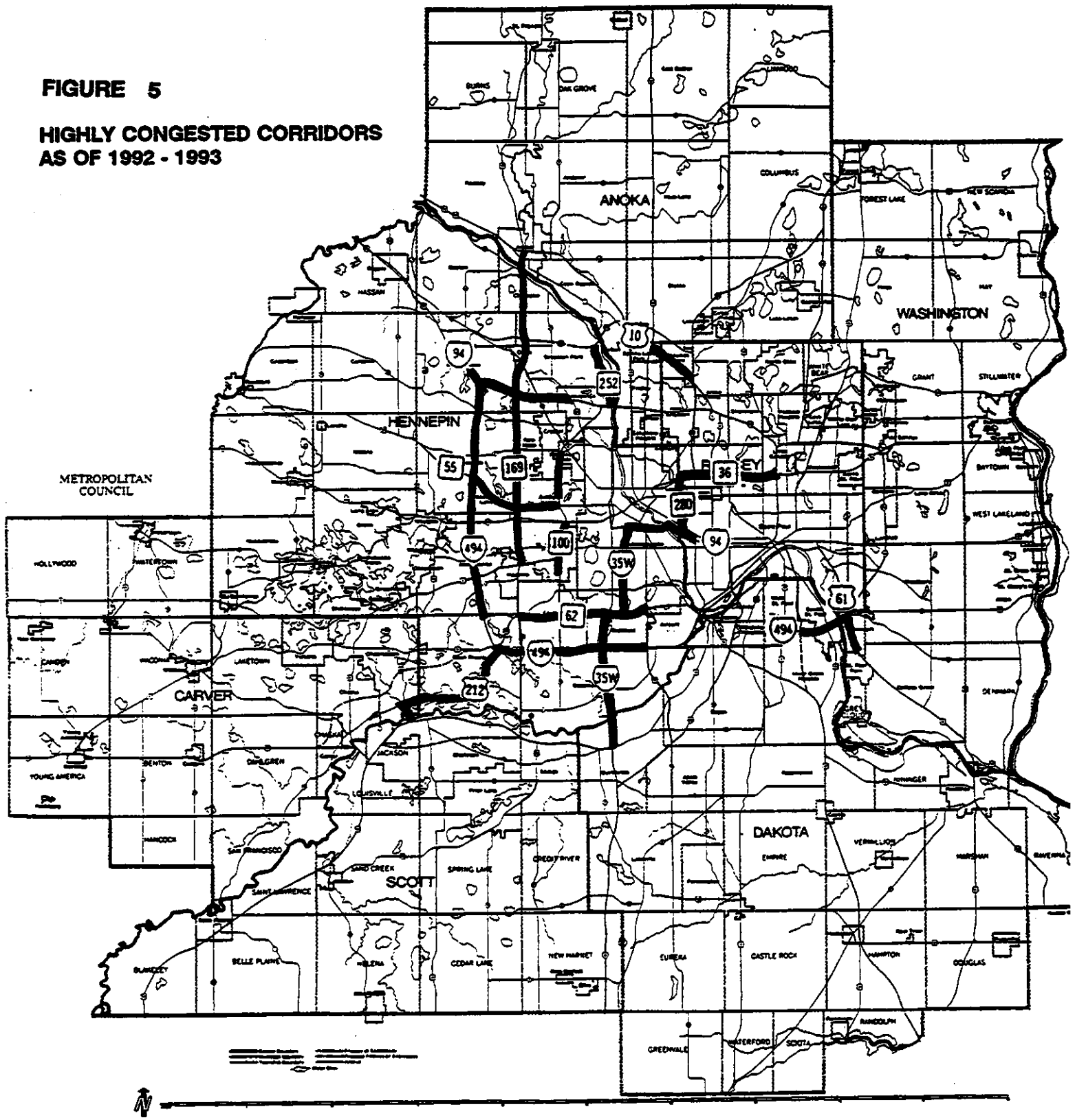
It is already clear that the highway system's current congestion problems will worsen unless steps are taken to deal with them. For example between 1970 and 1992 the number of miles of freeway and severe traffic congestion quadrupled--from 24 miles to 106 miles. If nothing is done to increase the people-moving 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.

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

FIGURE 5

HIGHLY CONGESTED CORRIDORS AS OF 1992 - 1993



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 TPP, the 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 TPP seeks to make sharing rides, including transit modes like buses, circulators, and light rail transit, more competitive with the single-occupant auto. The TPP 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 four additional high occupant vehicle lanes by the year 2015.

- 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)

HOV Lanes

- The plan recommends the building of four 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, 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.

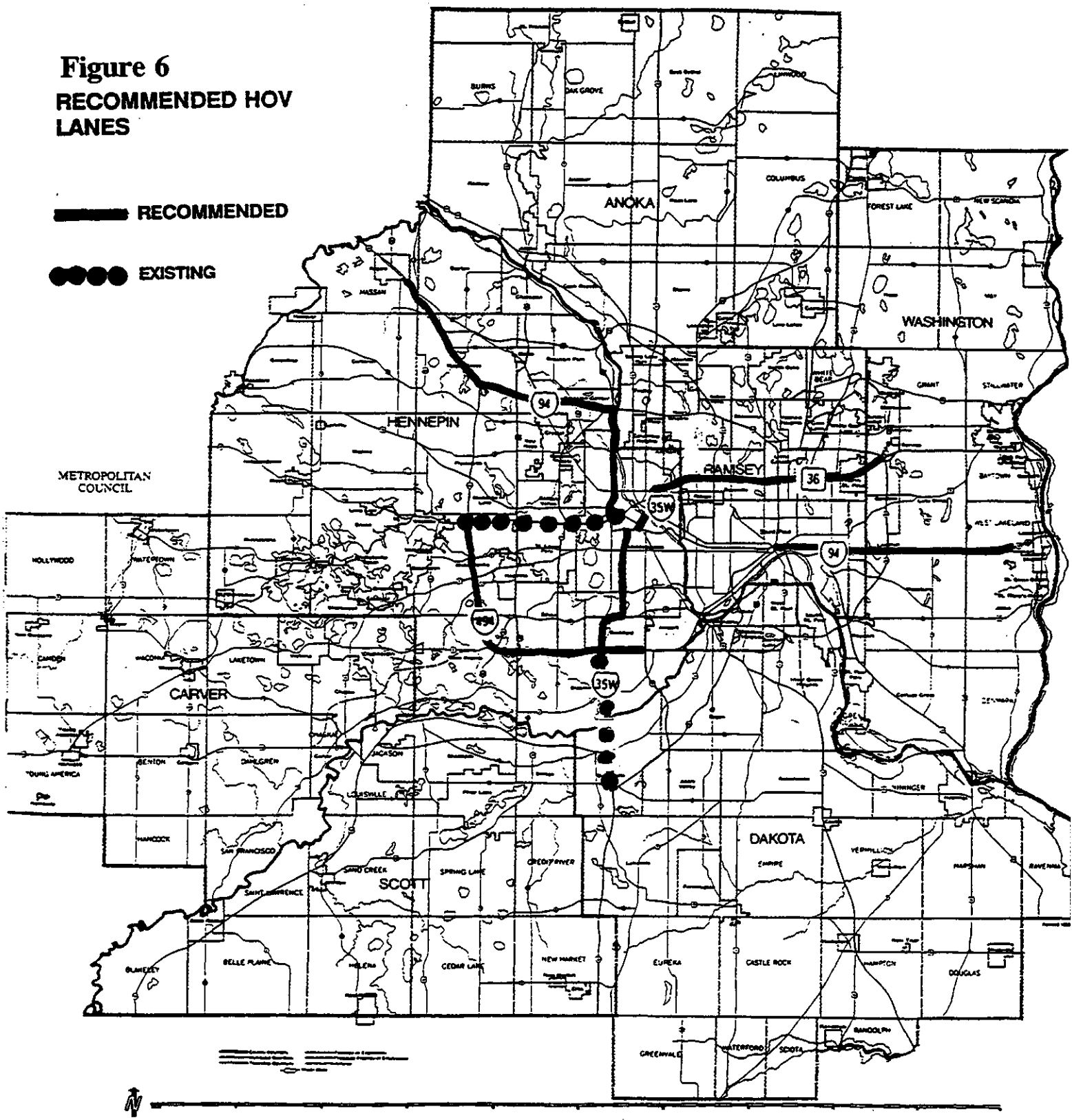
Circulator Transit

- 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

Figure 6
RECOMMENDED HOV LANES



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. Four 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.

ADEQUACY OF FINANCIAL RESOURCES FOR MAINTAINING AND OPERATING THE EXISTING AND PLANNED HIGHWAY AND TRANSIT SYSTEM

Federal regulations require that the TIP demonstrate the consistency of proposed transportation investments with already available and projected sources of revenue. The estimated revenue from

existing and proposed funding sources that can reasonably be expected to be available for transportation uses must be adequate to meet the estimated costs of constructing, maintaining and operating the total (existing plus planned) transportation system. The highway system is discussed first.

This section focuses on the adequacy of financial resources for maintaining the existing and planned highway system and to maintain and operate the transit component.

The approach taken for this section was to 1) define the highway system included in the transportation plan, 2) determine the current costs of maintaining that system and 3) comparing those costs with currently available financial resources. The highway system in the TPP is the existing metropolitan highway system comprised of principal arterials, and "A" minor arterials designated by the TAB. These two systems are eligible for federal transportation funding.

Estimates of the 1995 cost for routine maintenance and lifecycle treatments included here were obtained by updating cost estimates developed in the *Phase II Final Report of the Highway Jurisdiction Task Force* adopted by the TAB in September, 1984. That report developed costs per mile for routine maintenance and lifecycle treatments by functional class (principal arterial, minor arterial, collector, local) and by location inside or outside the 1976 Federal Aid Urban boundary. Routine maintenance includes patching, joint and crack filling, slope repair, drainage structure clearing, cutting and clearing vegetation, sweeping and clearing debris, striping, snow and ice control and pavement repairs of less than 500 continuous feet. Lifecycle treatments include periodic application of bituminous overlays, seal treatments, milling, crack routing and filling and base repair of 500 or more continuous feet. The frequency of these treatments is related to the volume and type of vehicles using a roadway (wear) and the impact of the elements (time).

Lifecycle treatment costs were updated to 1995 using the Minnesota construction cost index for surfacing tabulated by MnDOT. Based on this index, the costs per mile in the 1984 report were inflated by 9.5 percent (0.76 percent per year). Routine maintenance costs were updated to 1995 using the Consumer Price Index, since labor is such a large component of these costs. Routine maintenance costs per mile in the 1984 report were inflated by 44.8 percent (3.14 percent per year).

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

Recorded in Table 1 are the mileage cost and resource information. From this data it is evident that MnDOT and the counties financial resources are adequate to maintain the highway system.

Table 1

Comparison of 1995 Routine Maintenance and Lifecycle Treatment Costs for Principal Arterials and "A" Minor Arterials with Financial Resources Available to MnDOT and Counties in the Seven-County Metropolitan Area

	Mileage	Routine Maintenance	Lifecycle Treatment	Combined
Estimated 1995 Cost per Mile:				
Urban Principal Arterial		$28,100	$20,000	$48,000
Urban Minor Arterial		10,300	10,000	20,300
State Highways (MnDOT)				
Estimated Need:				
Principal Arterials	568	$15,961,000	$11,360,000	$27,321,000
"A" Minor Arterials	476	4,903,000	4,760,000	9,963,000
Total	1,044	20,864,000	16,120,000	36,984,000
Estimated Resources		29,159,000[2]	17,450,000[3]	46,609,000
Resources/Need		140%	108%	126%
County Highways				
Estimated Need:				
Principal Arterials	45	$1,265,000	$900,000	$2,165,000
"A" Minor Arterials	1,136	11,701,000	11,360,000	23,061,000
Total	1,181	12,966,000	12,260,000	25,226,000
Estimated Resources - CSAH		10,591,485[4]	3,000,000	13,591,485[5]
Estimated Resource - Property Tax		2,374,515	9,260,000	11,634,515
Resources/Need		100%	100%	100%

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

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[2]1995 Mn/DOT 8-county metro district maintenance budget ($33.7 million) adjusted to reflect 7-county area and principal/"A" minor arterial proportion of total state mileage.

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

[4]1995 maintenance allotment for seven metro area counties (40 percent of total CSAH allocation). Counties can spend more than this amount of maintenance.

[5]1995 CSAH allocation to seven metro area counties, adjusted to reflect the principal/"A" minor arterial mileage as a proportion of total CSAH mileage.

Table 2
1995 CSAH ALLOCATIONS

County	1995 CSAH Allocation
Anoka	$ 4,228,364
Carver	2,319,404
Dakota	5,101,976
Hennepin	16,984,685
Ramsey	8,057,535
Scott	2,677,111
Washington	3,338,526
Total CSAH Allocation	$42,707,601
Assumed Percent Available for Principal/"A" Minor Arterials	62%
Amount Available for Principal/"A" Minor Arterials	$26,478,714[6]

Transit System Operating Costs and Funding

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

- Regular Route Services. Included in this category are routes provided by MCTO, replacement service (opt-out) programs, and private operators under contract to the Council.
- Metro Mobility Service. The regional paratransit service for persons with disabilities that implements a major part of the region's ADA required paratransit plan.
- Community Based Programs. These are paratransit services provided by counties and cities which receive funding assistance from the Council. The Anoka, Dakota and Washington County services are part of the regional paratransit plan required under ADA.
- Travel Demand Management Services (TDM). Included in this category are rideshare and other programs aimed at reducing single occupant vehicle trips.

[6]Distribution:

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

The costs to operate these services for 1995 are recorded below.

Table 3
1995 Transit System Operating Costs
($ millions)

Regular Route	$ 145.7
Metro Mobility	18.1*
Community Based Programs	3.2*
TDM Programs	1.1
Total	$ 168.1

* Only the subsidy level is shown here.

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

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

- Property Tax. The Metropolitan Council levies a transit property tax for transit operations. The amount of this levy is set by statute. In the past two years, the total levy has grown by less than two percent annually. Future annual increases are projected in the range of two to three percent.

- State Funding. Projections of future levels of state assistance are based on funding proposed in the Governor's budget for the 1996-1997 biennium. The State is committed to provide all operating subsidy needed for the ADA required regional paratransit services in the region.

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

Table 4
1995 Transit System Funding
($ millions)

Fare Revenue	$42.3
Property Tax	66.3
State	40.2
Federal	7.6
Interest/Misc.	8.5
Fund Balance	3.2
Total	$168.1

As in the case with all large public transit systems, operation must be subsidized and therefore there is a constant pressure to find additional revenues. The Council is strongly committed to providing a viable transit service and has begun a transit redesign study to improve the efficiency of operations.

FINANCIAL PLAN

ISTEA requires the regional plan includes a financial plan that illustrates the recommended improvements and services are in line with the resonably expected financial resources. In turn, the TIP needs to reflect and be consistent with the financial plan. The region, working closely with Mn/DOT, prepared an estimate of the financial resources available to preserve, manage, and enhance the region's transit and highway system over the next 20 years. The 20 year average is made up of two separate estimates. One for the years 1996 to 1998 and the other 1999 to 2015. The 1996 to 1998 figures are those used to develop this TIP for this period and closely reflects the present level of funds available to the region from a variety of sources. The 1999 to 2015 figures parallel this estimate of funding levels, but reflects some what different assumptions which are described below and recorded in Table 5.

The Title I ISTEA funds and state trunk highway funds have been established by Mn/DOT as the target levels the region should use as it prepares the 1996-1998 TIP. In addition, the federal funds will generate a local match of over $7 million annually. Due to the definition of region, Mn/DOT uses to establish targets, a deduction is required to reflect the funds available to only the seven metropolitan area counties. The resulting annual total is $169 million.

The same sources of revenue for 1999 to 2015 will generate approximately $195 million annually. These estimates are based on Mn/DOT analysis. A key assumption is that ISTEA will be funded at 100% of the authorization level and that certain "hold backs" Mn/DOT has imposed in the past, would be removed. These include, for example, hold backs for the cost of engineering and project contingencies.

The transit funds from ISTEA Title III are also recorded next in Table 5. The three year estimates are held constant for the 1999 to 2015 period in all cases except for Section 9. The 1996 figure used as the basis for the 1996-1998 period has been established by federal authorization at 9.6 million. This level was reduced for the 1995-2015 period in light of the congressional debate presently taking place.

The last category of funds reflect the region's funding for transit capital available from bonding paid back from a regional property tax levy. Both historical and future budgets were analyzed to estimate an appropriate level. The five year historical average for the bond principle was approximately $13,340,000. The five year annual projection now being used in developing the budget is $25,000,000. The ten year average that results using these two figures is $19 million. Because the budget now being prepared for presentation to the Legislature will extend to 1998, the higher figure was used, but only for the next three years. The ten year average was used for the period 1999 to 2015.

In accordance with ISTEA direction Mn/DOT has closely analyzed the future potential of federal and state funds that will be available to the state and in turn the region. The conclusion of that analysis is that the historic levels of increases projected into the future will only keep pace with inflation and compensate for improved fuel efficiency of new cars and trucks. Therefore, the funding levels shown for the 20 year period indicate no gain in real purchasing power.

COMPARISON OF CAPITAL RESOURCES WITH REGIONAL CAPITAL PRIORITIES

The main focus of the 20-year amended regional plan is to match the available resources with an appropriate set of priority projects. In turn, these projects have been used over the next 20 years to evaluate air quality conformity for the region.

The major projects and project categories to be funded have been described in the plan. These are summarized in Table 6. Specific short term projects are identified in Appendix O of the TPP which was taken from the 1995-1997 TIP. Projects to be funded for 1998-2000 are found in Appendix P of the TPP. The projects included in this TIP are consistent with the projects specifically identified in the plan. The comparison of the annual revenues available for 1996 to 2015 period (as recorded in Table 6 to the average capital requirements from Table 5) illustrates that capital resources are under spent by approximately $20 million per year or approximately $400 million for the 20 year planning horizon. Clearly the Plan is in fiscal balance with reasonable expected resources.

The Council has deliberately restricted major capacity expansions of both the transit and highway system to achieve this balance. This does not mean some or all of these capacity increases are not needed at some time in the future. The Council will under take a complete revision to the transportation plan to be completed by the end of 1996 to respond to the new Regional Blueprint. That effort will once again visit the capacity the region needs for both transit and highways. The non-allocated $400 million capital funds are available to implement additional priorities that may be defined during that exercise. Should these funds not be adequate then the Council will have to once again examine the categories and project priorities reflected in this amendment and summarized in Table 6.

In conclusion, the region has provided itself with some flexibility to provide for additional capital expenditures, but there are a number of reasons to believe these excess funds will not be adequate to address all the additional needs. If this is true, then the region will reexamine the commitments it has made in the TPP and it will continue to seek added funds.

Table 5
ESTIMATE OF REVENUES AVAILABLE FOR CAPITAL INVESTMENTS
1996-2015

	1996-1998 Funding Estimate	1999-2015 Funding Level (Revision Based on Mn/DOT Analysis 2/16/95*)
Historic Capital Funds for Highways		
Federal funds available to 8-county region according to Mn/DOT STIP Guidance (Title I)	$ 99m	$ 116.1m
State trunk highway funds available to 8-county region according to Mn/DOT STIP Guidance	65m	73.1m
Local funds to match federal funds.	$ 7.45**	$ 8.6m**
	$ 171.45	$ 197.8m
Reduction of funds to reflect 7-county region. · Chisago Co. represents 1.4% of 8-county population in 1994	- 2.4m	- 2.77m
	SUBTOTAL $ 169.05m	SUBTOTAL $ 195.03m
Historic Transit Capital Funds		
Federal Transit Funds (Title III)		
· Section 3 (10-year average)	$ 2.5m	$ 2.5m
· Section 9 (1996 funds)	9.6m	5.0m
· Section 16 (same level as 1996,1997)	0.135	0.135
· Section 26 (same as 1995 level)	0.5m	0.5m
	SUBTOTAL $12.735m	SUBTOTAL $ 8.135m
State Funds · None, Title III Section 16 funds are administered by State	--	--
Local/Regional Transit Capital Funds · Regional Bonding (5-year historic average of Principal excluding interest and 5 year projection of principal)	$ 25.0m	$ 19.170m
	TOTAL $ 206.785m	TOTAL $ 222.335m
	x 3	x 17
	620.355	3779.695
		+ 620.355
20-YEAR TOTAL		4400.05
AVERAGE ANNUAL LEVEL		$ 220.0m

* The basis of these estimates are explained in memorandum from Jon Bloom, Mn/DOT. 2/16/95
** The local share would be contributed by cities, counties and other sponsors of projects that receive federal funds.

TABLE 6
TPP FINANCIAL COMMITMENTS 1996 to 2015

Trunk Highway (TH) System-wide Life Cycle Preservation	$1,038,000,000
Special Preservation Needs Required due to Major Project Delays, will Meet Existing Design Standards	$1,081,000,000
Special Management Needs Required input due to Major Project Delays	$138,000,000
TH System-wide Management	$200,000,000
Major Capacity Projects	$461,000,000
"A" Minor Arterial Improvements	$324,000,000
Transit Improvements	$522,000,000
Enhancements and Alternative Modes	$200,000,000
Total	$3,964,000,000
20-Year Average	$198,200,000

TRANSPORTATION AIR QUALITY CONTROL PLAN

The Metropolitan Council's Transportation Air Quality Control Plan (TAQCP) 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 Metropolitan Planning Organiztion (MPO). The TAQCP specifies strategies to improve the management of the region's transportation system, based on an analysis of the air quality problems in the seven-county Twin Cities area.

The 1977 Clean Air Act Amendment (CAAA) requires a State Implementation Plan (SIP) for air quality for all areas that have not attained the NAAQS. The 1990 Clean Air Act Amendment (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 TAQCP 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 TPP and other officially adopted transportation plans of the MPOs under the 1977 and 1990 Clean Air Act Amendments. MPOs can only legally approve projects, plans, or programs that conform to the SIP.

CONFORMITY TO THE CLEAN AIR ACT AMENDMENTS

Conformity Determination Based on November 1993 Final Rule

The U. S. Environmental Protection Agency (EPA), in accordance with requirements of the 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 1996-98 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 Council, as described in the provision of the interagency consultation process.

Projects Included in TIP Conformity Analysis

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

Conformity of the TIP

The 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 comparing the emissions between the baseline and action scenario. The TIP is fiscally constrained, and comes from the conforming metropolitan 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 transportation control measures in the SIP strategies contained in the original Air Quality Control Plan. A list of the plan amendments, strategies, their status, and how they have changed with new improvements, is in Appendix B.

3. PROJECT SELECTION PROCESS AND CONSISTENCY REQUIREMENTS WITH THE 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. Mn/DOT is committed to a statewide regional project selection process for all Federal Title I funds. A competitive regional process was used to select projects funded with STP Urban Guarantee, CMAQ, Enhancement, bridge improvement/replacement railraod surface and signals, and hazard elimination/safety funds. Projects funded through other Title I categories such as NHS and Interstate Maintenance, were selected through a cooperative process having representatives of the MPO, Mn/DOT and the TAC involved, including 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. This process has been used by the region to prioritize projects for use of these funds.

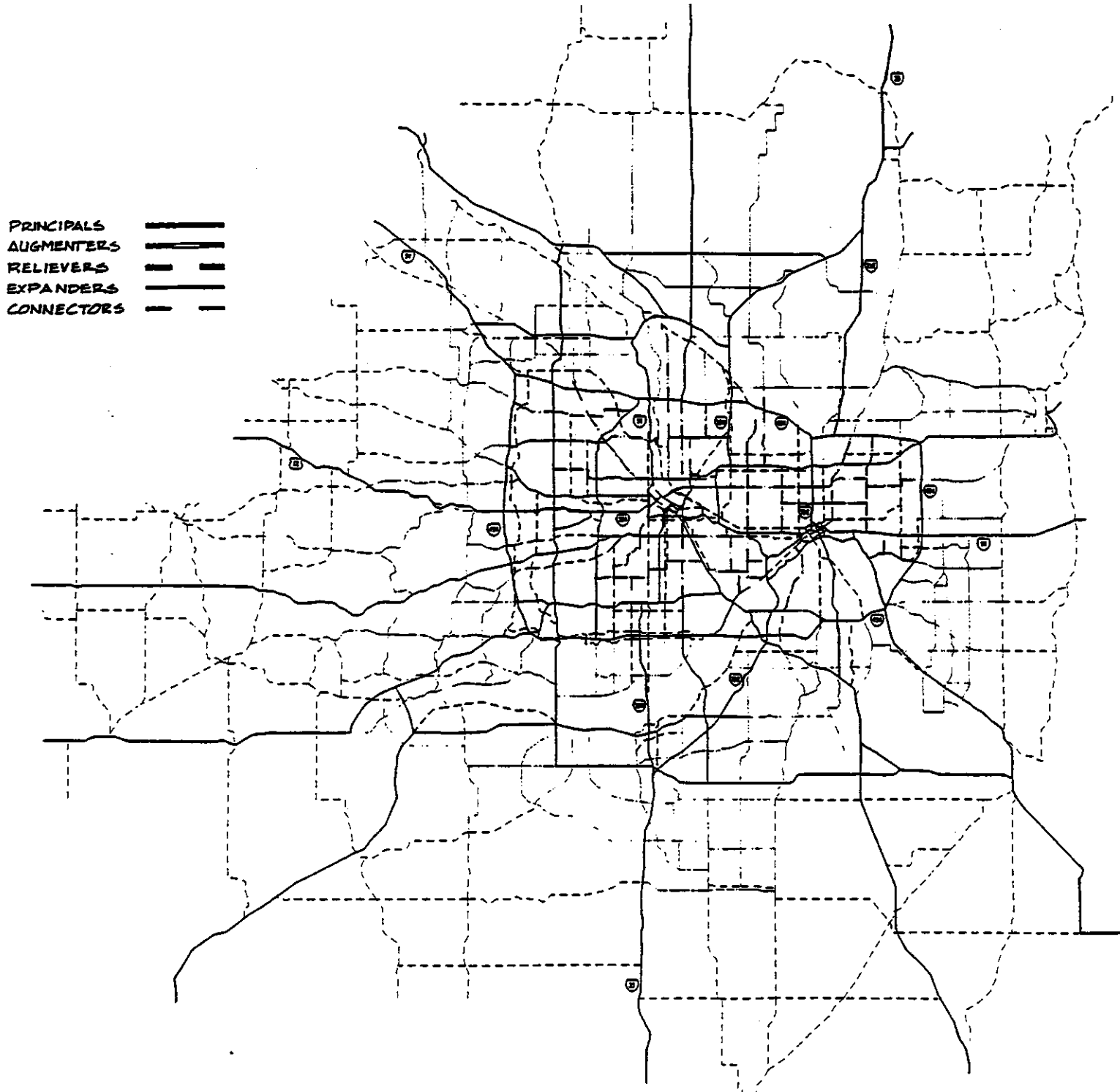
The regional partners designed the process to insure federal Title I funds would help the region implement its plan and high priority projects and programs. Those priorities focus first on safety and preservation of the transportation system, second on management, and third on expansion.

Projects have been 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



- Transit
- Bikeway
- Walkway
- Non-Standard Bikeway and Walkway Projects
- CMAQ
- Enhancements
- Bridge Improvement/Replacement
- Hazrd Elimination/Safety
- Railroad Surface and Signals

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 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 7 is a summary of the project types selected through the competitive process in the region in 1995. The selection process covered the letting years 1998 and 1999. Only the 1998 projects appear in this TIP. The projects had to be placed in either of the two years; first priority was given to the project sponsor wishes and second, by the need to financially balance the TIP.

PROJECT SELECTION FOR ADDITIONAL TITLE I FUNDS

The Council 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 1996-1998 TIP are the same projects (less those implemented) that were found in the 1995-97 TIP.

The partners have agreed to follow the priorities below, many of which have been taken directly from the TPP.

- 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

- The "preserve" and "manage" letting dates of projects were considered highest priority and those "needs" were attempted to be met within the available funds. With the remaining funds, "expansion" projects were selected. The following criteria were used to establish priorities:

Table 7

SUMMARY OF PROJECTS SELECTED COMPETITIVELY IN SPRING 1995

Program Category	Program Year Fiscal 1998	Program Year Fiscal 1999*	FY '98 & '99
Hazard Elimination/Safety (HES)	$1,461,600	$1,388,000	$2,849,600
Railroad Surface & Signals (RRSS)	$1,107,000	$918,000	$2,025,000
BridgeImprovement /Replacement (BIR)	$10,564,000	$2,660,000	$13,224,000
Enhancements (EN)	$3,198,000	$3,111,630	$6,309,630
TOTALS	$16,330,600	$8,077,630	$24,408,230

*Not included for funding in the 1996-1998 period.

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 there of, to be recorded in the TIP. Over the past seven 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 8. For each project a summary has been provided. The letting year in the previous TIP, the current letting year, and comments on the status of the project are included.

Most of the projects continue to move toward completion. TH 3 has been completed. The CR 18 Bridge, approaches and expressway to I-494 are under construction. TH 101 from Elk River to I-94, TH 101 the Shakopee Bypass and TH 55 Hiawatha are under construction. Changes to letting years are indicated in Table 2. The I-35W HOV lane north of I-494 stays in the TIP, but letting has been moved back to 1998 for the first $10 million. TH 10 has been advanced. Stages 2/3/4 will all be started within the 1996 to 1998 period. TH 55 has been extended one year to 1998.

The status of major transit projects appears in Table 9. Bus replacement contracts have been regularly let. For the most part, transit projects have been moving toward completion on schedule. There are three major projects that are on hold pending funding; the purchase of 60 articulated buses, relocation of the Snelling Garage, and the Nicollet Mall Shuttle.

Table 8
STATUS OF MAJOR HIGHWAY PROJECTS

Project	Total Funds	Federal Participation	Program Year 1995-1997 TIP	Program Year 1996-1998 TIP	Status/Comments
Highway and Bridge					
1. TH 3, Lafayette	$ 8,200	$ 6,600	--	--	Complete
2. TH 10, Anoka County (Stage 2/3)	48,000	38,750	1997	96,97,98	All stages will be let by 1998
3. I-35W, Temporary (HOV) Lane and Preservation work from I-35E to Minneapolis	26,000	21,000	1996 & 1997	96,97,98	HOV south of I-494 complete - HOV north of I-494 $10M in 1998.
4. TH 36, Stillwater Bridge	78,000	39,000	1997	1996,1997	ROW purchase $6 million in 1996, $4M in 1997. Const.in 1996 & 1997. $25.5M will be paid by Wisconsin.
5. TH 55, Mendota Interchange & Bridge	16,400	13,100	--	--	Construction Complete.
6. TH 55, Hiawatha Avenue	12,000	9,600	1995,96,97	1996-98	Total project costs have increased to $57.3M, extended to 1998.
7. I-94 Dartmouth Bridge/U of M Interchange	23,500	18,800	1995	--	Under construction.
8. I-94, CSAH 152 to I-494 in Brooklyn Center HOV lane	10,000	8,000	--	--	Moved out of TIP in 1994. Not now programmed.
9. TH 101, Rogers to Elk River	17,000	13,600	1997	1996	1st stage of project under const. - 2nd stage moved into 1996.
10. TH 101, Shakopee Bypass	20,200	16,100	1995, 96, 97	1996,1997	Under construction.
11. TH 169, Osseo Bypass	6,000	4,800	1995	--	Under construction.
12. TH 212, Eden Prairie to Cologne - Prelim. Eng. & R/W Aquisition	18,000	14,400	1995	1996-98	Construction to Mitchell Rd., contracts let by 1998.
13. TH 610, TH 10 to I-94 - first phase	40,000	38,400	1995, 1996, 1997	1996-98	All contracts let by 1998.
14. CR 18, Bridge & Approaches, Reconstruct S. of I-494	31,500	18,000	1995	--	Bridge, approaches, expressway, under construction.

Table 9
STATUS OF MAJOR TRANSIT PROJECTS

Project	Total $ ($1,000s)	Federal Participation ($1,000s)	Grant Application	Type	Status
1. Bus replacement					
· Purchase 60 artic. buses	$15,000	$12,000	--	--	On hold, pending funding
· Purchase 96 (40 ft.) buses	$21,013	$16,403		Sec. 9 & 3	Begin delivery fall 1995
2. Bus stop lighting	$249	$199	1994/95	CMAQ	Being implemented
3. Bus stop signs	$1,529	$1,223	1994/95	CMAQ	Being implemented
4. Transit hubs					
· Burnsville	$5,265	$2,950	1996	STP	Under construction
· Northtown	$2,500	$2,000	1994	STP	To be constructed in 1995
· Eden Prairie	$5,040	$3,528	1995	STP/CMAQ	Construction 1995
· Hennepin/Lagoon	$4,000	$3,200	1997	STP	In planning stage
· Hillcrest	$250	$200	1996	STP	Construction 1995
· Robbinsdale	$200	$160	1996	STP	In planning stage
· Highland	$300	$240	1996	STP	In planning stage
5. Speedlites	$160	$128	1995/96	STP	Operational test underway
6. Snelling Garage Relocation	$60,000	$45,000	1995/96/97	--	On hold, pending funding
7. Team transit (Phase 3)	$500	$500	1995/96	Sec. 26	Scheduled for completion 3/96.
8. I-35W transit service	$8,227	$6,582	1997/98	Sec.9/CMAQ	Implementation scheduled 12/96
9. Bus purchase and construction of N. terminal/Nicollet Mall Shuttle	$10,000	$8,000	--	--	On hold, pending funding
10.Priority vehicle control system for buses	$691	$400	1996	CMAQ	Under design
11.Travel Demand Management	$1,420	$1,136	1996	CMAQ	--
12.HOV Ramp Meter Bypasses, TH55/I-494	$1,000	$800	1996	CMAQ	In planning stage
13.Travel Demand Management	$1,375	$1,100	1997	CMAQ	--
14.HOV Ramp Meter Bypasses	$1,000	$800	1997	CMAQ	In planning stage

CONSISTENCY WITH THE REGIONAL TRANSPORTATION PLAN (TPP)

All projects contained in this TIP are consistent with the TPP. It is worth noting a number of the projects and types of projects are specifically prioritized in the TPP. 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 10) Approximately $200 million of the funds are assigned to preservation projects. There are two categories of preservation distinguishing 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 44 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 $75 million or 17% 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. 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 8 are consistent with and in many cases, specifically identified in the TPP. The combined federal and state funds allocated to expansion projects represent approximately 31% or $145 million. The region also has access to $86 million for federal demonstration projects for 1996 to 1998. These expansion projects are included in the TPP 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 10.

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.

The TPP also includes a transit plan. Many projects selected for funding can be found in the transit plan. For example, all transit hubs are included in the region's transit implementation plan (Figure 8). The other projects, while not necessarily found specifically in the TPP, are consistent with adopted policies. This has come about in part due to the criteria used to select the projects.

The TPP 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.

Table 10
1996-1998 PROJECTS BY WORK TYPE
(in millions)

	96	97	98	TOTAL
Preservation (RX, RD, RS, BI)	$ 33	$ 29	$ 23	$ 85/18%
Preservation (RC, BR)	24	60	37	121/26%
Manage (TM, SH, SC, SR, TR, CB, BT, ITS0	36	25	17	78/17%
Other (AM, EN, TR)	15	13	10	38/8%
Expansion (MC)	36	41	68	145/31%
TARGET TOTALS	$ 144	$ 168	$ 155	$ 467

AM - agreements
BI - bridge improvement
BR - bridge replacement
MC - major construction
RC - reconstruction
RD - reconditioning
RS - resurfacing
RX - road repair
SC - safety-capacity improvements
SH - safety-hazard elimination
SR - railroad safety projects
TM - traffic management
EN - enhancements
IVHS - intelligent vehicle highway system
TR, CB, BT - transit subcategories
ITS - transportation

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 and the Metropolitan Council have agreed to use the figures that are discussed in this section of the TIP.

Mn/DOT has developed and follows a process of fund allocation to the regions in the state 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 can be over programmed by the regions as a means to request additional federal and state funds for 1995. Mn/DOT sets the final funding levels which are in balance for the state. Through this year's process, the region received $7 million in additional funding. In total, the region has received $38 million in additional funds over the three year period.

In accordance with federal guidance, no overage of Title III federal funds are assumed for 1996. For 1997 and 1998, the federal grants are in line with the latest direction provided by FTA. 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 1996-98 were approximately $99 million annually. State funds allocated to the region were $65 million annually for a total of $134 million. (See Table 11.) This figure was reduced by approximately $20 million annually to provide for right-of-way costs, cost overruns and supplemental agreements. Therefore, the region could expect to receive an average $143 million annually of Title I and state funds.

In the case of Title III, Federal Transit Act, it is assumed $7,600,000 of federal funds will be available for capital projects in 1996, 1997 and 1998 (Table 12). Additional federal funds are being made available from Title I, CMAQ and STP programs for transit. Over the three year TIP, approximately $13,000,000 of federal funds will be made available to transit projects.

The region assumes it will receive $4.3 million in operating assistance for the MCTO each year for the next three years. This represents approximately 5 percent of the annual operating costs of MCTO.

Figure 8

Proposed Short-Term Improvements: Transit Hubs/Intermodal Facilities

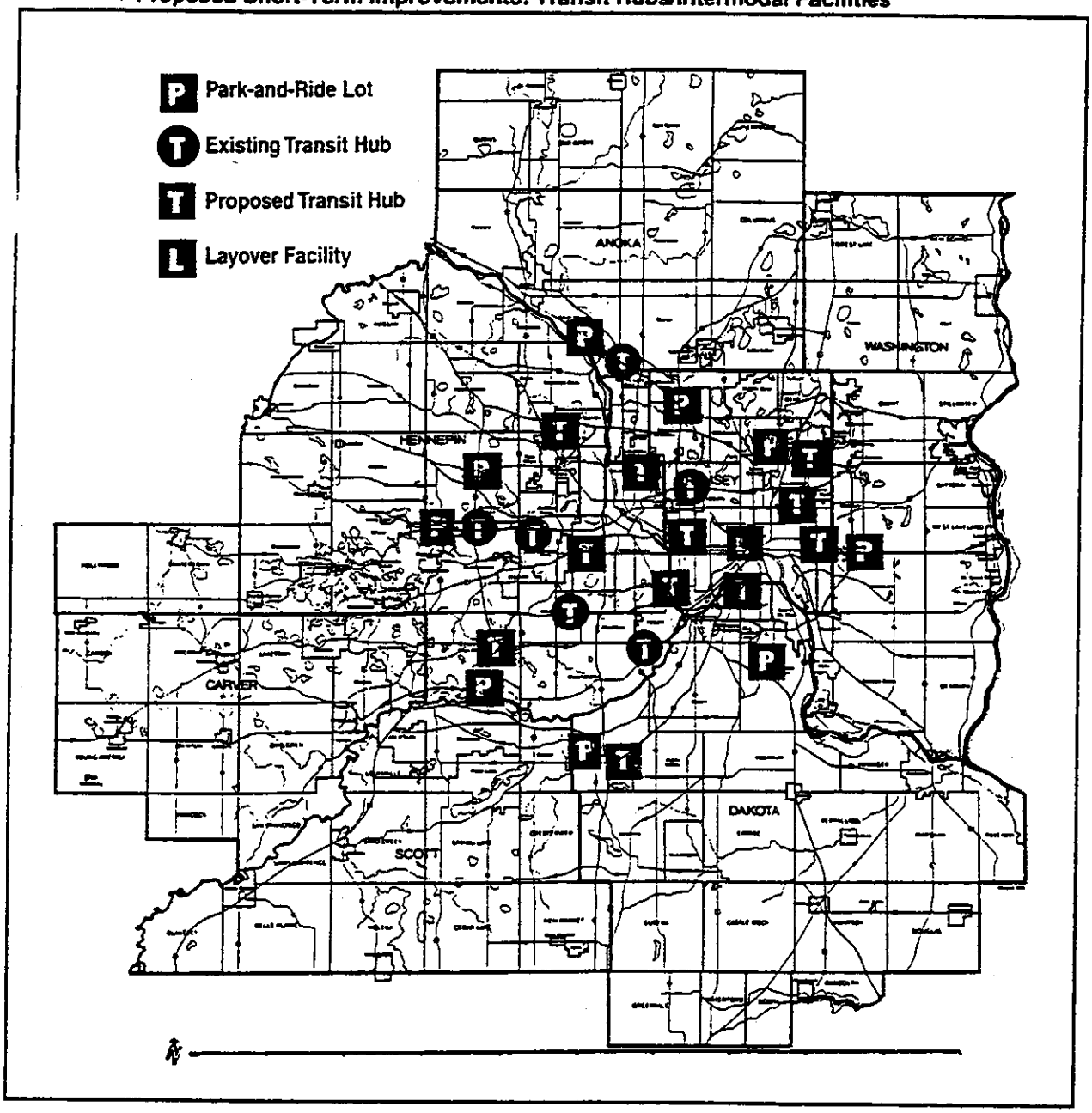


Table 11
TITLE 1 AND STATE HIGHWAY FUNDS ALLOCATED 1996-1998
(millions)

	1996	1997	1998	Total
Federal Title I Funds	$ 99	$ 99	$ 99	$297
State Funds	65	65	65	195
SUBTOTAL	$164	$164	$164	$492
Reduction due to right-of-way cost, cost overruns and supplemental agreements (SF)	($ 21)	($ 24)	($ 20)	($ 65)
Target for Region	$ 143	$ 140	$ 144	$ 427
Additional Mn/DOT Allocations	+ 5	+ 24	+ 9	+ 38
Demonstration Funds	+ 45	+ 22	+ 19	+ 86
TOTAL FUNDS	$ 193	$ 186	$ 172	$ 551

Table 12
FEDERAL TRANSIT FUNDING SUMMARY

Title III, Section 9 Capital assistance available to region 1996-1998	$22,800,000
Title III, Section 3 Approved projects - 1996	$7,800,000
Title I, Approved Projects - 1996, 1997, 1998	$13,000,000

APPENDIX A
DETAILED PROJECT DESCRIPTION

Title I, Title III and
State Funded Projects

Title I Funded Projects

Title III Funded Projects

Title I Projects Identified by Route Number of Project Code

KEY TO TABLES A-1 THROUGH A-11 AND A-20

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

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

AM Agreements

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

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

MN/DOT Metro Division Construction Projects
1996-1998 PARENT Projects

Parent Number	Highway	Location	Description	Expansion	Lanes Before	Lanes 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	Construct Freeway	Yes	2	4
13	TH 212	I-494 to Cologne	Construct Freeway	Yes	NA	4
14	TH 610	TH 252 to TH 169	Construct Freeway	Yes	NA	4

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1996-1998 Transportation Improvement Program

TABLE A-1
Congestion Mitigation Air Quality Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1996		CMAQ	90-071-02	TM	1,420,000	1,136,000	0	284,000	TRAVEL DEMAND MANAGEMENT PROGRAM	MCTO	Manage	AQ1
1996		CMAQ	141-070-07	TR	691,000	400,000	0	291,000	IN MPLS; PRIORITY VEHICLE CONTROL SYSTEM FOR TRANSIT BUSES - SIG REV IN MANY LOCATIONS	MINNEAPOLIS	Transit	T3
1996		CMAQ	141-071-02	TR	459,000	275,000	0	184,000	DOWNTOWN TMO	MINNEAPOLIS	Transit	AQ1
1996		CMAQ	164-070-05	TM	970,000	680,000	0	290,000	TRAFFIC SIGNAL SYSTEM IMPROVEMENTS	ST PAUL	Manage	S7
1996		TH 55	2723-100	TM	1,000,000	800,000	200,000	0	TH 55 TO SB & NB I494-HOV RAMP METER BYPASS	MN/DOT	Manage	S7
1997		CMAQ	90-071-02A	TM	1,375,000	1,100,000	0	275,000	TRAVEL DEMAND MANAGEMENT PROGRAM	MCTO	Manage	AQ1
1997		I-35W	90-071-01	TR	3,875,000	3,100,000	0	775,000	I-35W SERVICE EXPANSION / REORGANIZATION	MCTO	Transit	T1
1997		CMAQ	141-071-04	TM	596,000	451,000	0	145,000	PRIORITY VEHICLE CONTROL SYSTEMS - LYNDALE/CEDAR	MINNEAPOLIS	Manage	S7
1997		TH 169	2772-19	TM	1,000,000	800,000	200,000	0	AT BREN RD TO SB TH 169, BREN RD TO NB TH 169 AND EXCELSIOR BLVD TO NB TH 169-HOV RAMP METER BYPASS	MN/DOT	Manage	S7
1997		TH 212	2763-36	TM	1,000,000	800,000	200,000	0	AT VALLEY VIEW RD TO EB TH 212, EB TH 5 TO EB I-494 & AT TH 62 TO WB I-494-HOV RAMP METER BYPASS	MN/DOT	Manage	S7
1998		I-35W	90-071-01A	TR	4,350,000	3,480,000	0	870,000	I-35W SERVICE EXPANSION	MCTO	Transit	T1

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Twin Cities Metropolitan Area
1996-1998 Transportation Improvement Program

