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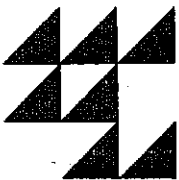


2001 - 2004

**TRANSPORTATION
IMPROVEMENT PROGRAM**

FOR THE

**TWIN CITIES
METROPOLITAN AREA**



METROPOLITAN COUNCIL

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2001 - 2004

TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE

TWIN CITIES METROPOLITAN AREA

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

Publication No. 35-00-029

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2001 - 2004 TRANSPORTATION IMPROVEMENT PROGRAM

SUMMARY

The Twin Cities Metropolitan Planning Organization's Transportation Improvement Program (TIP) for 2001 through 2004 responds to procedures required by the Transportation Equity Act for the 21st Century (TEA 21). The legislation requires that all federally funded transportation projects within the entire seven county area be included in the regional TIP. The TIP must be consistent with the projections of federal funds and local matching funds. All major transportation projects in the federally defined carbon-monoxide nonattainment area must be evaluated for their conformity with the Clean Air Act Amendments (CAAA) of 1990. This analysis must also include regionally significant non-federally funded projects. The 2001-2004 TIP is fiscally constrained, is in conformity with the CAAA of 1990 and had adequate opportunity for public involvement.

The Transportation Improvement Program (TIP) for 2001 through 2004 is a multi-modal program of highway, transit, bicycle, pedestrian and transportation enhancement projects proposed for federal funding for the Twin Cities Metropolitan Area. Federal regulations require that a TIP be developed at least every two years. The region has chosen to revise its TIP every year. Last year the region developed a TIP that covered three years, 2001-2004. This year projects that have had contracts let or in some manner have been authorized were deleted and new projects added for 2001 and 2002. This year the region also added projects in 2000 and 2001 to account for added federal resources made available in TEA-21 and one time state funds made available by the legislature. This resulted in a TIP for four years (2001-2004).

The region developed separate processes to solicit projects for 2001 to 2004 utilizing Surface Transportation Program Urban Guarantee funds (STP), Congestion Mitigation Air Quality Funds (CMAQ), and Transportation Enhancement Funds (TEP). The region also solicited for transit projects for use of Regional Transit Bond funds. Mn/DOT, working with the region, solicited for and prioritized projects for Bridge Improvement/Replacement, Hazard Elimination and Rail Safety. A cooperative process was followed to prioritize the remaining "highway funds" (Title I), and to a limited degree, state highway funds.

The 2001-2004 TIP for the Twin Cities Metropolitan Area includes Title I type projects valued at approximately \$1,750 million for highway, transit, enhancement, bike and walk projects, of which approximately \$700 million is requested of the federal government including High Priority Project funds allocated to regional projects.

The region has assumed it will receive approximately \$436 million in federal transit funds (Title III) over the 2001-2004 period. The region will receive \$50 million in Title III, Sections 5307 and 5309 in 2001. The region is also requesting \$222 million in Section 5309 funds for LRT in 2001. The region will receive \$2,500,000 annually in Section 5307 funds that may be used for operating and maintenance activities. Title I funds approved for transit capital projects, new service operating costs, and transportation demand management projects over the four year period total to approximately \$120 million.

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

The 2001-2004 TIP, adopted by the Transportation Advisory Board and approved by the Metropolitan Council, implements and is consistent with the regional Transportation Development Guide/Policy Plan (TPP) adopted on June 28, 2000. All projects selected are consistent with the regional transportation plan. In many cases, the major projects are specifically identified in the regional plan. Identified projects are subject to the approvals of various agencies.

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

1. INTRODUCTION

The 2001-2004 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 four years. The TIP is prepared by the Metropolitan Council in cooperation with the Minnesota Department of Transportation (MN/DOT). The projects contained in the TIP are consistent with and implement the region's transportation plan and priorities.

FEDERAL REQUIREMENTS

Federal regulations require that a Transportation Improvement Program:

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



i

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

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

The 2001-2004 TIP for the Twin Cities Metropolitan Area meets all these requirements and will be submitted to Mn/DOT for inclusion in the STIP to be approved by the Governor's designee

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

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

REGIONAL PLANNING PROCESS

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

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

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

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

PUBLIC PARTICIPATION OPPORTUNITIES IN PREPARATION OF THE TRANSPORTATION IMPROVEMENT PROGRAM

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

- A public meeting was held on May 24, 2000 to explain the TIP schedule and approval process.
- A public meeting was held on June 28, 2000 to initiate public comment on the draft TIP.
- An open house was held on July 20, 2000 to provide opportunity for interested public to review the TIP document.
- A public hearing was held on August 2, 2000 to hear comments on the draft TIP.
- Public comment period ended on August 16, 2000.

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. Notification of adoption of final TIP 2001-2004 by the Metropolitan Council was also made in the State Register.

In July 1999 the Transportation Advisory Board sent informational packages and applications for project solicitation to 700 cities, counties, agencies and special interest groups. These projects will be funded with Enhancement, STP and CMAQ funds. At the same time, Mn/DOT solicited projects for Bridge Improvement/