TABLE A-2
Enhancement Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1996		EN	179-090-01	EN	180,000	144,000	0	36,000	CLIFF ROAD TO BLACK DOG ROAD TRAIL CONNECTION	BURNSVILLE	Other	O9
1996		EN	194-090-03	EN	300,000	240,000	0	60,000	PEDESTRIAN UNDERPASS AT TH 5 SOUTH FRONTAGE ROAD	CHANHASSEN	Other	O9
1996		EN	195-090-03	EN	400,000	320,000	0	80,000	MINNESOTA RIVER VALLEY TRAILS	EAGAN	Other	O9
1996		EN	130-090-01	EN	198,000	158,400	0	39,600	CITY OF HASTINGS/MINNESOTA VETERANS HOME BIKEWAY SEGMENT	HASTINGS	Other	O9
1996		EN	27-600-07	EN	391,000	312,800	0	78,200	EXCELSIOR HISTORIC STREECAR	HENNEPIN CO	Other	O9
1996		EN	107-090-02	EN	300,000	240,000	0	60,000	LONG MEADOW CROSSING	MCWS	Other	O9
1996		EN	141-080-18	EN	610,000	488,000	0	122,000	FREIGHT HEAD HOUSE PRESERVATION	MINNEAPOLIS	Other	NC
1996		EN	141-080-19	EN	625,000	500,000	0	125,000	MILWAUKEE DEPOT PRESERVATION	MINNEAPOLIS	Other	NC
1996		EN	141-080-20	EN	343,750	275,000	0	68,750	MINNEHAHA PARK LONGFELLOW HOUSE INTERPRETIVE CENTER RESTORATION	MINNEAPOLIS	Other	O9
1996		EN	141-080-21	EN	150,000	120,000	0	30,000	COMO-HARRIET STREETCAR LINE IMPROVEMENTS	MINNEAPOLIS	Other	O9
1996		EN	142-080-03	EN	380,000	304,000	0	76,000	CHARLES H BURWELL PROPERTY RESTORATION PROJECT	MINNETONKA	Other	O9
1996		EN	146-020-07	EN	600,000	480,000	0	120,000	PEDESTRIAN BRIDGE ACROSS HWY 10	MOUNDS VIEW	Other	O9
1996		EN	70-600-03	EN	350,000	280,000	0	70,000	HISTORIC SITES AND TRANSPORTATION OF THE MINNESOTA RIVER VALLEY TRAIL	SCOTT CO	Other	O9
1996		EN	167-090-02	EN	178,000	142,400	0	35,600	RICE CREEK OPEN SPACE TRAIL	SHOREVIEW	Other	O9
1996		EN	167-090-03	EN	447,000	357,600	0	89,400	I-694 PED/BIKE OVERPASS	SHOREVIEW	Other	O9
1996		EN	167-090-04	EN	434,000	347,200	0	86,800	SNAIL LAKE OPEN SPACE TRAIL AND UNDERPASS	SHOREVIEW	Other	O9
1996		EN	168-090-02	EN	600,000	480,000	0	120,000	HARDMAN REGIONAL PEDESTRIAN TRAIL IN SOUTH ST PAUL, DAKOTA COUNTY	SOUTH ST PAUL	Other	O9
1996		EN	164-080-05	EN	580,000	464,000	0	116,000	ST PAUL RIVER BLUFF ACQUISTION AND PRESERVATION PROJECT	ST PAUL	Other	O9
1996		EN	91-110-07	EN	250,000	200,000	0	50,000	SCHMID FARMSTEAD - LAKE MINNETONKA REGIONAL PARK	SUB HENN REGIONAL PARK	Other	O9
1996		EN	62-600-04	EN	326,500	261,200	0	65,300	JACKSON STREET ROUNDHOUSE	RAMSEY CO	Other	NC
1997		EN	109-020-08	EN	625,000	500,000	0	125,000	BROOKLYN BLVD STREETSCAPE AMENITIES PROJECT	BROOKLYN CENTER	Other	O9
1997		EN	94-100-17	EN	516,000	413,000	0	103,000	HISTORIC FORT SNELLING/GREAT RIVER ROAD	MN HISTORICAL SOCIETY	Other	O9
1997		EN	145-080-01	EN	879,000	500,000	0	379,000	LOST LAKE HISTORIC CANAL RESTORIATION	MOUND	Other	O9
1997		EN	62-590-06	EN	425,000	340,000	0	85,000	BATTLE CREEK BIKEWAY	RAMSEY CO	Other	O9
1997		EN	82-590-01	EN	475,000	380,000	0	95,000	BURLINGTON NORTHERN RAILROAD	WASHINGTON CO	Other	O9

TABLE A-2
Enhancement Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1998		EN	110-090-01	EN	634,000	500,000	0	134,000	WEST RIVER ROAD CORRIDOR ENHANCEMENTS-73RD AVE TO TH 252	BROOKLYN PARK	Other	O9
1998		EN	92-090-05	EN	493,000	394,000	0	99,000	GATEWAY TRAIL PHASE II EXTENSION-CAYUGA ST TO PENNSYLVANIA	DNR	Other	O9
1998		EN	94-080-02	EN	250,000	200,000	0	50,000	SIBLEY HISTORIC SITE-BLDG REHAB & ARCHAEOLOGICAL WORK	MN HISTORIC SOCIETY	Other	O9
1998		EN	62-090-01	EN	450,000	360,000	0	90,000	BURLINGTON NORTHERN REGIONAL TRAIL-JOHNSON PKWY TO FROST AVE	RAMSEY CO	Other	O9
1998		EN	163-090-01	EN	625,000	500,000	0	125,000	SOUTHWEST REGIONAL TRAIL-CEDAR LAKE PARK TO HOPKINS TRAILHEAD OF HENN PARKS REG TRAIL	ST LOUIS PARK	Other	O9
1998		EN	164-080-08	EN	680,000	500,000	0	180,000	COMO PARK STREETCAR STATION RENOVATION	ST PAUL	Other	NC
1998		EN	164-090-04	EN	420,000	336,000	0	84,000	MISSISSIPPI RIVER TRAIL-WARNER RD SEGMENT	ST PAUL	Other	O9
1998		EN	209-090-01	EN	400,000	320,000	0	80,000	CENTERVILLE ROAD TRAIL-CSAH 96 TO VADNAIS BLVD	VADNAIS HEIGHTS	Other	O9
1998			8809-164	EN	110,000	88,000	22,000	0	STATE ENTRYWAYS BEAUTIFICATION	MN/DOT	Other	O9

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1996-1998 Transportation Improvement Program

TABLE A-3
STP Urban Guarantee Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1996		STP-BR	88-600-05	BI	1,000,000	800,000	0	200,000	REGION WIDE BRIDGE SCOUR STUDY - FY 96	ATP	Preserve	O2
1996		CSAH 11	10-611-02	MC	2,381,000	1,904,800	0	476,200	CSAH 11	CARVER CO	Expand	E2
1996		CSAH 4	27-604-12	RC	1,451,000	1,161,000	0	290,000	HENNEPIN CO; FROM CSAH 1 TO TERREY PINE DR - RECONSTRUCT CSAH 4	HENNEPIN CO	Replace	B-00
1996		CSAH 53	27-653-12	RC	692,000	553,600	0	138,400	CSAH 53 (66TH ST) - CSAH 17 TO CSAH 31 - RECONSTRUCT	HENNEPIN CO	Replace	S10
1996		CSAH 62	27-662-57	RC	1,000,000	800,000	0	200,000	CSAH 62/7419 - CSAH 62 AND TH 101	HENNEPIN CO	Replace	E2
1996		BB	179-070-01	TR	5,265,000	2,950,000	0	2,315,000	BURNSVILLE TRANSIT HUB	MCTO	Transit	E6
1996		BB	90-030-01	TR	1,570,000	1,256,000	0	314,000	BUS STOP SHELTERS	MCTO	Transit	T7
1996		BB	90-080-02	TR	200,000	160,000	0	40,000	ROBBINSDALE TRANSIT HUB	MCTO	Transit	E6
1996		BB	90-080-03	TR	250,000	200,000	0	50,000	HILLCREST TRANSIT HUB	MCTO	Transit	E6
1996		BB	90-080-04	TR	300,000	240,000	0	60,000	HIGHLAND TRANSIT HUB	MCTO	Transit	E6
1996		BIKE/WALK	141-090-03	BT	1,270,000	1,016,000	0	254,000	MIDTOWN GREENWAY - PHASE I	MINNEAPOLIS	Trails	AQ2
1996		BIKE/WALK	141-090-04	BT	1,382,700	1,106,160	0	276,540	BASSETTS CREEK TRAIL	MINNEAPOLIS	Trails	AQ2
1996		BIKE/WALK	141-090-06	BT	674,000	539,200	0	134,800	BIKE/WALK, CEDAR LAKE PARK TRAIL - PHASE 3	MINNEAPOLIS	Trails	AQ2
1996		XX	141-080-16	CB	600,000	480,000	0	120,000	IN MPLS; PED TUNNEL UNDER 4TH ST BTWN 3TD & 4TH AVE FROM CITY HALL TO NEW FED COURTS	MINNEAPOLIS	Transit	AQ2
1996		CSAH 51	62-651-34	RC	1,445,000	1,156,000	0	289,000	CSAH 51 (LEX. AVE) - CSAH 30 (LARP. AVE) TO CSAH 15 (CR E) - MILL/OVERLAY, TURN LANES, SIGNAL REV.	RAMSEY CO	Replace	S10
1996		CSAH 65	62-665-36	SC	1,000,000	800,000	0	200,000	CSAH 65 (WHITE BEAR AVE) - CSAH 23 (CR C) TO I-694 - GEOMETRIC/SIGNAL REVISIONS	RAMSEY CO	Manage	S7
1996		CSAH 21	70-621-09	MC	2,775,000	2,220,000	0	555,000	SCOTT CO; CSAH 21 NEW ALIGNMENT FROM 2000' E OF CSAH 39 TO 1300' E OF CSAH 27	SCOTT CO	Expand	B-00
1996		TH 212	181-010-08	CB	5,040,000	3,528,000	0	1,512,000	SW METRO TRANSIT COMM; EDEN PRAIRIE TRANSIT HUB - SW QUAD, TH 5, 212, PR. CENT. DR.	SW TRANSIT COMM.	Transit	E6
1996		CSAH 16	82-616-12	RC	1,300,000	1,040,000	0	260,000	CSAH 16 - INTERLACHEN DR TO CSAH 19-RECONSTRUCT FROM 2 LANE RURAL TO 4 LANE URBAN	WASHINGTON CO	Replace	B-00
1996		BIKE/WALK	174-090-01	BT	775,000	620,000	0	155,000	BURLINGTON NORTHERN REGIONAL TRAIL	WHITE BEAR LAKE	Trails	AQ2
1996		TH 10	0203-77	SH	50,000	40,000	10,000	0	FROM W. RAMPS TH 47 TO ABLE - INTERCONNECT	MN/DOT	Manage	S2
1996	2	TH 10	0214-02033	MC	2,300,000	1,840,000	460,000		TH 10 UNDER CSAH 11 (FOLEY BLVD) - BR 02033 - STAGE 2A	MN/DOT	Expand	B-00
1996	2	TH 10	0214-27	MC	6,500,000	5,200,000	1,300,00	0	TH 10 STAGE 2A, RECONSTRUCT FOLEY BLVD INTERCHANGE, INCLUDING NOISE WALLS	MN/DOT	Expand	B-00
1996		TH 55	2723-89	SH	600,000	480,000	120,000	0	AT VICKSBURG, NIAGARA, BOONE, RHODE ISLAND & MEADOW LANE-SIGNAL REVISION	MN/DOT	Manage	S2

TABLE A-3
STP Urban Guarantee Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1996		TH 55	2723-90	SH	150,000	120,000	30,000	0	FROM VICKSBURG LANE TO QUAKER LANE & FROM BOONE AVE. THRU THEO. WIRTH PKWAY - INTERCONNECT	MN/DOT	Manage	S2
1996		TH 55	2723-97	SH	90,000	72,000	18,000	0	AT INDUSTRIAL PARK BLVD. - TRAFFIC SIGNAL INSTALLATION	MN/DOT	Manage	S2
1996	11	TH 101	7005-57	MC	8,364,436	4,835,482	1,208,87	2,320,083	TH 169 TO 0.4 MI W OF CSAH 17 - GRADE, SIGNAL	MN/DOT	Expand	B-00
1996	11	TH 101	7005-69	MC	300,000	240,000	60,000	0	SHAKOPEE BYPASS, TH 169 TO TH 13 - SIGNING	MN/DOT	Expand	O6
1996	11	TH 101	7005-70011	MC	1,113,244	890,595	222,649	0	CSAH 15 OVER SHAK BYPASS - BR 70011	MN/DOT	Expand	B-00
1996	11	TH 101	7005-70012	MC	457,551	366,041	91,510	0	CO RD 77 OVER SHAK BYPASS - BR 70012	MN/DOT	Expand	B-00
1996	11	TH 101	7005-70013	MC	490,261	392,209	98,052	0	CO RD 79 OVER SHAK BYPASS - BR 70013	MN/DOT	Expand	B-00
1996	11	TH 101	7005-71	MC	6,000,000	4,800,000	1,200,00	0	TH 169 TO JCT OLD TH 101 - SURFACE	MN/DOT	Expand	B-00
1997		80TH STREET	107-399-16	RC	4,721,000	3,776,800	0	944,200	79TH/80TH STREET RECONSTRUCT FROM BLAISDELL AVE TO PORTLAND AVE	BLOOMINGTON	Replace	E2
1997		CSAH 1	27-601-27	RC	3,900,000	3,120,000	0	780,000	CSAH 1/9320 - TH 169 TO W OF CSAH 18	HENNEPIN CO	Replace	A-00
1997		CSAH 152	27-752-07	RC	2,000,000	1,600,000	0	400,000	HENNEPIN CSAH 152 FROM 64TH AVE TO 71ST AVE N - RECONSTRUCT	HENNEPIN CO	Replace	B-00
1997		BB	90-080-01	TR	4,000,000	3,200,000	0	800,000	HENNEPIN/LAGOON TRANSIT HUB	MCTO	Transit	E6
1997		BIKE/WALK	141-090-05	BT	606,000	485,000	0	121,000	KENILWORTH TRAIL	MINNEAPOLIS	Trails	AQ2
1997		BIKE/WALK	141-090-07	BT	600,000	480,000	0	120,000	DINKYTOWN BIKEWAY CONNECTION TO DOWNTOWN	MINNEAPOLIS	Trails	AQ2
1997		CSAH 30	62-630-42	RC	5,000,000	4,000,000	0	1,000,000	CSAH 30 (LARPENTEUR AVE) - TH 280 TO CSAH 53 (DALE ST) - RECONSTRUCT	RAMSEY CO	Replace	S10
1997		CSAH 3	82-603-05	RC	2,440,000	1,950,000	0	490,000	CSAH 3 CORRIDOR FROM CSAH 4 TO NORTH COUNTY LINE - GEOMETRIC AND LOAD CAPACITY IMPROVMENTS	WASHINGTON CO	Replace	S10
1997		TH 7	2706-164	SH	950,000	760,000	190,000	0	CHRISTMAS LK RD - REVISE INTERSECTION & SIGNAL	MN/DOT	Manage	S2
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	MN/DOT	Expand	B-00
1997		TH 47	2726-60	BR	7,200,000	5,760,000	1,440,00	0	UNIV. AVE. OV ST. ANTHONY, SOO LINE, & BNRR - REPL. 3 BRIDGES	MN/DOT	Replace	S19
1997	11	TH 101	7005-67	MC	200,000	160,000	40,000	0	SHAKOPEE BYPASS, TH 169 TO TH 13--LIGHTING	MN/DOT	Expand	S18
1997	11	TH 101	7005-68	MC	300,000	240,000	60,000	0	SHAKOPEE BYPASS, TH 169 TO JCT. OLD TH 101 - FENCING	MN/DOT	Expand	S13
1998		CSAH 1	02-601-37	RC	2,600,000	2,080,000	0	520,000	E RIVER RD FROM RICKARD RD TO 84TH AVE-RECONSTRUCT FROM 4-LANE UNDIVIDED TO 4-LANE DIVIDED	ANOKA CO	Replace	S10
1998		80TH ST	107-399-17	RC	3,588,000	2,870,400	0	717,600	79TH/80TH ST FROM CHICAGO TO CEDAR-RECONSTRUCT	BLOOMINGTON	Replace	E3

Twin Cities Metropolitan Area
1996-1998 Transportation Improvement Program

TABLE A-4
STP Non Urban Guarantee Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1996		CSAH 5	27-605-18	SH	100,000	80,000	0	20,000	CSAH 5 AT LOUISIANA AVE S - REBUILD SIGNAL	HENNEPIN CO	Manage	S2
1996		CSAH 81	27-681-06	SH	100,000	80,000	0	20,000	CSAH 81 AT CSAH 130/CSAH 152 - REBUILD SIGNAL	HENNEPIN CO	Manage	S2
1996		CSAH 109	27-709-14	SH	100,000	80,000	0	20,000	CSAH 109 AT JEFFERSON HWY - REBUILD SIGNAL	HENNEPIN CO	Manage	S2
1996		CSAH 23	27-00214	SR	150,000	120,000	0	30,000	CSAH 23, MINNEAPOLIS - UPGRADE SIGNALS	MINNEAPOLIS	Manage	S1
1996		CSAH 25	62-00163	SR	80,000	64,000	0	16,000	CSAH 25, MAPLEWOOD - INSTALL SIGNALS	RAMSEY	Manage	S1
1996		CR C	62-623-39	SH	323,000	258,400	0	64,600	CR C-HAMLINE AVE TO LITTLE CANADA RD - STRIPING AND SIGNAL MODIFICATIONS	RAMSEY CO	Manage	S2
1996		CR B	62-625-22	SH	350,000	280,000	0	70,000	RAMSEY CR B-HAMLINE AVE TO DALE ST - STRIPING AND SIGNAL MODIFICATIONS	RAMSEY CO	Manage	S2
1996		TH 3	1920-29	RD	1,200,000	960,000	240,000	0	RICE-DAKOTA CO LINE TO 1.3 MI N OF N JCT TH 50 IN FARMINGTON-MILL & OVERLAY; GUARDRAIL	MN/DOT	Preserve	S10
1996		TH 5	1002-57	MC	200,000	160,000	40,000	0	CSAH 17 TO CSAH 4 IN CHAN. & EDEN P.- LANDSCAPING	MN/DOT	Expand	S18
1996		TH 5	1002-62	SH	100,000	80,000	20,000	0	AT TH 284 - SIGNAL REVISION	MN/DOT	Manage	S2
1996		TH 10	0202-67	SH	245,000	196,000	49,000	0	AT THURSTON AVE IN ANOKA-REBUILD SIG, & CHANNEL. AND AT FAIROAK AVE.- REFURB.SIG.; FAIROAK TO CSAH 56 - INTERCONNECT	MN/DOT	Manage	S2
1996		TH 10	0202-74	SH	90,000	72,000	18,000	0	AT ARMSTRONG BLVD - SIGNAL INSTALLATION	MN/DOT	Manage	S2
1996		TH 10	0215-48	SH	160,000	128,000	32,000	0	AT HANSON BLVD. RAMPS - SIGNAL REVISION	MN/DOT	Manage	S2
1996		TH 41	1008-48	SH	100,000	80,000	20,000	0	AT TH 212 - TURN LANE AND SIGNAL REVISIONS	MN/DOT	Manage	S2
1996		TH 49	0204-13	RS	511,648	409,318	102,330	0	TH 96 TO THE CORRECTIONAL FACILITY-MILL & OVERLAY	MN/DOT	Preserve	S10
1996		TH 56	1912-51	SC	150,000	120,000	30,000	0	FROM I494 S RAMP TO WENTWORTH AVE-SIGNAL REVISIONS & INTERCONNECT	MN/DOT	Manage	S7
1996		TH 65	0207-63	SH	255,000	204,000	51,000	0	W MOORE LK DR TO TH 118 - SKID CORRECTION	MN/DOT	Manage	S2
1996		TH 100	2755-72	SH	140,000	112,000	28,000	0	CSAH 10 RAMPS - REFURBISH 2 SIGNALS	MN/DOT	Manage	S2
1996	10	TH 101	2738-10	MC	4,365,000	3,492,000	873,000	0	TH 94 TO CSAH 42- G & S, SIGNING, LIGHTING, SIGNALS	MN/DOT	Expand	B-00
1996	10	TH 101	2738-27945	MC	350,000	280,000	70,000	0	TH 101 SB OVER TH 94 - WIDEN BR. 27945	MN/DOT	Expand	B-00
1996		TH 169	2744-49	SH	400,000	320,000	80,000	0	EDEN PRAIRIE RD. TO CSAH 4 - NB AUX. LANE	MN/DOT	Manage	S2
1996		TH 169	2772-17	SH	100,000	80,000	20,000	0	63RD AVE.N. TO RAMP TO EB I 94 - NB AUX.LA.	MN/DOT	Manage	S2
1996		TH 999	8809-79	SH	70,000	56,000	14,000	0	DISTRICTWIDE ADVANCE WARNING FLASHERS	MN/DOT	Manage	S7
1997		CSAH 35	02-00127	SR	50,000	40,000	0	10,000	CSAH 35, FRIDLEY - INSTALL SURFACE	ANOKA CO	Manage	S1
1997		CSAH 9	19-00116	SR	80,000	64,000	0	16,000	CSAH 9, LAKEVILLE - INSTALL SIGNALS	DAKOTA CO	Manage	S1
1997		CSAH 32	19-00117	SR	80,000	64,000	0	16,000	CSAH 32, EAGAN - INSTALL SIGNALS	DAKOTA CO	Manage	S1

TABLE A-4
STP Non Urban Guarantee Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1997		CSAH 3	27-603-24	SH	520,000	416,000	0	104,000	CSAH 3 - WOODALE TO FRANCE - REBUILD 4 SIGNALS W/COORDINATION	HENNEPIN CO	Manage	S19
1997		CSAH 67	62-00164	SR	80,000	64,000	0	16,000	CSAH 67, WHITE BEAR LAKE - UPGRADE SIGNALS	RAMSEY	Manage	S8
1997		TH 65	0208-84	SH	400,000	320,000	80,000	0	AT 85TH AVE NE- REVISE INTERSECTION & SIGNAL	MN/DOT	Manage	E2
1997		TH 65	0208-93	SH	110,000	88,000	22,000	0	X-TOWN BLVD, SIGNAL REBUILD, MEDIAN CLOSURE AT 177TH	MN/DOT	Manage	S2
1998		CSAH 1	02-601-39	SH	325,000	260,000	0	65,000	CSAH 1(COON RAPIDS BLVD) AT CSAH 78(HANSON BLVD)-SIGNAL REVISION & CHANNELIZATION	ANOKA CO	Manage	S2
1998		CSAH 14	02-614-22	SH	20,000	16,000	0	4,000	CSAH 14(MAIN ST) AT CSAH 23(LAKE DRIVE)-OVERHEAD FLASHER	ANOKA CO	Manage	S2
1998		CSAH 156	27-756-16	SH	100,000	80,000	0	20,000	WINNETKA AVE AT 49TH AVE N-SIGNAL REBUILD	HENNEPIN	Manage	S2
1998		CSAH 1	27-601-30	SH	100,000	80,000	0	20,000	AT CSAH 35(PORTLAND AVE)-SIGNAL REBUILD	HENNEPIN CO	Manage	S2
1998		CSAH 32	27-632-21	SH	100,000	80,000	0	20,000	CSAH 32(PENN AVE) AT 98TH ST-SIGNAL REBUILD	HENNEPIN CO	Manage	S2
1998		CSAH 35	27-635-17	SH	100,000	80,000	0	20,000	CSAH 35(PORTLAND AVE) AT 86TH ST-SIGNAL REBUILD	HENNEPIN CO	Manage	S2
1998		CSAH 52	27-652-29	SH	100,000	80,000	0	20,000	AT 86TH STREET-SIGNAL REBUILD	HENNEPIN CO	Manage	S2
1998		CSAH 152	27-752-10	SH	100,000	80,000	0	20,000	CSAH 152(BROOKLYN BLVD) AT REGENT AVE/73RD AVE-SIGNAL REBUILD	HENNEPIN CO	Manage	S2
1998		RR	0206-SR	SR	50,000	40,000	0	10,000	MNTH 47, FERRY ST IN ANOKA-UPGRADE CIRCUITRY	MN/DOT	Manage	S8
1998		RR	10-00112	SR	130,000	104,000	0	26,000	CSAH 10, CHASKA-UPGRADE SIGNALS, INSTALL GATES & RUBBER SURFACE	MN/DOT	Manage	S8
1998		RR	19-00119	SR	100,000	80,000	0	20,000	CO RD 58, 170TH ST, ROSEMOUNT-INSTALL SIGNALS & GATES	MN/DOT	Manage	S8
1998		RR	19-00120	SR	100,000	80,000	0	20,000	MSAS 108, BISCAYNE AVE, ROSEMOUNT-INSTALL CANTILEVER SIGNALS & GATES	MN/DOT	Manage	S8
1998		RR	19-00121	SR	100,000	80,000	0	20,000	MSAS 105, HOLYOKE AVE, LAKEVILLE-INSTALL SIGNALS	MN/DOT	Manage	S8
1998		RR	27-00215	SR	50,000	40,000	0	10,000	MUN 459, TALMAGE AVE, MPLS-UPGRADE CIRCUITRY	MN/DOT	Manage	S8
1998		RR	27-00218	SR	150,000	120,000	0	30,000	MUN 1629,CEDAR LAKE BLVD,MPLS-UPGRADE SIGNALS & SURFACE	MN/DOT	Manage	S8
1998		RR	62-00165	SR	50,000	40,000	0	10,000	MSAS 232, COMO AVE, ST PAUL-UPGRADE CIRCUITRY	MN/DOT	Manage	S8
1998		RR	62-00166	SR	50,000	40,000	0	10,000	MUN 516, COMO PLACE, ST PAUL-UPGRADE CIRCUITRY	MN/DOT	Manage	S8
1998		RR	62-00167	SR	100,000	80,000	0	20,000	CSAH 60, OTTER LAKE RD,RAMSEY CO-UPGRADE SIGNALS	MN/DOT	Manage	S8
1998		RR	62-00168	SR	80,000	64,000	0	16,000	MSAS 219, TERMINAL RD, ROSEVILLE-UPGRADE SIGNALS	MN/DOT	Manage	S8
1998		RR	62-00169	SR	80,000	64,000	0	16,000	CSAH 44, SILVER LAKE RD, NEW BRIGHTON(RAMSEY CO)-UPGRADE SIGNALS	MN/DOT	Manage	S8
1998		RR	6227-SR	SR	75,000	60,000	15,000	0	MNTH 120, CENTURY AVE, MAPLEWOOD-UPGRADE CIRCUITRY & 12" LENSES	MN/DOT	Manage	S8
1998		RR	82-00119	SR	150,000	120,000	0	30,000	MUN 43, 12TH ST, NEWPORT-UPGRADE SIGNALS	MN/DOT	Manage	S8
1998		TH 5	8214-120	SH	110,000	88,000	22,000	0	AT CSAH 15 IN LAKE ELMO-SIGNAL INSTALLATION	MN/DOT	Manage	E2

TABLE A-4
STP Non Urban Guarantee Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1998		TH 13	1901-131	SH	200,000	160,000	40,000	0	CSAH 5 TO LYNN AVENUE-SIGNAL INSTALLATION & INTERCONNECTION	MN/DOT	Manage	E2
1998		TH 13	7001-77	SH	35,000	28,000	7,000	0	DULUTH AVE TO CO RD 44-SIGNAL INTERCONNECTION	MN/DOT	Manage	S2
1998		TH 47	0206-43	SH	500,000	400,000	100,000	0	FROM CO RD 116 TO 180TH WAY-LIGHTING, TURN LANE & BYPASS	MN/DOT	Manage	S2
1998		TH 61	6222-130	SH	60,000	48,000	12,000	0	TH 244 TO CO RD F-SIGNAL INTERCONNECTION	MN/DOT	Manage	S2
1998		TH 65	0208-98	SH	510,000	88,000	422,000	0	AT BUNKER LAKE RD(CO RD 116)-SIGNAL REBUILD(HES) & CROSS STREET CHANNELIZATION(SF)	MN/DOT	Manage	S2
1998		TH 88	6202-42	SH	100,000	80,000	20,000	0	AT CO RD C2-SIGNAL INSTALLATION	MN/DOT	Manage	S2
1998		TH 101	1010-8	RS	330,000	264,000	66,000	0	0.3 MI W OF TH 5 TO 0.4 MI S OF TH 7 - MILL & OVERLAY	MN/DOT	Preserve	S10
1998		TH 110	1918-95	SH	40,000	32,000	8,000	0	DELAWARE TO MENDOTA RD-SIGNAL INTERCONNECTION	MN/DOT	Manage	S2
1998		TH 120	6227-54	SH	67,000	53,600	13,400	0	MINNEHAHA TO S JCT TH 5 & LARPENTEUR TO N JCT TH 5-SIGNAL INTERCONNECTION	MN/DOT	Manage	S2
1998		TH 169	2744-50	SH	135,000	108,000	27,000	0	AT REGIONAL CENTER RD IN EDEN PRAIRIE-SIGNAL INSTALLATION & INTERCONNECTION	MN/DOT	Manage	S2
1998		TH 212	1013-67	SH	25,000	20,000	5,000	0	FAXON ROAD TO CSAH 33 IN NORWOOD-SIGNAL INTERCONNECTION	MN/DOT	Manage	S2
1998		I-694	6285-116	SH	150,000	120,000	30,000	0	AT HAMLINE AVE(CO RD F)-SIGNAL INSTALLATION & LEFT TURN MODIFICATION	MN/DOT	Manage	S2
1998		I-694	8286-52	SH	225,000	100,000	125,000	0	AT TH 5 RAMPS IN OAKDALE-SIGNAL INSTALLATION & INTERCONNECTION(EAST RAMP-HES;WEST RAMP-SF)	MN/DOT	Manage	S2

Twin Cities Metropolitan Area
1996-1998 Transportation Improvement Program

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

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1996		CR 63	70-598-02	BR	150,000	120,000	0	30,000	REPL BR L-3046 OVER SAND CREEK, 1 MI N OF JORDAN	SCOTT CO	Replace	S19
1996		CITY	164-235-09	BR	15,000,000	11,900,000	0	3,100,000	WABASHA STREET BRIDGE REPLACEMENT IN ST PAUL	ST PAUL	Replace	S19
1996		TH 36	8214-122	BR	100,000	80,000	20,000	0	BRIDGE 82011 OVER ST CROIX RIVER-HISTORICAL MITIGATION	MN/DOT	Replace	O1
1996		TH 36	8217-13	BR	450,000	180,000	45,000	225,000	BRIDGE 82011 OVER THE ST CROIX RIVER-FOUNDATION TESTING	MN/DOT	Replace	S10
1996		TH 36	8217-14	BR	200,000	80,000	20,000	100,000	BRIDGE 82011 OVER ST CROIX RIVER-MUSSELL RELOCATION	MN/DOT	Replace	O1
1997	4	TH 36	8214-113	MC	1,000,000	800,000	200,000	0	WASHINGTON AVE TO ST CROIX RIVER-DEMOLITION, UTILITY RELOCATION, BYPASSES, ETC	MN/DOT	Expand	A-00
1997	4	TH 36	8217-12	BR	48,600,000	19,440,000	4,860,00	24,300,000	OVER ST CROIX RIVER AT STILLWATER-BR 82011(REPLACE BR 4654), RIVER SPANS & EAST ABUTMENT	MN/DOT	Replace	A-00
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 TH 100 -- REPLACE BRS. 6344 & 6	MN/DOT	Replace	S19
1997		TH 169	0209-19	BR	6,800,000	5,440,000	1,360,00	0	OVER MISSISSIPPI RIVER IN ANOKA-REPL BR 4380 & APPROACHES, SIGNAL,LIGHTING	MN/DOT	Replace	S19
1998		CSAH 37	27-637-02	BR	3,100,000	2,480,000	0	620,000	4TH ST & 15TH AVE SE OVER BN RR-REPLACE BR 92354	HENNEPIN CO	Replace	S19
1998		CSAH 58	62-658-05	BR	1,950,000	1,500,000	0	450,000	EDGERTON OVER BUSH ST & CNW RR IN ST PAUL-REP BR 90412	RAMSEY CO	Replace	S19
1998		CSAH 42/46	62-642-03	BR	7,500,000	6,000,000	0	1,500,000	FORD PKWY OVER MISSISSIPPI RIVER-REP BR 3575(PHASE 1)	RAMSEY/HENNEPIN CO	Replace	S19
1998		TH 12	2713-66	BR	106,500	85,200	21,300	0	UNDER LUCE LINE TRAIL 4.5 MI W OF TH 494-REPLACE BR 4643	MN/DOT	Replace	S19
1998		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	MN/DOT	Replace	S19
1998		TH 47	0206-711	BR	100,000	80,000	20,000	0	OVER FORD BROOK, 6.1.MI N OF TH 10-REPLACE BR 711	MN/DOT	Replace	S19
1998		TH 101	2736-27017	BR	1,300,000	584,000	716,000	0	AT GRAYS BAY 2.8 MI N OF TH 7-BR 27017(REP BR 3334) & APPROACHES	MN/DOT	Replace	S19

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Twin Cities Metropolitan Area
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TABLE A-6
Demo Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1996		77TH ST	157-108-17	MC	515,000		$412,000	103,000	0	WOOD LAKE STORM SEWER-CONSTRUCTION ENGINEERING	RICHFIELD	Expand	O2
1996		77TH ST	157-108-20	MC	400,000		$320,000	60,000	20,000	PORTLAND AVE TO CEDAR AVE-LANDSCAPING(CONSTRUCTION & CE)	RICHFIELD	Expand	O6
1996		77TH ST	157-108-XX	MC	1,250,000		$1,000,000		250,000	17TH AVE TO 24TH AVE-PRELIMINARY ENGINEERING	RICHFIELD	Expand	O2
1996	6	TH 55	2724-103	MC	28,245,000	0	$21,460,500	2,384,500	4,400,000	TH 55 (HIAWATHA AVE) AT LAKE ST; OVERPASS, BYPASS ROADS, UTILITY RELOCATION	MN/DOT	Expand	B-00
1996	6	TH 55	2724-96-RO	RW	4,000,000	0	$3,600,000	400,000	0	TH 55 (HIAWATHA AVE) I-94 TO TH 62: PURCHASE OF RIGHT OF WAY - FY 1996	MN/DOT		O4
1996	13	TH 212	2762-96RW	RW	3,000,000	0	$2,400,000	600,000	0	I-494 TO COLOGNE-R/W ACQUISITION FOR FY96	MN/DOT		O4
1996	14	TH 610	2771	MC	0	0	$0	0	0	TH 610: TH 252 TO TH 169 - PRELIM ENGINEERING	MN/DOT	Expand	O2
1996	14	TH 610	2771-96-RO	RW	8,000,000	0	$6,400,000	1,600,000	0	TH 610 - TH 252 TO I-94 - R/W ACQUISITION FY 96	MN/DOT		O4
1997	6	TH 55	2724-105	MC	10,500,000	0	$7,380,000	820,000	2,300,000	I-94 TO E 29TH ST - GR, SURF, UTIL, RET WALLS, SIGS, LIGHTS,	MN/DOT	Expand	B-00
1997	6	TH 55	2724-97-RO	RW	5,000,000	0	$4,500,000	500,000	0	TH 55 (HIAWATHA AVE) I-94 TO TH 62: PURCHASE OF RIGHT OF WAY - FY 1997	MN/DOT		O4
1997	14	TH 610	2771-12	MC	7,000,000	0	$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	MN/DOT	Expand	B-00
1998	14	TH 610	2771-11	MC	17,000,000	0	$13,600,000	3,400,000	0	0.25 MI E OF FRANCE AVE TO W END OF BR OVER MISS RIVER-GRADING, SURFACING,3 BRS,SIGNALS, PED BR	MN/DOT	Expand	B-00
1998	14	TH 610	2771-15	MC	16,000,000	8,000,000	$4,800,000	3,200,000	0	TH 169 TO HAMPSHIRE AVE-GRADING,SURFACING,3 BRS,SIGNALS-STAGE 4	MN/DOT	Expand	B-00

Twin Cities Metropolitan Area
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TABLE A-7
MN/DOT Interstate Maintenance Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1996		I-35	1980-57	RC	7,500,000	6,750,000	750,000	0	TH 50 TO S JCT I35E/35W - RECONSTRUCT NB & SB -REMOVE WEIGH STATION	MN/DOT	Replace	S10
1996		I-35E	0282-02802	BI	232,391	209,151	23,239	0	UNDER 80TH ST IN LINO LAKES, CO RD J, CO RD H2, & EDGERTON - MILL & L.S. OVERLAY BRS. 02802, 62836, 62835, 9561	MN/DOT	Preserve	S19
1996		I-35E	1982-118	RS	758,018	682,216	75,802	0	S JCT I35E & I35W TO TH 77-JOINT REHABILITATION	MN/DOT	Preserve	S10
1996		I-35E	1982-119	RS	562,994	506,695	56,299	0	CSAH 26 TO TH 110 - BITUMINOUS OVERLAY	MN/DOT	Preserve	S10
1996		I-35E	1982-120	RS	472,841	425,557	47,284	0	TH 110 TO TH 5-SAW & SEAL CONCRETE JOINTS	MN/DOT	Preserve	S10
1996		I-35E	6280-293	TM	160,000	0	0	160,000	WB TH 36 TO SB I35E - HOV BYPASS LANE	MN/DOT	Manage	S7
1996		I-35W	0280-45	BI	800,000	720,000	80,000	0	UNDER SB ON RAMP FROM LAKE DRIVE - REDECK/WIDEN BR 9607, WIDEN RAMP, LIGHTING, GUARDRAIL/BARRIER	MN/DOT	Preserve	S19
1996		I-35W	1981-96	BI	720,000	648,000	72,000	0	UNDER TH13 - REPL DECK BRS WB 9779 & EB 9780	MN/DOT	Preserve	S19
1996	3	I-35W	2782-255	RS	7,158,510	6,433,158	725,352	0	76TH ST TO 31ST ST--MILL & OVERLAY, CONC.REPAIR & RESEAL	MN/DOT	Preserve	S10
1996	3	I-35W	2782-27867	BI	450,476	405,428	45,048	0	OVER SOO LINE RR, 1.3 MI S OF I94--REPL DECK BR 27867	MN/DOT	Preserve	S19
1996	3	I-35W	2782-9039	BI	2,815,000	2,533,500	281,500	0	90TH ST TO 26TH ST-REDECK BRS 9039,9041,9213,9615,9617,27869,27870	MN/DOT	Preserve	S19
1996	3	I-35W	2782-9053	BI	300,000	270,000	30,000	0	UNDER 94TH ST, DIAMOND LAKE RD, & 76TH ST-OVERLAY BRS 9053, 9611, 9796	MN/DOT	Preserve	S19
1996	3	I-35W	2782-9088	BI	527,624	474,861	52,762	0	I-35W OVER 66TH ST - OVERLAY BR 9088	MN/DOT	Preserve	S19
1996	3	I-35W	2782-9731	BI	322,466	290,219	32,247	0	OVER 31ST ST, 1.5 MI S OF I-94	MN/DOT	Preserve	S19
1996	3	I-35W	2782-9733	BI	384,132	345,719	38,413	0	OVER LAKE ST, 1.4 MI S OF I94--REPLACE DECK BR 9733	MN/DOT	Preserve	S19
1996		I-35W	6284-9570	BI	450,000	405,000	45,000	0	UNDER CR E2 & UNDER TH 96, OVER CR I--MILL & OVERLAY BRS 9570,9577, & 9603	MN/DOT	Preserve	S19
1996	3	I-94	2781-27843	BI	361,497	325,348	36,150	0	UNDER TH 65 IN MPLS. - REPLACE DECK BR. 27843	MN/DOT	Preserve	S19
1996		I-94	2786-88	BI	2,000,000	1,600,000	400,000	0	UND.TH169 (OLD CSAH 18)- REPLACE BRS.27979 & 27980, SIGNING & LIGHTING	MN/DOT	Preserve	S19
1996		I-94	2786-99	RS	729,118	656,207	72,912	0	0.7 MI E OF I-494 TO 0.2 MI W OF CSAH 81 (LAKELAND AVE) - MILL & OVERLAY	MN/DOT	Preserve	S10
1996	8	I-94	8282-85	MC	40,000	32,000	8,000	0	CSAH 21 TO ST CROIX RIVER-SIGNING	MN/DOT	Expand	O8
1996		I-494	2785-280	SC	140,000	126,000	14,000	0	AT E. BUSH LAKE ROAD - NEW SIGNALS AT RAMP TERMINALS	MN/DOT	Manage	E2
1996		I-694	6285-881	BR	1,200,000	0	1,200,00	0	VICTORIA ST INTERCHANGE-BR REPLACEMENT(PAYBACK TO RAMSEY COUNTY)	MN/DOT	Replace	S19
1996		I-694	6285-9389	BI	253,939	228,545	25,394	0	UNDER 5TH AVE NW, & TH 51 RAMPS-OVERLAY BRS. 9389,9447,9448	MN/DOT	Preserve	S19

TABLE A-7
MN/DOT Interstate Maintenance Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1996		I-694	8286-82804	BI	375,000	300,000	75,000	0	UNDER 40TH ST,STILLWATER RD,4TH ST N-OVERLAY BRS 82816,82804,82817	MN/DOT	Preserve	S10
1996		TH 999	8809-72	TM	2,900,000	2,320,000	580,000	0	ON I35E FROM MISSISSIPPI RIVER TO I94 ECT, -TRAFFIC MANAGEMENT SYSTEMS	MN/DOT	Manage	S7
1996		TH 999	8809-73	TM	2,000,000	1,800,000	200,000	0	ON I94 FROM HURON TO I35E, TRAFFIC MANAGEMENT SYSTEMS	MN/DOT	Manage	S7
1997		I-35	0283-20	RS	1,536,000	1,382,400	153,600	0	N JCT I35E & I35W TO TH 8-MILL & OVERLAY	MN/DOT	Preserve	S10
1997		I-35W	6284-117	RS	480,000	432,000	48,000	0	1.0 MI S OF TO 0.2 MI N OF I694-MILL & OVERLAY	MN/DOT	Preserve	S10
1997		I-94	2781-337	RD	1,800,000	1,620,000	180,000	0	LOWRY HILL TUNNEL-TUNNEL EQUIPMENT MODERNIZATION	MN/DOT	Preserve	O6
1997		I-94	2781-382	RS	1,300,000	1,170,000	130,000	0	TH694 TO 0.5 MI.N.OF LOWRY TUNNEL-MINOR CONC.REPAIR & RESEAL JOINTS	MN/DOT	Preserve	S10
1997	8	I-94	8281-9400B	BI	1,750,000	1,575,000	175,000	0	PAINT WB BR OVER ST CROIX RIVER	MN/DOT	Preserve	S10
1997		I-494	2785-290	RC	6,000,000	4,800,000	1,200,00	0	AT TH 169-RECONSTRUCT INTERCHANGE, ETC	MN/DOT	Replace	E3
1997		I-494	2785-9755	BI	5,000,000	4,500,000	500,000	0	OVER CSAH 5, CREEK, TRAIL - REPL SUPERST & WIDEN BRS 9755, 9756	MN/DOT	Preserve	S19
1997		I-494	2785-9759	BI	3,000,000	2,700,000	300,000	0	OVER BN INC & STONE RD - REPL SUPERST & WIDEN BRS 9759 & 9760	MN/DOT	Preserve	S19
1997		TH 999	8809-71	TM	3,100,000	2,480,000	620,000	0	I-694 FROM I-35W TO TH 36 & I-35E FROM TH 36 TO TH 96-TRAFFIC MANAGEMENT SYSTEM	MN/DOT	Manage	S7
1997		TH 999	8809-74	TM	2,500,000	2,250,000	250,000	0	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	MN/DOT	Manage	S7
1998		I-35	1980-56	RC	5,000,000	4,000,000	1,000,00	0	OLD TH 50 TO SCOTT CSAH 2(SB ONLY)-REPLACE PAVEMENT, GRADE CORRECTION, BR REMOVALS,ETC	MN/DOT	Replace	S10
1998		I-35W	0280-9607	BI	500,000	400,000	100,000	0	UNDER SB RAMP AT OLD TH 8,SUNSET,CO RD J-PAINT BRS 9607,9831,9606	MN/DOT	Preserve	S19
1998	3	I-35W	2782-255A	RC	10,000,000	9,000,000	1,000,00	0	TH 494 TO MPLS.-INTERIM HOV LANES (STRUCTURES)	MN/DOT	Replace	A-00
1998		I-35W	2783-9340	BI	700,000	560,000	140,000	0	OVER MISSISSIPPI RIVER-REPLACE JOINTS & RAILING BR 9340	MN/DOT	Preserve	S9
1998		I-94	2781-27842	BI	175,000	140,000	35,000	0	UNDER RAMP TO WB AT TH 65 & ST ANTHONY OVER FAIRVIEW-OVERLAY & REP JOINTS BR 27842,62839	MN/DOT	Preserve	S10
1998		I-94	2781-27956	BI	230,000	184,000	46,000	0	UNDER RR AT 27TH AVE & UNDER SEYMOUR PEDESTRIAN BR-PARTIAL PAINT BR 27956 & PAINT BR 27958	MN/DOT	Preserve	S10
1998		I-94	6283-159	RS	1,215,000	972,000	243,000	0	MCKNIGHT RD TO W OF TH 95-CONCRETE REPAIR	MN/DOT	Preserve	S10
1998		I-494	1985-120	RS	1,070,000	856,000	214,000	0	ROBERT ST TO I-35E-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		I-494	2785-9741	BI	2,400,000	2,160,000	240,000	0	OVER TH 5-REHAB BRS 9741,9742	MN/DOT	Preserve	S10
1998		I-494	8285-9883	BI	1,100,000	880,000	220,000	0	UNDER TH 120 IN WOODBURY-REHAB BR 9883;OVERLAY & JOINTS ON BR 82017	MN/DOT	Preserve	S10
1998		TH 999	8809-163	TM	600,000	480,000	120,000	0	ON I-94 FROM TMC TO I-694 & ON I-694 FROM I-94 TO I-35W-UPGRADE TMS	MN/DOT	Manage	S7

TABLE A-7
MN/DOT Interstate Maintenance Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1998		TH 999	8809-75	TM	3,000,000	2,400,000	600,000	0	ON I-494 FROM PILOT KNOB TO MISS RIVER, AND ON TH 52 FROM TH 55 TO I-94-TRAFFIC MANAGEMENT SYSTEM	MN/DOT	Manage	S7

Twin Cities Metropolitan Area
1996-1998 Transportation Improvement Program

TABLE A-8
Intelligent Transportation Systems Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Other Fed $	State $	Other $	Description	Agency	Category	AQ
1996		ITS	ADVPARK (	TM	304,000	0	223,000	15,000	66,000	ADVANCED PARKING SYSTEM	MN/DOT	Manage	S7
1996		ITS	AMWZTS (9	TM	750,000		750,000	0	0	AUTOMATED MOBILE WORK ZONE	MN/DOT	Manage	S7
1996		ITS	ARTIC (96)	TM	1,060,000	0	603,000	0	457,000	ADVANCED RURAL TRAFFIC INFO & COORD.	MN/DOT	Manage	S7
1996		ITS	AUSCI (96)	TM	105,000	0	62,000	13,000	30,000	AUTOMATED URBAN SIGNAL CONTROL	MN/DOT	Manage	S7
1996		ITS	AUSCI-2 (96	TM	1,458,000	0	665,000	355,000	438,000	AUTOMATED URBAN SIGNAL CONTROL-PHASE 2	MN/DOT	Manage	S7
1996		ITS	CVOPROJ (	TM	900,000	0	750,000	150,000	0	COMMERCIAL VEHICLE OPERATIONS BUS PLAN	MN/DOT	Manage	O1
1996		ITS	FUTURE R&	TM	2,093,000	0	1,674,000	0	419,000	MISC RESEARCH & DEVELOPMENT PROJECTS-FUTURE	MN/DOT	Manage	O1
1996		ITS	GENESIS (9	TM	1,365,000	0	276,000	449,000	640,000	GENESIS	MN/DOT	Manage	O1
1996		ITS	ICTM (96)	TM	1,645,000	300,000	645,000	564,000	137,000	INTEGRATED CORRIDOR TRAFFIC MANAGEMENT	MN/DOT	Manage	S7
1996		ITS	LIDAR (96)	TM	25,000	0	0	0	25,000	AIR QUALITY(LIDAR)	MN/DOT	Manage	O1
1996		ITS	MAGGUIDE(	TM	530,000	0	106,000	0	424,000	MAGNETIC LATERAL CONTROL-MN/ROAD	MN/DOT	Manage	O1
1996		ITS	MANAGE (9	TM	1,515,000	0	865,000	0	650,000	MANAGEMENT 1996	MN/DOT	Manage	S7
1996		ITS	MAYDAY (96	TM	1,624,000	0	943,000	223,000	458,000	MAYDAY/AUTO ACCIDENT NOTIFICATION	MN/DOT	Manage	O1
1996		ITS	NON-INTRU	TM	403,000	0	250,000	125,000	28,000	NON-INTRUSIVE TECHNOLOGY	MN/DOT	Manage	O1
1996		ITS	ONE-STOP (	TM	750,000	0	500,000	50,000	200,000	ONE-STOP SHOPPING	MN/DOT	Manage	O1
1996		ITS	POLARIS (9	TM	2,903,000	0	1,845,000	461,000	597,000	POLARIS-ARCHITECTURE	MN/DOT	Manage	O1
1996		ITS	R&D(96)	TM	3,839,000	0	3,103,000	0	736,000	MISC RESEARCH AND DEVELOPMENT PROJECTS	MN/DOT	Manage	O1
1996		ITS	SMARTDAR	TM	129,000	0	63,000	0	66,000	SMART DARTS	MN/DOT	Manage	O1
1996		ITS	SPIM (96)	TM	340,000	0	272,000	53,000	15,000	ST PAUL INCIDENT MANAGEMENT	MN/DOT	Manage	O1
1996		ITS	TELEWORK	TM	180,000	0	150,000	0	30,000	TELEWORK CENTERS	MN/DOT	Manage	O1
1996		ITS	TRANSITW	TM	315,000	0	150,000	0	165,000	U OF M TRANSITWAY	MN/DOT	Manage	S7
1996		ITS	TRAVLINK (	TM	663,000	228,000	161,000	252,000	22,000	TRAVLINK	MN/DOT	Manage	O1
1996		ITS	TRILOGY (9	TM	2,189,000	0	1,188,000	528,000	473,000	TRILOGY	MN/DOT	Manage	O1
1996		ITS	VEHNAV (96	TM	1,006,000	0	331,000	75,000	600,000	IN-VEHICLE NAVIGATION	MN/DOT	Manage	O1
1996		ITS	VEHSIGN (9	TM	150,000	0	120,000	30,000	0	IN-VEHICLE SIGNING	MN/DOT	Manage	O1
1996		ITS	WIND (96)	TM	125,000	0	100,000	25,000	0	WEATHER INFO NETWORK DEMONSTRATION	MN/DOT	Manage	O1
1996		ITS	WIREL. 911(	TM	3,512,000	0	1,563,000	145,000	1,804,000	WIRELESS 911	MN/DOT	Manage	O1
1997		ITS	ADVPARK (	TM	104,000	0	71,000	10,000	23,000	ADVANCED PARKING SYSTEM	MN/DOT	Manage	S7
1997		ITS	ARTIC (97)	TM	282,000	0	200,000	0	82,000	ADVANCED RURAL TRAFFIC INFO & COORD.	MN/DOT	Manage	S7

TABLE A-8
Intelligent Transportation Systems Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Other Fed $	State $	Other $	Description	Agency	Category	AQ
1997		ITS	AUSCI (97)	TM	1,060,000	0	508,000	362,000	190,000	AUTOMATED URBAN SIGNAL CONTRTOL	MN/DOT	Manage	S7
1997		ITS	CVO PROJ (	TM	600,000	0	350,000	100,000	150,000	COMMERCIAL VEHICLE OPERATIONS BUS PLAN	MN/DOT	Manage	O1
1997		ITS	ICTM (97)	TM	2,610,000	0	1,613,000	785,000	212,000	INTEGRATED CORRIDOR TRAFFIC MANAGEMENT	MN/DOT	Manage	S7
1997		ITS	MANAGE (9	TM	1,650,000	0	250,000	0	1,400,000	MANAGEMENT 1997	MN/DOT	Manage	O1
1997		ITS	MAYDAY (97	TM	3,442,000	0	1,397,000	214,000	1,831,000	MAYDAY/AUTO ACCIDENT NOTIFICATION	MN/DOT	Manage	O1
1997		ITS	NON-INTRU	TM	260,000	0	135,000	125,000	0	TRAVLINK	MN/DOT	Manage	O1
1997		ITS	ONE-STOP (	TM	525,000	0	325,000	75,000	125,000	ONE-STOP SHOPPING	MN/DOT	Manage	O1
1997		ITS	POLARIS (9	TM	2,552,000	0	755,000	689,000	1,108,000	POLARIS-ARCHITECTURE	MN/DOT	Manage	O1
1997		ITS	SPIM (97)	TM	164,000	0	131,000	23,000	10,000	ST PAUL INCIDENT MANAGEMENT	MN/DOT	Manage	O1
1997		ITS	TRILOGY (9	TM	1,270,000	0	580,000	490,000	200,000	TRILOGY	MN/DOT	Manage	O1
1997		ITS	VEHNAV (97	TM	335,000	0	110,000	25,000	200,000	IN-VEHICLE NAVIGATION	MN/DOT	Manage	O1
1997		ITS	WIREL 911(	TM	1,204,000	0	670,000	118,000	416,000	WIRELESS 911	MN/DOT	Manage	O1
1998		ITS	AUSCI (98)	TM	133,000	0	0	83,000	50,000	AUTOMATED URBAN SIGNAL CONTRTOL	MN/DOT	Manage	S7
1998		ITS	CVO PROJ (	TM	500,000			400,000	100,000	COMMERCIAL VEHICLE OPERATIONS BUS PLAN	MN/DOT	Manage	O1
1998		ITS	ICTM (98)	TM	1,500,000	0	0	1,395,000	105,000	INTEGRATED CORRIDOR TRAFFIC MANAGEMENT	MN/DOT	Manage	S7
1998		ITS	MANAGE (9	TM	1,650,000	0	250,000	0	1,400,000	MANAGEMENT 1998	MN/DOT	Manage	O1
1998		ITS	NEXTPHAS	TM	450,000	0	0	450,000	0	NEXT PHASE OF PROJECT	MN/DOT	Manage	O1
1998		ITS	TRILOGY (9	TM	150,000	0	0	150,000	0	TRILOGY	MN/DOT	Manage	O1

Thursday, July 27, 1995

Twin Cities Metropolitan Area
1996-1998 Transportation Improvement Program

TABLE A-9
NHS Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1996	1	TH 3	1928-43	MC	300,000	240,000	60,000	0	75TH ST TO TH 52-LANDSCAPING	MN/DOT	Expand	O6
1996	2	TH 10	0214-28	MC	15,000	12,000	3,000	0	FOLEY BLVD INTERCHANGE-SIGNING	MN/DOT	Expand	O8
1996	2	TH 10	0214-29	MC	210,000	168,000	42,000	0	FOLEY BLVD INTERCHANGE-LIGHTING	MN/DOT	Expand	S18
1996	5	TH 13	1901-130	MC	475,000	380,000	95,000	0	MENDOTA INTERCHANGE - LANDSCAPING	MN/DOT	Expand	O6
1996		TH 36	6212-62006	BI	390,000	312,000	78,000	0	UNDER EDGERTON, ARCADE, VICTORIA, & HAMLINE AVES - MILL & LS OVERLAY BRS 62006, 62007, 62035, 62069	MN/DOT	Preserve	S19
1996		TH 55	2723-96	RS	2,250,000	1,800,000	450,000	0	I 494 TO THOMAS AVE. - MILL & OVERLAY	MN/DOT	Preserve	S10
1996		TH 101	7005-72	MC	400,000	320,000	40,000	40,000	AT CSAH 17 & AT CO RD 83-TRAFFIC SIGNA INSTALLATION	MN/DOT	Expand	E2
1996		TH 169	2772-5	TM	1,689,690	1,351,752	337,938	0	I-394 TO I-94 -- TRAFFIC MANAGEMENT SYSTEM	MN/DOT	Manage	S7
1996		TH 212	1013-63	SC	375,000	300,000	75,000	0	AT TH 101 - SIGNAL & CHANNELIZATION	MN/DOT	Manage	E2
1996		TH 999	8809-154	TM	35,000	28,000	7,000	0	HIGHWAY ADVISORY RADIO SIGNS	MN/DOT	Manage	O8
1996		TH 999	8809-155	TM	225,000	180,000	45,000	0	RAMP METERS ON TH 10, I494, I-94 AND TH 169	MN/DOT	Manage	S7
1996		TH 999	8809-156	TM	160,000	128,000	32,000	0	CHANGEABLE MESSAGE SIGNS	MN/DOT	Manage	S7
1997		TH 7	1004-22	RS	2,100,000	1,680,000	420,000	0	0.6 MI E OF E LIM OF ST. BONI TO 0.1 MI E OF TH 41 - RECONDITION; AND SIGNAL AT TH 41	MN/DOT	Preserve	S7
1997	2	TH 10	0214-02027	MC	250,000	200,000	50,000	0	TH 610 WB OVER COON RAPIDS BLVD-BR 02027(STAGE 2)	MN/DOT	Expand	B-00
1997	2	TH 10	0214-02031	MC	800,000	640,000	160,000	0	TH 10 UNDER EGRET BLVD-BR 02031(STAGE 2)	MN/DOT	Expand	B-00
1997	2	TH 10	0214-02034	MC	1,700,000	1,360,000	340,000	0	SE CSAH 11(FOLEY BLVD) RAMP OVER TH 47 SB-BR 02034(STAGE 2)	MN/DOT	Expand	B-00
1997	2	TH 10	0214-02035	MC	4,000,000	3,200,000	800,000	0	TH 10 EB & WB OVER TH 47 NB-BR 02035(STAGE 2)	MN/DOT	Expand	B-00
1997	2	TH 10	0214-02037	MC	4,700,000	3,760,000	940,000	0	TH EB & WB OVER TH 610 WB & CO RD 51-BR 02037(STAGE 3)	MN/DOT	Expand	B-00
1997	2	TH 10	0214-02039	MC	800,000	640,000	160,000	0	TH 610 WB OVER CO RD 51(UNIV AVE)-BR 02039(STAGE 3)	MN/DOT	Expand	B-00
1997	2	TH 10	0214-02040	MC	1,000,000	800,000	200,000	0	TH 610 EB OVER CO RD 51(UNIV AVE)-BR 02040(STAGE 3)	MN/DOT	Expand	B-00
1997	2	TH 10	0214-02041	MC	1,000,000	800,000	200,000	0	TH 610 WB OVER TH 47-BR 02041(STAGE 3)	MN/DOT	Expand	B-00
1997	2	TH 10	0214-02042	MC	1,400,000	1,120,000	280,000	0	TH 610 EB OVER TH 47-BR 02042(STAGE 3)	MN/DOT	Expand	B-00
1997	2	TH 10	0214-02044	MC	500,000	400,000	100,000	0	PEDESTRIAN BR OVER TH 10-BR 02044(STAGE 3)	MN/DOT	Expand	B-00
1997	2	TH 10	0214-11	MC	5,650,000	4,520,000	1,130,00	0	900' S OF TH 610 TO 2200' NW OF EGRET BLVD-GRADING, SURFACING, SIGNALS(STAGE 2)	MN/DOT	Expand	B-00

TABLE A-9
NHS Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1997	2	TH 10	0214-12	MC	8,600,000	6,880,000	1,720,00	0	TH 10, TH 47, TH 610 & CSAH 51 INTERCHANGE-GRADE, SURFACE(STAGE 3)	MN/DOT	Expand	B-00
1997	2	TH 10	0214-16	MC	385,000	308,000	77,000	0	FROM 900' S OF TH 610 TO 2200' NW OF EGRET BLVD-SIGNING(STAGE 2)	MN/DOT	Expand	B-00
1997	2	TH 10	0214-17	MC	140,000	112,000	28,000	0	900' S OF TH 610 TO 2200' NW OF EGRET BLVD-LIGHTING(STAGE 2)	MN/DOT	Expand	B-00
1997	2	TH 10	0214-18	MC	25,000	20,000	5,000	0	TH 10, TH 47, TH 610 & CSAH 51 INTERCHANGE-SIGNING(STAGE 3)	MN/DOT	Expand	O8
1997	2	TH 10	0214-19	MC	75,000	60,000	15,000	0	TH 10, TH 47, TH 610 & CSAH 51 INTERCHANGE-LIGHTING(STAGE 3)	MN/DOT	Expand	S18
1997	2	TH 10	0214-22	MC	225,000	180,000	45,000	0	0.5 MI W OF I-35W TO TH 65-LANDSCAPING	MN/DOT	Expand	O6
1997	4	TH 36	8204-44	RC	500,000	400,000	100,000	0	NE QUADRANT FR RD AT TH 5-GRADE & SURFACE (ADVANCE FUNDING)	MN/DOT	Replace	B-00
1997		TH 62	2763-34	BI	1,400,000	1,120,000	280,000	0	OVER MN&S R/R - 0.6 MI W OF TH 100 - REPL DECK BR.S 27085 & 27086	MN/DOT	Preserve	S19
1997		TH 999	8809-157	TM	56,000	45,000	11,000	0	LOOP DETECTOR REPLACEMENT	MN/DOT	Manage	S7
1998	2	TH 10	0214-02043	MC	1,400,000	1,120,000	280,000	0	POLK ST OVER TH 10-BR 02043(STAGE 4)	MN/DOT	Expand	B-00
1998	2	TH 10	0214-13	MC	12,400,000	9,920,000	2,480,00	0	UNIVERSITY AVE TO TH 65-GRADE,SURFACE,SIGNALS,NOISE WALLS,ETC	MN/DOT	Expand	B-00
1998	2	TH 10	0214-20	MC	600,000	480,000	120,000	0	CO RD 51(UNIVERSITY AVE) TO TH 65-SIGNING(STAGE 4)	MN/DOT	Expand	O8
1998	2	TH 10	0214-21	MC	250,000	200,000	50,000	0	CO RD 51(UNIVERSITY AVE) TO TH 65-LIGHTING(STAGE 4)	MN/DOT	Expand	S18
1998		TH 36	6212-141	BR	3,800,000	3,040,000	760,000	0	AT DALE ST INTERCHANGE-BR 62073(WB),62074(EB);REPLACE BR 6724 & RECONSTRUCT INTERCHANGE,SIGNING,LIGHTING,SIGNALS	MN/DOT	Replace	E3
1998	4	TH 36	8214-114	MC	25,800,000	17,440,000	4,360,00	4,000,000	FROM WASHINGTON AVE TO ST CROIX RIVER -GRADING, SURFACING, LIGHTING,SIGNING,LAND SPANS TO BR 82011,ETC	MN/DOT	Expand	A-00
1998	13	TH 212	2762-11	MC	12,575,000	10,060,000	2,515,00	0	0.5 MI E OF MITCHELL RD TO I-494-GRADING, SURFACING OF STAGE 1	MN/DOT	Expand	B-00
1998	13	TH 212	2762-27148	MC	2,500,000	2,000,000	500,000	0	PRAIRIE CENTER DRIVE OVER TH 212-BR 27148	MN/DOT	Expand	B-00

Thursday, July 27, 1995

Twin Cities Metropolitan Area
1996-1998 Transportation Improvement Program

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1996		I-35E	6280-300	SC	125,000	0	125,000	0	ON I-35E FROM W TO E JCT I-694 & ON I-694 FROM I-35W TO W JCT I-35E-REPLACE SIGNING	MN/DOT	Manage	O8
1996		TH 47	0206-47	AM	605,000	0	605,000	0	1000' S TO 1000' N OF CO RD 116-INTERSECTION IMPROVEMENTS, TRAFFIC SIGNAL	ANOKA CO	Other	E3
1996		TH 169	7008-38	AM	135,000	0	135,000	0	AT EAST STREET IN BELLE PLAINE-INTERSECTION IMPROVEMENTS	BELLE PLAINE	Other	E3
1996		I-35W	1981-95	AM	130,000	0	130,000	0	W. FRONTAGE RD(BUCKHILL) AT SOUTHCRESS DR & 150TH ST-SIGNAL INSTALLATION	BURNSVILLE	Other	E2
1996		TH 3	1921-63	AM	100,000	0	100,000	0	AT TH 50 IN FARMINGTON, STORM SEWER IMPROVEMENT	FARMINGTON	Other	O6
1996		TH 101	2736-41	AM	300,000	0	300,000	0	AT CSAH 62(TOWN LINE RD)-RECONSTRUCT CONNECTION	HENNEPIN CO	Other	E2
1996		I-94	2786-102	AM	75,000	0	75,000	0	AT CSAH 61(HEMLOCK LANE) RAMPS-TRAFFIC SIGNAL INSTALLATION	MAPLE GROVE	Other	E2
1996		I-494	2785-294	AM	45,000	0	45,000	0	AT CSAH 5(MINNETONKA BLVD) EAST RAMP-TRAFFIC SIGNAL INSTALLATION	MINNETONKA	Other	E2
1996		LANDSCAPE	880M-RB-96	RB	75,000	0	75,000	0	1996 LANDSCAPE PARTNERSHIP	MN/DOT	Other	O6
1996		TH 10	6204-44	RS	773,600	0	773,600	0	FROM CR H TO I694, CONCRETE REHAB	MN/DOT	Preserve	S10
1996		I-35	1980-19841	BI	426,216	0	426,216	0	UNDER 195TH ST, CSAH 29, CR 62 - MILL & L.S. OVERLAY BRS 19841, 70802, 70805	MN/DOT	Preserve	S19
1996		I-35E	1982-122	SH	45,996	0	45,996	0	WB TH 110 TO NB I35E-RIGHT TURN MODIFICATION	MN/DOT	Manage	S6
1996		I-35E	6280-291	SC	180,000	0	180,000	0	AT MARYLAND AVE-REBUILD SIGNALS	MN/DOT	Manage	S7
1996		I-35E	6281-36	BR	2,000,000	0	2,000,00	0	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	MN/DOT	Replace	S19
1996		I-35W	0280-9830	BI	187,002	0	187,002	0	UNDER CSAH 14 & UNDER CSAH 21-MILL & L.S. OVERLAY BRS 9830 & 02801	MN/DOT	Preserve	S19
1996		I-35W	1981-94	SC	25,000	0	25,000	0	S JCT I-35E/35 TO TH 13-REPLACE SIGNING	MN/DOT	Manage	O8
1996		I-35W	2782-27871	BI	971,226	874,103	97,123	0	SB 35W OVER NB TH 65 - OVERLAY & REPAIR BR.27871, ALSO BRS.27930,31,33,34,35,36,39,41,9088	MN/DOT	Preserve	S19
1996		TH 36	6212-143	SC	150,000	0	150,000	0	I-35W TO ENGLISH ST-REPLACE SIGNING	MN/DOT	Manage	O8
1996	4	TH 36	8214-96RW	RW	6,000,000	0	6,000,00	0	R/W ACQUISITION FOR STILLWATER BRIDGE PROJECT	MN/DOT		O4
1996		TH 47	0206-46	RB	30,000	0	30,000	0	ST FRANCIS AUTO PARTS-SALVAGE YARD CLEANUP	MN/DOT	Other	O6
1996		TH 49	6214-81	RS	175,352	0	175,352	0	0.3 MI N OF CO RD B2 TO WOODLYN AVE-MILL & OVERLAY	MN/DOT	Preserve	S10
1996		TH 51	6216-111	RS	523,500	0	523,500	0	N LIMITS OF ROSEVILLE TO N OF I694, CONCRETE REHAB	MN/DOT	Preserve	S10

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1996		TH 52	1907-55	RS	1,344,809	0	1,344,80	0	S JCT TO N JCT TH 52/55/56-CONCRETE REHABILITATION, BRIDGE REPAIR	MN/DOT	Preserve	S10
1996		TH 55	1909-74	SC	100,000	0	100,000	0	AT S JCT TH 149-CONSTRUCT DUAL LEFT TURN LANE	MN/DOT	Manage	S6
1996		TH 55	1910-37	RS	526,011	0	526,011	0	S JCT OF TH 56 TO HASTINGS, MILL AND OVERLAY	MN/DOT	Preserve	S10
1996		TH 61	6221-38	RS	170,000	0	170,000	0	W JCT I94 TO W JCT TH 5/61-MILL & OVERLAY	MN/DOT	Preserve	S10
1996		TH 61	6222-127	SC	250,000	0	250,000	0	AT BEAM AVE IN MAPLEWOOD-SIGNAL AND INTERSECTION REVISIONS	MN/DOT	Manage	S6
1996		TH 62	2774-3	SH	80,000	0	80,000	0	TH 62 UNDER TH 100 - MODIFY WEAVE AREA	MN/DOT	Manage	S6
1996		TH 62	2775-7	RS	190,000	0	190,000	0	FROM W. OF TH 77 TO 0.2 MI.W. OF 28TH AVE. - MILL & OVERLAY	MN/DOT	Preserve	S10
1996		I-94	2781-385	SC	220,000	0	220,000	0	LOWRY HILL TUNNEL TO I-694-REPLACE SIGNING	MN/DOT	Manage	O8
1996		I-94	2781-387	RC	270,000	0	270,000	0	DARTMOUTH BR/U OF M INTERCHANGE AREA - LANDSCAPING	MN/DOT	Replace	O6
1996		I-94	2786-100	SC	160,000	0	160,000	0	AT CSAH 81 - REBUILD SIGNALS	MN/DOT	Manage	E2
1996		I-94	2786-101	SH	150,000	0	150,000	0	I 94 UNDER TH 169 - MODIFY WEAVE AREA	MN/DOT	Manage	S6
1996		I-94	6282-62845A	BI	120,000	0	120,000	0	UNDER PRIOR-OVERLAY BRIDGE 62845	MN/DOT	Preserve	S19
1996		I-94	6283-157	SC	40,000	0	40,000	0	ON TH 94 RAMP TERMINI WITH TH 120-SIGNAL REVISIONS	MN/DOT	Manage	S7
1996		I-94	8282-87	RB	25,000	0	25,000	0	AT ST CROIX WEIGH STATION-LIGHTING, ETC	MN/DOT	Other	S18
1996		TH 120	6227-53	SC	110,000	0	110,000	0	AT I94 NO FR RD-GEOMETRIC & SIGNAL REVISIONS	MN/DOT	Manage	E2
1996	12	TH 169	2750-50	MC	80,000	0	80,000	0	FROM 93RD AVE N TO HAYDEN LK RD (OSSEO BYPASS) LANDSCAPING	MN/DOT	Expand	S18
1996		TH 169	2772-18	SC	100,000	0	100,000	0	AT 77TH AVE N - 2 TEMP SIGNALS	MN/DOT	Manage	E2
1996		TH 169	2772-27534	BI	675,000	0	675,000	0	UNDER MEDICINE LAKE ROAD, ROCKFORD ROAD, 36TH N AND 63RD N, LS OVERLAY BRS 27536,27551,27550 AND REDECK BR 27534	MN/DOT	Preserve	S19
1996		TH 169	2772-6	SC	100,000	0	100,000	0	VALLEY VIEW RD. RAMPS--INSTALL 2 SIGNALS	MN/DOT	Manage	E2
1996		TH 212	1013-56	SC	450,000	0	450,000	0	FROM E.OF WALNUT AVE. THRU CO.RD.17-CONTINUE LEFT TURN LANE	MN/DOT	Manage	S19
1996		TH 280	6242-61	MC	1,637,048	0	1,637,04	0	NOISE BARRIERS ALONG TH 280	MN/DOT	Expand	O3
1996		I-494	1985-118	SC	191,373	0	191,373	0	EB AT HARDMAN AVE - RESTRIPE, OVERLAY, RAMP METER, ETC	MN/DOT	Manage	S10
1996		I-494	1985-119	SC	200,000	0	200,000	0	EB EXIT TO TH 149 - RAMP MODIFICATIONS	MN/DOT	Manage	S6
1996		I-494	2785-276	SH	150,000	0	150,000	0	I 494 UNDER TH 7 - MODIFY WEAVE AREA	MN/DOT	Manage	S6
1996		I-494	8285-6617	BI	595,000	0	595,000	0	OVER TH 61, BN AND SOO LINE RR, MAXWELL AVE - LS OVERLAY AND JOINTS ON BR 9293,9291,6617	MN/DOT	Preserve	S10
1996		TH 999	8809-80	SC	305,000	0	305,000	0	ON TH 13,35E,55,61,77,96,110-DISTRICTWIDE SIGNAL REVISIONS	MN/DOT	Manage	E2
1996		TH 999	880M-AM-96	AM	150,000	0	150,000	0	METRO SET ASIDE FOR MUNICIPAL AGREEMENTS IN FY96	MN/DOT	Other	O1

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1996		TH 999	880M-RW-96	RW	7,500,000	0	7,500,00	0	RIGHT OF WAY SETASIDE FOR METRO DIVISION FY 96	MN/DOT		O1
1996		TH 999	DIST-M-454B	RX	905,000	0	905,000	0	METRO SET ASIDE FOR ROAD REPAIR FY 96	MN/DOT	Preserve	S10
1996		TH 999	DIST-M-96-OV	SA	5,000,000	0	5,000,00	0	COST OVERRUN/SUPP. AGREEMENT SETASIDE FOR METRO - FY 96	MN/DOT		O1
1996		TH 999	DIST-M-ENT9	RB	25,000	0	25,000	0	SET ASIDE FOR STATE ENTRYWAYS FY96	MN/DOT	Other	O6
1996		TH 999	DIST-M-PF96	RB	25,000	0	25,000	0	SET ASIDE FOR PRAIRIE TO FOREST FY96	MN/DOT	Other	O6
1996		TH 999	DIST-M-TRAF	SC	490,000	0	490,000	0	SET ASIDE FOR TRAFFIC ENGINEERING PRESERVATION FY96	MN/DOT	Manage	O1
1996		I-494	2785-293	AM	35,000	0	35,000	0	AT CSAH 9(ROCKFORD RD) WEST RAMP-SIGNAL REVISION	PLYMOUTH	Other	E2
1996		I-35W	2782-261	AM	300,000	0	300,000	0	ADJACENT TO I-35W AT RICHFIELD LAKE-STORM SEWER	RICHFIELD	Other	O6
1996		TH 7	2706-190	AM	85,000	0	85,000	0	FRONTAGE RD AT TEXAS AVE-MILL & OVERLAY	ST LOUIS PARK	Other	S10
1996		TH 169	2772-20	AM	20,000	0	20,000	0	AT 22ND ST FRONTAGE RD IN ST LOUIS PARK-MILL & OVERLAY	ST LOUIS PARK	Other	S10
1996		TH 51	6215-83	AM	55,000	0	55,000	0	AT ENERGY PARK DRIVE-TRAFFIC SIGNAL INSTALLATION	ST PAUL	Other	E2
1996		TH 52	6208-37	AM	130,000	0	130,000	0	AT VARIOUS LOCATIONS IN THE MIDWAY AREA-SIGNAL REVISIONS	ST PAUL	Other	E2
1996		TH 5	1002-64	AM	175,000	0	175,000	0	1000' E TO 1000' W OF CSAH 11(VICTORIA DR)-INTERSECTION IMPROVEMENTS, TRAFFIC SIGNAL,OVERLAY	VICTORIA	Other	E2
1996		I-94	8282-84	AM	55,000	0	55,000	0	I94 AT CSAH 13 IN WASHINGTON CO, SIGNAL INSTALLATION	WASHINGTON CO	Other	E2
1997		LANDSCAPE	880M-RB-97	RB	75,000	0	75,000	0	1997 LANDSCAPE PARTNERSHIP	MN/DOT	Other	O6
1997		TH 5	1002-63	RS	1,961,300	0	1,709,30	252,000	FROM TH 25 TO W OF TH 41, MILL AND OVERLAY, SIGNALS AT CSAH 13(ROLLING ACRES)	MN/DOT	Preserve	E2
1997		TH 5	6201-62066	BI	150,000	0	150,000	0	SOO LINE RR AND ROAD - LS OVERLAY AND JOINTS	MN/DOT	Preserve	S10
1997		TH 7	2706-188	BI	260,000	0	260,000	0	OVER RECREATIONAL TRAIL IN EXCELSIOR, REPLACE BR 5323	MN/DOT	Preserve	S19
1997		TH 13	7001-73	SC	250,000	0	250,000	0	AT CSAH 12 IN PRIOR LAKE - SIGNAL, CHANNELIZATION	MN/DOT	Manage	E2
1997		TH 13	7001-76	SC	400,000	0	260,000	140,000	CSAH 16/MCCOLL AVE, SIGNAL SYSTEM; RAISED CHANNELIZATION; ENTER LEFT AND RIGHT TURN LANES	MN/DOT	Manage	E2
1997		I-35E	6280-9330	BI	850,000	0	850,000	0	OVER MISSISSIPPI RIVER - PARTIAL PAINT & RAILING REPAIR	MN/DOT	Preserve	S10
1997		I-35W	2783-27850	BI	370,000	0	370,000	0	UNDER TH 55 RAMP TO TH 94 WB - REDECK BR 27850	MN/DOT	Preserve	S19
1997		TH 36	8214-9115	BI	110,000	0	110,000	0	EB OVER TH 95 - LS OVERLAY AND JOINTS	MN/DOT	Preserve	S10
1997	4	TH 36	8214-97RW	RW	4,000,000	0	4,000,00	0	STILLWATER BRIDGE - RIGHT-OF-WAY ACQUISTION	MN/DOT		A-00
1997		TH 52	1906-40	RS	2,804,300	0	2,804,30	0	S JCT OF TH 55 TO TH 50, MILL AND OVERLAY	MN/DOT	Preserve	S10
1997		TH 52	1907-9107	AM	2,010,000	0	2,010,00	0	NB TH 52 OVER SB TH 56 - REMOVE BRIDGE - PART OF TH 56 TURN BACK	MN/DOT	Other	B-00

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1997		TH 65	0208-92	RS	400,000	0	400,000	0	FROM 2.4 MI S OF N ANOKA CO LINE (226TH AVE NE) TO CSAH 24-MILL & OVERLAY	MN/DOT	Preserve	S10
1997		TH 65	0208-94	RS	382,000	0	282,000	100,000	217TH AVE (NB) TO 229TH AVE, MILL AND OVERLAY. SIGNALS AT CSAH 24(237TH) AND CR 86 (SIMS ROAD)	MN/DOT	Preserve	S10
1997		TH 65	0208-95	SC	400,000	0	350,000	50,000	CLOVERLEAF/93RD AVE, SIGNAL REBUILD; AUX LANE; DUAL LEFT TURN LANE	MN/DOT	Manage	E1
1997		I-94	2786-97	SC	160,000	0	160,000	0	CSAH 152 RAMPS--REBUILD 2 SIGNALS	MN/DOT	Manage	S7
1997	8	I-94	8282-8801	BR	60,000	0	60,000	0	0.6 MI WEST OF TO THE ST CROIX RIVER-LANDSCAPING OF EB	MN/DOT	Replace	O6
1997		TH 97	8212-17	SC	300,000	0	250,000	50,000	GOODVIEW AVE/8TH ST, SIGNAL SYSTEM AND CHANNELIZATION	MN/DOT	Manage	E2
1997		TH 169	2772-16	SC	150,000	0	150,000	0	AT LONDONDERRY RD - WIDEN NB EXIT RAMP AND SIGNAL REVISION	MN/DOT	Manage	S7
1997		TH 212	2763-35	SC	250,000	0	250,000	0	CSAH 61 (SHADY OAK ROAD), SIGNAL SYSTEM; CHANNELIZATION REMOVAL	MN/DOT	Manage	E2
1997		I-494	1985-19825	BI	380,000	0	380,000	0	OVER TH 13 & C&NW RR - L.S. OVERLAY AND JOINTS	MN/DOT	Preserve	S10
1997		I-494	2785-9079	BI	295,000	0	295,000	0	UNDER PORTLAND AVE, REDECK BR 9079	MN/DOT	Preserve	S19
1997		TH 999	8809-150	SC	500,000	0	500,000	0	METRO WIDE SIGNAL REVISIONS	MN/DOT	Manage	E2
1997		TH 999	880M-AM-97	AM	3,000,000	0	3,000,00	0	SET ASIDE FOR MUNICIPAL AGREEMENTS FY97	MN/DOT	Other	S7
1997		TH 999	880M-RW-97	RW	14,500,000	0	14,500,0	0	RIGHT OF WAY SETASIDE FOR METRO DIVISION FY 97	MN/DOT		O1
1997		TH 999	DIST-M-454C	RX	1,500,000	0	1,500,00	0	SET ASIDE FOR ROAD REPAIR FY97	MN/DOT	Preserve	S10
1997		TH 999	DIST-M-97-OV	SA	5,000,000	0	5,000,00	0	COST OVERRUN/SUPP. AGREEMENT SETASIDE FOR METRO - FY 97	MN/DOT		O1
1997		TH 999	DIST-M-ENT9	RB	25,000	0	25,000	0	SET ASIDE FOR STATE ENTRYWAYS FY97	MN/DOT	Other	O6
1997		TH 999	DIST-M-PF97	RB	25,000	0	25,000	0	SET ASIDE FOR PRAIRIE TO FOREST FY97	MN/DOT	Other	O6
1997		TH 999	DIST-M-TRAF	SC	1,000,000	0	1,000,00	0	SET ASIDE FOR TRAFFIC ENGINEERING PRESERVATION FY97	MN/DOT	Manage	O1
1998		LANDSCAPE	880M-RB-98	RB	75,000	0	75,000	0	1998 LANDSCAPE PARTNERSHIP	MN/DOT	Other	O6
1998		TH 7	1003-25	RS	855,000	0	855,000	0	TH 25 TO ST BONIFACIOUS-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		TH 7	2706-191	RS	2,140,000	0	2,140,00	0	E OF TH 41 TO TH 100-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		I-35E	1982-125	SC	120,000	0	120,000	0	AT CO RD 11 NORTH RAMP-SIGNAL INSTALLATION	MN/DOT	Manage	E2
1998		I-35E	1982-126	SC	80,000	0	80,000	0	AT CSAH 26(LONE OAK RD) IN EAGAN-SIGNAL REVISION & DUAL LEFT TURN LANE	MN/DOT	Manage	E2
1998		TH 36	6211-62070	BI	165,000	0	165,000	0	OVER TH 61-OVERLAY & REP JOINTS BR 62070	MN/DOT	Preserve	S10
1998		TH 47	0206-392	BI	200,000	0	200,000	0	OVER FORD BROOK(2 LOCATIONS)-REPLACE BRS 392 & 393 WITH BOX CULVERTS	MN/DOT	Preserve	S19
1998		TH 50	1904-14	RD	400,000	0	400,000	0	E OF VERMILLION RIVER TO HAMPTON-MILL,WIDEN, & OVERLAY	MN/DOT	Preserve	S10
1998		TH 52	1905-24	RS	760,000	0	760,000	0	CO RD 86 IN HAMPTON TO TH 50-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		TH 61	6220-63	RS	1,210,000	0	1,210,00	0	N OF I-494 TO N OF BURNS AVENUE-MILL & OVERLAY	MN/DOT	Preserve	S10

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1998		TH 61	6222-131	SC	130,000	0	130,000	0	AT ROSELAWN AVE IN MAPLEWOOD-SIGNAL INSTALLATION	MN/DOT	Manage	E2
1998		TH 62	2774-27931	BI	290,000	0	290,000	0	OVER TH 121, UNDER 43RD AVE S & UNDER BLOOMINGTON AVE-OVERLAY & REP JOINTS BR 27931,27524,27525	MN/DOT	Preserve	S10
1998		I-94	2781-386	TM	200,000	0	200,000	0	I-394 TO I-694-CHANGEABLE MESSAGE SIGNS	MN/DOT	Manage	S7
1998		TH 100	2735-27002	BI	310,000	0	310,000	0	OVER DULUTH ST & TH 55 OVER RR E OF TH 100-OVERLAY & REP JOINTS ON BRS 27002,5891	MN/DOT	Preserve	S10
1998		TH 100	2763-9500	BI	40,000	0	40,000	0	OVER TH 62-REP EXPANSION JOINTS BR 9500	MN/DOT	Preserve	S10
1998		TH 101	1009-11	RS	330,000	0	330,000	0	TH 212 TO 0.1 MI S OF TH 5 - MILL & OVERLAY	MN/DOT	Preserve	S10
1998		TH 101	2736-40	RS	290,000	0	290,000	0	0.1 MI N OF LAKE ST TO CSAH 101 WB (OLD TH 12)-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		TH 101	2736-15	MC	165,000	132,000	33,000	0	I-94 TO TH 10(ROGERS TO ELK RIVER)-LANDSCAPING	MN/DOT	Expand	O6
1998		TH 110	1918-96	RS	730,000	0	730,000	0	I-35E TO I-494-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		TH 120	8220-11	SC	750,000	0	750,000	0	AT LOWER AFTON RD IN WOODBURY/MAPLEWOOD-SIGNAL INSTALLATION & CHANNELIZATION	MN/DOT	Manage	E2
1998		TH 122	2759-9360	BI	3,000,000	0	3,000,00	0	WASHINGTON AVE OVER MISSISSIPPI RIVER-PARTIAL PAINT BR 9360	MN/DOT	Preserve	S10
1998		TH 169	2772-21	RS	400,000	0	400,000	0	I-494 TO TH 62-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		TH 169	2772-22	SC	230,000	0	230,000	0	AT 49TH AVE RAMPS-SIGNAL INSTALLATION	MN/DOT	Manage	E2
1998		TH 169	2772-23	SC	110,000	0	110,000	0	AT MEDICINE LAKE ROAD EAST RAMP-SIGNAL INSTALLATION	MN/DOT	Manage	E2
1998		TH 169	2772-27523	BI	465,000	0	465,000	0	UNDER BASS LAKE RD,49TH AVE,LONDONDERRY RD,& 7TH ST S-OVERLAY & REP JOINTS BRS 27523,27555,27566,27567	MN/DOT	Preserve	S10
1998		TH 244	8219-18	SC	250,000	0	250,000	0	AT CSAH 12 IN MAHTOMEDI-SIGNAL INSTALLATION & CHANNELIZATION	MN/DOT	Manage	E2
1998		TH 280	6241-45	MC	2,250,000	0	2,250,00	0	FROM I-35W TO LARPENTEUR-NOISE WALL AND INTERSECTION REVISIONS	MN/DOT	Expand	O3
1998		TH 280	6241-62821	BI	180,000	0	180,000	0	SB 280 UNDER RAMP(BR 62821) & UNDER WABASH AVE(BR 62843)-OVERLAY & JOINT REPLACEMENT	MN/DOT	Preserve	S10
1998		TH 288	0213-08	SC	140,000	0	140,000	0	AT CO RD 79-SIGNAL INSTALLATION & CHANNELIZATION	MN/DOT	Manage	E2
1998		TH 999	8809-159	TM	300,000	0	300,000	0	EXPAND VIDEO ROUTING SWITCHER AT TMC	MN/DOT	Manage	S7
1998		TH 999	8809-160	TM	60,000	0	60,000	0	METROWIDE-LOOP DETECTOR REPLACEMENT	MN/DOT	Manage	S7
1998		TH 999	8809-161	TM	120,000	0	120,000	0	METROWIDE-CABINET MODIFICATIONS AT HOV METER BYPASSES	MN/DOT	Manage	S7
1998		TH 999	8809-162	TM	100,000	0	100,000	0	METROWIDE-REFURBISH RAMP CONTROL SIGNALS	MN/DOT	Manage	S7
1998		TH 999	880M-AM-98	AM	3,000,000	0	3,000,00	0	METRO SET ASIDE FOR MUNICIPAL AGREEMENTS FY 98	MN/DOT	Other	O1
1998		TH 999	880M-BI-98	BI	200,000	0	200,000	0	METROWIDE SET ASIDE TO RETROFIT PEDESTRIAN FENCES ON BRIDGES	MN/DOT	Preserve	S19

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1998		TH 999	880M-RD-98	RD	2,000,000	0	2,000,00	0	METRO SET ASIDE FOR RECONDITIONING FY98	MN/DOT	Preserve	S10
1998		TH 999	880M-RS-98	RS	1,220,000	0	1,220,00	0	SET ASIDE FOR ADDITIONAL RESURFACING FY 98	MN/DOT	Preserve	S10
1998		TH 999	880M-RW-98	RW	15,000,000	0	15,000,0	0	RIGHT OF WAY SET ASIDE FOR METRO DIVISION FY98	MN/DOT		O1
1998		TH 999	880M-SC-98	SC	200,000	0	200,000	0	METROWIDE-SIGNAL PRESERVATION SET ASIDE FOR FY 98	MN/DOT	Manage	E2
1998		TH 999	DIST-M-454D	RX	1,500,000	0	1,500,00	0	SET ASIDE FOR ROAD REPAIR FY98	MN/DOT	Preserve	S10
1998		TH 999	DIST-M-98-OV	SA	5,000,000	0	5,000,00	0	COST OVERRUN/SUPP. AGREEMENT SET ASIDE FOR METRO-FY98	MN/DOT		O1
1998		TH 999	DIST-M-ENT9	RB	25,000	0	25,000	0	SET ASIDE FOR STATE ENTRYWAYS FY98	MN/DOT	Other	O6
1998		TH 999	DIST-M-PF98	RB	25,000	0	25,000	0	SET ASIDE FOR PRAIRIE TO FOREST FY98	MN/DOT	Other	O6
1998		TH 999	DIST-M-TRAF	SC	1,000,000	0	1,000,00	0	SET ASIDE FOR TRAFFIC ENGINEERING PRESERVATION FY98	MN/DOT	Manage	O1

Thursday, July 27, 1995

Twin Cities Metropolitan Area
1996-1998 Transportation Improvement Program

TABLE A-11
Previous Fiscal Year Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1995		EN	103-080-01	EN	226,488	113,244	0	113,244	ANOKA & RAMSEY CITIES: CONSTRUCT LIGHTING & FACILITIES FOR PATH	ANOKA	Other	S16
1995		EN	02-590-02	EN	213,334	160,000	0	53,334	ANOKA CO PARKS: E RIVER RD TO CAMDEN BR -- PED/BIKEWAY	ANOKA CO	Other	AQ2
1995		CSAH 1	02-601-35	RC	1,994,000	1,595,000	0	399,000	ANOKA CSAH 1 (E RIVER RD) FROM TH 610 TO MISS BLVD; RECONSTR	ANOKA CO	Replace	E2
1995		CSAH 9	02-609-04	BR	160,000	128,000	0	32,000	REPL BR #7157 OVER CEDAR CREEK	ANOKA CO	Replace	S19
1995		BB	02-600-11	TR	2,500,000	2,000,000	0	500,000	NORTHTOWN TRANSIT HUB	ANOKA REGIONAL RAIL	Transit	E6
1995		COUNTY	10-653-05	BR	226,000	114,000	0	112,000	CARVER CSAH 53 OVER BEVENS CREEK-REPLACE BRIDGE	CARVER CO	Replace	S19
1995		EN	19-590-05	EN	220,000	176,000	0	44,000	BIG RIVERS REGIONAL TRAIL - PHASE II	DAKOTA CO	Other	AQ2
1995		EN	19-590-06	EN	495,000	396,000	0	99,000	BIG RIVERS REGIONAL TRAIL - PHASE III	DAKOTA CO	Other	O9
1995		XX	19-642-33	BT	613,225	490,580	0	122,645	GREAT RIVER ROAD - HASTINGS/DAKOTA CO BIKE & PEDESTRIAN FACILITIES	DAKOTA CO	Trails	AQ2
1995		CR 46	19-600-17	RC	4,675,000	3,740,000	0	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	B-00
1995		CSAH 68	19-668-02	BR	920,000	736,000	0	184,000	REPL BR OVER VERMILLION RIVER ON CSAH 68	DAKOTA CO	Replace	S19
1995		EN	127-090-03	EN	120,000	60,000	0	60,000	CITY OF FRIDLEY: UNIVERSITY AVE BIKE/PED PROJECT	FRIDLEY	Other	AQ2
1995		EN	27-612-07	EN	100,000	75,000	0	25,000	CSAH 12 - CLOQUET ISLAND SCENIC OVERLOOK	HENNEPIN CO	Other	O9
1995		CR 18	27-618-67	RC	26,934,800	5,500,000	0	8,714,800	CSAH 18 - CSAH 1 (102ND ST) TO I-494 - RECONSTRUCT	HENNEPIN CO	Replace	B-00
1995		CSAH 36	27-636-04	BR	2,900,000	2,320,000	0	580,000	UNIVERSITY (CSAH 36) AND 14TH AVE SE OVER BNRR - REPLACE BR 90422 & 92353	HENNEPIN CO	Replace	S19
1995		EN	91-100-06	EN	158,500	110,950	0	47,550	ST. ALBANS BAY BIKEWAY BR IN HENNEPIN COUNTY	HENNEPIN PARKS	Other	AQ2
1995		EN	91-110-04	EN	300,000	150,000	0	150,000	NORTH MISSISSIPPI REGIONAL TRAIL IN HENNEPIN COUNTY	HENNEPIN PARKS	Other	AQ2
1995		EN	91-110-05	EN	150,000	105,000	0	45,000	VALLEY VIEW ROAD BIKE/PEDESTRIAN BR IN HENNEPIN COUNTY	HENNEPIN PARKS	Other	AQ2
1995		CMAQ	90-070-03A	TM	95,800	79,262	0	16,538	I-494 CORRIDOR COMMISSION - TRAVEL DEMAND MANAGEMENT PROGRAM	I-494 CORR. COMM.	Manage	O1
1995		NS BIKE/WALK	8800-TRED	BT	100,000	80,000	0	20,000	TRANSIT EDUCATION	MCTO	Trails	O1
1995		CMAQ	90-070-02	TR	2,250,000	1,800,000	0	450,000	RTB; FUNDING OF TRANSIT SERVICE EXPANSION - ADDITIONAL BUS SERVICE	MCTO	Transit	T1
1995		BB	90-070-06	TR	160,000	128,000	0	32,000	SPEEDLITE	MCTO	Transit	S7
1995		CMAQ	141-070-05	TR	150,000	120,000	0	30,000	IN MPLS; THIRD AVE DISTRIBUTOR AREA - INSTALL CHANGEABLE MESSAGE SIGNS NEAR PARKING AREAS	MINNEAPOLIS	Transit	S7

TABLE A-11
Previous Fiscal Year Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1995		CMAQ	141-070-06	TR	520,000	416,000	0	104,000	CONVERT SOV TO HOV PARKING AT 2 MPLS PARKING FACILITIES	MINNEAPOLIS	Transit	AQ1
1995		CMAQ	141-071-01	TM	1,190,000	952,000	0	238,000	COORDINATED TRAFFIC MANAGEMENT SYSTEM	MINNEAPOLIS	Manage	S7
1995		CMAQ	141-071-03	TM	563,000	423,000	0	140,000	PRIORITY VEHICLE CONTROL SYSTEMS - LAKE / NICOLLET	MINNEAPOLIS	Manage	S7
1995		CITY	141-080-15	BR	1,168,000	934,400	0	233,600	REPL NICOLLET ST BR L-8924 WITH BR #27695	MINNEAPOLIS	Replace	S19
1995		XX	92-090-01	BT	1,200,000	950,000	0	250,000	GATEWAY BIKEWAY TRAIL - ALONG 35E FROM ARLINGTON AVE TO CAYUGA ST	MN DNR	Trails	AQ2
1995		CSAH 102	27-00212	SR	145,665	118,425	0	27,240	SOO RR AT CSAH 102 - CANITILEVERS	MN/DOT	Manage	S1
1995		CSAH 44	62-644-13	RC	2,935,000	2,348,000	0	587,000	RAMSEY CSAH 44 (SILVER LAKE RD) SILVER LANE TO I-694; RECONSTR	RAMSEY CO	Replace	E2
1995		77TH St	157-108-15	MC	10,350,000	0	0	2,070,000	RICHFIELD; 77TH ST FROM PORTLAND AVE TO CEDAR AVE	RICHFIELD	Expand	B-00
1995		EN	167-080-01	EN	154,700	77,350	0	77,350	COUNTY ROAD J TRAIL IN SHOREVIEW	SHOREVIEW	Other	AQ2
1995		EN	164-080-06	EN	380,000	304,000	0	76,000	BRICK STREET PAVING - ST PAUL	ST PAUL	Other	O9
1995		XX	97-090-01	BT	546,000	436,800	0	109,200	U OF M - TRANSITWAY BIKEWAY - FROM ENERGY PK DR TO CENTRAL AVE	U OF M	Trails	AQ2
1995		XX	97-100-07	TR	148,000	118,400	0	29,600	U OF M; INTERMODAL TRANSPORTATION PLAN AND MAPS (CAMPUS-WIDE STUDY OF INTERMODAL TRANS & DEVEL	U OF M	Transit	O2
1995		CSAH 2	82-602-09	RD	300,000	240,000	0	60,000	CSAH 2 CORRIDOR PAVEMENT REHAB FROM I-36 TO TH61 AND SIGNAL AT 12TH ST	WASHINGTON CO	Preserve	E2
1995		TH 47	0205-68	AM	65,000	0	65,000	0	AT CSAH 8 (OSBORNE RD) IN ANOKA CO - INTERSECTION IMPROVEMENTS	ANOKA CO	Other	S7
1995		I-35E	1982-123	AM	115,000	0	115,000	0	AT CR 11 (PALIMINO DR IN APPLE VALLEY), FRONTAGE ROAD IMPROVMENTS	APPLE VALLEY	Other	S7
1995		TH 252	2748-44	AM	50,000	0	50,000	0	TH 252 PED BRIDGE IN BROOKLYN PARK	BROOKLYN PARK	Other	AQ2
1995		TH 5	1002-60	SC	250,000	0	250,000	0	AT CSAH 19(GALPIN) IN CHANHASSEN-INTERSECTION IMPROVEMENTS & TRAFFIC SIGNAL INSTALLATION	CHANHASSEN	Manage	E2
1995		TH 41	1008-50	AM	40,000	0	40,000	0	AT HUNDERTMARK IN CHASKA, SIGNAL INSTALLATION	CHASKA	Other	S7
1995		TH 3	1921-64	AM	380,000	0	380,000	0	AT RED PINE LANE-INTERSECTION IMPROVEMENTS, TRAFFIC SIGNAL INSTALLATION	EAGAN	Other	E2
1995		TH 61	8207-53	AM	20,000	0	20,000	0	FROM TH 97 TO BROADWAY IN FOREST LAKE, EMERGENCY VEHICLE PREEMPTION	FOREST LAKE	Other	S7
1995		I-94	2780-44	AM	60,000	0	60,000	0	I94 AT CSAH 30 IN MAPLE GROVE, SIGNAL INSTALLATION	HENNEPIN	Other	S7
1995		TH 13	1902-46	AM	20,000	0	20,000	0	AT LEXINGTON AVE IN LILLYDALE, DRAINAGE IMPROVMENTS	LILYDALE	Other	O6
1995		TH 61	6222-129	AM	100,000	0	100,000	0	TH 61 AT TH 36 IN MAPLEWOOD, FRONTAGE ROAD IMPROVEMENTS	MAPLEWOOD	Other	S7
1995		TH 149	1917-32	AM	60,000	0	60,000	0	TH 149 AT MENDOTA HEIGHTS ROAD, SIGNAL INSTALLATION	MENDOTA HEIGHTS	Other	S7
1995		RR	62-00162	SR	52,577	42,062	10,515	0	OTTER LAKE ROAD IN WHITE BEAR LAKE - SURFACE	MN/DOT	Manage	S1

TABLE A-11
Previous Fiscal Year Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1995		RR	8809-112	SR	187,462	168,716	18,746	0	BN RR METRO	MN/DOT	Manage	S1
1995		RR	8809-113	SR	20,857	18,771	2,086	0	MN TRANSPORTATION MUSEUM - STILLWATER AREA	MN/DOT	Manage	S1
1995		RR	8809-114	SR	792,385	712,246	80,138	0	SOO RR METRO	MN/DOT	Manage	S1
1995		DA	8809-120	RS	57,110	0	57,110	0	EASTERLY PORTION OF ST PAUL METRO AREA-PEDESTRIAN CURB RAMPS	MN/DOT	Preserve	AQ2
1995		DA	8809-121	RS	47,795	0	47,795	0	WESTERLY PORTION OF ST PAUL METRO AREA-PEDESTRIAN CURB RAMPS	MN/DOT	Preserve	AQ2
1995		DA	8809-139	RS	93,265	0	93,265	0	IN ANOKA & NORTHWEST HENNEPIN COUNTY - PEDESTRIAN CURB RAMPS	MN/DOT	Preserve	AQ2
1995		DA	8809-140	RS	30,425	0	30,425	0	IN ANOKA COUNTY-PEDESTRIAN CURB RAMPS	MN/DOT	Preserve	AQ2
1995		RR	8809-54	SR	222,864	200,218	22,646	0	DAKOTA RAIL, SIGNING AND MARKING AT VARIOUS LOCATIONS; HUTCHINSON TO WAYZATA - SHARED FUNDING WITH DISTRICT 8	MN/DOT	Manage	S1
1995		RR	8809-63	SR	89,031	79,925	9,106	0	WC RR - WITHROW TO MARINE ON ST. CROIX, WITHROW TO WISCONSIN BORDER	MN/DOT	Manage	S1
1995		LANDSCAPE	DISTM-LSP95	RB	100,000	0	100,000	0	1995 LANDSCAPE PARTNERSHIP	MN/DOT	Other	O6
1995		TH 3	1921-60	SC	521,188	89,671	431,517	0	AT CSAH 32 (CLIFF RD) - TRAFFIC SIGNAL & PAINTED CHANNELIZATION, RAILROAD CROSSING	MN/DOT	Manage	E2
1995		TH 5	2701-41	SH	30,300	24,240	6,060	0	EDEN PRAIRIE RD. - PRAIRIE CENTER DR. (78TH ST.)-COORD. SIGNALS	MN/DOT	Manage	S7
1995		TH 5	6201-65	RS	385,176	307,501	77,675	0	KELLOGG BLVD TO MINNEHAHA AVE IN ST PAUL - MILL & OVERLAY	MN/DOT	Preserve	S10
1995		TH 5	6201-70	RS	811,146	648,917	162,229	0	WHEELER AVE TO KELLOGG BLVD-MILL & OVERLAY	MN/DOT	Preserve	S10
1995		TH 7	2704-22	SR	580,000	140,000	440,000	0	IN MINNETRISTA, CANTILEVER AND RUBBER CROSSING	MN/DOT	Manage	S1
1995		TH 7	2706-178	SH	460,000	368,000	92,000	0	INTERCONNECT FROM SHADY OAK RD. TO LOUSIANA; REBUILD SIGS. AT 12TH AVE., BLAKE RD., TEXAS AVE., WILLISTON, 5TH ST. & TH 1	MN/DOT	Manage	S2
1995		TH 7	2706-181	SH	150,000	120,000	30,000	0	FROM TH41 THRU WILLISTON RD. - INTERCONNECT	MN/DOT	Manage	S2
1995		TH 10	0202-73	RS	1,021,552	0	1,021,55	0	E. OF FAIROAK TO 0.5 MI S OF TH 242 - MILL & OVERLAY	MN/DOT	Preserve	S10
1995		TH 12	2713-64	SC	1,500,000	1,200,000	300,000	0	FROM MARTHA LANE TO OLD CRYSTAL BAY RD - CONTINOUS REGRADE, CHANNELIZE & SIGNAL	MN/DOT	Manage	E2
1995		TH 13	1902-47	MC	12,530	0	12,530	0	FROM D ST TO THE HISTORIC MONUMENT IN MENDOTA - LANDSCAPING	MN/DOT	Expand	O6
1995		I-35	1980-19531	AM	2,067,000	0	2,067,00	0	AT CO RD 46-CONSTRUCT INTERCHANGE, BR 19802, ETC	MN/DOT	Other	B-00
1995		I-35	8280-34	AM	100,000	0	100,000	0	AT CSAH 2 IN FOREST LAKE - TRAFFIC SIGNAL INSTALLATION AT RAMP TERMINI	MN/DOT	Other	E2
1995		I-35	8280-82801	BI	187,511	0	187,511	0	UNDER CSAH 2 IN FOREST LAKE-OVERLAY BR 82801	MN/DOT	Preserve	S10
1995		I-35E	6280-294	AM	60,000	0	60,000	0	AT GRAND AVE-SIGNAL	MN/DOT	Other	S7
1995		I-35W	0280-9608	BI	469,682	0	469,682	0	UNDER LEXINGTON AVE,TC ARSENAL ENTRANCE,LOVELL RD,SUNSET AVENUE-OVERLAY BR 9608,9582,9829 & 9831.	MN/DOT	Preserve	S10

TABLE A-11
Previous Fiscal Year Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1995		I-35W	2782-257	BI	2,840,754	2,556,678	284,075	0	SB BR 9613 & NB BR 9614 OVER MINNHAHA PKWY-REPLACE SUPERSTRUCTURE & WIDEN	MN/DOT	Preserve	S19
1995		I-35W	2783-97	CB	279,086	0	0	279,086	WB TH 122 TO SB I-35W LOOP IN MPLS -- HOV BYPASS LANE	MN/DOT	Transit	S7
1995		TH 36	8204-42	SC	250,000	0	250,000	0	AT HILTON TRAIL & AT MANNING AVE-TRAFFIC SIGNAL INSTALLATION & TURN LANE EXTENSIONS	MN/DOT	Manage	E2
1995		TH 36	8214-115	SC	167,900	0	159,505	8,395	AT WASHINGTON ST. IN STILLWATER - SIGNAL REVISION	MN/DOT	Manage	E2
1995		TH 41	1008-47	RS	239,300	0	239,300	0	0.2 MI.N. OF TH 5 TO TH 7 - MILL & OVERLAY	MN/DOT	Preserve	S10
1995		TH 47	0205-8812	AM	110,000	0	110,000	0	AT CR 116 -- SIGNAL & INTERSECTION	MN/DOT	Other	E2
1995		TH 49	0204-12	AM	650,000	0	650,000	0	AT CSAH 23-RECONSTRUCTION	MN/DOT	Other	S10
1995		TH 51	6216-109	RS	259,291	0	259,291	0	0.3 MI S OF CO RD C2 TO N LIMITS OF ROSEVILLE-MILL & OVERLAY	MN/DOT	Preserve	S10
1995		TH 51	6216-62010	BI	103,644	0	103,644	0	UNDER CO RD E IN ROSEVILLE-OVERLAY BR 62010	MN/DOT	Preserve	S10
1995		TH 52	1907-54	RC	7,044,980	0	7,015,38	29,598	JULY AWARD--AT TH 3,52,55 IN INVER GROVE-BR 19045 (REP BR 5820),RECONST INTERCHANGE,LIGHTING,SIGNING	MN/DOT	Replace	S19
1995		TH 52	1907-56	AM	120,000	0	120,000	0	AT 117TH ST IN INVER GROVE HTS-TRAFFIC SIGNAL INSTALLATION	MN/DOT	Other	E2
1995		TH 52	1907-57	RC	59,271	0	59,271	0	TH 52/3 INTERCHANGE - LIGHTING	MN/DOT	Replace	S18
1995		TH 52	1907-58	RC	64,677	0	64,677	0	TH 52/3 INTERCHANGE - SIGNING	MN/DOT	Replace	O8
1995		TH 52	6208-33	RS	860,000	0	860,000	0	RICE ST TO W LIMITS ST PAUL-MILL & OVERLAY	MN/DOT	Preserve	S10
1995		TH 52	6208-34	AM	140,000	0	140,000	0	EUSTIS/PRIOR-TRAFFIC SIGNAL REVISIONS	MN/DOT	Other	E2
1995		TH 52	6217-37	RS	125,000	0	125,000	0	KELLOGG BLVD TO RICE ST-MILL & OVERLAY	MN/DOT	Preserve	S10
1995		TH 52	6217-40	BI	400,000	320,000	80,000	0	ROBERT ST OVER MISSISSIPPI RIVER-SCOUR PROTECTION ON BR 9036	MN/DOT	Preserve	NC
1995		TH 55	2722-52	SC	83,444	0	41,722	41,722	AT HENNEPIN CSAH 101 - TEMPORARY SIGNAL	MN/DOT	Manage	S7
1995		TH 55	2723-93	SC	50,000	40,000	10,000	0	AT 18TH AVE. N. IN PLYMOUTH-CHANNEL. & CLOSE CROSSOVER	MN/DOT	Manage	E2
1995		TH 55	2723-94	SH	976,460	781,168	195,292	0	FERNBROOK LA.TO IND.BLVD.(INCL.XENIUM LA.)-G&S AUX.& TURN LANES,CHANNEL.& SIG.REV.	MN/DOT	Manage	E2
1995		TH 55	2723-99	AM	50,000	0	50,000	0	AT CSAH 24 - SIGNAL INSTALLATION	MN/DOT	Other	E2
1995		TH 55	2724-104	MC	1,000,000	0	100,000	0	EAST 26TH ST TO CEDAR AVE. - PED BRIDGE 27202	MN/DOT	Expand	B-00
1995	6	TH 55	2724-27063	MC	1,040,000	0	104,000	0	TH 55 (HIAWATHA AVE.) OVER CEDAR AVE. - CONST.BR.27063	MN/DOT	Expand	B-00
1995	6	TH 55	2724-27071	MC	1,810,000	0	181,000	0	TH 55 (HIAWATHA AVE.) OVER FRANKLIN AVE. - CONST.BR. 27071	MN/DOT	Expand	B-00
1995		TH 55	2724-27177	BI	132,591	0	13,259	0	SB TH 55 OVER FRANKLIN AVE AND OVER CEDAR AVE - REHAB BRS 27177 & 27178	MN/DOT	Preserve	S19
1995		TH 55	2724-95-ROW	RW	5,000,000	0	500,000	0	TH 55 (HIAWATHA) I-94 TO TH 62: PURCHASE OF RIGHT OF WAY - FY 1995	MN/DOT		O4

TABLE A-11
Previous Fiscal Year Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1995	6	TH 55	2724-99	MC	4,122,180	0	415,514	0	LAKE ST. INTERCHANGE TO T.H.94 IN MPLS.-GRADE, SURFACE AND LIGHTING-PHASE 1B	MN/DOT	Expand	B-00
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	MN/DOT	Manage	E2
1995		TH 55	2752-37	SH	146,552	104,202	42,350	0	AT THEO.WIRTH PKWY. - REFURBISH SIGNALS	MN/DOT	Manage	S2
1995		TH 77	1929-881	AM	50,000	0	50,000	0	AT GALAXIE AVE-TRAFFIC SIGNAL INSTALLATION	MN/DOT	Other	E2
1995		I-94	2781-27856	BR	1,018,123	916,311	101,812	0	TH 94 UNDER 27TH AVE SE-BR 27856(REP BR 27954)& APPROACHES	MN/DOT	Replace	S19
1995	7	I-94	2781-27860	MC	1,450,711	1,305,640	145,071	0	LOV BR-RAMP D OVER TH 94 AT U OF M INTERCHANGE-BR 27860	MN/DOT	Expand	S19
1995	7	I-94	2781-27981	BR	222,437	109,093	113,344	0	EAST RIVER RD. OVER TH 94 - BR 27981(REP BR 27951)	MN/DOT	Replace	S19
1995		I-94	2781-27998	BR	930,851	837,766	93,085	0	EB TH 94 TO U OF M RAMP OVER TH 94-BR 27998(REP BR 27953)	MN/DOT	Replace	S19
1995	7	I-94	2781-289	MC	9,810,940	8,332,547	1,478,39	0	RIVERSIDE TO 1000'E OF FRANKLIN AVE.-GR,SURF,LT,TM,SIGNING	MN/DOT	Expand	S10
1995	7	I-94	2781-9350	BR	11,672,968	9,338,374	2,334,59	0	TH 94 OVER W RIVER RD/MISS R - REPL SUPERSTRUCTURE ON BR 9350	MN/DOT	Replace	S19
1995		I-94	2781-9420	BI	953,472	855,064	98,407	0	UNDER PORTLAND, PARK, CHICAGO, 25TH ST, RIVERSIDE-OVERLAY BRS. 27851, 27852, 27853, 9420, 9421	MN/DOT	Preserve	S19
1995	7	I-94	2781-9893	BI	435,918	348,735	87,184	0	TH 94 0VER FRANKLIN TERRACE - REDECK,WIDEN BR 9893	MN/DOT	Preserve	S19
1995		I-94	2786-96	TM	460,000	414,000	46,000	0	I-494 TO TH 169 ---TRAFFIC MANAGEMENT SYSTEM	MN/DOT	Manage	S7
1995		I-94	6282-172	TM	150,277	0	0	150,277	TH 51 TO WB I94 - HOV BYPASS LANE	MN/DOT	Manage	S7
1995		I-94	6282-9379	BI	750,000	675,000	75,000	0	UNDER PASCAL, VICTORIA-REDECK BRS. 9379,9663	MN/DOT	Preserve	S19
1995		I-94	6283-9147	BI	202,436	0	202,436	0	UNDER RUTH ST & UNDER WHITE BEAR AVE IN ST PAUL-OVERLAY BR 9147,9148	MN/DOT	Preserve	S10
1995		I-94	8281-82800	BR	8,873,000	7,098,400	1,774,60	0	OVER ST CROIX AT WISC STATE LINE-BR 82800(REP BR 5999) & APPROACHES(WISCONSIN LET)	MN/DOT	Replace	B-00
1995		I-94	8282-454	BI	750,000	0	375,000	375,000	W OF TH 95 TO HUDSON - TRUCK LANE	MN/DOT	Preserve	B-00
1995	8	I-94	8282-82	BR	2,100,000	1,680,000	420,000	0	ST CROIX RIVER BR. EB APPROACH/WB REDECK	MN/DOT	Replace	B-00
1995		I-94	8282-83	SC	200,000	180,000	20,000	0	AT TH 95 NORTH & SOUTH RAMPS-INSTALL TRAFFIC SIGNALS	MN/DOT	Manage	E2
1995		TH 96	6224-50	RS	777,000	0	777,000	0	CSAH 77 (OLD TH 8) TO 2000' E OF JCT TH 49 - MILL & OVERLAY	MN/DOT	Preserve	S10
1995		TH 97	8201-454	RX	194,248	0	194,248	0	FROM I35 TO TH 61-MILL & OVERLAY-RUTTING-ROAD REPAIR	MN/DOT	Preserve	S10
1995	11	TH 101	7005-53	MC	6,530,157	4,565,108	1,146,77	818,271	0.4 MI W OF CSAH 17 TO JCT OLD TH 101-GRADING	MN/DOT	Expand	B-00
1995	11	TH 101	7005-70008	MC	486,340	389,072	97,268	0	CR 18 OVER SHAK. BYPASS - BR #70008	MN/DOT	Expand	B-00
1995	11	TH 101	7005-70037	MC	756,805	605,444	151,361	0	EB SHAK. BYPASS OVER CSAH 16 - BR #70037	MN/DOT	Expand	B-00
1995	11	TH 101	7005-70038	MC	768,740	614,992	153,748	0	WB SHAK. BYPASS OVER CSAH 16 - BR #70038	MN/DOT	Expand	B-00

TABLE A-11
Previous Fiscal Year Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1995		TH 149	1916-19	SC	100,000	80,000	20,000	0	AT YANKEE DOODLE ROAD-INSTALL TRAFFIC SIGNAL	MN/DOT	Manage	E2
1995	12	TH 169	2750-42	MC	5,365,213	3,784,362	960,090	620,761	0.1 MI N OF 93RD AVE N TO 0.1 MI N OF HAYDEN LK RD - STAGE 3	MN/DOT	Expand	B-00
1995		TH 169	2772-14	SC	755,263	0	755,263	0	AT BETTY CROCKER DR., AT CSAH 9 (ROCKFORD RD.) AND AT CSAH 10 (BASS LK.RD.)-MODIFY WEAVE AREAS	MN/DOT	Manage	S19
1995		TH 212	1013-454	RX	540,000	0	540,000	0	NORWOOD TO COLOGNE-MILL & OVERLAY	MN/DOT	Preserve	S10
1995		TH 212	1013-64	SC	300,000	0	300,000	0	AT CSAH 15 - INTERSECTION RELOCATION & SIGNAL	MN/DOT	Manage	E2
1995		TH 212	2762-14	MC	3,450,000	0	456,000	1,170,000	TECHNOLOGY DRIVE FROM PRAIRIE CENT.DR. TO 2000' W. OF PRAIRIE CENT.DR. - SURCHARGE -- CITY LETTING	MN/DOT	Expand	B-00
1995		TH 212	2762-ROW	RW	8,000,000	0	1,600,00	0	NEW 212 I-494 TO COLOGNE ** R/W PURCHASE ONLY	MN/DOT		O1
1995		TH 242	0212-36	RS	572,127	0	572,127	0	W. RAMPS TH 10 TO 0.3 MI.W. OF UNIVERSITY - MILL & OVERLAY	MN/DOT	Preserve	S10
1995		TH 252	2748-40	SC	246,450	0	238,598	7,852	FROM 73RD AVE N TO 1000' N OF BROOKDALE DR-EXTEND NB 3RD LN. AND DROP RIGHT	MN/DOT	Manage	S4
1995		TH 252	2748-43	SH	371,628	296,102	61,586	13,939	AT 85TH AVE N--NB DOUBLE LT TURN LN AND SB FREE RT TURN	MN/DOT	Manage	S2
1995		I-394	2789-105	CB	169,229	0	0	169,229	ON RAMP FROM WB TH 394 TO NB TH 169 -- CONST HOV BYPASS -- TEAM TRANSIT	MN/DOT	Transit	S7
1995		I-494	1985-454	RX	387,841	0	387,841	0	EB FROM ROBERT ST. TO CONCORD - RUTTING IN ALL LANES-ROAD REPAIR	MN/DOT	Preserve	S10
1995		I-494	1986-29	RS	927,900	0	927,900	0	0.5 MI E OF TH 149 TO MINNESOTA RIVER - BIT OVERLAY	MN/DOT	Preserve	S10
1995		I-494	2785-272	TM	1,600,000	1,440,000	160,000	0	I-394 TO I-94--TRAFFIC MANAGEMENT SYSTEM	MN/DOT	Manage	S7
1995		I-494	2785-281	SC	430,000	387,000	43,000	0	AT NIC.AVE. & AT LYN.AVE.-REM./REPL. SIGS.@ RAMP TERMINALS	MN/DOT	Manage	S7
1995		I-494	2785-284	RC	1,350,000	1,215,000	135,000	0	TH 494 OVER TH 35W - CONSTRUCT TEMP BYPASS AND TEMP BR 99161	MN/DOT	Replace	S19
1995		I-494	2785-6850	BI	720,000	648,000	72,000	0	TH 494 OVER TH 35W - REDECK BR 6850 & 6851	MN/DOT	Preserve	S19
1995		I-494	8285-9344	BI	96,813	0	96,813	0	UNDER BAILEY RD-OVERLAY BR 9344	MN/DOT	Preserve	S10
1995		TH 610	2771-95-ROW	RW	5,000,000	0	1,000,00	0	TH 610-TH 252 TO I-94 - R/W ACQUISITION FY 95	MN/DOT		O4
1995		I-694	6286-9827	BI	450,000	360,000	90,000	0	UNDER LABORE RD,TH 120,MCKNIGHT RD-OVERLAY BRS 9827, 9828, 62827, 62837	MN/DOT	Preserve	S10
1995		I-694	8286-454A	RX	52,815	0	52,815	0	OVER TH 5, 3.4 MI N OF JCT TH 169 AND I-694, BR #82807	MN/DOT	Preserve	S19
1995		I-694	8286-51	AM	100,000	0	100,000	0	AT CSAH 10 IN OAKDALE-TRAFFIC SIGNAL INSTALLATION	MN/DOT	Other	E2
1995		TH 999	8809-148	RX	110,665	0	110,665	0	DISTRICTWIDE RELAMPING	MN/DOT	Preserve	S18
1995		TH 999	8809-454C	RX	295,000	0	295,000	0	BITUMINOUS CRACK SEALING AT VARIOUS LOCATIONS IN RAMSEY, HENNEPIN, DAKOTA, & WASHINGTON COUNTIES	MN/DOT	Preserve	S10
1995		TH 999	8809-454D	RX	43,000	0	43,000	0	DISTRICTWIDE SIGNAL LOOP REPLACEMENT	MN/DOT	Preserve	S7
1995		TH 999	DIST-M-454A	RX	375,000	0	375,000	0	METRO SET ASIDE FOR ROAD REPAIR FY 95	MN/DOT	Preserve	S10

TABLE A-11
Previous Fiscal Year Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1995		TH 999	DIST-M-95-OV	SA	5,000,000	0	5,000,00	0	COST OVERRUN/SUPP. AGREEMENT SETASIDE FOR METRO - FY 95	MN/DOT		O1
1995		TH 999	DIST-M-95-R	RW	11,900,000	0	11,900,0	0	RIGHT OF WAY SETASIDE FOR METRO DIVISION FY 95	MN/DOT		O1
1995		TH 999	IVHS95	TM	13,750,000	0	2,750,00	0	INTELLIGENT TRANSPORTATION SYSTEMS (ITS) PROJECTS NOT SHOWN IN METRO TIP - RESEARCH, STUDIES, AND/OR OPERATIONAL TESTS	MN/DOT	Manage	S7
1995	4	TH 36	8204-46	AM	230,000	0	230,000	0	SOUTH FRONTAGE RD(58TH ST)-GRADE & SURFACE	OAK PARK HEIGHTS	Other	B-00
1995		TH 13	7001-74	AM	15,000	0	15,000	0	AT CANDY COVE TRAIL IN PRIOR LK, DRAINAGE IMPROVMENTS	PRIOR LAKE	Other	O6
1995		TH 51	6216-110	AM	250,000	0	250,000	0	TH 51 AT CR C2 IN ROSEVILLE, INTERSECTION IMPROVEMENTS	ROSEVILLE	Other	E1
1995		TH 7	2706-187	AM	50,000	0	50,000	0	TH 7 AT ST ALBANS RD IN SHOREWOOD, STORM SEWER IMPROVMENTS	SHOREWOOD	Other	O6
1995		TH 5	6201-71	AM	415,000	0	415,000	0	AT CEDAR IN ST PAUL, SEWER SEPARATION	ST PAUL	Other	O6
1995		TH 51	6215-81	AM	150,000	0	150,000	0	TH 51 AT RANDOLPH, SEWER SEPARATION	ST PAUL	Other	O6
1995		TH 51	6215-82	AM	60,000	0	60,000	0	TH 51 AT THOMAS, MINN, HEWIT - SIGNAL REVISIONS	ST PAUL	Other	S7
1995		I-94	6282-174	AM	236,000	0	236,000	0	I94 AT BATES/MCLEAN, SEWER SEPARATION	ST PAUL	Other	O6
1995		TH 61	6222-128	AM	200,000	0	200,000	0	AT WOLTERS BLVD IN VADNAIS HEIGHTS, INTERSECTION IMPROVEMENTS	VADNAIS HEIGHTS	Other	E1

Table A-12

APPROVED TITLE III SECTION 5309 FUNDS (FORMERLY SECTION 3)

SECTION 3 1996								
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
STUDY/PRELIMINARYENGINEERING								
Mn/DOT	to be assigned	1996	Central Corridor FEIS and Preliminary Engineering	Sec. 5309 (FTA)	$2,800	$3,500	Approved	0-2
Mn/DOT	to be assigned	1997	Central Corridor Final Design	Sec. 5309 (FTA)	$4,920	$6,200	To be applied	0-2

Table A-13
APPROVED FOR TITLE III, SECTION 5307 CAPITAL AND OPERATING ASSISTANCE (FORMERLY 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
1996 SECTION 9								
Met Council	To be assigned.	1996	Purchase 40 ft. and articulated lift-equipped replacement buses.	Sec. 5307	$7,600	$9,500	To be applied	T-10
Met Council	NA	1996	Operating Assistance	Sec. 5307	4,300	78,000	To be applied	T-1
1996 TOTALS					$11,900	$87,500		
1997 SECTION 9								
Met Council	To be assigned.	1997	Purchase 40 ft. and articulated lift-equipped replacement buses.	Sec. 5307	$7,600	$9,500	To be applied	T-10
Met Council	NA	1997	Operating Assistance	Sec. 5307	4,300	80,000	To be applied	T-1
1997 TOTALS					$11,900	$89,500		
1998 SECTION 9								
Met Council	To be assigned.	1998	Purchase 40 ft. and articulated lift-equipped replacement buses.	Sec. 5307	$7,600	$9,500	To be applied	T-10
Met Council	NA	1998	Operating Assistance	Sec. 5307	$4,300	$82,400	To be applied	T-1
1998 TOTALS					$11,900	$91,900		

TABLE A-14
FEDERAL ELDERLY AND PERSONS WITH DISABILITIES
SECTION 5310 (Formerly Section 16)
1996 APPROVED PROJECTS

	ORGANIZATION	$ FEDERAL	$ LOCAL	$ TOTAL	VEHICLE	AQ
M	Human Services, Inc	34,325	8,581	42,906	Mid-sized bus	T-10
M	Pillsbury Neighborhood Services	34,272	8,568	42,840	Mid-sized bus	T-10
M	RISE, Inc.	31,602	7,901	39,503	Small bus	T-10
M	Community Housing and Service Corp.	34,325	8,581	42,906	Mid-sized bus	T-10
M	East Suburban Resources, Inc	28,010	7,002	35,012	Maxi van	T-10
M	Dakota, Inc.	32,874	8,219	41,093	Small bus	T-10
M	Summit Transit/TSE, Inc.	33,952	8,488	42,440	Mid-sized bus	T-10
M	Senior Resources	30,083	7,521	37,604	Small bus	T-10
	CY 96 TOTAL	259,443	64,861	324,304		

TABLE A-15
TITLE III SECTION 5311 (Formerly Section 18)
APPROVED OPERATING COSTS

TRANSIT SYSTEM NAME	DESCRIPTION	FUNDING SOURCE				AC
			96	97	98	
CARVER CO	TRANSIT OPERATING ASSISTANCE	FEDERAL	63,857	63,857	63,857	T-1
		STATE	151,304	157,357	163,651	
		LOCAL	79,751	82,941	86,259	
		TOTAL	294,913	304,155	313,767	
HASTINGS	TRANSIT OPERATING ASSISTANCE	FEDERAL	34,974	34,974	34,974	T-1
		STATE	85,459	88,877	92,432	
		LOCAL	64,844	67,438	70,135	
		TOTAL	185,277	191,289	197,542	
SCOTT CO	TRANSIT OPERATING ASSISTANCE	FEDERAL	69,255	69,255	69,255	T-1
		STATE	251,544	261,606	272,070	
		LOCAL	99,711	103,699	107,847	
		TOTAL	420,510	434,560	449,172	
	TOTAL FOR METRO DIST	FEDERAL	168,086	168,086	168,086	
		STATE	488,307	507,839	528,153	
		LOCAL	244,306	254,079	264,242	
		TOTAL	900,699	930,004	960,481	

Thursday, July 27, 1995

Twin Cities Metropolitan Area
1996-1998 Transportation Improvement Program

TABLE A-20
All Projects By Route Number

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1996		I-35E	6280-300	SC	125,000	0	$0	125,000	0	ON I-35E FROM W TO E JCT I-694 & ON I-694 FROM I-35W TO W JCT I-35E-REPLACE SIGNING	MN/DOT	Manage	O8
1998		CSAH 1	02-601-37	RC	2,600,000	2,080,000	$0	0	520,000	E RIVER RD FROM RICKARD RD TO 84TH AVE-RECONSTRUCT FROM 4-LANE UNDIVIDED TO 4-LANE DIVIDED	ANOKA CO	Replace	S10
1998		CSAH 1	02-601-39	SH	325,000	260,000	$0	0	65,000	CSAH 1(COON RAPIDS BLVD) AT CSAH 78(HANSON BLVD)-SIGNAL REVISION & CHANNELIZATION	ANOKA CO	Manage	S2
1998		CSAH 14	02-614-22	SH	20,000	16,000	$0	0	4,000	CSAH 14(MAIN ST) AT CSAH 23(LAKE DRIVE)-OVERHEAD FLASHER	ANOKA CO	Manage	S2
1997		CSAH 35	02-00127	SR	50,000	40,000	$0	0	10,000	CSAH 35, FRIDLEY - INSTALL SURFACE	ANOKA CO	Manage	S1
1996		STP-BR	88-600-05	BI	1,000,000	800,000	$0	0	200,000	REGION WIDE BRIDGE SCOUR STUDY - FY 96	ATP	Preserve	O2
1998		80TH ST	107-399-17	RC	3,588,000	2,870,400	$0	0	717,600	79TH/80TH ST FROM CHICAGO TO CEDAR-RECONSTRUCT	BLOOMINGTON	Replace	E3
1997		80TH STREET	107-399-16	RC	4,721,000	3,776,800	$0	0	944,200	79TH/80TH STREET RECONSTRUCT FROM BLAISDELL AVE TO PORTLAND AVE	BLOOMINGTON	Replace	E2
1997		EN	109-020-08	EN	625,000	500,000	$0	0	125,000	BROOKLYN BLVD STREETSCAPE AMENITIES PROJECT	BROOKLYN CENTER	Other	O9
1998		EN	110-090-01	EN	634,000	500,000	$0	0	134,000	WEST RIVER ROAD CORRIDOR ENHANCEMENTS-73RD AVE TO TH 252	BROOKLYN PARK	Other	O9
1996		EN	179-090-01	EN	180,000	144,000	$0	0	36,000	CLIFF ROAD TO BLACK DOG ROAD TRAIL CONNECTION	BURNSVILLE	Other	O9
1996		CSAH 11	10-611-02	MC	2,381,000	1,904,800	$0	0	476,200	CSAH 11	CARVER CO	Expand	E2
1996		EN	194-090-03	EN	300,000	240,000	$0	0	60,000	PEDESTRIAN UNDERPASS AT TH 5 SOUTH FRONTAGE ROAD	CHANHASSEN	Other	O9
1997		CSAH 9	19-00116	SR	80,000	64,000	$0	0	16,000	CSAH 9, LAKEVILLE - INSTALL SIGNALS	DAKOTA CO	Manage	S1
1997		CSAH 32	19-00117	SR	80,000	64,000	$0	0	16,000	CSAH 32, EAGAN - INSTALL SIGNALS	DAKOTA CO	Manage	S1
1998		EN	92-090-05	EN	493,000	394,000	$0	0	99,000	GATEWAY TRAIL PHASE II EXTENSION-CAYUGA ST TO PENNSYLVANIA	DNR	Other	O9
1996		EN	195-090-03	EN	400,000	320,000	$0	0	80,000	MINNESOTA RIVER VALLEY TRAILS	EAGAN	Other	O9
1996		EN	130-090-01	EN	198,000	158,400	$0	0	39,600	CITY OF HASTINGS/MINNESOTA VETERANS HOME BIKEWAY SEGMENT	HASTINGS	Other	O9
1998		CSAH 156	27-756-16	SH	100,000	80,000	$0	0	20,000	WINNETKA AVE AT 49TH AVE N-SIGNAL REBUILD	HENNEPIN	Manage	S2
1996		EN	27-600-07	EN	391,000	312,800	$0	0	78,200	EXCELSIOR HISTORIC STREECAR	HENNEPIN CO	Other	O9
1997		CSAH 1	27-601-27	RC	3,900,000	3,120,000	$0	0	780,000	CSAH 1/9320 - TH 169 TO W OF CSAH 18	HENNEPIN CO	Replace	A-00
1998		CSAH 1	27-601-30	SH	100,000	80,000	$0	0	20,000	AT CSAH 35(PORTLAND AVE)-SIGNAL REBUILD	HENNEPIN CO	Manage	S2

TABLE A-20
All Projects By Route Number

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1997		CSAH 3	27-603-24	SH	520,000	416,000	$0	0	104,000	CSAH 3 - WOODALE TO FRANCE - REBUILD 4 SIGNALS W/COORDINATION	HENNEPIN CO	Manage	S19
1996		CSAH 4	27-604-12	RC	1,451,000	1,161,000	$0	0	290,000	HENNEPIN CO; FROM CSAH 1 TO TERREY PINE DR - RECONSTRUCT CSAH 4	HENNEPIN CO	Replace	B-00
1996		CSAH 5	27-605-18	SH	100,000	80,000	$0	0	20,000	CSAH 5 AT LOUISIANA AVE S - REBUILD SIGNAL	HENNEPIN CO	Manage	S2
1998		CSAH 32	27-632-21	SH	100,000	80,000	$0	0	20,000	CSAH 32(PENN AVE) AT 98TH ST-SIGNAL REBUILD	HENNEPIN CO	Manage	S2
1998		CSAH 35	27-635-17	SH	100,000	80,000	$0	0	20,000	CSAH 35(PORTLAND AVE) AT 86TH ST-SIGNAL REBUILD	HENNEPIN CO	Manage	S2
1998		CSAH 37	27-637-02	BR	3,100,000	2,480,000	$0	0	620,000	4TH ST & 15TH AVE SE OVER BN RR-REPLACE BR 92354	HENNEPIN CO	Replace	S19
1998		CSAH 52	27-652-29	SH	100,000	80,000	$0	0	20,000	AT 86TH STREET-SIGNAL REBUILD	HENNEPIN CO	Manage	S2
1996		CSAH 53	27-653-12	RC	692,000	553,600	$0	0	138,400	CSAH 53 (66TH ST) - CSAH 17 TO CSAH 31 - RECONSTRUCT	HENNEPIN CO	Replace	S10
1996		CSAH 62	27-662-57	RC	1,000,000	800,000	$0	0	200,000	CSAH 62/7419 - CSAH 62 AND TH 101	HENNEPIN CO	Replace	E2
1996		CSAH 81	27-681-06	SH	100,000	80,000	$0	0	20,000	CSAH 81 AT CSAH 130/CSAH 152 - REBUILD SIGNAL	HENNEPIN CO	Manage	S2
1996		CSAH 109	27-709-14	SH	100,000	80,000	$0	0	20,000	CSAH 109 AT JEFFERSON HWY - REBUILD SIGNAL	HENNEPIN CO	Manage	S2
1997		CSAH 152	27-752-07	RC	2,000,000	1,600,000	$0	0	400,000	HENNEPIN CSAH 152 FROM 64TH AVE TO 71ST AVE N - RECONSTRUCT	HENNEPIN CO	Replace	B-00
1998		CSAH 152	27-752-10	SH	100,000	80,000	$0	0	20,000	CSAH 152(BROOKLYN BLVD) AT REGENT AVE/73RD AVE-SIGNAL REBUILD	HENNEPIN CO	Manage	S2
1996		BB	179-070-01	TR	5,265,000	2,950,000	$0	0	2,315,000	BURNSVILLE TRANSIT HUB	MCTO	Transit	E6
1996		BB	90-030-01	TR	1,570,000	1,256,000	$0	0	314,000	BUS STOP SHELTERS	MCTO	Transit	T7
1996		BB	90-080-02	TR	200,000	160,000	$0	0	40,000	ROBBINSDALE TRANSIT HUB	MCTO	Transit	E6
1996		BB	90-080-03	TR	250,000	200,000	$0	0	50,000	HILLCREST TRANSIT HUB	MCTO	Transit	E6
1996		BB	90-080-04	TR	300,000	240,000	$0	0	60,000	HIGHLAND TRANSIT HUB	MCTO	Transit	E6
1997		BB	90-080-01	TR	4,000,000	3,200,000	$0	0	800,000	HENNEPIN/LAGOON TRANSIT HUB	MCTO	Transit	E6
1996		CMAQ	90-071-02	TM	1,420,000	1,136,000	$0	0	284,000	TRAVEL DEMAND MANAGEMENT PROGRAM	MCTO	Manage	AQ1
1997		CMAQ	90-071-02A	TM	1,375,000	1,100,000	$0	0	275,000	TRAVEL DEMAND MANAGEMENT PROGRAM	MCTO	Manage	AQ1
1997		I-35E	1982-127	TM	100,000	0	$0	0	100,000	ON NB I-35E FROM DIFFLEY RD TO TH 13-SHOULDER BUS LANE	MCTO	Manage	S4
1996		I-35W	0280-46	TM	70,000	0	$0	0	70,000	LAKE DR TO SB I-35W-HOV RAMP METER BYPASS	MCTO	Manage	S7
1996		I-35W	2783-98	TM	450,000	0	$0	0	450,000	ON NB I-35W FROM 4TH ST TO LAKE DRIVE-SHOULDER BUS LANE	MCTO	Manage	S4
1997		I-35W	2783-99	TM	450,000	0	$0	0	450,000	ON SB I-35W FROM LAKE DRIVE TO 4TH ST-SHOULDER BUS LANE	MCTO	Manage	S4
1997		I-35W	90-071-01	TR	3,875,000	3,100,000	$0	0	775,000	I-35W SERVICE EXPANSION / REORGANIZATION	MCTO	Transit	T1
1998		I-35W	90-071-01A	TR	4,350,000	3,480,000	$0	0	870,000	I-35W SERVICE EXPANSION	MCTO	Transit	T1

TABLE A-20
All Projects By Route Number

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1996		TH 36	6212-144	SC	150,000	0	$0	0	150,000	ROSEDALE PARK & RIDE TO RAMP FROM SB TH 51 TO WB TH 36-CONSTRUCT BUS RAMP METER BYPASS LANE	MCTO	Manage	S7
1997		TH 65	0207-64	TM	100,000	0	$0	0	100,000	ON TH 65 FROM TH 10 TO 45TH AVE NE-SHOULDER BUS LANES	MCTO	Manage	S4
1996		I-94	2781-388	TM	50,000	0	$0	0	50,000	ON EB I-94 FROM 25TH AVE S TO RIVERSIDE-SHOULDER BUS LANE	MCTO	Manage	S4
1996		I-94	6282-176	TM	300,000	0	$0	0	300,000	SNELLING/PASCAL TO EB I-94-HOV RAMP METER BYPASS	MCTO	Manage	S7
1996		I-94	6282-177	TM	100,000	0	$0	0	100,000	ON WB I-94 FROM FAIRVIEW TO CRETIN-SHOULDER BUS LANE	MCTO	Manage	S4
1996		TH 169	2772-24	TM	200,000	0	$0	0	200,000	ON TH 169 FROM TH 55 TO 36TH AVE N-SHOULDER BUS LANE	MCTO	Manage	S4
1996		I-494	2785-296	TM	50,000	0	$0	0	50,000	SB 24TH AVE TO WB I-494-HOV RAMP METER BYPASS	MCTO	Manage	S7
1996		TH 610	0217-15	TM	200,000	0	$0	0	200,000	COON RAPIDS BLVD TO WB TH 610-HOV RAMP METER BYPASS	MCTO	Manage	S7
1996		EN	107-090-02	EN	300,000	240,000	$0	0	60,000	LONG MEADOW CROSSING	MCWS	Other	O9
1996		BIKE/WALK	141-090-03	BT	1,270,000	1,016,000	$0	0	254,000	MIDTOWN GREENWAY - PHASE I	MINNEAPOLIS	Trails	AQ2
1996		BIKE/WALK	141-090-04	BT	1,382,700	1,106,160	$0	0	276,540	BASSETTS CREEK TRAIL	MINNEAPOLIS	Trails	AQ2
1996		BIKE/WALK	141-090-06	BT	674,000	539,200	$0	0	134,800	BIKE/WALK, CEDAR LAKE PARK TRAIL - PHASE 3	MINNEAPOLIS	Trails	AQ2
1997		BIKE/WALK	141-090-05	BT	606,000	485,000	$0	0	121,000	KENILWORTH TRAIL	MINNEAPOLIS	Trails	AQ2
1997		BIKE/WALK	141-090-07	BT	600,000	480,000	$0	0	120,000	DINKYTOWN BIKEWAY CONNECTION TO DOWNTOWN	MINNEAPOLIS	Trails	AQ2
1996		CMAQ	141-070-07	TR	691,000	400,000	$0	0	291,000	IN MPLS; PRIORITY VEHICLE CONTROL SYSTEM FOR TRANSIT BUSES - SIG REV IN MANY LOCATIONS	MINNEAPOLIS	Transit	T3
1996		CMAQ	141-071-02	TR	459,000	275,000	$0	0	184,000	DOWNTOWN TMO	MINNEAPOLIS	Transit	AQ1
1997		CMAQ	141-071-04	TM	596,000	451,000	$0	0	145,000	PRIORITY VEHICLE CONTROL SYSTEMS - LYNDALE/CEDAR	MINNEAPOLIS	Manage	S7
1996		EN	141-080-18	EN	610,000	488,000	$0	0	122,000	FREIGHT HEAD HOUSE PRESERVATION	MINNEAPOLIS	Other	NC
1996		EN	141-080-19	EN	625,000	500,000	$0	0	125,000	MILWAUKEE DEPOT PRESERVATION	MINNEAPOLIS	Other	NC
1996		EN	141-080-20	EN	343,750	275,000	$0	0	68,750	MINNEHAHA PARK LONGFELLOW HOUSE INTERPRETIVE CENTER RESTORATION	MINNEAPOLIS	Other	O9
1996		EN	141-080-21	EN	150,000	120,000	$0	0	30,000	COMO-HARRIET STREETCAR LINE IMPROVEMENTS	MINNEAPOLIS	Other	O9
1996		XX	141-080-16	CB	600,000	480,000	$0	0	120,000	IN MPLS; PED TUNNEL UNDER 4TH ST BTWN 3TD & 4TH AVE FROM CITY HALL TO NEW FED COURTS	MINNEAPOLIS	Transit	AQ2
1996		CSAH 23	27-00214	SR	150,000	120,000	$0	0	30,000	CSAH 23, MINNEAPOLIS - UPGRADE SIGNALS	MINNEAPOLIS	Manage	S1
1996		EN	142-080-03	EN	380,000	304,000	$0	0	76,000	CHARLES H BURWELL PROPERTY RESTORATION PROJECT	MINNETONKA	Other	O9

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1998		EN	94-080-02	EN	250,000	200,000	$0	0	50,000	SIBLEY HISTORIC SITE-BLDG REHAB & ARCHAEOLOGICAL WORK	MN HISTORIC SOCIETY	Other	O9
1997		EN	94-100-17	EN	516,000	413,000	$0	0	103,000	HISTORIC FORT SNELLING/GREAT RIVER ROAD	MN HISTORICAL SOCIETY	Other	O9
1997		EN	145-080-01	EN	879,000	500,000	$0	0	379,000	LOST LAKE HISTORIC CANAL RESTORIATION	MOUND	Other	O9
1996		EN	146-020-07	EN	600,000	480,000	$0	0	120,000	PEDESTRIAN BRIDGE ACROSS HWY 10	MOUNDS VIEW	Other	O9
1996		CSAH 25	62-00163	SR	80,000	64,000	$0	0	16,000	CSAH 25, MAPLEWOOD - INSTALL SIGNALS	RAMSEY	Manage	S1
1997		CSAH 67	62-00164	SR	80,000	64,000	$0	0	16,000	CSAH 67, WHITE BEAR LAKE - UPGRADE SIGNALS	RAMSEY	Manage	S8
1996		CR B	62-625-22	SH	350,000	280,000	$0	0	70,000	RAMSEY CR B-HAMLINE AVE TO DALE ST - STRIPING AND SIGNAL MODIFICATIONS	RAMSEY CO	Manage	S2
1996		CR C	62-623-39	SH	323,000	258,400	$0	0	64,600	CR C-HAMLINE AVE TO LITTLE CANADA RD - STRIPING AND SIGNAL MODIFICATIONS	RAMSEY CO	Manage	S2
1997		EN	62-590-06	EN	425,000	340,000	$0	0	85,000	BATTLE CREEK BIKEWAY	RAMSEY CO	Other	O9
1998		EN	62-090-01	EN	450,000	360,000	$0	0	90,000	BURLINGTON NORTHERN REGIONAL TRAIL-JOHNSON PKWY TO FROST AVE	RAMSEY CO	Other	O9
1997		CSAH 30	62-630-42	RC	5,000,000	4,000,000	$0	0	1,000,000	CSAH 30 (LARPENTEUR AVE) - TH 280 TO CSAH 53 (DALE ST) - RECONSTRUCT	RAMSEY CO	Replace	S10
1996		CSAH 51	62-651-34	RC	1,445,000	1,156,000	$0	0	289,000	CSAH 51 (LEX. AVE) - CSAH 30 (LARP. AVE) TO CSAH 15 (CR E) - MILL/OVERLAY, TURN LANES, SIGNAL REV.	RAMSEY CO	Replace	S10
1998		CSAH 58	62-658-05	BR	1,950,000	1,500,000	$0	0	450,000	EDGERTON OVER BUSH ST & CNW RR IN ST PAUL-REP BR 90412	RAMSEY CO	Replace	S19
1996		CSAH 65	62-665-36	SC	1,000,000	800,000	$0	0	200,000	CSAH 65 (WHITE BEAR AVE) - CSAH 23 (CR C) TO I-694 - GEOMETRIC/SIGNAL REVISIONS	RAMSEY CO	Manage	S7
1998		CSAH 42/46	62-642-03	BR	7,500,000	6,000,000	$0	0	1,500,000	FORD PKWY OVER MISSISSIPPI RIVER-REP BR 3575(PHASE 1)	RAMSEY/HENNEPIN CO	Replace	S19
1996		77TH ST	157-108-17	MC	515,000		$412,000	103,000	0	WOOD LAKE STORM SEWER-CONSTRUCTION ENGINEERING	RICHFIELD	Expand	O2
1996		77TH ST	157-108-20	MC	400,000		$320,000	60,000	20,000	PORTLAND AVE TO CEDAR AVE-LANDSCAPING(CONSTRUCTION & CE)	RICHFIELD	Expand	O6
1996		77TH ST	157-108-XX	MC	1,250,000		$1,000,000		250,000	17TH AVE TO 24TH AVE-PRELIMINARY ENGINEERING	RICHFIELD	Expand	O2
1996		EN	70-600-03	EN	350,000	280,000	$0	0	70,000	HISTORIC SITES AND TRANSPORTATION OF THE MINNESOTA RIVER VALLEY TRAIL	SCOTT CO	Other	O9
1996		CSAH 21	70-621-09	MC	2,775,000	2,220,000	$0	0	555,000	SCOTT CO; CSAH 21 NEW ALIGNMENT FROM 2000' E OF CSAH 39 TO 1300' E OF CSAH 27	SCOTT CO	Expand	B-00
1996		CR 63	70-598-02	BR	150,000	120,000	$0	0	30,000	REPL BR L-3046 OVER SAND CREEK, 1 MI N OF JORDAN	SCOTT CO	Replace	S19
1996		EN	167-090-02	EN	178,000	142,400	$0	0	35,600	RICE CREEK OPEN SPACE TRAIL	SHOREVIEW	Other	O9
1996		EN	167-090-03	EN	447,000	357,600	$0	0	89,400	I-694 PED/BIKE OVERPASS	SHOREVIEW	Other	O9
1996		EN	167-090-04	EN	434,000	347,200	$0	0	86,800	SNAIL LAKE OPEN SPACE TRAIL AND UNDERPASS	SHOREVIEW	Other	O9

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1996		EN	168-090-02	EN	600,000	480,000	$0	0	120,000	HARDMAN REGIONAL PEDESTRIAN TRAIL IN SOUTH ST PAUL, DAKOTA COUNTY	SOUTH ST PAUL	Other	O9
1998		EN	163-090-01	EN	625,000	500,000	$0	0	125,000	SOUTHWEST REGIONAL TRAIL-CEDAR LAKE PARK TO HOPKINS TRAILHEAD OF HENN PARKS REG TRAIL	ST LOUIS PARK	Other	O9
1996		CITY	164-235-09	BR	15,000,000	11,900,00	$0	0	3,100,000	WABASHA STREET BRIDGE REPLACEMENT IN ST PAUL	ST PAUL	Replace	S19
1996		CMAQ	164-070-05	TM	970,000	680,000	$0	0	290,000	TRAFFIC SIGNAL SYSTEM IMPROVEMENTS	ST PAUL	Manage	S7
1996		EN	164-080-05	EN	580,000	464,000	$0	0	116,000	ST PAUL RIVER BLUFF ACQUISTION AND PRESERVATION PROJECT	ST PAUL	Other	O9
1998		EN	164-080-08	EN	680,000	500,000	$0	0	180,000	COMO PARK STREETCAR STATION RENOVATION	ST PAUL	Other	NC
1998		EN	164-090-04	EN	420,000	336,000	$0	0	84,000	MISSISSIPPI RIVER TRAIL-WARNER RD SEGMENT	ST PAUL	Other	O9
1996		EN	91-110-07	EN	250,000	200,000	$0	0	50,000	SCHMID FARMSTEAD - LAKE MINNETONKA REGIONAL PARK	SUB HENN REGIONAL PARK	Other	O9
1996		TH 212	181-010-08	CB	5,040,000	3,528,000	$0	0	1,512,000	SW METRO TRANSIT COMM; EDEN PRAIRIE TRANSIT HUB - SW QUAD, TH 5, 212, PR. CENT. DR.	SW TRANSIT COMM.	Transit	E6
1998		EN	209-090-01	EN	400,000	320,000	$0	0	80,000	CENTERVILLE ROAD TRAIL-CSAH 96 TO VADNAIS BLVD	VADNAIS HEIGHTS	Other	O9
1997		EN	82-590-01	EN	475,000	380,000	$0	0	95,000	BURLINGTON NORTHERN RAILROAD	WASHINGTON CO	Other	O9
1997		CSAH 3	82-603-05	RC	2,440,000	1,950,000	$0	0	490,000	CSAH 3 CORRIDOR FROM CSAH 4 TO NORTH COUNTY LINE - GEOMETRIC AND LOAD CAPACITY IMPROVMENTS	WASHINGTON CO	Replace	S10
1996		CSAH 16	82-616-12	RC	1,300,000	1,040,000	$0	0	260,000	CSAH 16 - INTERLACHEN DR TO CSAH 19-RECONSTRUCT FROM 2 LANE RURAL TO 4 LANE URBAN	WASHINGTON CO	Replace	B-00
1996		BIKE/WALK	174-090-01	BT	775,000	620,000	$0	0	155,000	BURLINGTON NORTHERN REGIONAL TRAIL	WHITE BEAR LAKE	Trails	AQ2
1996		TH 47	0206-47	AM	605,000	0	$0	605,000	0	1000' S TO 1000' N OF CO RD 116-INTERSECTION IMPROVEMENTS, TRAFFIC SIGNAL	ANOKA CO	Other	E3
1996		TH 169	7008-38	AM	135,000	0	$0	135,000	0	AT EAST STREET IN BELLE PLAINE-INTERSECTION IMPROVEMENTS	BELLE PLAINE	Other	E3
1996		I-35W	1981-95	AM	130,000	0	$0	130,000	0	W. FRONTAGE RD(BUCKHILL) AT SOUTHCRESS DR & 150TH ST-SIGNAL INSTALLATION	BURNSVILLE	Other	E2
1996		TH 3	1921-63	AM	100,000	0	$0	100,000	0	AT TH 50 IN FARMINGTON, STORM SEWER IMPROVEMENT	FARMINGTON	Other	O6
1996		TH 101	2736-41	AM	300,000	0	$0	300,000	0	AT CSAH 62(TOWN LINE RD)-RECONSTRUCT CONNECTION	HENNEPIN CO	Other	E2
1996		I-94	2786-102	AM	75,000	0	$0	75,000	0	AT CSAH 61(HEMLOCK LANE) RAMPS-TRAFFIC SIGNAL INSTALLATION	MAPLE GROVE	Other	E2
1996		I-494	2785-294	AM	45,000	0	$0	45,000	0	AT CSAH 5(MINNETONKA BLVD) EAST RAMP-TRAFFIC SIGNAL INSTALLATION	MINNETONKA	Other	E2

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1998			8809-164	EN	110,000	88,000	$0	22,000	0	STATE ENTRYWAYS BEAUTIFICATION	MN/DOT	Other	O9
1996		ITS	ADVPARK (	TM	304,000	0	$0	15,000	66,000	ADVANCED PARKING SYSTEM	MN/DOT	Manage	S7
1996		ITS	AMWZTS (9	TM	750,000		$0	0	0	AUTOMATED MOBILE WORK ZONE	MN/DOT	Manage	S7
1996		ITS	ARTIC (96)	TM	1,060,000	0	$0	0	457,000	ADVANCED RURAL TRAFFIC INFO & COORD.	MN/DOT	Manage	S7
1996		ITS	AUSCI (96)	TM	105,000	0	$0	13,000	30,000	AUTOMATED URBAN SIGNAL CONTROL	MN/DOT	Manage	S7
1996		ITS	AUSCI-2 (96	TM	1,458,000	0	$0	355,000	438,000	AUTOMATED URBAN SIGNAL CONTROL-PHASE 2	MN/DOT	Manage	S7
1996		ITS	CVOPROJ (	TM	900,000	0	$0	150,000	0	COMMERCIAL VEHICLE OPERATIONS BUS PLAN	MN/DOT	Manage	O1
1996		ITS	FUTURE R&	TM	2,093,000	0	$0	0	419,000	MISC RESEARCH & DEVELOPMENT PROJECTS-FUTURE	MN/DOT	Manage	O1
1996		ITS	GENESIS (9	TM	1,365,000	0	$0	449,000	640,000	GENESIS	MN/DOT	Manage	O1
1996		ITS	ICTM (96)	TM	1,645,000	300,000	$0	564,000	137,000	INTEGRATED CORRIDOR TRAFFIC MANAGEMENT	MN/DOT	Manage	S7
1996		ITS	LIDAR (96)	TM	25,000	0	$0	0	25,000	AIR QUALITY(LIDAR)	MN/DOT	Manage	O1
1996		ITS	MAGGUIDE(	TM	530,000	0	$0	0	424,000	MAGNETIC LATERAL CONTROL-MN/ROAD	MN/DOT	Manage	O1
1996		ITS	MANAGE (9	TM	1,515,000	0	$0	0	650,000	MANAGEMENT 1996	MN/DOT	Manage	S7
1996		ITS	MAYDAY (96	TM	1,624,000	0	$0	223,000	458,000	MAYDAY/AUTO ACCIDENT NOTIFICATION	MN/DOT	Manage	O1
1996		ITS	NON-INTRU	TM	403,000	0	$0	125,000	28,000	NON-INTRUSIVE TECHNOLOGY	MN/DOT	Manage	O1
1996		ITS	ONE-STOP (	TM	750,000	0	$0	50,000	200,000	ONE-STOP SHOPPING	MN/DOT	Manage	O1
1996		ITS	POLARIS (9	TM	2,903,000	0	$0	461,000	597,000	POLARIS-ARCHITECTURE	MN/DOT	Manage	O1
1996		ITS	R&D(96)	TM	3,839,000	0	$0	0	736,000	MISC RESEARCH AND DEVELOPMENT PROJECTS	MN/DOT	Manage	O1
1996		ITS	SMARTDAR	TM	129,000	0	$0	0	66,000	SMART DARTS	MN/DOT	Manage	O1
1996		ITS	SPIM (96)	TM	340,000	0	$0	53,000	15,000	ST PAUL INCIDENT MANAGEMENT	MN/DOT	Manage	O1
1996		ITS	TELEWORK	TM	180,000	0	$0	0	30,000	TELEWORK CENTERS	MN/DOT	Manage	O1
1996		ITS	TRANSITW	TM	315,000	0	$0	0	165,000	U OF M TRANSITWAY	MN/DOT	Manage	S7
1996		ITS	TRAVLINK (	TM	663,000	228,000	$0	252,000	22,000	TRAVLINK	MN/DOT	Manage	O1
1996		ITS	TRILOGY (9	TM	2,189,000	0	$0	528,000	473,000	TRILOGY	MN/DOT	Manage	O1
1996		ITS	VEHNAV (96	TM	1,006,000	0	$0	75,000	600,000	IN-VEHICLE NAVIGATION	MN/DOT	Manage	O1
1996		ITS	VEHSIGN (9	TM	150,000	0	$0	30,000	0	IN-VEHICLE SIGNING	MN/DOT	Manage	O1
1996		ITS	WIND (96)	TM	125,000	0	$0	25,000	0	WEATHER INFO NETWORK DEMONSTRATION	MN/DOT	Manage	O1
1996		ITS	WIREL. 911(	TM	3,512,000	0	$0	145,000	1,804,000	WIRELESS 911	MN/DOT	Manage	O1
1997		ITS	ADVPARK (	TM	104,000	0	$0	10,000	23,000	ADVANCED PARKING SYSTEM	MN/DOT	Manage	S7
1997		ITS	ARTIC (97)	TM	282,000	0	$0	0	82,000	ADVANCED RURAL TRAFFIC INFO & COORD.	MN/DOT	Manage	S7
1997		ITS	AUSCI (97)	TM	1,060,000	0	$0	362,000	190,000	AUTOMATED URBAN SIGNAL CONTRTOL	MN/DOT	Manage	S7
1997		ITS	CVO PROJ (	TM	600,000	0	$0	100,000	150,000	COMMERCIAL VEHICLE OPERATIONS BUS PLAN	MN/DOT	Manage	O1

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1997		ITS	ICTM (97)	TM	2,610,000	0	$0	785,000	212,000	INTEGRATED CORRIDOR TRAFFIC MANAGEMENT	MN/DOT	Manage	S7
1997		ITS	MANAGE (9	TM	1,650,000	0	$0	0	1,400,000	MANAGEMENT 1997	MN/DOT	Manage	O1
1997		ITS	MAYDAY (97	TM	3,442,000	0	$0	214,000	1,831,000	MAYDAY/AUTO ACCIDENT NOTIFICATION	MN/DOT	Manage	O1
1997		ITS	NON-INTRU	TM	260,000	0	$0	125,000	0	TRAVLINK	MN/DOT	Manage	O1
1997		ITS	ONE-STOP (	TM	525,000	0	$0	75,000	125,000	ONE-STOP SHOPPING	MN/DOT	Manage	O1
1997		ITS	POLARIS (9	TM	2,552,000	0	$0	689,000	1,108,000	POLARIS-ARCHITECTURE	MN/DOT	Manage	O1
1997		ITS	SPIM (97)	TM	164,000	0	$0	23,000	10,000	ST PAUL INCIDENT MANAGEMENT	MN/DOT	Manage	O1
1997		ITS	TRILOGY (9	TM	1,270,000	0	$0	490,000	200,000	TRILOGY	MN/DOT	Manage	O1
1997		ITS	VEHNAV (97	TM	335,000	0	$0	25,000	200,000	IN-VEHICLE NAVIGATION	MN/DOT	Manage	O1
1997		ITS	WIREL 911(	TM	1,204,000	0	$0	118,000	416,000	WIRELESS 911	MN/DOT	Manage	O1
1998		ITS	AUSCI (98)	TM	133,000	0	$0	83,000	50,000	AUTOMATED URBAN SIGNAL CONTRTOL	MN/DOT	Manage	S7
1998		ITS	CVO PROJ (	TM	500,000			400,000	100,000	COMMERCIAL VEHICLE OPERATIONS BUS PLAN	MN/DOT	Manage	O1
1998		ITS	ICTM (98)	TM	1,500,000	0	$0	1,395,000	105,000	INTEGRATED CORRIDOR TRAFFIC MANAGEMENT	MN/DOT	Manage	S7
1998		ITS	MANAGE (9	TM	1,650,000	0	$0	0	1,400,000	MANAGEMENT 1998	MN/DOT	Manage	O1
1998		ITS	NEXTPHAS	TM	450,000	0	$0	450,000	0	NEXT PHASE OF PROJECT	MN/DOT	Manage	O1
1998		ITS	TRILOGY (9	TM	150,000	0	$0	150,000	0	TRILOGY	MN/DOT	Manage	O1
1996		LANDSCAPE	880M-RB-96	RB	75,000	0	$0	75,000	0	1996 LANDSCAPE PARTNERSHIP	MN/DOT	Other	O6
1997		LANDSCAPE	880M-RB-97	RB	75,000	0	$0	75,000	0	1997 LANDSCAPE PARTNERSHIP	MN/DOT	Other	O6
1998		LANDSCAPE	880M-RB-98	RB	75,000	0	$0	75,000	0	1998 LANDSCAPE PARTNERSHIP	MN/DOT	Other	O6
1998		RR	0206-SR	SR	50,000	40,000	$0	0	10,000	MNTH 47, FERRY ST IN ANOKA-UPGRADE CIRCUITRY	MN/DOT	Manage	S8
1998		RR	10-00112	SR	130,000	104,000	$0	0	26,000	CSAH 10, CHASKA-UPGRADE SIGNALS, INSTALL GATES & RUBBER SURFACE	MN/DOT	Manage	S8
1998		RR	19-00119	SR	100,000	80,000	$0	0	20,000	CO RD 58, 170TH ST, ROSEMOUNT-INSTALL SIGNALS & GATES	MN/DOT	Manage	S8
1998		RR	19-00120	SR	100,000	80,000	$0	0	20,000	MSAS 108, BISCAYNE AVE, ROSEMOUNT-INSTALL CANTILEVER SIGNALS & GATES	MN/DOT	Manage	S8
1998		RR	19-00121	SR	100,000	80,000	$0	0	20,000	MSAS 105, HOLYOKE AVE, LAKEVILLE-INSTALL SIGNALS	MN/DOT	Manage	S8
1998		RR	27-00215	SR	50,000	40,000	$0	0	10,000	MUN 459, TALMAGE AVE, MPLS-UPGRADE CIRCUITRY	MN/DOT	Manage	S8
1998		RR	27-00218	SR	150,000	120,000	$0	0	30,000	MUN 1629,CEDAR LAKE BLVD,MPLS-UPGRADE SIGNALS & SURFACE	MN/DOT	Manage	S8
1998		RR	62-00165	SR	50,000	40,000	$0	0	10,000	MSAS 232, COMO AVE, ST PAUL-UPGRADE CIRCUITRY	MN/DOT	Manage	S8
1998		RR	62-00166	SR	50,000	40,000	$0	0	10,000	MUN 516, COMO PLACE, ST PAUL-UPGRADE CIRCUITRY	MN/DOT	Manage	S8
1998		RR	62-00167	SR	100,000	80,000	$0	0	20,000	CSAH 60, OTTER LAKE RD,RAMSEY CO-UPGRADE SIGNALS	MN/DOT	Manage	S8

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1998		RR	62-00168	SR	80,000	64,000	$0	0	16,000	MSAS 219, TERMINAL RD, ROSEVILLE-UPGRADE SIGNALS	MN/DOT	Manage	S8
1998		RR	62-00169	SR	80,000	64,000	$0	0	16,000	CSAH 44, SILVER LAKE RD, NEW BRIGHTON(RAMSEY CO)-UPGRADE SIGNALS	MN/DOT	Manage	S8
1998		RR	6227-SR	SR	75,000	60,000	$0	15,000	0	MNTH 120, CENTURY AVE, MAPLEWOOD-UPGRADE CIRCUITRY & 12" LENSES	MN/DOT	Manage	S8
1998		RR	82-00119	SR	150,000	120,000	$0	0	30,000	MUN 43, 12TH ST, NEWPORT-UPGRADE SIGNALS	MN/DOT	Manage	S8
1996		TH 3	1920-29	RD	1,200,000	960,000	$0	240,000	0	RICE-DAKOTA CO LINE TO 1.3 MI N OF N JCT TH 50 IN FARMINGTON-MILL & OVERLAY; GUARDRAIL	MN/DOT	Preserve	S10
1996	1	TH 3	1928-43	MC	300,000	240,000	$0	60,000	0	75TH ST TO TH 52-LANDSCAPING	MN/DOT	Expand	O6
1996		TH 5	1002-57	MC	200,000	160,000	$0	40,000	0	CSAH 17 TO CSAH 4 IN CHAN. & EDEN P.-LANDSCAPING	MN/DOT	Expand	S18
1996		TH 5	1002-62	SH	100,000	80,000	$0	20,000	0	AT TH 284 - SIGNAL REVISION	MN/DOT	Manage	S2
1997		TH 5	1002-63	RS	1,961,300	0	$0	1,709,300	252,000	FROM TH 25 TO W OF TH 41, MILL AND OVERLAY, SIGNALS AT CSAH 13(ROLLING ACRES)	MN/DOT	Preserve	E2
1997		TH 5	6201-62066	BI	150,000	0	$0	150,000	0	SOO LINE RR AND ROAD - LS OVERLAY AND JOINTS	MN/DOT	Preserve	S10
1998		TH 5	6214-120	SH	110,000	88,000	$0	22,000	0	AT CSAH 15 IN LAKE ELMO-SIGNAL INSTALLATION	MN/DOT	Manage	E2
1997		TH 7	1004-22	RS	2,100,000	1,680,000	$0	420,000	0	0.6 MI E OF E LIM OF ST. BONI TO 0.1 MI E OF TH 41 - RECONDITION; AND SIGNAL AT TH 41	MN/DOT	Preserve	S7
1997		TH 7	2706-164	SH	950,000	760,000	$0	190,000	0	CHRISTMAS LK RD - REVISE INTERSECTION & SIGNAL	MN/DOT	Manage	S2
1997		TH 7	2706-188	BI	260,000	0	$0	260,000	0	OVER RECREATIONAL TRAIL IN EXCELSIOR, REPLACE BR 5323	MN/DOT	Preserve	S19
1998		TH 7	1003-25	RS	855,000	0	$0	855,000	0	TH 25 TO ST BONIFACIOUS-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		TH 7	2706-191	RS	2,140,000	0	$0	2,140,000	0	E OF TH 41 TO TH 100-MILL & OVERLAY	MN/DOT	Preserve	S10
1996		TH 10	0202-67	SH	245,000	196,000	$0	49,000	0	AT THURSTON AVE IN ANOKA-REBUILD SIG, & CHANNEL. AND AT FAIROAK AVE.- REFURB.SIG.; FAIROAK TO CSAH 56 - INTERCONNECT	MN/DOT	Manage	S2
1996		TH 10	0202-74	SH	90,000	72,000	$0	18,000	0	AT ARMSTRONG BLVD - SIGNAL INSTALLATION	MN/DOT	Manage	S2
1996		TH 10	0202-75	RB	403,000	322,000	$0	81,000	0	DAYTONPORT: GREAT RIVER ROAD, SCENIC BYWAY REST AREA	MN/DOT	Other	S15
1996		TH 10	0203-77	SH	50,000	40,000	$0	10,000	0	FROM W. RAMPS TH 47 TO ABLE - INTERCONNECT	MN/DOT	Manage	S2
1996	2	TH 10	0214-02033	MC	2,300,000	1,840,000	$0	460,000		TH 10 UNDER CSAH 11 (FOLEY BLVD) - BR 02033 - STAGE 2A	MN/DOT	Expand	B-00
1996	2	TH 10	0214-27	MC	6,500,000	5,200,000	$0	1,300,000	0	TH 10 STAGE 2A, RECONSTRUCT FOLEY BLVD INTERCHANGE, INCLUDING NOISE WALLS	MN/DOT	Expand	B-00
1996	2	TH 10	0214-28	MC	15,000	12,000	$0	3,000	0	FOLEY BLVD INTERCHANGE-SIGNING	MN/DOT	Expand	O8
1996	2	TH 10	0214-29	MC	210,000	168,000	$0	42,000	0	FOLEY BLVD INTERCHANGE-LIGHTING	MN/DOT	Expand	S18
1996		TH 10	0215-48	SH	160,000	128,000	$0	32,000	0	AT HANSON BLVD. RAMPS - SIGNAL REVISION	MN/DOT	Manage	S2
1996		TH 10	6204-44	RS	773,600	0	$0	773,600	0	FROM CR H TO I694, CONCRETE REHAB	MN/DOT	Preserve	S10

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1997	2	TH 10	0214-02027	MC	250,000	200,000	$0	50,000	0	TH 610 WB OVER COON RAPIDS BLVD-BR 02027(STAGE 2)	MN/DOT	Expand	B-00
1997	2	TH 10	0214-02031	MC	800,000	640,000	$0	160,000	0	TH 10 UNDER EGRET BLVD-BR 02031(STAGE 2)	MN/DOT	Expand	B-00
1997	2	TH 10	0214-02034	MC	1,700,000	1,360,000	$0	340,000	0	SE CSAH 11(FOLEY BLVD) RAMP OVER TH 47 SB-BR 02034(STAGE 2)	MN/DOT	Expand	B-00
1997	2	TH 10	0214-02035	MC	4,000,000	3,200,000	$0	800,000	0	TH 10 EB & WB OVER TH 47 NB-BR 02035(STAGE 2)	MN/DOT	Expand	B-00
1997	2	TH 10	0214-02037	MC	4,700,000	3,760,000	$0	940,000	0	TH EB & WB OVER TH 610 WB & CO RD 51-BR 02037(STAGE 3)	MN/DOT	Expand	B-00
1997	2	TH 10	0214-02039	MC	800,000	640,000	$0	160,000	0	TH 610 WB OVER CO RD 51(UNIV AVE)-BR 02039(STAGE 3)	MN/DOT	Expand	B-00
1997	2	TH 10	0214-02040	MC	1,000,000	800,000	$0	200,000	0	TH 610 EB OVER CO RD 51(UNIV AVE)-BR 02040(STAGE 3)	MN/DOT	Expand	B-00
1997	2	TH 10	0214-02041	MC	1,000,000	800,000	$0	200,000	0	TH 610 WB OVER TH 47-BR 02041(STAGE 3)	MN/DOT	Expand	B-00
1997	2	TH 10	0214-02042	MC	1,400,000	1,120,000	$0	280,000	0	TH 610 EB OVER TH 47-BR 02042(STAGE 3)	MN/DOT	Expand	B-00
1997	2	TH 10	0214-02044	MC	500,000	400,000	$0	100,000	0	PEDESTRIAN BR OVER TH 10-BR 02044(STAGE 3)	MN/DOT	Expand	B-00
1997	2	TH 10	0214-11	MC	5,650,000	4,520,000	$0	1,130,000	0	900' S OF TH 610 TO 2200' NW OF EGRET BLVD-GRADING, SURFACING, SIGNALS(STAGE 2)	MN/DOT	Expand	B-00
1997	2	TH 10	0214-12	MC	8,600,000	6,880,000	$0	1,720,000	0	TH 10, TH 47, TH 610 & CSAH 51 INTERCHANGE-GRADE, SURFACE(STAGE 3)	MN/DOT	Expand	B-00
1997	2	TH 10	0214-16	MC	385,000	308,000	$0	77,000	0	FROM 900' S OF TH 610 TO 2200' NW OF EGRET BLVD-SIGNING(STAGE 2)	MN/DOT	Expand	B-00
1997	2	TH 10	0214-17	MC	140,000	112,000	$0	28,000	0	900' S OF TH 610 TO 2200' NW OF EGRET BLVD-LIGHTING(STAGE 2)	MN/DOT	Expand	B-00
1997	2	TH 10	0214-18	MC	25,000	20,000	$0	5,000	0	TH 10, TH 47, TH 610 & CSAH 51 INTERCHANGE-SIGNING(STAGE 3)	MN/DOT	Expand	O8
1997	2	TH 10	0214-19	MC	75,000	60,000	$0	15,000	0	TH 10, TH 47, TH 610 & CSAH 51 INTERCHANGE-LIGHTING(STAGE 3)	MN/DOT	Expand	S18
1997	2	TH 10	0214-22	MC	225,000	180,000	$0	45,000	0	0.5 MI W OF I-35W TO TH 65-LANDSCAPING	MN/DOT	Expand	O6
1998	2	TH 10	0214-02043	MC	1,400,000	1,120,000	$0	280,000	0	POLK ST OVER TH 10-BR 02043(STAGE 4)	MN/DOT	Expand	B-00
1998	2	TH 10	0214-13	MC	12,400,000	9,920,000	$0	2,480,000	0	UNIVERSITY AVE TO TH 65-GRADE,SURFACE,SIGNALS,NOISE WALLS,ETC	MN/DOT	Expand	B-00
1998	2	TH 10	0214-20	MC	600,000	480,000	$0	120,000	0	CO RD 51(UNIVERSITY AVE) TO TH 65-SIGNING(STAGE 4)	MN/DOT	Expand	O8
1998	2	TH 10	0214-21	MC	250,000	200,000	$0	50,000	0	CO RD 51(UNIVERSITY AVE) TO TH 65-LIGHTING(STAGE 4)	MN/DOT	Expand	S18
1998		TH 12	2713-66	BR	106,500	85,200	$0	21,300	0	UNDER LUCE LINE TRAIL 4.5 MI W OF TH 494-REPLACE BR 4643	MN/DOT	Replace	S19
1996	5	TH 13	1901-130	MC	475,000	380,000	$0	95,000	0	MENDOTA INTERCHANGE - LANDSCAPING	MN/DOT	Expand	O6
1997		TH 13	7001-73	SC	250,000	0	$0	250,000	0	AT CSAH 12 IN PRIOR LAKE - SIGNAL, CHANNELIZATION	MN/DOT	Manage	E2
1997		TH 13	7001-76	SC	400,000	0	$0	260,000	140,000	CSAH 16/MCCOLL AVE, SIGNAL SYSTEM; RAISED CHANNELIZATION; ENTER LEFT AND RIGHT TURN LANES	MN/DOT	Manage	E2

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1998		TH 13	1901-131	SH	200,000	160,000	$0	40,000	0	CSAH 5 TO LYNN AVENUE-SIGNAL INSTALLATION & INTERCONNECTION	MN/DOT	Manage	E2
1998		TH 13	7001-77	SH	35,000	28,000	$0	7,000	0	DULUTH AVE TO CO RD 44-SIGNAL INTERCONNECTION	MN/DOT	Manage	S2
1996		I-35	1980-19841	BI	426,216	0	$0	426,216	0	UNDER 195TH ST, CSAH 29, CR 62 - MILL & L.S. OVERLAY BRS 19841, 70802, 70805	MN/DOT	Preserve	S19
1996		I-35	1980-57	RC	7,500,000	6,750,000	$0	750,000	0	TH 50 TO S JCT I35E/35W - RECONSTRUCT NB & SB -REMOVE WEIGH STATION	MN/DOT	Replace	S10
1997		I-35	0283-20	RS	1,536,000	1,382,400	$0	153,600	0	N JCT I35E & I35W TO TH 8-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		I-35	1980-56	RC	5,000,000	4,000,000	$0	1,000,000	0	OLD TH 50 TO SCOTT CSAH 2(SB ONLY)-REPLACE PAVEMENT, GRADE CORRECTION, BR REMOVALS,ETC	MN/DOT	Replace	S10
1996		I-35E	0282-02802	BI	232,391	209,151	$0	23,239	0	UNDER 80TH ST IN LINO LAKES, CO RD J, CO RD H2, & EDGERTON - MILL & L.S. OVERLAY BRS. 02802, 62836, 62835, 9561	MN/DOT	Preserve	S19
1996		I-35E	1982-118	RS	758,018	682,216	$0	75,802	0	S JCT I35E & I35W TO TH 77-JOINT REHABILITATION	MN/DOT	Preserve	S10
1996		I-35E	1982-119	RS	562,994	506,695	$0	56,299	0	CSAH 26 TO TH 110 - BITUMINOUS OVERLAY	MN/DOT	Preserve	S10
1996		I-35E	1982-120	RS	472,841	425,557	$0	47,284	0	TH 110 TO TH 5-SAW & SEAL CONCRETE JOINTS	MN/DOT	Preserve	S10
1996		I-35E	1982-122	SH	45,996	0	$0	45,996	0	WB TH 110 TO NB I35E-RIGHT TURN MODIFICATION	MN/DOT	Manage	S6
1996		I-35E	6280-291	SC	180,000	0	$0	180,000	0	AT MARYLAND AVE-REBUILD SIGNALS	MN/DOT	Manage	S7
1996		I-35E	6280-293	TM	160,000	0	$0	0	160,000	WB TH 36 TO SB I35E - HOV BYPASS LANE	MN/DOT	Manage	S7
1996		I-35E	6281-36	BR	2,000,000	0	$0	2,000,000	0	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	MN/DOT	Replace	S19
1997		I-35E	6280-9330	BI	850,000	0	$0	850,000	0	OVER MISSISSIPPI RIVER - PARTIAL PAINT & RAILING REPAIR	MN/DOT	Preserve	S10
1998		I-35E	1982-125	SC	120,000	0	$0	120,000	0	AT CO RD 11 NORTH RAMP-SIGNAL INSTALLATION	MN/DOT	Manage	E2
1998		I-35E	1982-126	SC	80,000	0	$0	80,000	0	AT CSAH 26(LONE OAK RD) IN EAGAN-SIGNAL REVISION & DUAL LEFT TURN LANE	MN/DOT	Manage	E2
1996		I-35W	0280-45	BI	800,000	720,000	$0	80,000	0	UNDER SB ON RAMP FROM LAKE DRIVE - REDECK/WIDEN BR 9607, WIDEN RAMP, LIGHTING, GUARDRAIL/BARRIER	MN/DOT	Preserve	S19
1996		I-35W	0280-9830	BI	187,002	0	$0	187,002	0	UNDER CSAH 14 & UNDER CSAH 21-MILL & L.S. OVERLAY BRS 9830 & 02801	MN/DOT	Preserve	S19
1996		I-35W	1981-94	SC	25,000	0	$0	25,000	0	S JCT I-35E/35 TO TH 13-REPLACE SIGNING	MN/DOT	Manage	O8
1996		I-35W	1981-96	BI	720,000	648,000	$0	72,000	0	UNDER TH13 - REPL DECK BRS WB 9779 & EB 9780	MN/DOT	Preserve	S19
1996	3	I-35W	2782-255	RS	7,158,510	6,433,158	$0	725,352	0	76TH ST TO 31ST ST--MILL & OVERLAY, CONC.REPAIR & RESEAL	MN/DOT	Preserve	S10
1996	3	I-35W	2782-27867	BI	450,476	405,428	$0	45,048	0	OVER SOO LINE RR, 1.3 MI S OF I94--REPL DECK BR 27867	MN/DOT	Preserve	S19

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1996		I-35W	2782-27871	BI	971,226	874,103	$0	97,123	0	SB 35W OVER NB TH 65 - OVERLAY & REPAIR BR.27871, ALSO BRS.27930,31,33,34,35,36,39,41,9088	MN/DOT	Preserve	S19
1996	3	I-35W	2782-9039	BI	2,815,000	2,533,500	$0	281,500	0	90TH ST TO 26TH ST-REDECK BRS 9039,9041,9213,9615,9617,27869,27870	MN/DOT	Preserve	S19
1996	3	I-35W	2782-9053	BI	300,000	270,000	$0	30,000	0	UNDER 94TH ST, DIAMOND LAKE RD, & 76TH ST-OVERLAY BRS 9053, 9611, 9796	MN/DOT	Preserve	S19
1996	3	I-35W	2782-9088	BI	527,624	474,861	$0	52,762	0	I-35W OVER 66TH ST - OVERLAY BR 9088	MN/DOT	Preserve	S19
1996	3	I-35W	2782-9731	BI	322,466	290,219	$0	32,247	0	OVER 31ST ST, 1.5 MI S OF I-94	MN/DOT	Preserve	S19
1996	3	I-35W	2782-9733	BI	384,132	345,719	$0	38,413	0	OVER LAKE ST, 1.4 MI S OF I94--REPLACE DECK BR 9733	MN/DOT	Preserve	S19
1996		I-35W	6284-9570	BI	450,000	405,000	$0	45,000	0	UNDER CR E2 & UNDER TH 96, OVER CR I--MILL & OVERLAY BRS 9570,9577, & 9603	MN/DOT	Preserve	S19
1997		I-35W	2783-27850	BI	370,000	0	$0	370,000	0	UNDER TH 55 RAMP TO TH 94 WB - REDECK BR 27850	MN/DOT	Preserve	S19
1997		I-35W	6284-117	RS	480,000	432,000	$0	48,000	0	1.0 MI S OF TO 0.2 MI N OF I694-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		I-35W	0280-9607	BI	500,000	400,000	$0	100,000	0	UNDER SB RAMP AT OLD TH 8,SUNSET,CO RD J-PAINT BRS 9607,9831,9606	MN/DOT	Preserve	S19
1998	3	I-35W	2782-255A	RC	10,000,000	9,000,000	$0	1,000,000	0	TH 494 TO MPLS.-INTERIM HOV LANES (STRUCTURES)	MN/DOT	Replace	A-00
1998		I-35W	2783-9340	BI	700,000	560,000	$0	140,000	0	OVER MISSISSIPPI RIVER-REPLACE JOINTS & RAILING BR 9340	MN/DOT	Preserve	S9
1996		TH 36	6212-143	SC	150,000	0	$0	150,000	0	I-35W TO ENGLISH ST-REPLACE SIGNING	MN/DOT	Manage	O8
1996		TH 36	6212-62006	BI	390,000	312,000	$0	78,000	0	UNDER EDGERTON, ARCADE, VICTORIA, & HAMLINE AVES - MILL & LS OVERLAY BRS 62006, 62007, 62035, 62069	MN/DOT	Preserve	S19
1996		TH 36	8214-122	BR	100,000	80,000	$0	20,000	0	BRIDGE 82011 OVER ST CROIX RIVER-HISTORICAL MITIGATION	MN/DOT	Replace	O1
1996	4	TH 36	8214-96RW	RW	6,000,000	0	$0	6,000,000	0	R/W ACQUISITION FOR STILLWATER BRIDGE PROJECT	MN/DOT		O4
1996		TH 36	8217-13	BR	450,000	180,000	$0	45,000	225,000	BRIDGE 82011 OVER THE ST CROIX RIVER-FOUNDATION TESTING	MN/DOT	Replace	S10
1996		TH 36	8217-14	BR	200,000	80,000	$0	20,000	100,000	BRIDGE 82011 OVER ST CROIX RIVER-MUSSELL RELOCATION	MN/DOT	Replace	O1
1997	4	TH 36	8204-37	MC	6,200,000	4,960,000	$0	1,240,000	0	FROM 0.6 MI W OF TO 0.4 MI E OF TH 5-RECONSTRUCT, RELOCATE FRONTAGE ROAD	MN/DOT	Expand	B-00
1997	4	TH 36	8204-44	RC	500,000	400,000	$0	100,000	0	NE QUADRANT FR RD AT TH 5-GRADE & SURFACE (ADVANCE FUNDING)	MN/DOT	Replace	B-00
1997	4	TH 36	8214-113	MC	1,000,000	800,000	$0	200,000	0	WASHINGTON AVE TO ST CROIX RIVER-DEMOLITION, UTILITY RELOCATION, BYPASSES, ETC	MN/DOT	Expand	A-00
1997		TH 36	8214-9115	BI	110,000	0	$0	110,000	0	EB OVER TH 95 - LS OVERLAY AND JOINTS	MN/DOT	Preserve	S10
1997	4	TH 36	8214-97RW	RW	4,000,000	0	$0	4,000,000	0	STILLWATER BRIDGE - RIGHT-OF-WAY ACQUISTION	MN/DOT		A-00

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1997	4	TH 36	8217-12	BR	48,600,000	19,440,00	$0	4,860,000	24,300,000	OVER ST CROIX RIVER AT STILLWATER-BR 82011(REPLACE BR 4654), RIVER SPANS & EAST ABUTMENT	MN/DOT	Replace	A-00
1998		TH 36	6211-62070	BI	165,000	0	$0	165,000	0	OVER TH 61-OVERLAY & REP JOINTS BR 62070	MN/DOT	Preserve	S10
1998		TH 36	6212-141	BR	3,800,000	3,040,000	$0	760,000	0	AT DALE ST INTERCHANGE-BR 62073(WB),62074(EB);REPLACE BR 6724 & RECONSTRUCT INTERCHANGE,SIGNING,LIGHTING,SIGNALS	MN/DOT	Replace	E3
1998	4	TH 36	8214-114	MC	25,800,000	17,440,00	$0	4,360,000	4,000,000	FROM WASHINGTON AVE TO ST CROIX RIVER -GRADING, SURFACING, LIGHTING,SIGNING,LAND SPANS TO BR 82011,ETC	MN/DOT	Expand	A-00
1996		TH 41	1008-48	SH	100,000	80,000	$0	20,000	0	AT TH 212 - TURN LANE AND SIGNAL REVISIONS	MN/DOT	Manage	S2
1998		TH 41	7010-18	BR	843,000	674,400	$0	168,600	0	OVER MN RIVER OVERFLOW 0.8 MI N OF TH 169 - REPL BR 6763 & A	MN/DOT	Replace	S19
1996		TH 47	0206-46	RB	30,000	0	$0	30,000	0	ST FRANCIS AUTO PARTS-SALVAGE YARD CLEANUP	MN/DOT	Other	O6
1997		TH 47	2726-60	BR	7,200,000	5,760,000	$0	1,440,000	0	UNIV. AVE. OV ST. ANTHONY, SOO LINE, & BNRR - REPL. 3 BRIDGES	MN/DOT	Replace	S19
1998		TH 47	0206-392	BI	200,000	0	$0	200,000	0	OVER FORD BROOK(2 LOCATIONS)-REPLACE BRS 392 & 393 WITH BOX CULVERTS	MN/DOT	Preserve	S19
1998		TH 47	0206-43	SH	500,000	400,000	$0	100,000	0	FROM CO RD 116 TO 180TH WAY-LIGHTING, TURN LANE & BYPASS	MN/DOT	Manage	S2
1998		TH 47	0206-711	BR	100,000	80,000	$0	20,000	0	OVER FORD BROOK, 6.1.MI N OF TH 10-REPLACE BR 711	MN/DOT	Replace	S19
1996		TH 49	0204-13	RS	511,648	409,318	$0	102,330	0	TH 96 TO THE CORRECTIONAL FACILITY-MILL & OVERLAY	MN/DOT	Preserve	S10
1996		TH 49	6214-81	RS	175,352	0	$0	175,352	0	0.3 MI N OF CO RD B2 TO WOODLYN AVE-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		TH 50	1904-14	RD	400,000	0	$0	400,000	0	E OF VERMILLION RIVER TO HAMPTON-MILL,WIDEN, & OVERLAY	MN/DOT	Preserve	S10
1996		TH 51	6216-111	RS	523,500	0	$0	523,500	0	N LIMITS OF ROSEVILLE TO N OF I694, CONCRETE REHAB	MN/DOT	Preserve	S10
1996		TH 52	1907-55	RS	1,344,809	0	$0	1,344,809	0	S JCT TO N JCT TH 52/55/56-CONCRETE REHABILITATION, BRIDGE REPAIR	MN/DOT	Preserve	S10
1997		TH 52	1906-40	RS	2,804,300	0	$0	2,804,300	0	S JCT OF TH 55 TO TH 50, MILL AND OVERLAY	MN/DOT	Preserve	S10
1997		TH 52	1907-9107	AM	2,010,000	0	$0	2,010,000	0	NB TH 52 OVER SB TH 56 - REMOVE BRIDGE - PART OF TH 56 TURN BACK	MN/DOT	Other	B-00
1998		TH 52	1905-24	RS	760,000	0	$0	760,000	0	CO RD 86 IN HAMPTON TO TH 50-MILL & OVERLAY	MN/DOT	Preserve	S10
1996		TH 55	1909-74	SC	100,000	0	$0	100,000	0	AT S JCT TH 149-CONSTRUCT DUAL LEFT TURN LANE	MN/DOT	Manage	S6
1996		TH 55	1910-37	RS	526,011	0	$0	526,011	0	S JCT OF TH 56 TO HASTINGS, MILL AND OVERLAY	MN/DOT	Preserve	S10
1996		TH 55	2723-100	TM	1,000,000	800,000	$0	200,000	0	TH 55 TO SB & NB I494-HOV RAMP METER BYPASS	MN/DOT	Manage	S7
1996		TH 55	2723-89	SH	600,000	480,000	$0	120,000	0	AT VICKSBURG, NIAGARA, BOONE, RHODE ISLAND & MEADOW LANE-SIGNAL REVISION	MN/DOT	Manage	S2

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1996		TH 55	2723-90	SH	150,000	120,000	$0	30,000	0	FROM VICKSBURG LANE TO QUAKER LANE & FROM BOONE AVE. THRU THEO. WIRTH PKWAY - INTERCONNECT	MN/DOT	Manage	S2
1996		TH 55	2723-96	RS	2,250,000	1,800,000	$0	450,000	0	I 494 TO THOMAS AVE. - MILL & OVERLAY	MN/DOT	Preserve	S10
1996		TH 55	2723-97	SH	90,000	72,000	$0	18,000	0	AT INDUSTRIAL PARK BLVD. - TRAFFIC SIGNAL INSTALLATION	MN/DOT	Manage	S2
1996	6	TH 55	2724-103	MC	28,245,000	0	$21,460,500	2,384,500	4,400,000	TH 55 (HIAWATHA AVE) AT LAKE ST; OVERPASS, BYPASS ROADS, UTILITY RELOCATION	MN/DOT	Expand	B-00
1996	6	TH 55	2724-96-RO	RW	4,000,000	0	$3,600,000	400,000	0	TH 55 (HIAWATHA AVE) I-94 TO TH 62: PURCHASE OF RIGHT OF WAY - FY 1996	MN/DOT		O4
1997		TH 55	2723-85	BR	2,000,000	1,600,000	$0	400,000	0	OVER SOO LINE R/R 0.3 MI W OF TH 100 -- REPLACE BRS. 6344 & 6	MN/DOT	Replace	S19
1997	6	TH 55	2724-105	MC	10,500,000	0	$7,380,000	820,000	2,300,000	I-94 TO E 29TH ST - GR, SURF, UTIL, RET WALLS, SIGS, LIGHTS,	MN/DOT	Expand	B-00
1997	6	TH 55	2724-97-RO	RW	5,000,000	0	$4,500,000	500,000	0	TH 55 (HIAWATHA AVE) I-94 TO TH 62: PURCHASE OF RIGHT OF WAY - FY 1997	MN/DOT		O4
1996		TH 56	1912-51	SC	150,000	120,000	$0	30,000	0	FROM I494 S RAMP TO WENTWORTH AVE-SIGNAL REVISIONS & INTERCONNECT	MN/DOT	Manage	S7
1996		TH 61	6221-38	RS	170,000	0	$0	170,000	0	W JCT I94 TO W JCT TH 5/61-MILL & OVERLAY	MN/DOT	Preserve	S10
1996		TH 61	6222-127	SC	250,000	0	$0	250,000	0	AT BEAM AVE IN MAPLEWOOD-SIGNAL AND INTERSECTION REVISIONS	MN/DOT	Manage	S6
1998		TH 61	6220-63	RS	1,210,000	0	$0	1,210,000	0	N OF I-494 TO N OF BURNS AVENUE-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		TH 61	6222-130	SH	60,000	48,000	$0	12,000	0	TH 244 TO CO RD F-SIGNAL INTERCONNECTION	MN/DOT	Manage	S2
1998		TH 61	6222-131	SC	130,000	0	$0	130,000	0	AT ROSELAWN AVE IN MAPLEWOOD-SIGNAL INSTALLATION	MN/DOT	Manage	E2
1996		TH 62	2774-3	SH	80,000	0	$0	80,000	0	TH 62 UNDER TH 100 - MODIFY WEAVE AREA	MN/DOT	Manage	S6
1996		TH 62	2775-7	RS	190,000	0	$0	190,000	0	FROM W. OF TH 77 TO 0.2 MI.W. OF 28TH AVE. - MILL & OVERLAY	MN/DOT	Preserve	S10
1997		TH 62	2763-34	BI	1,400,000	1,120,000	$0	280,000	0	OVER MN&S R/R - 0.6 MI W OF TH 100 - REPL DECK BR.S 27085 & 27086	MN/DOT	Preserve	S19
1998		TH 62	2774-27931	BI	290,000	0	$0	290,000	0	OVER TH 121, UNDER 43RD AVE S & UNDER BLOOMINGTON AVE-OVERLAY & REP JOINTS BR 27931,27524,27525	MN/DOT	Preserve	S10
1996		TH 65	0207-63	SH	255,000	204,000	$0	51,000	0	W MOORE LK DR TO TH 118 - SKID CORRECTION	MN/DOT	Manage	S2
1997		TH 65	0208-84	SH	400,000	320,000	$0	80,000	0	AT 85TH AVE NE- REVISE INTERSECTION & SIGNAL	MN/DOT	Manage	E2
1997		TH 65	0208-92	RS	400,000	0	$0	400,000	0	FROM 2.4 MI S OF N ANOKA CO LINE (226TH AVE NE) TO CSAH 24-MILL & OVERLAY	MN/DOT	Preserve	S10
1997		TH 65	0208-93	SH	110,000	88,000	$0	22,000	0	X-TOWN BLVD, SIGNAL REBUILD, MEDIAN CLOSURE AT 177TH	MN/DOT	Manage	S2
1997		TH 65	0208-94	RS	382,000	0	$0	282,000	100,000	217TH AVE (NB) TO 229TH AVE, MILL AND OVERLAY. SIGNALS AT CSAH 24(237TH) AND CR 86 (SIMS ROAD)	MN/DOT	Preserve	S10

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1997		TH 65	0208-95	SC	400,000	0	$0	350,000	50,000	CLOVERLEAF/93RD AVE, SIGNAL REBUILD; AUX LANE; DUAL LEFT TURN LANE	MN/DOT	Manage	E1
1998		TH 65	0208-98	SH	510,000	88,000	$0	422,000	0	AT BUNKER LAKE RD(CO RD 116)-SIGNAL REBUILD(HES) & CROSS STREET CHANNELIZATION(SF)	MN/DOT	Manage	S2
1998		TH 88	6202-42	SH	100,000	80,000	$0	20,000	0	AT CO RD C2-SIGNAL INSTALLATION	MN/DOT	Manage	S2
1996	3	I-94	2781-27843	BI	361,497	325,348	$0	36,150	0	UNDER TH 65 IN MPLS. - REPLACE DECK BR. 27843	MN/DOT	Preserve	S19
1996		I-94	2781-385	SC	220,000	0	$0	220,000	0	LOWRY HILL TUNNEL TO I-694-REPLACE SIGNING	MN/DOT	Manage	O8
1996		I-94	2781-387	RC	270,000	0	$0	270,000	0	DARTMOUTH BR/U OF M INTERCHANGE AREA - LANDSCAPING	MN/DOT	Replace	O6
1996		I-94	2786-100	SC	160,000	0	$0	160,000	0	AT CSAH 81 - REBUILD SIGNALS	MN/DOT	Manage	E2
1996		I-94	2786-101	SH	150,000	0	$0	150,000	0	I 94 UNDER TH 169 - MODIFY WEAVE AREA	MN/DOT	Manage	S6
1996		I-94	2786-88	BI	2,000,000	1,600,000	$0	400,000	0	UND.TH169 (OLD CSAH 18)- REPLACE BRS.27979 & 27980, SIGNING & LIGHTING	MN/DOT	Preserve	S19
1996		I-94	2786-99	RS	729,118	656,207	$0	72,912	0	0.7 MI E OF I-494 TO 0.2 MI W OF CSAH 81 (LAKELAND AVE) - MILL & OVERLAY	MN/DOT	Preserve	S10
1996		I-94	6282-62845A	BI	120,000	0	$0	120,000	0	UNDER PRIOR-OVERLAY BRIDGE 62845	MN/DOT	Preserve	S19
1996		I-94	6283-157	SC	40,000	0	$0	40,000	0	ON TH 94 RAMP TERMINI WITH TH 120-SIGNAL REVISIONS	MN/DOT	Manage	S7
1996	8	I-94	8282-85	MC	40,000	32,000	$0	8,000	0	CSAH 21 TO ST CROIX RIVER-SIGNING	MN/DOT	Expand	O8
1996		I-94	8282-87	RB	25,000	0	$0	25,000	0	AT ST CROIX WEIGH STATION-LIGHTING, ETC	MN/DOT	Other	S18
1997		I-94	2781-337	RD	1,800,000	1,620,000	$0	180,000	0	LOWRY HILL TUNNEL-TUNNEL EQUIPMENT MODERNIZATION	MN/DOT	Preserve	O6
1997		I-94	2781-382	RS	1,300,000	1,170,000	$0	130,000	0	TH694 TO 0.5 MI.N.OF LOWRY TUNNEL-MINOR CONC.REPAIR & RESEAL JOINTS	MN/DOT	Preserve	S10
1997		I-94	2786-97	SC	160,000	0	$0	160,000	0	CSAH 152 RAMPS--REBUILD 2 SIGNALS	MN/DOT	Manage	S7
1997	8	I-94	8281-9400B	BI	1,750,000	1,575,000	$0	175,000	0	PAINT WB BR OVER ST CROIX RIVER	MN/DOT	Preserve	S10
1997	8	I-94	8282-8801	BR	60,000	0	$0	60,000	0	0.6 MI WEST OF TO THE ST CROIX RIVER-LANDSCAPING OF EB	MN/DOT	Replace	O6
1998		I-94	2781-27842	BI	175,000	140,000	$0	35,000	0	UNDER RAMP TO WB AT TH 65 & ST ANTHONY OVER FAIRVIEW-OVERLAY & REP JOINTS BR 27842,62839	MN/DOT	Preserve	S10
1998		I-94	2781-27956	BI	230,000	184,000	$0	46,000	0	UNDER RR AT 27TH AVE & UNDER SEYMOUR PEDESTRIAN BR-PARTIAL PAINT BR 27956 & PAINT BR 27958	MN/DOT	Preserve	S10
1998		I-94	2781-386	TM	200,000	0	$0	200,000	0	I-394 TO I-694-CHANGEABLE MESSAGE SIGNS	MN/DOT	Manage	S7
1998		I-94	6283-159	RS	1,215,000	972,000	$0	243,000	0	MCKNIGHT RD TO W OF TH 95-CONCRETE REPAIR	MN/DOT	Preserve	S10
1997		TH 97	8212-17	SC	300,000	0	$0	250,000	50,000	GOODVIEW AVE/8TH ST, SIGNAL SYSTEM AND CHANNELIZATION	MN/DOT	Manage	E2
1996		TH 100	2755-72	SH	140,000	112,000	$0	28,000	0	CSAH 10 RAMPS - REFURBISH 2 SIGNALS	MN/DOT	Manage	S2

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1998		TH 100	2735-27002	BI	310,000	0	$0	310,000	0	OVER DULUTH ST & TH 55 OVER RR E OF TH 100-OVERLAY & REP JOINTS ON BRS 27002,5891	MN/DOT	Preserve	S10
1998		TH 100	2763-9500	BI	40,000	0	$0	40,000	0	OVER TH 62-REP EXPANSION JOINTS BR 9500	MN/DOT	Preserve	S10
1996	10	TH 101	2738-10	MC	4,365,000	3,492,000	$0	873,000	0	TH 94 TO CSAH 42- G & S, SIGNING, LIGHTING, SIGNALS	MN/DOT	Expand	B-00
1996	10	TH 101	2738-27945	MC	350,000	280,000	$0	70,000	0	TH 101 SB OVER TH 94 - WIDEN BR. 27945	MN/DOT	Expand	B-00
1996	11	TH 101	7005-57	MC	8,364,436	4,835,482	$0	1,208,871	2,320,083	TH 169 TO 0.4 MI W OF CSAH 17 - GRADE, SIGNAL	MN/DOT	Expand	B-00
1996	11	TH 101	7005-69	MC	300,000	240,000	$0	60,000	0	SHAKOPEE BYPASS, TH 169 TO TH 13 - SIGNING	MN/DOT	Expand	O6
1996	11	TH 101	7005-70011	MC	1,113,244	890,595	$0	222,649	0	CSAH 15 OVER SHAK BYPASS - BR 70011	MN/DOT	Expand	B-00
1996	11	TH 101	7005-70012	MC	457,551	366,041	$0	91,510	0	CO RD 77 OVER SHAK BYPASS - BR 70012	MN/DOT	Expand	B-00
1996	11	TH 101	7005-70013	MC	490,261	392,209	$0	98,052	0	CO RD 79 OVER SHAK BYPASS - BR 70013	MN/DOT	Expand	B-00
1996	11	TH 101	7005-71	MC	6,000,000	4,800,000	$0	1,200,000	0	TH 169 TO JCT OLD TH 101 - SURFACE	MN/DOT	Expand	B-00
1996		TH 101	7005-72	MC	400,000	320,000	$0	40,000	40,000	AT CSAH 17 & AT CO RD 83-TRAFFIC SIGNA INSTALLATION	MN/DOT	Expand	E2
1997	11	TH 101	7005-67	MC	200,000	160,000	$0	40,000	0	SHAKOPEE BYPASS, TH 169 TO TH 13--LIGHTING	MN/DOT	Expand	S18
1997	11	TH 101	7005-68	MC	300,000	240,000	$0	60,000	0	SHAKOPEE BYPASS, TH 169 TO JCT. OLD TH 101 - FENCING	MN/DOT	Expand	S13
1998		TH 101	1009-11	RS	330,000	0	$0	330,000	0	TH 212 TO 0.1 MI S OF TH 5 - MILL & OVERLAY	MN/DOT	Preserve	S10
1998		TH 101	1010-8	RS	330,000	264,000	$0	66,000	0	0.3 MI W OF TH 5 TO 0.4 MI S OF TH 7 - MILL & OVERLAY	MN/DOT	Preserve	S10
1998		TH 101	2736-27017	BR	1,300,000	584,000	$0	716,000	0	AT GRAYS BAY 2.8 MI N OF TH 7-BR 27017(REP BR 3334) & APPROACHES	MN/DOT	Replace	S19
1998		TH 101	2736-40	RS	290,000	0	$0	290,000	0	0.1 MI N OF LAKE ST TO CSAH 101 WB (OLD TH 12)-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		TH 101	2738-15	MC	165,000	132,000	$0	33,000	0	I-94 TO TH 10(ROGERS TO ELK RIVER)-LANDSCAPING	MN/DOT	Expand	O6
1998		TH 110	1918-95	SH	40,000	32,000	$0	8,000	0	DELAWARE TO MENDOTA RD-SIGNAL INTERCONNECTION	MN/DOT	Manage	S2
1998		TH 110	1918-96	RS	730,000	0	$0	730,000	0	I-35E TO I-494-MILL & OVERLAY	MN/DOT	Preserve	S10
1996		TH 120	6227-53	SC	110,000	0	$0	110,000	0	AT I94 NO FR RD-GEOMETRIC & SIGNAL REVISIONS	MN/DOT	Manage	E2
1998		TH 120	6227-54	SH	67,000	53,600	$0	13,400	0	MINNEHAHA TO S JCT TH 5 & LARPENTEUR TO N JCT TH 5-SIGNAL INTERCONNECTION	MN/DOT	Manage	S2
1998		TH 120	8220-11	SC	750,000	0	$0	750,000	0	AT LOWER AFTON RD IN WOODBURY/MAPLEWOOD-SIGNAL INSTALLATION & CHANNELIZATION	MN/DOT	Manage	E2
1998		TH 122	2759-9360	BI	3,000,000	0	$0	3,000,000	0	WASHINGTON AVE OVER MISSISSIPPI RIVER-PARTIAL PAINT BR 9360	MN/DOT	Preserve	S10
1996		TH 169	2744-49	SH	400,000	320,000	$0	80,000	0	EDEN PRAIRIE RD. TO CSAH 4 - NB AUX. LANE	MN/DOT	Manage	S2
1996	12	TH 169	2750-50	MC	80,000	0	$0	80,000	0	FROM 93RD AVE N TO HAYDEN LK RD (OSSEO BYPASS) LANDSCAPING	MN/DOT	Expand	S18

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1996		TH 169	2772-17	SH	100,000	80,000	$0	20,000	0	63RD AVE.N. TO RAMP TO EB I 94 - NB AUX.LA.	MN/DOT	Manage	S2
1996		TH 169	2772-18	SC	100,000	0	$0	100,000	0	AT 77TH AVE N - 2 TEMP SIGNALS	MN/DOT	Manage	E2
1996		TH 169	2772-27534	BI	675,000	0	$0	675,000	0	UNDER MEDICINE LAKE ROAD, ROCKFORD ROAD, 36TH N AND 63RD N, LS OVERLAY BRS 27536,27551,27550 AND REDECK BR 27534	MN/DOT	Preserve	S19
1996		TH 169	2772-5	TM	1,689,690	1,351,752	$0	337,938	0	I-394 TO I-94 -- TRAFFIC MANAGEMENT SYSTEM	MN/DOT	Manage	S7
1996		TH 169	2772-6	SC	100,000	0	$0	100,000	0	VALLEY VIEW RD. RAMPS--INSTALL 2 SIGNALS	MN/DOT	Manage	E2
1997		TH 169	0209-19	BR	6,800,000	5,440,000	$0	1,360,000	0	OVER MISSISSIPPI RIVER IN ANOKA-REPL BR 4380 & APPROACHES, SIGNAL,LIGHTING	MN/DOT	Replace	S19
1997		TH 169	2772-16	SC	150,000	0	$0	150,000	0	AT LONDONDERRY RD - WIDEN NB EXIT RAMP AND SIGNAL REVISION	MN/DOT	Manage	S7
1997		TH 169	2772-19	TM	1,000,000	800,000	$0	200,000	0	AT BREN RD TO SB TH 169, BREN RD TO NB TH 169 AND EXCELSIOR BLVD TO NB TH 169-HOV RAMP METER BYPASS	MN/DOT	Manage	S7
1998		TH 169	2744-50	SH	135,000	108,000	$0	27,000	0	AT REGIONAL CENTER RD IN EDEN PRAIRIE-SIGNAL INSTALLATION & INTERCONNECTION	MN/DOT	Manage	S2
1998		TH 169	2772-21	RS	400,000	0	$0	400,000	0	I-494 TO TH 62-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		TH 169	2772-22	SC	230,000	0	$0	230,000	0	AT 49TH AVE RAMPS-SIGNAL INSTALLATION	MN/DOT	Manage	E2
1998		TH 169	2772-23	SC	110,000	0	$0	110,000	0	AT MEDICINE LAKE ROAD EAST RAMP-SIGNAL INSTALLATION	MN/DOT	Manage	E2
1998		TH 169	2772-27523	BI	465,000	0	$0	465,000	0	UNDER BASS LAKE RD,49TH AVE,LONDONDERRY RD,& 7TH ST S-OVERLAY & REP JOINTS BRS 27523,27555,27566,27567	MN/DOT	Preserve	S10
1996		TH 212	1013-56	SC	450,000	0	$0	450,000	0	FROM E.OF WALNUT AVE. THRU CO.RD.17-CONTINUE LEFT TURN LANE	MN/DOT	Manage	S19
1996		TH 212	1013-63	SC	375,000	300,000	$0	75,000	0	AT TH 101 - SIGNAL & CHANNELIZATION	MN/DOT	Manage	E2
1996	13	TH 212	2762-96RW	RW	3,000,000	0	$2,400,000	600,000	0	I-494 TO COLOGNE-R/W ACQUISITION FOR FY96	MN/DOT		O4
1997		TH 212	2763-35	SC	250,000	0	$0	250,000	0	CSAH 61 (SHADY OAK ROAD), SIGNAL SYSTEM; CHANNELIZATION REMOVAL	MN/DOT	Manage	E2
1997		TH 212	2763-36	TM	1,000,000	800,000	$0	200,000	0	AT VALLEY VIEW RD TO EB TH 212, EB TH 5 TO EB I-494 & AT TH 62 TO WB I-494-HOV RAMP METER BYPASS	MN/DOT	Manage	S7
1998		TH 212	1013-67	SH	25,000	20,000	$0	5,000	0	FAXON ROAD TO CSAH 33 IN NORWOOD-SIGNAL INTERCONNECTION	MN/DOT	Manage	S2
1998	13	TH 212	2762-11	MC	12,575,000	10,060,00	$0	2,515,000	0	0.5 MI E OF MITCHELL RD TO I-494-GRADING, SURFACING OF STAGE 1	MN/DOT	Expand	B-00
1998	13	TH 212	2762-27148	MC	2,500,000	2,000,000	$0	500,000	0	PRAIRIE CENTER DRIVE OVER TH 212-BR 27148	MN/DOT	Expand	B-00
1998		TH 244	8219-18	SC	250,000	0	$0	250,000	0	AT CSAH 12 IN MAHTOMEDI-SIGNAL INSTALLATION & CHANNELIZATION	MN/DOT	Manage	E2
1996		TH 280	6242-61	MC	1,637,048	0	$0	1,637,048	0	NOISE BARRIERS ALONG TH 280	MN/DOT	Expand	O3
1998		TH 280	6241-45	MC	2,250,000	0	$0	2,250,000	0	FROM I-35W TO LARPENTEUR-NOISE WALL AND INTERSECTION REVISIONS	MN/DOT	Expand	O3

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1998		TH 280	6241-62821	BI	180,000	0	$0	180,000	0	SB 280 UNDER RAMP(BR 62821) & UNDER WABASH AVE(BR 62843)-OVERLAY & JOINT REPLACEMENT	MN/DOT	Preserve	S10
1998		TH 288	0213-08	SC	140,000	0	$0	140,000	0	AT CO RD 79-SIGNAL INSTALLATION & CHANNELIZATION	MN/DOT	Manage	E2
1996		I-494	1985-118	SC	191,373	0	$0	191,373	0	EB AT HARDMAN AVE - RESTRIPE, OVERLAY, RAMP METER, ETC	MN/DOT	Manage	S10
1996		I-494	1985-119	SC	200,000	0	$0	200,000	0	EB EXIT TO TH 149 - RAMP MODIFICATIONS	MN/DOT	Manage	S6
1996		I-494	2785-276	SH	150,000	0	$0	150,000	0	I 494 UNDER TH 7 - MODIFY WEAVE AREA	MN/DOT	Manage	S6
1996		I-494	2785-280	SC	140,000	126,000	$0	14,000	0	AT E. BUSH LAKE ROAD - NEW SIGNALS AT RAMP TERMINALS	MN/DOT	Manage	E2
1996		I-494	8285-6617	BI	595,000	0	$0	595,000	0	OVER TH 61, BN AND SOO LINE RR, MAXWELL AVE - LS OVERLAY AND JOINTS ON BR 9293,9291,6617	MN/DOT	Preserve	S10
1997		I-494	1985-19825	BI	380,000	0	$0	380,000	0	OVER TH 13 & C&NW RR - L.S. OVERLAY AND JOINTS	MN/DOT	Preserve	S10
1997		I-494	2785-290	RC	6,000,000	4,800,000	$0	1,200,000	0	AT TH 169-RECONSTRUCT INTERCHANGE, ETC	MN/DOT	Replace	E3
1997		I-494	2785-9079	BI	295,000	0	$0	295,000	0	UNDER PORTLAND AVE, REDECK BR 9079	MN/DOT	Preserve	S19
1997		I-494	2785-9755	BI	5,000,000	4,500,000	$0	500,000	0	OVER CSAH 5, CREEK, TRAIL - REPL SUPERST & WIDEN BRS 9755, 9756	MN/DOT	Preserve	S19
1997		I-494	2785-9759	BI	3,000,000	2,700,000	$0	300,000	0	OVER BN INC & STONE RD - REPL SUPERST & WIDEN BRS 9759 & 9760	MN/DOT	Preserve	S19
1998		I-494	1985-120	RS	1,070,000	856,000	$0	214,000	0	ROBERT ST TO I-35E-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		I-494	2785-9741	BI	2,400,000	2,160,000	$0	240,000	0	OVER TH 5-REHAB BRS 9741,9742	MN/DOT	Preserve	S10
1998		I-494	8285-9883	BI	1,100,000	880,000	$0	220,000	0	UNDER TH 120 IN WOODBURY-REHAB BR 9883;OVERLAY & JOINTS ON BR 82017	MN/DOT	Preserve	S10
1996	14	TH 610	2771	MC	0	0	$0	0	0	TH 610: TH 252 TO TH 169 - PRELIM ENGINEERING	MN/DOT	Expand	O2
1996	14	TH 610	2771-96-RO	RW	8,000,000	0	$6,400,000	1,600,000	0	TH 610 - TH 252 TO I-94 - R/W ACQUISITION FY 96	MN/DOT		O4
1997	14	TH 610	2771-12	MC	7,000,000	0	$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	MN/DOT	Expand	B-00
1998	14	TH 610	2771-11	MC	17,000,000	0	$13,600,000	3,400,000	0	0.25 MI E OF FRANCE AVE TO W END OF BR OVER MISS RIVER-GRADING, SURFACING,3 BRS,SIGNALS, PED BR	MN/DOT	Expand	B-00
1998	14	TH 610	2771-15	MC	16,000,000	8,000,000	$4,800,000	3,200,000	0	TH 169 TO HAMPSHIRE AVE-GRADING,SURFACING,3 BRS,SIGNALS-STAGE 4	MN/DOT	Expand	B-00
1996		I-694	6285-881	BR	1,200,000	0	$0	1,200,000	0	VICTORIA ST INTERCHANGE-BR REPLACEMENT(PAYBACK TO RAMSEY COUNTY)	MN/DOT	Replace	S19
1996		I-694	6285-9389	BI	253,939	228,545	$0	25,394	0	UNDER 5TH AVE NW, & TH 51 RAMPS-OVERLAY BRS. 9389,9447,9448	MN/DOT	Preserve	S19
1996		I-694	8286-82804	BI	375,000	300,000	$0	75,000	0	UNDER 40TH ST,STILLWATER RD,4TH ST N-OVERLAY BRS 82816,82804,82817	MN/DOT	Preserve	S10
1998		I-694	6285-116	SH	150,000	120,000	$0	30,000	0	AT HAMLINE AVE(CO RD F)-SIGNAL INSTALLATION & LEFT TURN MODIFICATION	MN/DOT	Manage	S2

TABLE A-20
All Projects By Route Number

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1998		I-694	8286-52	SH	225,000	100,000	$0	125,000	0	AT TH 5 RAMPS IN OAKDALE-SIGNAL INSTALLATION & INTERCONNECTION(EAST RAMP-HES;WEST RAMP-SF)	MN/DOT	Manage	S2
1996		TH 999	8809-154	TM	35,000	28,000	$0	7,000	0	HIGHWAY ADVISORY RADIO SIGNS	MN/DOT	Manage	O8
1996		TH 999	8809-155	TM	225,000	180,000	$0	45,000	0	RAMP METERS ON TH 10, I494, I-94 AND TH 169	MN/DOT	Manage	S7
1996		TH 999	8809-156	TM	160,000	128,000	$0	32,000	0	CHANGEABLE MESSAGE SIGNS	MN/DOT	Manage	S7
1996		TH 999	8809-72	TM	2,900,000	2,320,000	$0	580,000	0	ON I35E FROM MISSISSIPPI RIVER TO I94 ECT, -TRAFFIC MANAGEMENT SYSTEMS	MN/DOT	Manage	S7
1996		TH 999	8809-73	TM	2,000,000	1,800,000	$0	200,000	0	ON I94 FROM HURON TO I35E, TRAFFIC MANAGEMENT SYSTEMS	MN/DOT	Manage	S7
1996		TH 999	8809-79	SH	70,000	56,000	$0	14,000	0	DISTRICTWIDE ADVANCE WARNING FLASHERS	MN/DOT	Manage	S7
1996		TH 999	8809-80	SC	305,000	0	$0	305,000	0	ON TH 13,35E,55,61,77,96,110-DISTRICTWIDE SIGNAL REVISIONS	MN/DOT	Manage	E2
1996		TH 999	880M-AM-96	AM	150,000	0	$0	150,000	0	METRO SET ASIDE FOR MUNICIPAL AGREEMENTS IN FY96	MN/DOT	Other	O1
1996		TH 999	880M-RW-9	RW	7,500,000	0	$0	7,500,000	0	RIGHT OF WAY SETASIDE FOR METRO DIVISION FY 96	MN/DOT		O1
1996		TH 999	DIST-M-454	RX	905,000	0	$0	905,000	0	METRO SET ASIDE FOR ROAD REPAIR FY 96	MN/DOT	Preserve	S10
1996		TH 999	DIST-M-96-	SA	5,000,000	0	$0	5,000,000	0	COST OVERRUN/SUPP. AGREEMENT SETASIDE FOR METRO - FY 96	MN/DOT		O1
1996		TH 999	DIST-M-ENT	RB	25,000	0	$0	25,000	0	SET ASIDE FOR STATE ENTRYWAYS FY96	MN/DOT	Other	O6
1996		TH 999	DIST-M-PF9	RB	25,000	0	$0	25,000	0	SET ASIDE FOR PRAIRIE TO FOREST FY96	MN/DOT	Other	O6
1996		TH 999	DIST-M-TRA	SC	490,000	0	$0	490,000	0	SET ASIDE FOR TRAFFIC ENGINEERING PRESERVATION FY96	MN/DOT	Manage	O1
1997		TH 999	8809-150	SC	500,000	0	$0	500,000	0	METRO WIDE SIGNAL REVISIONS	MN/DOT	Manage	E2
1997		TH 999	8809-157	TM	56,000	45,000	$0	11,000	0	LOOP DETECTOR REPLACEMENT	MN/DOT	Manage	S7
1997		TH 999	8809-71	TM	3,100,000	2,480,000	$0	620,000	0	I-694 FROM I-35W TO TH 36 & I-35E FROM TH 36 TO TH 96-TRAFFIC MANAGEMENT SYSTEM	MN/DOT	Manage	S7
1997		TH 999	8809-74	TM	2,500,000	2,250,000	$0	250,000	0	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	MN/DOT	Manage	S7
1997		TH 999	880M-AM-97	AM	3,000,000	0	$0	3,000,000	0	SET ASIDE FOR MUNICIPAL AGREEMENTS FY97	MN/DOT	Other	S7
1997		TH 999	880M-RW-9	RW	14,500,000	0	$0	14,500,00	0	RIGHT OF WAY SETASIDE FOR METRO DIVISION FY 97	MN/DOT		O1
1997		TH 999	DIST-M-454	RX	1,500,000	0	$0	1,500,000	0	SET ASIDE FOR ROAD REPAIR FY97	MN/DOT	Preserve	S10
1997		TH 999	DIST-M-97-	SA	5,000,000	0	$0	5,000,000	0	COST OVERRUN/SUPP. AGREEMENT SETASIDE FOR METRO - FY 97	MN/DOT		O1
1997		TH 999	DIST-M-ENT	RB	25,000	0	$0	25,000	0	SET ASIDE FOR STATE ENTRYWAYS FY97	MN/DOT	Other	O6
1997		TH 999	DIST-M-PF9	RB	25,000	0	$0	25,000	0	SET ASIDE FOR PRAIRIE TO FOREST FY97	MN/DOT	Other	O6
1997		TH 999	DIST-M-TRA	SC	1,000,000	0	$0	1,000,000	0	SET ASIDE FOR TRAFFIC ENGINEERING PRESERVATION FY97	MN/DOT	Manage	O1

TABLE A-20
All Projects By Route Number

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1998		TH 999	8809-159	TM	300,000	0	$0	300,000	0	EXPAND VIDEO ROUTING SWITCHER AT TMC	MN/DOT	Manage	S7
1998		TH 999	8809-160	TM	60,000	0	$0	60,000	0	METROWIDE-LOOP DETECTOR REPLACEMENT	MN/DOT	Manage	S7
1998		TH 999	8809-161	TM	120,000	0	$0	120,000	0	METROWIDE-CABINET MODIFICATIONS AT HOV METER BYPASSES	MN/DOT	Manage	S7
1998		TH 999	8809-162	TM	100,000	0	$0	100,000	0	METROWIDE-REFURBISH RAMP CONTROL SIGNALS	MN/DOT	Manage	S7
1998		TH 999	8809-163	TM	600,000	480,000	$0	120,000	0	ON I-94 FROM TMC TO I-694 & ON I-694 FROM I-94 TO I-35W-UPGRADE TMS	MN/DOT	Manage	S7
1998		TH 999	8809-75	TM	3,000,000	2,400,000	$0	600,000	0	ON I-494 FROM PILOT KNOB TO MISS RIVER, AND ON TH 52 FROM TH 55 TO I-94-TRAFFIC MANAGEMENT SYSTEM	MN/DOT	Manage	S7
1998		TH 999	880M-AM-98	AM	3,000,000	0	$0	3,000,000	0	METRO SET ASIDE FOR MUNICIPAL AGREEMENTS FY 98	MN/DOT	Other	O1
1998		TH 999	880M-BI-98	BI	200,000	0	$0	200,000	0	METROWIDE SET ASIDE TO RETROFIT PEDESTRIAN FENCES ON BRIDGES	MN/DOT	Preserve	S19
1998		TH 999	880M-RD-98	RD	2,000,000	0	$0	2,000,000	0	METRO SET ASIDE FOR RECONDITIONING FY98	MN/DOT	Preserve	S10
1998		TH 999	880M-RS-98	RS	1,220,000	0	$0	1,220,000	0	SET ASIDE FOR ADDITIONAL RESURFACING FY 98	MN/DOT	Preserve	S10
1998		TH 999	880M-RW-9	RW	15,000,000	0	$0	15,000,00	0	RIGHT OF WAY SET ASIDE FOR METRO DIVISION FY98	MN/DOT		O1
1998		TH 999	880M-SC-98	SC	200,000	0	$0	200,000	0	METROWIDE-SIGNAL PRESERVATION SET ASIDE FOR FY 98	MN/DOT	Manage	E2
1998		TH 999	DIST-M-454	RX	1,500,000	0	$0	1,500,000	0	SET ASIDE FOR ROAD REPAIR FY98	MN/DOT	Preserve	S10
1998		TH 999	DIST-M-98-	SA	5,000,000	0	$0	5,000,000	0	COST OVERRUN/SUPP. AGREEMENT SET ASIDE FOR METRO-FY98	MN/DOT		O1
1998		TH 999	DIST-M-ENT	RB	25,000	0	$0	25,000	0	SET ASIDE FOR STATE ENTRYWAYS FY98	MN/DOT	Other	O6
1998		TH 999	DIST-M-PF9	RB	25,000	0	$0	25,000	0	SET ASIDE FOR PRAIRIE TO FOREST FY98	MN/DOT	Other	O6
1998		TH 999	DIST-M-TRA	SC	1,000,000	0	$0	1,000,000	0	SET ASIDE FOR TRAFFIC ENGINEERING PRESERVATION FY98	MN/DOT	Manage	O1
1996		I-494	2785-293	AM	35,000	0	$0	35,000	0	AT CSAH 9(ROCKFORD RD) WEST RAMP-SIGNAL REVISION	PLYMOUTH	Other	E2
1996		EN	62-600-04	EN	326,500	261,200	$0	0	65,300	JACKSON STREET ROUNDHOUSE	RAMSEY CO	Other	NC
1996		I-35W	2782-261	AM	300,000	0	$0	300,000	0	ADJACENT TO I-35W AT RICHFIELD LAKE-STORM SEWER	RICHFIELD	Other	O6
1996		TH 7	2706-190	AM	85,000	0	$0	85,000	0	FRONTAGE RD AT TEXAS AVE-MILL & OVERLAY	ST LOUIS PARK	Other	S10
1996		TH 169	2772-20	AM	20,000	0	$0	20,000	0	AT 22ND ST FRONTAGE RD IN ST LOUIS PARK-MILL & OVERLAY	ST LOUIS PARK	Other	S10
1996		TH 51	6215-83	AM	55,000	0	$0	55,000	0	AT ENERGY PARK DRIVE-TRAFFIC SIGNAL INSTALLATION	ST PAUL	Other	E2
1996		TH 52	6208-37	AM	130,000	0	$0	130,000	0	AT VARIOUS LOCATIONS IN THE MIDWAY AREA-SIGNAL REVISIONS	ST PAUL	Other	E2
1996		TH 5	1002-64	AM	175,000	0	$0	175,000	0	1000' E TO 1000' W OF CSAH 11(VICTORIA DR)-INTERSECTION IMPROVEMENTS, TRAFFIC SIGNAL,OVERLAY	VICTORIA	Other	E2

TABLE A-20
All Projects By Route Number

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1996		I-94	8282-84	AM	55,000	0	$0	55,000	0	I94 AT CSAH 13 IN WASHINGTON CO, SIGNAL INSTALLATION	WASHINGTON CO	Other	E2

Twin Cities Metropolitan Area
1996-1998 Transportation Improvement Program

TABLE A-21
Federal Scenic Byway Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1996		TH 10	0202-75	RB	403,000	322,000	81,000	0	DAYTONPORT: GREAT RIVER ROAD, SCENIC BYWAY REST AREA	MN/DOT	Other	S15

METROPOLITAN COUNCIL

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

APPENDIX B

CONFORMITY DOCUMENTATION

OF THE 1996-1998 TRANSPORTATION IMPROVEMENT PROGRAM TO THE 1990 CLEAN AIR ACT AMENDMENT

The Environmental Protection Agency's (EPA's) 40 CFR PART51 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 to prepare a conformity analysis of the region's Transportation Plans and Transportation Improvement Program. Based on the air quality analysis, the Council must determine the conformity of the transportation plan to meet the 1990 Clean Air Act Amendments (CAAA) schedule to attain carbon monoxide (CO) standards. This appendix describes the procedures used to perform the analysis, and lists the findings and conclusions to support the Metropolitan Council's determination that the 1996-1998 Transportation Improvement Program (TIP) conforms to the requirements of the CAAA.

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I. CONFORMITY OF THE TRANSPORTATION IMPROVEMENT PROGRAM

Pursuant to Section 51.410 of the Conformity Rule, the Council reviewed the TIP document and certifies that it conforms to the recent estimates of mobile source emissions based on the most current transportation models population, employment, travel and congestion forecasts:

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

B. The published source of socioeconomic data is in the Metropolitan Council's *Regional Blueprint*. This is the planning document adopted in 1994, that provides the Council with a framework to develop long range forecasts of regional highway and transit facilities needs.

C. The Minnesota Pollution Control Agency (MPCA) reviewed the TIP document for acceptability to meet the federal conformity requirements and was consulted during the preparation of the TIP and the conformity review documentation.

D. The Minnesota Department of Transportation (Mn/DOT) was routinely consulted during the preparation of the TIP and the conformity review documentation.

E. A quantitative analysis of the emissions impact was prepared using the TIP projects listed in Tables 2 through 4. The analysis was conducted using the MOBILE5A and EMIS mobile source emissions models. The analysis estimates annual reduction of 16,942 tons/year of CO in the analysis year of 2000 and 15,600 tons/year in the analysis year 2005, if the "action scenario" is implemented.

F. The CO reductions are estimated to be sustained for a reasonable period beyond the analysis year 2000. The emission reductions shown in Table 1 includes an estimate of emissions from Wright County projects to be constructed that are added to the Twin Cities CO nonattainment area emission totals. No regionally significant projects are planned or programmed for the City of New Prague, which is also in the nonattainment area, but is outside the Council jurisdiction.

G. Exempt projects not included in the regional air quality analysis were identified and classified in accordance with the EPA guidance in Section 51.460 of the Conformity Rule.

H. The quantitative analysis includes all known regionally significant projects as defined in Section 51.392 of the Conformity Rule.

I. The TIP addresses the requirements of the ISTEA metropolitan planning rule Section 450.322, the Conformity Rule, and is fiscally constrained. Section 3 of the TIP demonstrates the consistency of proposed transportation investments with already available and projected sources of revenue.

J. The public involvement process implemented complies with the ISTEA Metropolitan Planning

Rule, Section 450.316 and Section 51.402(e) of the Conformity Rule.

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

L. The TIP is from a conforming long rage transportation plan.

II. TIP CONTRIBUTION TO EMISSION REDUCTIONS IN THE TWIN CITIES CARBON MONOXIDE NONATTAINMENT AREA

The results of the emission reduction calculations for the TIP are shown in Table 1. A description of the methods and models used to prepare these calculations is in Section III.

Table 1
TIP SCENARIOS ANNUAL CARBON MONOXIDE (CO) EMISSIONS FOR ANALYSIS YEARS, 1990, 2000, AND 2005 (TONS\YEAR)

NETWORK	1990	2000	2005
BASELINE TIP SCENARIO	553,968	326,722	307,228
ACTION TIP SCENARIO	--	309,780	291,628
TIP CO REDUCTIONS	--	16,942	15,600

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

A. TRANSPORTATION IMPROVEMENT PROGRAM ANALYSIS

Pursuant to Sections 51.412 and 51.414 of the Conformity Rule, the Council has reviewed the TIP document. Based on this review, the Council finds that the TIP contributes to annual emissions reductions consistent with section 51.436. The following is the description of the scenarios used in the emissions analysis as required by the Conformity Rule.

The Baseline TIP Scenario, as described in Section 51.436(b), 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 three years of a previously conforming TIP or have completed the NEPA process.

The Action TIP Scenario as described in Section 51.436(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 Tables 2 through 4.

The Council has estimated that the "Action TIP Scenario" contributes to emissions reductions by 16,942 tons/year more than the "baseline" scenario for the 2000 analysis year. The Council believes that CO reductions shown for the remaining analysis 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 gasoline 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 miles traveled 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.

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.

A nonattainment area for PM-10 is located in the City of St. Paul. The nonattainment designation is not due to transportation sources. The EPA has approved of MPCA's plan to bring this area in attainment. However, because of recent monitored violations in this area, MPCA is working with EPA to revise this plan. The violations were not caused by transportation sources.

B. TRANSPORTATION IMPROVEMENT PROGRAM HIGHWAY PROJECTS

Exempt Projects

Pursuant to the Conformity Rule, the projects in the TIP were reviewed and categorized using the following determinations to identify projects that are exempt from a regional air quality analysis, or are regionally significant projects and must be included in the analysis. The classification process used to identify exempt and regionally significant projects was developed through a consultation process involving the MPCA, the Council and Mn/DOT. The exempt air quality classification codes used are in Appendix C. Projects which are classified as exempt must meet the following requirements:

1. The project does not interfere with the implmentation of transportation control measures (TCMs).

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 in the Conformity Rules. Projects identified as exempt by their nature do not affect the outcome of the regional emissions analyses and add no substance to the analyses. These projects are determined to be within the four major categories described in the conformity rules.

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

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

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

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

C. REGIONALLY SIGNIFICANT PROJECTS

Regionally significant projects, as defined in Section 51.392 of the Conformity Rules, were identified and assigned to the appropriate scenario and analysis year for the TIP air quality analysis.

Table 2 lists the TIP projects included in the air quality analysis as part of the "Baseline Scenario." These are projects scheduled to be completed by the 2000 analysis year. The TIP action scenario projects are listed in Tables 2 and 4.

D. WRIGHT COUNTY AND THE CITY OF NEW PRAGUE PROJECTS

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

No regionally significant projects are planned or programmed for the City of New Prague. The Wright County project analyzed for CO emissions is the T.H. 101 from the Hennepin/Wright County line to the Sherburne/Wright County line. The project is to construct a 4-lane arterial facility with the addition of signalized intersections. The emissions calculated were added to the Twin Cities Seven-County baseline totals as shown in Table 1.

The Wright County CO emissions were calculated using the following method:

1. Vehicle Miles Traveled (VMT) for each of the analysis years was calculated by the following six functional classifications: rural interstate, rural principal arterial, rural minor arterial, rural major collector, rural minor collector, rural local, urban principal arterial, urban minor arterial, urban collector, urban local. VMT data were complied using a Mn/DOT-maintained annual traffic count data base.

2. Total vehicle speeds were calculated by using the volume-to-capacity ratios based on SAPOLLUT tables (see Exhibit 1).

3. The emission factors based on MOBILE5A input values were multiplied by VMT derived CO emissions for each of the functional classifications.

   The County CO emission values were than derived by adding the total emissions from all the functional classifications.

E. AIR QUALITY CONFORMITY DETERMINATIONS FOR TRANSIT PROJECTS

The Transit projects listed in Appendix A 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 the Conformity Rules. The type of exemption is indicated from the codes listed in Appendix C. 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 hotspot analysis of intersections potentially affected by the facility, will be prepared by the project applicant.

Table 2
REGIONALLY SIGNIFICANT TIP PROJECTS INCLUDED IN THE AIR QUALITY ANALYSIS IN THE YEAR 2000 BASELINE SCENARIO

Route	Project #	Year	Description	Agency
CR 46	AE-20	95	Reconstruct; Joplin Ave. to I-35	Dakota Co.
TH-10	0214-	97	Major Construction-Stage 2A; Foley Blvd. Interchange	MnDOT
TH 101	7005-57, etc.	97	Shakopee Bypass	MnDOT
TH 101	2738-10	97	Rogers to Elk River	MnDOT
I-94	8281-82800	95	Replace St. Croix River Bridge (east bound); 2 lanes to 3 lanes	MnDOT
77th St.	157-108-15	95	Reconstruct from Portland Ave. to Cedar Ave.	Richfield
Th 212	2762-14	95	Technology Dr. from Prairie Ctr. Dr. to 2000' west	MnDOT
TH 212	2762-27148	98	Prairie Ctr. Dr. over TH 212	MnDOT
TH 212	2762-12	98	.05 Mile East Mitchell Dr. to TH 494	MnDOT
TH 55	2724-105	97	Hiawatha Ave. - I-94 to E. 29th St.	MnDOT
TH 610	2771-12	97	Regent Ave. to .25 Mile East of France Ave.	MnDOT
TH 610	2771-11	98	.25 Mile East to West End of Bridge Over Mississippi River	MnDOT
TH 610	2771-15	98	TH 169 to Hampshire Ave.	MnDOT
TH 610	2771-14	99	Hampshire Ave. to Regent Ave.	MnDOT
TH 55	_	2000	From I-94 Southeast to I-494 Build 4-Lane Expressway	MnDOT
CSAH 4	27-604-12	96	Reconstruct from CSAH 1 to Terrey Pine Dr.	Henn. Co.
CSAH 16	AE-7	96	Reconstruct; Interlachen Dr. to CSAH 19	Wash. Co.
CSAH 21	70-621-09	95	New alignment from 2000' E. of CSAH 39 to 1300' E. of CSAH 27	Scott Co.
TH 212	2762	95	New TH 212 R/W	MnDOT
TH 36	8204-37	97	From 0.6 mile west to 0.4 mile east of TH 5, reconstruct, relocate frontage road	MnDOT
I-35	1980-19531A	95	At County Rd. 46 - New Interchange	Mn/DOT
TH 55	2724-102	99	Hiawatha Ave. from 6 mile south of E. 59th St. to E. 46th St.	Mn/DOT
TH 610	2771-8802	97	Regent Ave. to .25 mil. E. of France Ave.	MnDOT

Table 2
REGIONALLY SIGNIFICANT TIP PROJECTS
INCLUDED IN THE AIR QUALITY ANALYSIS
IN THE YEAR 2000 BASELINE SCENARIO

Route	Project #	Year	Description	Agency
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
CR 18	70-618-18	94	Bloomington Ferry Bridge - Stage 5	Scott Co.
I-494/Lake Rd.	192-108-03 192-010-04	95	Construct Interchange	Woodbury
TH 52/55	1907-53	95	Remove partial interchange, construct full interchange	Inver Grove Hts.
TH 212	2762-27138	2000	CSAH 4 Over TH 212	MnDOT
TH 212	2762-12	2000	CSAH 4 to .25 Mile West of Wallace Rd.	MnDOT
TH 55	-	95	Construct 4-Lane Expressway from 1.2 Miles Northwest to 2.6 Miles Southeast of Th 25	MnDOT
TH 152	27-757-07	96	Reconstruct from 64th Ave. to 71st Ave. N.	Hennepin
TH 10	-	2000	From TH 169 Southeast to TH 610	MnDOT

Table 3
YEAR 2000 ACTION SCENARIO PROJECTS

Route	Description	County
TH 36	Stillwater/Houghton River crossing over the St. Croix	Washington
CSAH 1	Reconstruct; T.H. 169 to W. of CSAH 18	Hennepin
I-35W	From I-94 common section south to TH 62 to I-494 - add HOV lane	Hennepin
I-35W	From I-694 south to I-94 common section, meter, bypass ramps	Hennepin
I-94	I-494 to CSAH 152	Hennepin
I-94	From I-494 to Minneapolis CBD, complete meter bypass ramps, add HOV lanes	Hennepin
I-494	From junction with I-94 south to I-394, meter, bypass ramps	Hennepin
TH 7	From TH 101 to the western boundary of Chanhassen, select capacity and safety improvements based on corridor study in plan's App. 2	Hennepin
80th St.	79th/80th St. - Reconstruct from TH 100 to TH 77 (Cedar Ave.)	Hennepin
TH 169	From Anoka/Hennepin line south to Osseo, add lanes	Hennepin
TH 169	From I-494 to TH 101, build bridge and 4-lane express according to EIS	Hennepin

Table 4 YEAR 2005 ACTION YEAR SCENARIO PROJECTS		
Route	**Description**	**County**
I-494	From I-394 south to TH 169, bypass ramps	Hennepin
TH 77	From TH 13 to I-35E, meter, bypass ramps	Dakota
TH 280	From I-35W south to I-94, spot improvements	Ramsey
TH 169	From I-94 south to I-494, meter, bypass ramps	Hennepin

F. 1990 HIGHWAY NETWORK AND TRAFFIC ASSIGNMENT DOCUMENTATION

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

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

The 1990 zone system consists of 1,165 internal zones and 35 external stations. Internal zone boundaries most often lie along major highways or arterials streets or on any other significant physical boundary that shapes and directs trip movements, such as a large lake or major river. County boundaries also form edges of zones where appropriate. An external station is a point at the edge of the seven-county area where vehicle trips leave or enter the metro system without being associated with the local land use. In other words, one end of the trip is outside the seven-county area.

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

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

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

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

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

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

The Trip Generation Model

The Trip Generation Model produces productions and attractions for each transportation analysis zone based on the population, number of households, employment level and socio-economic characteristics of each zone. The model was calibrated through the use of the 1990 Travel Behavior Inventory Home Interview Survey, Establishment Survey, and Special Generator Surveys which

provided several databases of observed daily trips.

Trip Distribution Model

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

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

Mode Choice Model

The Mode Choice Model applies a logit model to home-based work, home-base other and non-home based trips. In addition, non-home based trips are further divided into work-related and non-work related. Home-based university trips are dealt with separately, using the work model. The mode choice models use the travel times and costs of the highway and transit systems to estimate the proportion of trips which will use the transit system, be automobile drivers, or be automobile passengers. Two surveys provided data for calibrating the mode choice model, the 1990 Travel Behavior Inventory Home Interview Survey and the 1990 transit onboard survey.

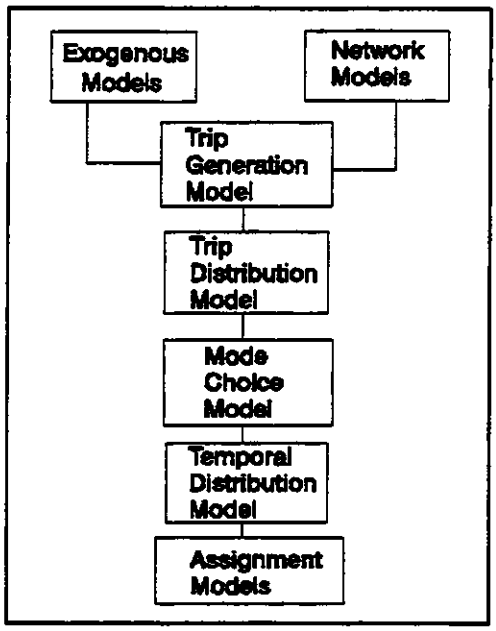
Temporal Distribution Model

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

Assignment Model

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

FIGURE 1
GENERAL FLOW DESCRIPTION OF THE TRIP GENERATION MODELS



G. AIR QUALITY MODELING

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

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

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

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

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

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

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

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

IV. CONSULTATION

A. PUBLIC INVOLVEMENT PROCESS

A proactive public involvement process was used in the development and adoption of the TIP as required by the Council's *Citizen Participation Plan*. The plan and administrative procedures contains goals, strategies and procedures for public communication and involvement, public notices of meetings held by the Council and the conduct of hearings to formally solicit comments on the plan document. These documents were adopted after extensive public involvement in the preparation and review. A public hearing is to be held by the Council on the TIP with a 45-day public comment period provided. During the comment period, copies of the plan are available at over 20 public libraries throughout the metropolitan area. The record of these comments and the Council's responses prior to adoption will become part of the conformity documentation. The public involvement process to be implemented complies with the ISTEA Metropolitan Planning Rules, Section 450.316 and Section 51.402(e) of the Conformity Rule.

B. INTERAGENCY CONSULTATION PROCESS

An interagency consultation process was used to develop and the TIP amendment. Consultation will be continued through the public comment period to respond to comments and concerns raised by the agencies prior to final adoption by the Council. The process followed will comply with Section 51.416 of the Conformity Rule and Section 450.31 of the ISTEA Metropolitan Planning Rules.

The Council, MPCA and Mn/DOT conferred 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. The following is a list of interagency meetings held to develop consultation procedures and to consult during the preparation of the TIP document, and its conformity review.

DATE	ACTIVITY
Oct-Nov 1994	Series of meetings with a transportation/air quality task force by the Council, MPCA, Mn/DOT and other metropolitan planning organizations to develop consultation procedures as part of a SIP amendment required by the Conformity Rule. A public comment period was conducted by the MPCA. The Council and Mn/DOT submitted formal comments, as did the other MPO's in the state.

11/16/94	Regional solicitation for 1996-1998 TIP projects approved by the Transportation Advisory Board.
12/1/94	Metropolitan Council concurrance with the solicitation of the Transportation Advisory Board.
12/5/94	Solicitation publicly announced.
2/2/95	Joint meeting with U.S.DOT, EPA, Council, MPCA, Mn/DOT and other MPOs to resolve Plan and TIP conformity review issues.
2/15/95	Council, Mn/DOT, MPCA staff meetings to coordinate air quality analysis modeling and respond to U.S. DOT and EPA comments on conformity determination of the 1993 Plan Amendment and 1995-97 TIP.
3/2/95	Council, MPCA, Mn/DOT staff meeting to identify and classify exempt projects, and to concur on the regionally significant projects to be in the Conformity Air Quality Analysis.
4/16/95	TAB selects projects for inclusion in the TIP - holds public meeting on schedule/process for approving the TIP
5/31/95	TAB approves TIP for the purposes of initiating a public comment period.
6/21/95	TAB conducts public hearing.
7/19/95	TAB reviews responses from public comments, and if issues are addressed, adopts TIP and forward it along with responses to comments received, to the Metropolitan Council.
8/10/95	Metropolitan Council approves TIP, conformity determination and sends TIP to Mn/DOT for inclusion in the state TIP.

The TAB and its Technical Advisory Committee were involved in the TIP development and public review processes. The TAB provides a forum for the deliberation of regional transportation issues among state, regional and local elected officials, together with private citizens appointed by the Council. The MPCA and Mn/DOT are represented on the TAB. The TAB's comments on the TIP

and the Council's response, will be part of the public hearing record attached to the conformity determination documentation when submitted along with the TIP to Mn/DOT for inclusion in the state TIP, and submitted to the U.S. Department of Transportation.

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

Pursuant to the Conformity Rule, the Council reviewed the TIP and certifies that the TIP does not conflict with the implementation of the SIP, and conforms to the requirement to expedite implementation of Transportation System Management (TSM) strategies which were the adopted TCM's for the region. Table 5 is a summary and status of the TSM's 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 in Table 5, the majority of the TSM's are completed or in the final stages of completion. Implementation of the TIP will not affect the schedules for completing the remaining TSM projects. It is anticipated that the Transportation Air Quality Control Plan will be revised in 1995 as part of a request to the U.S. EPA to designate the Twin Cities Area as an attainment area for CO.

There are no fully adopted regulatory new TCM's or fully funded nonregulatory TCMS that will be implemented during the programming period of the TIP. There are no prior TCMS that were adopted since November 15, 1990, nor any prior TCM's 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 TSM's will be removed that are outdated, or no longer appropriate. This process is to be initiated by the MPCA in 1995.

Table 5 lists two TCM's that are traffic flow amendments to the SIP. The MPCA added them to the SIP since its original adoption. These include one-way pair in Minneapolis to address air quality problems at a permanent monitoring site at Hennepin Avenue and Lake Street, and in St. Paul at the Snelling and University Avenue monitoring site. While not control measures, the MPCA added two additional revisions to the SIP which reduce CO: a vehicle emissions inspection/maintenance program, implemented in 1991, to correct the region-wide carbon monoxide problem, and a 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 after 1995. 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 1995, regardless of any U.S. EPA rulemaking. The law provides for the program to go state-wide in 1997.

Table 5
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 including exclusive bus/carpool lanes was completed in 1992
Alternative Fuels or Engines	
• Gasohol demonstration project	• Council 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	• Not an adopted strategy after a study of its feasiblility.
Staggered Work Hours	
• Variable work hours implemented by various agencies	• City, county and state employees have flex time programs available. Other employers allow flextime and help support van and carpooling programs. These programs are actively promoted and financially supported by employers.
Improved Public Transit	
• Reduced MCTO fares	• Special marketing concepts continue to be introduced and tested by the Council to increase ridership.
• MTC Downtown Fare Zone	• Special reduced fares for Mpls. and St. Paul downtowns implemented and ongoing.
• Community Centered Transit	• "Opt-out" provisions now allow communities to develop local service. Several community-focused transit hubs are being developed.
• Flexible Transit	• Alternative modes introduced to provide specialized transit service.

Table 5
TRANSPORTATION SYSTEM MANAGEMENT STRATEGIES LISTED IN THE TRANSPORTATION AIR QUALITY CONTROL PLAN

TWIN CITIES AREA TSM STRATEGIES	STATUS
• Total Community Service Demonstration (elderly, handicapped service)	• An accessible route service implemented in addition to Metro Mobility service.
• Responsibleness in Routing and Scheduling	• Transit agencies have active planning and communication programs with communities.
• CBD Parking Shuttle	• Shuttle service incorporated with the CBD regular route special fare zone.
• Simplified Fare Structure	• Council implemented a simplified fare structure that consists of a base rate with a rush hour and express service supplemental rates.
• 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 by the Council.
• Cost Accounting Transit Performance Funding	• Proceed into operation 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	• ITS "real time" programs implemented on I-394 corridor.
• Park and Ride	• Joint Council-Mn/DOT program or the planning and construction of park-and-ride facilities throughout the region is onging.
Area-wide Carpool Programs	
• Expand Existing Area-wide Shared-ride Programs	• Minnesota Rideshare program is actively marketed by the Council and was redesigned and expanded 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 continue to promote the expansion of their skyway systems as part of the CBD development process.

Table 5
TRANSPORTATION SYSTEM MANAGEMENT STRATEGIES LISTED IN THE TRANSPORTATION AIR QUALITY CONTROL PLAN

TWIN CITIES AREA TSM STRATEGIES	STATUS
Employer Programs for Transit, Paratransit and Bicycles	
• Shared-ride Programs Implemented and Underway in the Metropolitan Area	• A number of Twin Cities employers have van and carpool programs and participate in Minnesota Rideshare program. Technical assistance is provided by the Council.
	• Transportation Management Organizations established in downtown Minneapolis and I-494 Strip in Bloomington continue to operate.
Bicycle Lanes and Storage	
• Bicycle Facilities Implemented by Various Cities in Metropolitan Area	• Provisions for bicycle parking are included in fringe parking facilities for downtown Minneapolis. ISTEA funds are being used to develop bicycle facilities.
Traffic Flow Improvements	
• Minneapolis Computerized Traffic Management System	• Minneapolis system installed. New hardware and software installation completed in 1992.
• St. Paul Computerized Traffic Management System	• St. Paul system completed in 1991.
• New Construction - Minneapolis; 3rd Ave. Distributor, I-35E, St. Paul	• 3rd Ave. distributor with computerized signals completed.
• University and Snelling Avenues, St. Paul; traffic flow improvements	• Improvements completed in 1990 and became fully operational in 1991.

Table 6
MOBILE5A INPUT VALUES

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

Auto Registration	1990 7-county area
Gasoline volatility	13.4 RVP
Ambient Temperature	31 degrees F.
Minimum temperature	16 degrees F.
Maximum temperature	38 degrees F.
Coldstarts	20.6% (default)
Hotstarts	27.3% (default)
Altitude	low altitude
Vehicle mix	MOBILE5A - default for light duty vehicles
Inspection/Maintenance - anti tampering program factors	
Start year	1991
Pre-1981 stringency	23%
First model year covered	1976
Waiver rates	11%
Compliance rates	96%
Inspection types covered	centralized
Vehicle types covered	LDGV, LDGT1, LDGT2
Frequency	annual
Anti-tampering inspection - Catalyst, inlet-restrictor, gas cap	
Oxygenated Fuels Factors	
Oxygen content	2.7%
Market share	90%
Alcohol blend RVP waiver	Yes

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

Exhibit 1
AVERAGE SPEED BASED ON VOLUME TO CAPACITY RATIOS
(V/C BY FACILITY TYPES AND BY AREA TYPE)
AVERAGE SPEED (MPH)

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

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

Exhibit 2
SAMPLES OF MOBILE 5A AND EMIS OUTPUT FILES

MOBILE 5A Input File for 1990 Model Year

```
1 PROMPT  1=NO PROMPT,2=PROMPT VERT,3=NO PROMPT HORIZ,4=PROMPT HORIZ
MOBILE 5A METRO REGISTRATION FOR 1990(most recent available) I/M,oxy
1 TAMFLG  1=DEFAULT TAMPERING RATES,2=USER'S RATES
1 SPDFLG  1=1 SPD,2=8 SPDS 3=1+trip length per scenario 4=1+1trip l.
1 VMFLAG  VMT MIX:1=DEFAULT,2=1 CARD PER SCENARIO.,3=1 CARD FOR ALL
3 MYMRFG  % AGE,1=DEFAULT,2=MILE ACCUM,3=REGISTRATION,4=BOTH
1 NEWFLG  1=DEf,2=mod,3=def+evap,4=mod+evap,5=def+no CAAA,6=mod+no CAAA
2 IMFLAG  1=NONE,2=I/M PROG,3=2 I/M programs
1 ALHFLG  AIR COND,LOAD,HUM,1=DEFAULT,2=6 INPUTS,3=10 INPUTS
2 ATPFLG  1=NONE,2=ATP,3=press,4=purge,5=ATP+press,6=ATP+rurge,7=press+purge,8=ATP+press+purge
5 RLFLAG  1=UNCONTROLLED REFUEL,2=STAGE II ,3=ONBOARD,4=BOTH,5=NO EM
2 LOCFLG  1=LOCAL AREA PARAMETER FOR EACH SCENARIO,2=1 LAP FOR ALL
1 TEMFLG  1=USE MIN. & MAX. TEMP,2=USE 1 VALUE FOR AMBIENT TEMPERATURE
4 OUTFMT  1=221(NUM),2=140(NUM),3=112(DES),4=80(DES),5=mod yr,6=Spread
4 PRTFLG  1=HC ONLY,2=CO ONLY,3=NOX ONLY,4=ALL THREE POLLUTANTS
2 IDLFLG  1=NO IDLE,2=IDLE IS OUTPUT
3 NMHFLG  1=TOT HC,2=NMHC 3=VOC 4=TOG 5=NMOG
3 HCFLAG  1=TOT HC only,2=Tot with Rfl & Comp,3=Tot without Rfl & Comp
 .052 .075 .083 .085 .092 .088 .084 .058 .052 .052    JULMYR.LDGV..my ages 1-10
 .052 .056 .046 .035 .020 .070 .000 .000 .000 .000          .LDGV..my ages 11-20
 .000 .000 .000 .000 .000                                   .LDGV..my ages 21-25
 .063 .084 .084 .084 .084 .069 .059 .044 .036 .031          .LDGT1.my ages 1-10
 .030 .053 .047 .046 .036 .028 .017 .022 .017 .014          .LDGT1.my ages 11-20
 .009 .008 .008 .005 .025                                   .LDGT1.my ages 21-25
 .054 .072 .072 .072 .072 .052 .050 .034 .054 .031          .LDGT2.my ages 1-10
 .028 .080 .084 .049 .039 .030 .018 .023 .018 .015          .LDGT2.my ages 11-20
 .009 .008 .009 .006 .026                                   .LDGT2.my ages 21-25
 .023 .047 .047 .047 .047 .038 .033 .021 .026 .029           HDGV..my ages 1-10
 .034 .064 .054 .058 .051 .038 .043 .041 .035 .029          .HDGV..my ages 11-20
 .021 .022 .022 .014 .117                                   .HDGV..my ages 21-25
 .052 .075 .083 .085 .092 .088 .084 .058 .052 .052    JULMYR.LDDV..my ages 1-10
 .052 .056 .046 .035 .020 .070 .000 .000 .000 .000          .LDDV..my ages 11-20
 .000 .000 .000 .000 .000                                   .LDDV..my ages 21-25
 .063 .084 .084 .084 .084 .069 .059 .044 .036 .031          .LDDT .my ages 1-10
 .030 .053 .047 .046 .036 .028 .017 .022 .017 .014          .LDDT .my ages 11-20
 .009 .008 .008 .005 .025                                   .LDDT .my ages 21-25
 .034 .067 .067 .067 .067 .073 .061 .040 .041 .051          .HDDV..my ages 1-10
 .053 .066 .055 .057 .045 .019 .023 .028 .024 .016          .HDDV..my ages 11-20
 .011 .009 .007 .005 .016                                   .HDDV..my ages 21-25
 .144 .168 .135 .109 .088 .070 .056 .045 .036 .029          .MC....my ages 1-10
 .023 .097 .000 .000 .000 .000 .000 .000 .000 .000          .MC....my ages 11-20
 .000 .000 .000 .000 .000                                   .MC....my ages 21-25
91 23 76 20 11 11 096 1 1 2221 1 11 220. 1.20 999. <--- I/M card
91 76 20 2221 11 096. 12111112                      <--- ATP card
Mpls Stpaul Mn   C 16.0 38.0 09.0 09.0 20 2 1 1     <--LAP record
.000 .900 .000 .027 2<---- %Ether,%Alc,02%(ether),02%Alc,2=waiver,1not
1 90  3.0 31.0 20.6 27.3 20.6 01                    Scenario records
1 90  6.0 31.0 20.6 27.3 20.6 01
1 90  9.0 31.0 20.6 27.3 20.6 01
1 90 12.0 31.0 20.6 27.3 20.6 01
1 90 15.0 31.0 20.6 27.3 20.6 01
1 90 18.0 31.0 20.6 27.3 20.6 01
1 90 21.0 31.0 20.6 27.3 20.6 01
1 90 24.0 31.0 20.6 27.3 20.6 01
1 90 27.0 31.0 20.6 27.3 20.6 01
1 90 30.0 31.0 20.6 27.3 20.6 01
1 90 33.0 31.0 20.6 27.3 20.6 01
1 90 36.0 31.0 20.6 27.3 20.6 01
1 90 39.0 31.0 20.6 27.3 20.6 01
1 90 42.0 31.0 20.6 27.3 20.6 01
1 90 45.0 31.0 20.6 27.3 20.6 01
1 90 48.0 31.0 20.6 27.3 20.6 01
1 90 51.0 31.0 20.6 27.3 20.6 01
1 90 54.0 31.0 20.6 27.3 20.6 01
1 90 57.0 31.0 20.6 27.3 20.6 01
1 90 60.0 31.0 20.6 27.3 20.6 01
1 90 63.0 31.0 20.6 27.3 20.6 01
1 90 65.0 31.0 20.6 27.3 20.6 01
```

MOBILE 5A Output for 1990 Model Year

```
SCENARIO  1
SPEED =  3.0
VOC     HC: 19.42  24.06  37.08  28.44  36.90   1.49   2.17   7.20  15.63  21.26
Exhst   HC: 19.40  24.02  36.92  28.36  36.51   1.49   2.17   7.20  15.63  21.22
Evap.   HC:   .02    .04    .16    .08    .39                          .00    .04
Refuel  HC:   .00    .00    .00    .00    .00                                 .00
Runing  HC:   .00    .00    .00    .00    .00                                 .00
Rsting  HC:   .00    .00    .00    .00    .00                          .00    .00
Exhst   CO:207.83 258.81 402.28 307.11 448.17   5.06   6.03  42.50 174.55 227.93
Exhst  NOX:  3.15   3.41   4.12   3.65   6.34   2.77   3.28  36.95   1.13   5.07
SPEED =  6.0
VOC     HC: 10.22  13.14  20.05  15.47  28.30   1.28   1.86   6.18   9.22  11.71
Exhst   HC: 10.20  13.10  19.89  15.39  27.91   1.28   1.86   6.18   9.22  11.67
Evap.   HC:   .02    .04    .16    .08    .39                          .00    .04
Refuel  HC:   .00    .00    .00    .00    .00                                 .00
Runing  HC:   .00    .00    .00    .00    .00                                 .00
Rsting  HC:   .00    .00    .00    .00    .00                          .00    .00
Exhst   CO:107.21 135.15 208.45 159.82 344.08   3.99   4.74  33.45  94.81 121.96
Exhst  NOX:  2.72   2.94   3.70   3.20   6.54   2.44   2.89  32.62   1.01   4.45
SPEED =  9.0
VOC     HC:  7.05   9.12  13.58  10.62  22.05   1.11   1.61   5.34   6.37   8.20
Exhst   HC:  7.03   9.07  13.42  10.54  21.66   1.11   1.61   5.34   6.37   8.16
Evap.   HC:   .02    .04    .16    .08    .39                          .00    .04
Refuel  HC:   .00    .00    .00    .00    .00                                 .00
Runing  HC:   .00    .00    .00    .00    .00                                 .00
Rsting  HC:   .00    .00    .00    .00    .00                          .00    .00
Exhst   CO: 73.18  91.19 136.08 106.30 269.45   3.19   3.79  26.77  61.20  83.80
Exhst  NOX:  2.55   2.78   3.56   3.04   6.74   2.18   2.59  29.16    .95   4.13
SPEED = 12.0
VOC     HC:  5.47   7.12  10.37   8.21  17.45    .97   1.41   4.66   4.92   6.39
Exhst   HC:  5.45   7.07  10.21   8.13  17.06    .97   1.41   4.66   4.92   6.35
Evap.   HC:   .02    .04    .16    .08    .39                          .00    .04
Refuel  HC:   .00    .00    .00    .00    .00                                 .00
Runing  HC:   .00    .00    .00    .00    .00                                 .00
Rsting  HC:   .00    .00    .00    .00    .00                          .00    .00
Exhst   CO: 56.39  69.85 100.72  80.24 215.22   2.59   3.09  21.77  44.60  64.44
Exhst  NOX:  2.46   2.71   3.51   2.98   6.93   1.98   2.34  26.40    .94   3.92
SPEED = 15.0
VOC     HC:  4.53   5.95   8.51   6.81  14.03    .85   1.24   4.09   4.09   5.30
Exhst   HC:  4.51   5.90   8.36   6.73  13.64    .85   1.24   4.09   4.09   5.25
Evap.   HC:   .02    .04    .16    .08    .39                          .00    .04
Refuel  HC:   .00    .00    .00    .00    .00                                 .00
Runing  HC:   .00    .00    .00    .00    .00                                 .00
Rsting  HC:   .00    .00    .00    .00    .00                          .00    .00
Exhst   CO: 46.45  57.52  80.50  65.26 175.35   2.14   2.55  18.00  35.26  52.82
Exhst  NOX:  2.41   2.69   3.50   2.97   7.13   1.81   2.15  24.21    .96   3.78
SPEED = 18.0
VOC     HC:  3.90   5.17   7.31   5.89  11.46    .75   1.09   3.63   3.57   4.55
Exhst   HC:  3.88   5.13   7.15   5.81  11.07    .75   1.09   3.63   3.57   4.51
Evap.   HC:   .02    .04    .16    .08    .39                          .00    .04
Refuel  HC:   .00    .00    .00    .00    .00                                 .00
Runing  HC:   .00    .00    .00    .00    .00                                 .00
Rsting  HC:   .00    .00    .00    .00    .00                          .00    .00
Exhst   CO: 39.83  49.40  67.48  55.49 145.72   1.80   2.14  15.12  29.36  45.01
Exhst  NOX:  2.38   2.70   3.52   2.97   7.33   1.69   2.00  22.49   1.01   3.68
SPEED = 21.0
VOC     HC:  3.43   4.61   6.47   5.24   9.51    .67    .98   3.24   3.20   4.00
Exhst   HC:  3.41   4.57   6.31   5.16   9.12    .67    .98   3.24   3.20   3.96
Evap.   HC:   .02    .04    .16    .08    .39                          .00    .04
Refuel  HC:   .00    .00    .00    .00    .00                                 .00
Runing  HC:   .00    .00    .00    .00    .00                                 .00
Rsting  HC:   .00    .00    .00    .00    .00                          .00    .00
Exhst   CO: 35.12  43.97  58.87  48.98 123.52   1.54   1.83  12.92  25.20  39.53
Exhst  NOX:  2.38   2.75   3.58   3.03   7.52   1.59   1.88  21.16   1.07   3.63
```

SPEED = 24.0											
VOC	HC:	3.04	4.15	5.80	4.70	8.01	.60	.88	2.91	2.92	3.56
Exhst	HC:	3.03	4.11	5.64	4.62	7.62	.60	.88	2.91	2.92	3.52
Evap.	HC:	.02	.04	.16	.08	.39				.00	.04
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	31.58	39.75	52.53	44.05	106.79	1.34	1.59	11.22	22.01	35.39
Exhst	NOX:	2.41	2.84	3.67	3.12	7.72	1.51	1.79	20.17	1.14	3.63
SPEED = 27.0											
VOC	HC:	2.74	3.76	5.25	4.26	6.86	.55	.80	2.64	2.68	3.20
Exhst	HC:	2.72	3.72	5.09	4.18	6.47	.55	.80	2.64	2.68	3.16
Evap.	HC:	.02	.04	.16	.08	.39				.00	.04
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	28.72	36.19	47.40	39.96	94.18	1.18	1.40	9.90	19.41	32.05
Exhst	NOX:	2.44	2.92	3.75	3.20	7.92	1.46	1.73	19.47	1.20	3.63
SPEED = 30.0											
VOC	HC:	2.49	3.44	4.79	3.90	5.97	.50	.73	2.41	2.48	2.91
Exhst	HC:	2.47	3.40	4.63	3.81	5.57	.50	.73	2.41	2.48	2.86
Evap.	HC:	.02	.04	.16	.08	.39				.00	.04
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	26.36	33.16	43.15	36.52	84.71	1.06	1.26	8.89	17.23	29.32
Exhst	NOX:	2.46	2.99	3.82	3.27	8.11	1.43	1.69	19.03	1.26	3.65
SPEED = 33.0											
VOC	HC:	2.28	3.17	4.41	3.59	5.27	.46	.67	2.22	2.30	2.66
Exhst	HC:	2.27	3.13	4.25	3.51	4.87	.46	.67	2.22	2.30	2.62
Evap.	HC:	.02	.04	.16	.08	.39				.00	.04
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	24.42	30.63	39.61	33.66	77.72	.97	1.15	8.10	15.41	27.08
Exhst	NOX:	2.48	3.04	3.89	3.33	8.31	1.41	1.67	18.85	1.31	3.67
SPEED = 36.0											
VOC	HC:	2.11	2.95	4.09	3.34	4.72	.43	.62	2.07	2.15	2.46
Exhst	HC:	2.10	2.91	3.93	3.25	4.33	.43	.62	2.07	2.15	2.42
Evap.	HC:	.02	.04	.16	.08	.39				.00	.04
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	22.83	28.60	36.72	31.33	72.74	.90	1.07	7.51	13.90	25.28
Exhst	NOX:	2.51	3.09	3.94	3.38	8.51	1.42	1.68	18.90	1.35	3.71
SPEED = 39.0											
VOC	HC:	1.97	2.78	3.83	3.13	4.29	.40	.58	1.93	2.03	2.30
Exhst	HC:	1.96	2.73	3.68	3.05	3.90	.40	.58	1.93	2.03	2.26
Evap.	HC:	.02	.04	.16	.08	.39				.00	.04
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	21.54	27.03	34.40	29.51	69.43	.84	1.00	7.08	12.71	23.86
Exhst	NOX:	2.53	3.13	4.00	3.42	8.70	1.44	1.70	19.20	1.38	3.76
SPEED = 42.0											
VOC	HC:	1.86	2.64	3.63	2.97	3.96	.38	.55	1.82	1.94	2.17
Exhst	HC:	1.84	2.60	3.47	2.89	3.57	.38	.55	1.82	1.94	2.13
Evap.	HC:	.02	.04	.16	.08	.39				.00	.04
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	20.51	25.89	32.60	28.15	67.60	.81	.96	6.78	11.79	22.78
Exhst	NOX:	2.56	3.17	4.05	3.47	8.90	1.48	1.75	19.76	1.40	3.82
SPEED = 45.0											
VOC	HC:	1.76	2.54	3.47	2.85	3.70	.36	.52	1.74	1.88	2.07
Exhst	HC:	1.75	2.49	3.31	2.77	3.31	.36	.52	1.74	1.88	2.03
Evap.	HC:	.02	.04	.16	.08	.39				.00	.04
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	19.69	25.10	31.24	27.17	67.14	.79	.94	6.61	11.10	21.97
Exhst	NOX:	2.59	3.21	4.11	3.51	9.10	1.54	1.83	20.59	1.43	3.91
SPEED = 48.0											
VOC	HC:	1.69	2.45	3.35	2.75	3.51	.34	.50	1.66	1.84	1.98
Exhst	HC:	1.67	2.41	3.19	2.67	3.12	.34	.50	1.66	1.84	1.94
Evap.	HC:	.02	.04	.16	.08	.39				.00	.04
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	19.01	24.55	30.19	26.45	68.01	.78	.93	6.54	10.58	21.37
Exhst	NOX:	2.63	3.25	4.17	3.56	9.29	1.63	1.93	21.74	1.45	4.01
SPEED = 51.0											
VOC	HC:	1.69	2.45	3.35	2.75	3.37	.33	.49	1.61	1.84	1.97
Exhst	HC:	1.67	2.41	3.19	2.67	2.98	.33	.49	1.61	1.84	1.93
Evap.	HC:	.02	.04	.16	.08	.39				.00	.04

Refuel HC:	.00	.00	.00	.00	.00					.00
Runing HC:	.00	.00	.00	.00	.00					.00
Rsting HC:	.00	.00	.00	.00	.00				.00	.00
Exhst CO:	19.01	24.55	30.19	26.45	70.27	.78	.93	6.58	10.58	21.44
Exhst NOX:	2.98	3.65	4.73	4.02	9.49	1.74	2.06	23.24	1.60	4.43
SPEED = 54.0										
VOC HC:	1.69	2.45	3.35	2.75	3.29	.32	.47	1.57	1.84	1.97
Exhst HC:	1.67	2.41	3.19	2.67	2.90	.32	.47	1.57	1.84	1.93
Evap. HC:	.02	.04	.16	.08	.39				.00	.04
Refuel HC:	.00	.00	.00	.00	.00					.00
Runing HC:	.00	.00	.00	.00	.00					.00
Rsting HC:	.00	.00	.00	.00	.00				.00	.00
Exhst CO:	19.01	24.55	30.19	26.45	74.06	.80	.95	6.73	10.58	21.56
Exhst NOX:	3.33	4.06	5.29	4.47	9.69	1.89	2.23	25.17	1.74	4.88
SPEED = 57.0										
VOC HC:	1.92	2.81	3.85	3.16	3.25	.32	.46	1.54	2.11	2.22
Exhst HC:	1.90	2.77	3.69	3.08	2.85	.32	.46	1.54	2.11	2.18
Evap. HC:	.02	.04	.16	.08	.39				.00	.04
Refuel HC:	.00	.00	.00	.00	.00					.00
Runing HC:	.00	.00	.00	.00	.00					.00
Rsting HC:	.00	.00	.00	.00	.00				.00	.00
Exhst CO:	26.01	35.10	43.98	38.09	79.61	.83	.99	7.00	15.68	29.19
Exhst NOX:	3.68	4.46	5.84	4.92	9.89	2.07	2.45	27.61	1.88	5.35
SPEED = 60.0										
VOC HC:	2.27	3.34	4.60	3.77	3.25	.32	.46	1.52	2.51	2.60
Exhst HC:	2.25	3.30	4.44	3.69	2.86	.32	.46	1.52	2.51	2.56
Evap. HC:	.02	.04	.16	.08	.39				.00	.04
Refuel HC:	.00	.00	.00	.00	.00					.00
Runing HC:	.00	.00	.00	.00	.00					.00
Rsting HC:	.00	.00	.00	.00	.00				.00	.00
Exhst CO:	36.50	50.93	64.68	55.55	87.29	.88	1.05	7.40	23.32	40.62
Exhst NOX:	4.03	4.86	6.40	5.38	10.08	2.30	2.72	30.67	2.02	5.86
SPEED = 63.0										
VOC HC:	2.61	3.88	5.35	4.37	3.29	.31	.46	1.52	2.91	2.98
Exhst HC:	2.60	3.84	5.20	4.29	2.90	.31	.46	1.52	2.91	2.94
Evap. HC:	.02	.04	.16	.08	.39				.00	.04
Refuel HC:	.00	.00	.00	.00	.00					.00
Runing HC:	.00	.00	.00	.00	.00					.00
Rsting HC:	.00	.00	.00	.00	.00				.00	.00
Exhst CO:	47.00	66.75	85.37	73.02	97.63	.95	1.13	7.95	30.96	52.13
Exhst NOX:	4.38	5.26	6.95	5.83	10.28	2.58	3.06	34.51	2.17	6.40
SPEED = 65.0										
VOC HC:	2.85	4.23	5.85	4.78	3.34	.32	.46	1.52	3.17	3.23
Exhst HC:	2.83	4.19	5.70	4.70	2.95	.32	.46	1.52	3.17	3.19
Evap. HC:	.02	.04	.16	.08	.39				.00	.04
Refuel HC:	.00	.00	.00	.00	.00					.00
Runing HC:	.00	.00	.00	.00	.00					.00
Rsting HC:	.00	.00	.00	.00	.00				.00	.00
Exhst CO:	54.00	77.30	99.16	84.66	106.35	1.00	1.19	8.42	36.06	59.87
Exhst NOX:	4.61	5.53	7.32	6.14	10.41	2.82	3.34	37.60	2.26	6.79

EMIS Output for 1990 Model Year

TWIN CITIES METROPOLITAN AREA TRAVEL FORECAST MODEL --
1990 BASE YEAR NETWORK AND SOCIO-ECONOMIC DATA
TRAVEL FORECAST PERIOD NUMBER 1 (6:30 - 7:30 AM)
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
- RUN TIME: 09:23:34 3Mar95

EMISSIONS IN GRAMS PER DAY

ALL GEOGRAPHIC LOCATIONS

FT	AT	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	1	488682.	481639.	6782.	0.	0.	5018266.	664917.
1	2	397152.	391664.	5437.	0.	0.	4105152.	518989.
1	3	575989.	566516.	9237.	0.	0.	6022466.	952908.
1	4	423277.	416678.	6592.	0.	0.	4390724.	640017.
1	5	216052.	212954.	3095.	0.	0.	2223400.	300305.
2	1	485190.	476294.	8893.	0.	0.	6042235.	1049372.
2	2	474389.	465964.	8425.	0.	0.	6330790.	1107780.
2	3	839718.	823268.	16447.	0.	0.	9339251.	1821523.
2	4	179183.	175836.	3343.	0.	0.	1895529.	327743.
2	5	229902.	226753.	3138.	0.	0.	2432005.	311521.
3	1	14961.	14773.	187.	0.	0.	150297.	17207.
3	2	2761.	2725.	36.	0.	0.	27787.	3313.
3	3	13659.	13479.	180.	0.	0.	137498.	16467.
3	4	12091.	11941.	150.	0.	0.	121190.	13735.
3	5	6487.	6405.	82.	0.	0.	65080.	7487.
4	1	64102.	63232.	867.	0.	0.	648240.	80223.
4	2	23770.	23445.	321.	0.	0.	239725.	29359.
4	3	79803.	78692.	1108.	0.	0.	809279.	103290.
4	4	53919.	53237.	674.	0.	0.	541484.	61973.
4	5	28956.	28590.	361.	0.	0.	290115.	32942.
5	1	432690.	424748.	7887.	0.	0.	4574660.	794904.
5	2	463694.	454912.	8759.	0.	0.	4912067.	856551.
5	3	275703.	271062.	4613.	0.	0.	2854403.	434544.
5	4	91824.	90456.	1352.	0.	0.	934756.	124960.
5	5	116480.	114552.	1905.	0.	0.	1201227.	179187.
6	1	741078.	727407.	13671.	0.	0.	7918462.	1362421.
6	2	704456.	692254.	12163.	0.	0.	7320830.	1149193.
6	3	337102.	331677.	5401.	0.	0.	3468349.	503837.
6	4	233518.	230984.	2492.	0.	0.	2322290.	226872.
6	5	140056.	138547.	1501.	0.	0.	1392576.	136538.
SUM		8146628.	8010694.	135099.	0.	0.	87730352.	13830089.
(TONS)		8.97	8.82	.15	.00	.00	96.62	15.23

TWIN CITIES METROPOLITAN AREA TRAVEL FORECAST MODEL --
1990 BASE YEAR NETWORK AND SOCIO-ECONOMIC DATA
TRAVEL FORECAST PERIOD NUMBER 1 (6:30 - 7:30 AM)
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
- RUN TIME: 09:23:34 3Mar95

EMISSIONS IN GRAMS PER DAY

FACILITY TYPE	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	2101156.	2069449.	31143.	0.	0.	21759994.	3077133.
2	2208382.	2168114.	40246.	0.	0.	26039820.	4617938.
3	49959.	49324.	636.	0.	0.	501852.	58209.
4	250550.	247195.	3331.	0.	0.	2528844.	307787.
5	1380393.	1355731.	24516.	0.	0.	14477117.	2390146.
6	2156210.	2120869.	35228.	0.	0.	22422496.	3378867.
SUM	8146628.	8010694.	135099.	0.	0.	87730352.	13830089.
(TONS)	8.97	8.82	.15	.00	.00	96.62	15.23

AREA TYPE	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	2226703.	2188092.	38288.	0.	0.	24352140.	3969044.
2	2066223.	2030963.	35140.	0.	0.	22936342.	3665188.
3	2121977.	2084693.	36985.	0.	0.	22631220.	3832566.
4	993814.	979133.	14604.	0.	0.	10205968.	1395301.
5	737934.	727801.	10081.	0.	0.	7604409.	967980.
SUM	8146628.	8010694.	135099.	0.	0.	87730352.	13830089.
(TONS)	8.97	8.82	.15	.00	.00	96.62	15.23

NUMBER LANES	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	3007889.	2963098.	44252.	0.	0.	30895724.	4201133.
2	3401253.	3342433.	58570.	0.	0.	37022368.	6047167.
3	1326696.	1302325.	24270.	0.	0.	15268149.	2737635.
4	356118.	349181.	6938.	0.	0.	3928223.	730510.
5	54707.	53638.	1070.	0.	0.	615606.	113643.
SUM	8146628.	8010694.	135099.	0.	0.	87730352.	13830089.
(TONS)	8.97	8.82	.15	.00	.00	96.62	15.23

TWIN CITIES METROPOLITAN AREA TRAVEL FORECAST MODEL --
1990 BASE YEAR NETWORK AND SOCIO-ECONOMIC DATA
TRAVEL FORECAST PERIOD NUMBER 1 (6:30 - 7:30 AM)
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
- RUN TIME: 09:23:34 3Mar95

DAILY VEHICLE MILES

DAILY VMT - ALL GEOGRAPHIC LOCATIONS

FT	AREA TYPES 1	2	3	4	5
1	169562.	135914.	230920.	164807.	77369.
2	222337.	210619.	411174.	83570.	78444.
3	4684.	906.	4501.	3753.	2050.
4	21674.	8017.	27705.	16856.	9035.
5	197170.	218983.	115316.	33807.	47620.
6	341778.	304073.	135013.	62307.	37516.
TOTAL	957206.	878513.	924629.	365100.	252033.

DAILY VMT FACILITY TYPE	
1	778570.
2	1006144.
3	15894.
4	83287.
5	612896.
6	880687.
TOTAL	3377465.

DAILY VMT AREA TYPE	
1	957206.
2	878513.
3	924629.
4	365100.
5	252033.
TOTAL	3377465.

DAILY VMT NUMBER LANES	
1	1106290.
2	1464253.
3	606752.
4	173442.
5	26740.
TOTAL	3377465.

TWIN CITIES METROPOLITAN AREA TRAVEL FORECAST MODEL --
1990 BASE YEAR NETWORK AND SOCIO-ECONOMIC DATA
TRAVEL FORECAST PERIOD NUMBER 2 (6:00 - 6:30 AND 7:00 - 7:30 AM)
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
- RUN TIME: 09:25:42 3Mar95

EMISSIONS IN GRAMS PER DAY

ALL GEOGRAPHIC LOCATIONS

FT	AT	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	1	424728.	418527.	5979.	0.	0.	4370740.	594002.
1	2	339200.	334486.	4685.	0.	0.	3529894.	454127.
1	3	502395.	494067.	8125.	0.	0.	5278619.	855307.
1	4	394494.	388382.	6110.	0.	0.	4103751.	596887.
1	5	195466.	192653.	2805.	0.	0.	2016334.	274494.
2	1	428898.	421105.	7791.	0.	0.	5452334.	929628.
2	2	428904.	421517.	7387.	0.	0.	5953650.	1003493.
2	3	745533.	730785.	14748.	0.	0.	8360536.	1660626.
2	4	168259.	165085.	3160.	0.	0.	1781644.	310178.
2	5	150711.	147902.	2794.	0.	0.	1601633.	276562.
3	1	13446.	13277.	170.	0.	0.	135122.	15604.
3	2	2376.	2345.	31.	0.	0.	23910.	2846.
3	3	12028.	11868.	160.	0.	0.	121148.	14604.
3	4	11934.	11786.	146.	0.	0.	119688.	13354.
3	5	6288.	6210.	78.	0.	0.	62995.	7119.
4	1	55706.	54944.	760.	0.	0.	563665.	70356.
4	2	22031.	21732.	297.	0.	0.	222166.	27169.
4	3	71924.	70919.	1004.	0.	0.	729848.	93586.
4	4	49206.	48583.	613.	0.	0.	494830.	56453.
4	5	27216.	26872.	339.	0.	0.	272702.	30921.
5	1	369633.	362803.	6808.	0.	0.	3914716.	688742.
5	2	403984.	396198.	7779.	0.	0.	4296228.	764419.
5	3	234251.	230187.	4035.	0.	0.	2432714.	380927.
5	4	80984.	79775.	1201.	0.	0.	825277.	111074.
5	5	104707.	102949.	1737.	0.	0.	1081688.	163645.
6	1	603137.	591604.	11512.	0.	0.	6451140.	1147688.
6	2	592840.	582425.	10354.	0.	0.	6167760.	979149.
6	3	277822.	273298.	4508.	0.	0.	2859523.	420732.
6	4	203625.	201379.	2191.	0.	0.	2023442.	199329.
6	5	123490.	122142.	1339.	0.	0.	1227097.	121704.
SUM		7045204.	6925792.	118646.	0.	0.	76474952.	12264761.
(TONS)		7.76	7.63	.13	.00	.00	84.22	13.51

TWIN CITIES METROPOLITAN AREA TRAVEL FORECAST MODEL --
1990 BASE YEAR NETWORK AND SOCIO-ECONOMIC DATA
TRAVEL FORECAST PERIOD NUMBER 2 (6:00 - 6:30 AND 7:00 - 7:30 AM)
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
- RUN TIME: 09:25:42 3Mar95

EMISSIONS IN GRAMS PER DAY

FACILITY TYPE	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	1856279.	1828110.	27705.	0.	0.	19299268.	2774819.
2	1922304.	1886394.	35879.	0.	0.	23149788.	4180486.
3	46072.	45487.	584.	0.	0.	462863.	53527.
4	226083.	223049.	3013.	0.	0.	2283210.	278486.
5	1193556.	1171915.	21561.	0.	0.	12550635.	2108808.
6	1800915.	1770848.	29904.	0.	0.	18728956.	2868606.
SUM	7045204.	6925792.	118646.	0.	0.	76474952.	12264761.
(TONS)	7.76	7.63	.13	.00	.00	84.22	13.51

AREA TYPE	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	1895548.	1862258.	33021.	0.	0.	20887728.	3446026.
2	1789337.	1758706.	30533.	0.	0.	20193610.	3231198.
3	1843953.	1811122.	32580.	0.	0.	19782346.	3425777.
4	908502.	894993.	13421.	0.	0.	9348624.	1287272.
5	607878.	598728.	9091.	0.	0.	6262446.	874446.
SUM	7045204.	6925792.	118646.	0.	0.	76474952.	12264761.
(TONS)	7.76	7.63	.13	.00	.00	84.22	13.51

NUMBER LANES	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	2544560.	2506221.	37848.	0.	0.	26132390.	3593314.
2	2928599.	2876696.	51716.	0.	0.	32139868.	5394826.
3	1197051.	1175211.	21743.	0.	0.	14043880.	2496472.
4	325066.	318704.	6361.	0.	0.	3592014.	675636.
5	49944.	48967.	977.	0.	0.	566576.	104481.
SUM	7045204.	6925792.	118646.	0.	0.	76474952.	12264761.
(TONS)	7.76	7.63	.13	.00	.00	84.22	13.51

TWIN CITIES METROPOLITAN AREA TRAVEL FORECAST MODEL --
1990 BASE YEAR NETWORK AND SOCIO-ECONOMIC DATA
TRAVEL FORECAST PERIOD NUMBER 2 (6:00 - 6:30 AND 7:00 - 7:30 AM)
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
- RUN TIME: 09:25:42 3Mar95

DAILY VEHICLE MILES

DAILY VMT - ALL GEOGRAPHIC LOCATIONS

FT	AREA TYPES 1	2	3	4	5
1	149484.	117118.	203127.	152758.	70126.
2	194765.	184674.	368706.	78993.	69841.
3	4246.	778.	3989.	3639.	1951.
4	19007.	7420.	25095.	15331.	8477.
5	170208.	194475.	100884.	30027.	43419.
6	287806.	258861.	112710.	54764.	33466.
TOTAL	825515.	763326.	814511.	335512.	227280.

DAILY VMT FACILITY TYPE

1	692614.
2	896978.
3	14604.
4	75330.
5	539014.
6	747607.
TOTAL	2966149.

DAILY VMT AREA TYPE

1	825515.
2	763326.
3	814511.
4	335512.
5	227280.
TOTAL	2966149.

DAILY VMT NUMBER LANES

1	946210.
2	1292888.
3	543578.
4	159034.
5	24435.
TOTAL	2966149.

TWIN CITIES METROPOLITAN AREA TRAVEL FORECAST MODEL --
1990 BASE YEAR NETWORK AND SOCIO-ECONOMIC DATA
TRAVEL FORECAST PERIOD NUMBER 3 (3:40 - 4:40 PM)
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
- RUN TIME: 09:28:03 3Mar95

EMISSIONS IN GRAMS PER DAY

ALL GEOGRAPHIC LOCATIONS

FT	AT	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	1	775546.	765259.	9867.	0.	0.	7896630.	938911.
1	2	587103.	579052.	7960.	0.	0.	5950485.	747828.
1	3	836502.	823743.	12429.	0.	0.	8627029.	1238510.
1	4	547838.	540145.	7665.	0.	0.	5607262.	732855.
1	5	297959.	293974.	3976.	0.	0.	3042267.	381255.
2	1	661819.	649994.	11809.	0.	0.	8063003.	1363218.
2	2	592196.	581763.	10432.	0.	0.	7966955.	1373541.
2	3	1159366.	1137320.	22012.	0.	0.	12678933.	2339106.
2	4	313838.	308364.	5421.	0.	0.	3270290.	517672.
2	5	213282.	209462.	3811.	0.	0.	2238604.	368483.
3	1	21006.	20745.	262.	0.	0.	210739.	23980.
3	2	3106.	3067.	38.	0.	0.	31098.	3504.
3	3	17100.	16883.	217.	0.	0.	171601.	19782.
3	4	21491.	21233.	253.	0.	0.	215268.	23255.
3	5	9330.	9214.	113.	0.	0.	93279.	10321.
4	1	91659.	90442.	1205.	0.	0.	924234.	111131.
4	2	30321.	29909.	406.	0.	0.	305543.	37108.
4	3	110844.	109327.	1517.	0.	0.	1122114.	141015.
4	4	79737.	78786.	933.	0.	0.	801111.	86052.
4	5	42929.	42411.	513.	0.	0.	428913.	46703.
5	1	598317.	587619.	10552.	0.	0.	6292828.	1054896.
5	2	593408.	582215.	11158.	0.	0.	6279137.	1089000.
5	3	380721.	374299.	6357.	0.	0.	3935086.	596682.
5	4	140003.	137938.	2046.	0.	0.	1425762.	189036.
5	5	178077.	175311.	2706.	0.	0.	1824519.	253134.
6	1	972296.	954134.	18156.	0.	0.	10364778.	1802293.
6	2	973687.	957073.	16528.	0.	0.	10104356.	1559802.
6	3	554758.	546135.	8566.	0.	0.	5688626.	797132.
6	4	377991.	374000.	3968.	0.	0.	3752734.	361046.
6	5	221917.	219582.	2316.	0.	0.	2207602.	211008.
SUM		11404164.	11219433.	183193.	0.	0.	121520704.	18418238.
(TONS)		12.56	12.36	.20	.00	.00	133.83	20.28

TWIN CITIES METROPOLITAN AREA TRAVEL FORECAST MODEL --
1990 BASE YEAR NETWORK AND SOCIO-ECONOMIC DATA
TRAVEL FORECAST PERIOD NUMBER 3 (3:40 - 4:40 PM)
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
- RUN TIME: 09:28:03 3Mar95

EMISSIONS IN GRAMS PER DAY

FACILITY TYPE	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	3044950.	3002175.	41896.	0.	0.	31123636.	4039376.
2	2940503.	2886904.	53487.	0.	0.	34217772.	5962017.
3	72032.	71143.	884.	0.	0.	721986.	80842.
4	355490.	350875.	4574.	0.	0.	3581914.	422008.
5	1890526.	1857383.	32819.	0.	0.	19757342.	3182743.
6	3100650.	3050932.	49534.	0.	0.	32118130.	4731278.
SUM	11404164.	11219433.	183193.	0.	0.	121520704.	18418238.
(TONS)	12.56	12.36	.20	.00	.00	133.83	20.28

AREA TYPE	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	3120646.	3068192.	51851.	0.	0.	33752156.	5294430.
2	2779819.	2733082.	46522.	0.	0.	30637600.	4810787.
3	3059294.	3007712.	51098.	0.	0.	32223388.	5132234.
4	1480898.	1460465.	20287.	0.	0.	15072427.	1909913.
5	963494.	949953.	13435.	0.	0.	9835197.	1270904.
SUM	11404164.	11219433.	183193.	0.	0.	121520704.	18418238.
(TONS)	12.56	12.36	.20	.00	.00	133.83	20.28

NUMBER LANES	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	4524082.	4458972.	64254.	0.	0.	46257376.	6067729.
2	4563418.	4485742.	77219.	0.	0.	49059440.	7827384.
3	1769818.	1738326.	31286.	0.	0.	20224128.	3449524.
4	476697.	467602.	9067.	0.	0.	5202441.	933063.
5	70117.	68750.	1367.	0.	0.	777251.	140583.
SUM	11404164.	11219433.	183193.	0.	0.	121520704.	18418238.
(TONS)	12.56	12.36	.20	.00	.00	133.83	20.28

TWIN CITIES METROPOLITAN AREA TRAVEL FORECAST MODEL --
1990 BASE YEAR NETWORK AND SOCIO-ECONOMIC DATA
TRAVEL FORECAST PERIOD NUMBER 3 (3:40 - 4:40 PM)
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
- RUN TIME: 09:28:03 3Mar95

DAILY VEHICLE MILES

DAILY VMT - ALL GEOGRAPHIC LOCATIONS

FT	AREA TYPES 1	2	3	4	5
1	246663.	198991.	310729.	191778.	99415.
2	295236.	260806.	550309.	135536.	95286.
3	6546.	961.	5413.	6333.	2837.
4	30130.	10143.	37934.	23330.	12816.
5	263802.	278947.	158924.	51145.	67655.
6	453908.	413197.	214230.	99193.	57891.
TOTAL	1296286.	1163046.	1277539.	507315.	335900.

DAILY VMT FACILITY TYPE	
1	1047578.
2	1337172.
3	22090.
4	114353.
5	820474.
6	1238419.
TOTAL	4580094.

DAILY VMT AREA TYPE	
1	1296286.
2	1163046.
3	1277539.
4	507315.
5	335900.
TOTAL	4580094.

DAILY VMT NUMBER LANES	
1	1606601.
2	1930471.
3	782154.
4	226684.
5	34172.
TOTAL	4580094.

TWIN CITIES METROPOLITAN AREA TRAVEL FORECAST MODEL --
1990 BASE YEAR NETWORK AND SOCIO-ECONOMIC DATA
TRAVEL FORECAST PERIOD NUMBER 4 (4:40 - 5:40 PM)
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
- RUN TIME: 09:30:49 3Mar95

EMISSIONS IN GRAMS PER DAY

ALL GEOGRAPHIC LOCATIONS

FT	AT	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	1	771794.	761415.	9916.	0.	0.	7853190.	939781.
1	2	606450.	598146.	8198.	0.	0.	6139162.	767138.
1	3	830367.	817642.	12395.	0.	0.	8567050.	1235824.
1	4	559239.	551371.	7836.	0.	0.	5725478.	748993.
1	5	301896.	297871.	4013.	0.	0.	3081045.	384660.
2	1	690218.	678142.	12057.	0.	0.	8354934.	1390630.
2	2	604716.	594012.	10704.	0.	0.	8082685.	1399428.
2	3	1163813.	1141665.	22034.	0.	0.	12717626.	2343098.
2	4	308097.	302672.	5375.	0.	0.	3219034.	514231.
2	5	217966.	214106.	3843.	0.	0.	2286892.	372062.
3	1	21852.	21584.	268.	0.	0.	219054.	24526.
3	2	3097.	3059.	39.	0.	0.	31032.	3519.
3	3	17062.	16846.	217.	0.	0.	171259.	19810.
3	4	21750.	21489.	253.	0.	0.	218148.	23264.
3	5	9597.	9481.	116.	0.	0.	95918.	10542.
4	1	89141.	87955.	1176.	0.	0.	899213.	108507.
4	2	30450.	30031.	408.	0.	0.	306832.	37292.
4	3	108606.	107112.	1494.	0.	0.	1100013.	138967.
4	4	79809.	78858.	934.	0.	0.	801773.	86103.
4	5	44455.	43923.	529.	0.	0.	444044.	48165.
5	1	608380.	597463.	10787.	0.	0.	6405147.	1078755.
5	2	615436.	603915.	11416.	0.	0.	6498368.	1112101.
5	3	378347.	371935.	6350.	0.	0.	3913468.	596232.
5	4	138204.	136158.	2033.	0.	0.	1408228.	187921.
5	5	176611.	173845.	2715.	0.	0.	1811162.	253785.
6	1	999746.	981102.	18640.	0.	0.	10657886.	1849918.
6	2	989469.	972604.	16797.	0.	0.	10269339.	1584926.
6	3	558895.	550254.	8571.	0.	0.	5732841.	798123.
6	4	377880.	373869.	3985.	0.	0.	3750964.	362453.
6	5	223497.	221120.	2355.	0.	0.	2221088.	214324.
SUM		11546806.	11359661.	185454.	0.	0.	122982864.	18635116.
(TONS)		12.72	12.51	.20	.00	.00	135.44	20.52

TWIN CITIES METROPOLITAN AREA TRAVEL FORECAST MODEL --
1990 BASE YEAR NETWORK AND SOCIO-ECONOMIC DATA
TRAVEL FORECAST PERIOD NUMBER 4 (4:40 - 5:40 PM)
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
- RUN TIME: 09:30:49 3Mar95

EMISSIONS IN GRAMS PER DAY

FACILITY TYPE	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	3069749.	3026439.	42359.	0.	0.	31365960.	4076392.
2	2984811.	2930596.	54013.	0.	0.	34661144.	6019444.
3	73358.	72459.	892.	0.	0.	735411.	81661.
4	352460.	347879.	4541.	0.	0.	3551876.	419033.
5	1916978.	1883316.	33301.	0.	0.	20036380.	3228792.
6	3149491.	3098956.	50348.	0.	0.	32632146.	4809743.
SUM	11546806.	11359661.	185454.	0.	0.	122982864.	18635116.
(TONS)	12.72	12.51	.20	.00	.00	135.44	20.52

AREA TYPE	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	3181134.	3127669.	52844.	0.	0.	34389420.	5392126.
2	2849625.	2801767.	47561.	0.	0.	31327418.	4904395.
3	3057090.	3005456.	51061.	0.	0.	32202300.	5132048.
4	1484981.	1464415.	20417.	0.	0.	15123631.	1922965.
5	974021.	960344.	13571.	0.	0.	9940150.	1283539.
SUM	11546806.	11359661.	185454.	0.	0.	122982864.	18635116.
(TONS)	12.72	12.51	.20	.00	.00	135.44	20.52

NUMBER LANES	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	4574785.	4508796.	65118.	0.	0.	46797404.	6150868.
2	4624996.	4546376.	78014.	0.	0.	49702852.	7903660.
3	1790499.	1758556.	31715.	0.	0.	20398200.	3489638.
4	484734.	475495.	9207.	0.	0.	5287598.	946619.
5	71813.	70412.	1401.	0.	0.	796922.	144292.
SUM	11546806.	11359661.	185454.	0.	0.	122982864.	18635116.
(TONS)	12.72	12.51	.20	.00	.00	135.44	20.52

TWIN CITIES METROPOLITAN AREA TRAVEL FORECAST MODEL --
1990 BASE YEAR NETWORK AND SOCIO-ECONOMIC DATA
TRAVEL FORECAST PERIOD NUMBER 4 (4:40 - 5:40 PM)
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
- RUN TIME: 09:30:49 3Mar95

DAILY VEHICLE MILES

DAILY VMT - ALL GEOGRAPHIC LOCATIONS

FT	AREA TYPES 1	2	3	4	5
1	247937.	204948.	309881.	195926.	100346.
2	301695.	267592.	550848.	134381.	96086.
3	6692.	965.	5421.	6317.	2899.
4	29405.	10194.	37352.	23354.	13221.
5	269682.	285399.	158738.	50829.	67879.
6	465995.	419925.	214364.	99624.	58871.
TOTAL	1321404.	1189021.	1276602.	510433.	339303.

DAILY VMT BY FACILITY TYPE

1	1059039.
2	1350600.
3	22292.
4	113526.
5	832528.
6	1258780.
TOTAL	4636772.

DAILY VMT BY AREA TYPE

1	1321404.
2	1189021.
3	1276602.
4	510433.
5	339303.
TOTAL	4636772.

DAILY VMT BY NUMBER LANES

1	1628055.
2	1950616.
3	792900.
4	230167.
5	35025.
TOTAL	4636772.

TWIN CITIES METROPOLITAN AREA TRAVEL FORECAST MODEL --
1990 BASE YEAR NETWORK AND SOCIO-ECONOMIC DATA
TRAVEL FORECAST PERIOD NUMBER 5 (3:00 - 3:40 AND 5:40 - 6:00 PM)
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
- RUN TIME: 09:33:18 3Mar95

EMISSIONS IN GRAMS PER DAY

ALL GEOGRAPHIC LOCATIONS

FT	AT	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	1	638660.	629859.	8448.	0.	0.	6521996.	810692.
1	2	492040.	485267.	6724.	0.	0.	5015773.	642396.
1	3	698093.	687248.	10549.	0.	0.	7228948.	1079210.
1	4	482385.	475402.	6974.	0.	0.	4962395.	672758.
1	5	263016.	259484.	3529.	0.	0.	2691851.	340294.
2	1	549858.	540034.	9813.	0.	0.	6929755.	1158515.
2	2	508176.	499666.	8510.	0.	0.	7286056.	1181112.
2	3	949320.	930576.	18733.	0.	0.	10575191.	2057078.
2	4	257729.	252984.	4724.	0.	0.	2713314.	457390.
2	5	182965.	179508.	3435.	0.	0.	1937706.	335781.
3	1	18919.	18681.	238.	0.	0.	189883.	21800.
3	2	2752.	2718.	34.	0.	0.	27550.	3097.
3	3	14078.	13897.	181.	0.	0.	141404.	16503.
3	4	17679.	17463.	215.	0.	0.	177521.	19790.
3	5	7941.	7835.	99.	0.	0.	79546.	9059.
4	1	75170.	74161.	1007.	0.	0.	759078.	92940.
4	2	25390.	25043.	342.	0.	0.	256015.	31304.
4	3	91993.	90728.	1266.	0.	0.	931858.	117848.
4	4	71440.	70582.	844.	0.	0.	719392.	77958.
4	5	37182.	36713.	458.	0.	0.	372161.	41731.
5	1	477419.	468739.	8595.	0.	0.	5035737.	864172.
5	2	487311.	477862.	9439.	0.	0.	5189022.	929064.
5	3	305652.	300324.	5287.	0.	0.	3173438.	498483.
5	4	113324.	111583.	1722.	0.	0.	1157044.	159266.
5	5	151587.	149119.	2407.	0.	0.	1558080.	225700.
6	1	746682.	732340.	14341.	0.	0.	7984128.	1427132.
6	2	748845.	735703.	13106.	0.	0.	7795740.	1240093.
6	3	428930.	422105.	6791.	0.	0.	4409277.	633354.
6	4	305911.	302608.	3269.	0.	0.	3037868.	297237.
6	5	178710.	176781.	1912.	0.	0.	1776054.	173978.
SUM		9329128.	9175026.	152992.	0.	0.	100634264.	15615751.
(TONS)		10.27	10.10	.17	.00	.00	110.83	17.20

TWIN CITIES METROPOLITAN AREA TRAVEL FORECAST MODEL --
1990 BASE YEAR NETWORK AND SOCIO-ECONOMIC DATA
TRAVEL FORECAST PERIOD NUMBER 5 (3:00 - 3:40 AND 5:40 - 6:00 PM)
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
- RUN TIME: 09:33:18 3Mar95

EMISSIONS IN GRAMS PER DAY

FACILITY TYPE	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	2574192.	2537265.	36225.	0.	0.	26421036.	3545353.
2	2448051.	2402767.	45215.	0.	0.	29442050.	5189878.
3	61368.	60593.	767.	0.	0.	615905.	70248.
4	301173.	297227.	3916.	0.	0.	3038503.	361780.
5	1535292.	1507628.	27450.	0.	0.	16113314.	2676687.
6	2409078.	2369539.	39419.	0.	0.	25003048.	3771798.
SUM	9329128.	9175026.	152992.	0.	0.	100634264.	15615751.
(TONS)	10.27	10.10	.17	.00	.00	110.83	17.20

AREA TYPE	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	2506708.	2463816.	42443.	0.	0.	27420644.	4375256.
2	2264516.	2226260.	38156.	0.	0.	25570134.	4027075.
3	2488063.	2444880.	42806.	0.	0.	26460082.	4402471.
4	1248467.	1230623.	17747.	0.	0.	12767513.	1684401.
5	821401.	809440.	11841.	0.	0.	8415397.	1126544.
SUM	9329128.	9175026.	152992.	0.	0.	100634264.	15615751.
(TONS)	10.27	10.10	.17	.00	.00	110.83	17.20

NUMBER LANES	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	3636116.	3583129.	52332.	0.	0.	37202404.	4945472.
2	3710948.	3645909.	64681.	0.	0.	40482932.	6679128.
3	1512977.	1485944.	26886.	0.	0.	17774016.	3039093.
4	408521.	400623.	7898.	0.	0.	4499065.	827134.
5	60594.	59398.	1196.	0.	0.	675431.	124929.
SUM	9329128.	9175026.	152992.	0.	0.	100634264.	15615751.
(TONS)	10.27	10.10	.17	.00	.00	110.83	17.20

TWIN CITIES METROPOLITAN AREA TRAVEL FORECAST MODEL --
1990 BASE YEAR NETWORK AND SOCIO-ECONOMIC DATA
TRAVEL FORECAST PERIOD NUMBER 5 (3:00 - 3:40 AND 5:40 - 6:00 PM)
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
- RUN TIME: 09:33:18 3Mar95

DAILY VEHICLE MILES

DAILY VMT - ALL GEOGRAPHIC LOCATIONS

	AREA TYPES				
FT	1	2	3	4	5
1	211210.	168102.	263733.	174356.	88246.
2	245334.	212749.	468319.	118089.	85879.
3	5949.	849.	4515.	5377.	2485.
4	25171.	8552.	31639.	21101.	11448.
5	214875.	235977.	132186.	43039.	60180.
6	358523.	327661.	169765.	81719.	47811.
TOTAL	1061064.	953890.	1070154.	443680.	296049.

DAILY VMT FACILITY TYPE	
1	905647.
2	1130370.
3	19176.
4	97911.
5	686256.
6	985478.
TOTAL	3824853.

DAILY VMT AREA TYPE	
1	1061064.
2	953890.
3	1070154.
4	443680.
5	296049.
TOTAL	3824853.

DAILY VMT NUMBER LANES	
1	1308328.
2	1617014.
3	672154.
4	197445.
5	29897.
TOTAL	3824853.

TWIN CITIES METROPOLITAN AREA TRAVEL FORECAST MODEL --
1990 BASE YEAR NETWORK AND SOCIO-ECONOMIC DATA
TRAVEL FORECAST PERIOD NUMBER 6 (MIDNIGHT - 6:00 AM, 8:00 AM - 3:00 PM, 6:00 PM TO MIDNIGHT)
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
- RUN TIME: 09:35:51 3Mar95

EMISSIONS IN GRAMS PER DAY

ALL GEOGRAPHIC LOCATIONS

FT	AT	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	1	4916964.	4846915.	67108.	0.	0.	50660648.	6823986.
1	2	4070171.	4015912.	54232.	0.	0.	43666988.	5452556.
1	3	5531151.	5445864.	82622.	0.	0.	58414964.	8943388.
1	4	3995217.	3934564.	60627.	0.	0.	41549320.	6070671.
1	5	2149299.	2119242.	30047.	0.	0.	22134122.	3007072.
2	1	4197138.	4121708.	75427.	0.	0.	54774944.	9201292.
2	2	4037946.	3975533.	62412.	0.	0.	62812948.	9118074.
2	3	7237031.	7093220.	143808.	0.	0.	81663720.	16944122.
2	4	1943404.	1904741.	38663.	0.	0.	20884330.	3886904.
2	5	1558848.	1527719.	31129.	0.	0.	16775361.	3145876.
3	1	148677.	146729.	1948.	0.	0.	1497806.	179310.
3	2	21270.	21005.	265.	0.	0.	213145.	24203.
3	3	104582.	103225.	1357.	0.	0.	1051428.	124033.
3	4	132590.	130905.	1684.	0.	0.	1331810.	154500.
3	5	64041.	63217.	824.	0.	0.	643364.	75302.
4	1	587763.	579799.	7960.	0.	0.	5940092.	734822.
4	2	194214.	191535.	2679.	0.	0.	1962913.	245650.
4	3	699306.	689714.	9591.	0.	0.	7081378.	892659.
4	4	515982.	509070.	6912.	0.	0.	5209611.	637164.
4	5	255465.	252227.	3238.	0.	0.	2563251.	295576.
5	1	3594479.	3528361.	66040.	0.	0.	38009864.	6658686.
5	2	3717347.	3643540.	73736.	0.	0.	39869300.	7354918.
5	3	2389741.	2347065.	42551.	0.	0.	24926328.	4032583.
5	4	734480.	722697.	11749.	0.	0.	7539012.	1091888.
5	5	1101978.	1083268.	18539.	0.	0.	11413524.	1762354.
6	1	5598896.	5490227.	108668.	0.	0.	60009144.	10855291.
6	2	5448690.	5350628.	98052.	0.	0.	56930604.	9309315.
6	3	3082510.	3031601.	50801.	0.	0.	31762552.	4744563.
6	4	2125555.	2101111.	23724.	0.	0.	21131814.	2155243.
6	5	1289879.	1275531.	14219.	0.	0.	12818980.	1292221.
SUM		71444528.	70246752.	1190612.	0.	0.	785241600.	125214424.
(TONS)		78.68	77.36	1.31	.00	.00	864.80	137.90

TWIN CITIES METROPOLITAN AREA TRAVEL FORECAST MODEL --
1990 BASE YEAR NETWORK AND SOCIO-ECONOMIC DATA
TRAVEL FORECAST PERIOD NUMBER 6 (MIDNIGHT - 6:00 AM, 8:00 AM - 3:00 PM, 6:00 PM TO MIDNIGHT)
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
- RUN TIME: 09:35:51 3Mar95

EMISSIONS IN GRAMS PER DAY

FACILITY TYPE	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	20662774.	20362480.	294636.	0.		0.216426272.	30297648.
2	18974374.	18622930.	351439.	0.		0.236911296.	42296268.
3	471160.	465081.	6079.	0.		0. 4737556.	557349.
4	2252732.	2222346.	30379.	0.		0. 22757256.	2805873.
5	11538011.	11324925.	212614.	0.		0.121758064.	20900446.
6	17545516.	17249084.	295464.	0.		0.182652608.	28356660.
SUM	71444528.	70246752.	1190612.	0.		0.785241600.	125214424.
(TONS)	78.68	77.36	1.31	.00	.00	864.80	137.90

AREA TYPE	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	19043904.	18713746.	327152.	0.		0.210892816.	34453328.
2	17489630.	17198130.	291376.	0.		0.205455712.	31504746.
3	19044322.	18710722.	330729.	0.		0.204900288.	35681372.
4	9447225.	9303086.	143360.	0.		0. 97645952.	13996400.
5	6419508.	6321196.	97996.	0.		0. 66348608.	9578410.
SUM	71444528.	70246752.	1190612.	0.		0.785241600.	125214424.
(TONS)	78.68	77.36	1.31	.00	.00	864.80	137.90

NUMBER LANES	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	27839224.	27427246.	407357.	0.		0.285091360.	38533188.
2	28380834.	27875920.	503310.	0.		0.318087616.	54025512.
3	11538073.	11329854.	207366.	0.		0.140852960.	24704126.
4	3221154.	3157793.	63358.	0.		0. 35966596.	6946010.
5	465403.	456182.	9221.	0.		0. 5245631.	1005416.
SUM	71444528.	70246752.	1190612.	0.		0.785241600.	125214424.
(TONS)	78.68	77.36	1.31	.00	.00	864.80	137.90

TWIN CITIES METROPOLITAN AREA TRAVEL FORECAST MODEL --
1990 BASE YEAR NETWORK AND SOCIO-ECONOMIC DATA
TRAVEL FORECAST PERIOD NUMBER 6 (MIDNIGHT - 6:00 AM, 8:00 AM - 3:00 PM, 6:00 PM TO MIDNIGHT)
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
- RUN TIME: 09:35:51 3Mar95

DAILY VEHICLE MILES

DAILY VMT - ALL GEOGRAPHIC LOCATIONS

	AREA TYPES				
FT	1	2	3	4	5
1	1677712.	1355810.	2065549.	1515678.	751164.
2	1885683.	1560297.	3595200.	966583.	778223.
3	48709.	6635.	33920.	42110.	20606.
4	198994.	66968.	239769.	172796.	80949.
5	1650993.	1843399.	1063764.	293726.	463481.
6	2716696.	2451294.	1270017.	593100.	355481.
TOTAL	8178788.	7284408.	8268202.	3583988.	2449904.

DAILY VMT FACILITY TYPE	
1	7365918.
2	8785987.
3	151981.
4	759476.
5	5315362.
6	7386570.
TOTAL	29765342.

DAILY VMT AREA TYPE	
1	8178788.
2	7284408.
3	8268202.
4	3583988.
5	2449904.
TOTAL	29765342.

DAILY VMT NUMBER LANES	
1	10183877.
2	12582732.
3	5184150.
4	1583963.
5	230524.
TOTAL	29765342.

CONFORM1.TPP

3.17.95

APPENDIX C

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

Certain transportation projects eligible for funding under Title 23 U.S.C. or the Urban Mass Transportation Act have no impact on regional emissions. These are "exempt" projects that, because of their nature, will not affect the outcome of any regional emissions analyses and add no substance to those analyses. These projects (as described in Section 51.460 of conformity rules) are excluded from the regional emissions analyses required in order to determine conformity of TIPs.

Following is a list of "exempt" projects and their corresponding codes used in column "AQ" of the 1996-1998 TIP. The coding system is revised from previous TIPs to be consistent with the coding system for exempt projects in the proposed Minnesota Pollution Control Agency (MPCA) revision to the State Implementation Plan for Air Quality for Transportation Conformity.

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

SAFETY

Railroad/highway crossing S-1
Hazard elimination program S-2
Safer non-federal-aid system roads S-3
Shoulder improvements S-4
Increasing sight distance S-5
Safety improvement program S-6
Traffic control devices and operating assistance other than signalization projects S-7
Railroad/highway crossing warning devices S-8
Guardrails, median barriers, crash cushions S-9
Pavement resurfacing and/or rehabilitation S-10
Pavement marking demonstration S-11
Emergency relief (23 U.S.C. 125) S-12
Fencing S-13
Skid treatments S-14
Safety roadside rest areas S-15
Adding medians S-16
Truck climbing lanes outside the urbanized area S-17
Lighting improvements S-18
Widening narrow pavements or reconstructing bridges (no additional travel lanes) S-19
Emergency truck pullovers S-20

MASS TRANSIT

Operating assistance to transit agencies T-1
Purchase of support vehicles T-2
Rehabilitation of transit vehicles T-3
Purchase of office, shop, and operating equipment for existing facilities T-4
Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.) T-5

Widening narrow pavements or reconstructing bridges (no additional travel lanes) S-19
Emergency truck pullovers S-20

MASS TRANSIT
Operating assistance to transit agencies T-1
Purchase of support vehicles T-2
Rehabilitation of transit vehicles T-3
Purchase of office, shop, and operating equipment for existing facilities T-4
Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.) T-5
Construction or renovation of power, signal, and communications systems T-6
Construction of small passenger shelters and information kiosks T-7
Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) T-8
Rehabilitation or reconstruction of track structures, track and trackbed in existing rights-of-way T-9
Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet T-10
Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771 ..... T-11

AIR QUALITY
Continuation of ride-sharing and van-pooling promotion activities at current levels AQ-1
Bicycle and pedestrian facilities AQ-2

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 O-1
Engineering to assess social, economic and environmental effects of the proposed action or alternatives to that action O-2
Noise attenuation O-3
Advance land acquisitions (23 CFR 712 or 23 CRF 771) O-4
Acquisition of scenic easements O-5
Plantings, landscaping, etc. O-6
Sign removal O-7
Directional and informational signs O-8
Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) 0-9
Repair of damage caused by natural disasters, civil unrest,

or terrorist acts, except projects involving
substantial functional, locational, or capacity changes O-10

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

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

Channelization projects include left and right turn lanes and continuous left-turn lanes as well as those turn movements that are physically separated. Signalization projects include reconstruction of existing signals as well as installation of new signals. Signal preemption projects are exempt from hotspot analysis. Final determination of which intersections require an intersection analysis by the project applicant rests with the U.S.DOT as part of its conformity determination for an individual project.

Projects Exempt from Regional Emissions Analyses

Intersection channelization projects E-1
Intersection signalization projects at
individual intersections E-2
Interchange reconfiguration projects E-3
Changes in vertical and horizontal alignment E-4
Truck size and weight inspection stations E-5
Bus terminals and transfer points E-6

Regionally significant projects

The following codes identify the projects included in the "baseline" and "action" scenarios of the transportation plan amendment air quality analysis.

Baseline - Year 200 ..... B-00
Action - Year 2000 ..... A-00
Action - Year 2005 ..... A-05

Non-Classifiable Projects

Certain unique projects cannot be classified as denoted by a "NC." These projects were evaluated through an interagency consultation process and determined not to fit into any exempt nor intersection-level analysis category, but they are clearly not of a nature which would require inclusion in a regional air quality analysis.

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 1996-1998 Transportation Improvement Program (TIP).

a. The capital needs of private providers are examined as part of the Metropolitan Council's capital planning process for transit. The Capital Plan for Transit 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 Council's Transit Operations (MCTO). The Metropolitan Council uses state funding to support private regular route operators in the metropolitan area. Subsidy per passenger is the primary standard used to monitor regular route performance; however, four different values monitor different classifications of route types. The four

thresholds are:

Local Radial Routes	$3.50 subsidy per passenger
Local Crosstown Routes	$4.30 subsidy per passenger
Peak-Hour Express Routes	$4.10 subsidy per passenger
All-Day Express Routes	$3.75 subsidy per passenger

Since the approval of these new standards, some routes have been restructured, some have been competitively procured, some have been removed from the high subsidy route list, some have been eliminated and some will continue to be monitored or re-evaluated.

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

d. In 1994 the *Guidelines for Procurement of Service* document was revised. The guidelines provide uniform standards and procedures that will permit public transit services to be procured in a consistent and equitable manner in the Twin Cities metropolitan area. They are to be applied whenever services are contracted.

e. A list of proposed projects in the TIP was distributed to over 100 area transit providers to provide them with an opportunity to review and comment. Written comments and concerns were solicited. Projects proposed for inclusion in the TIP were also presented to the Metropolitan Council's Providers' Advisory Committee, and they recommended approval of the TIP. Currently, there are no specific private sector complaints.

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Metropolitan Council of the Twin Cities Area.
Transportation improvement program.

DATE	ISSUED TO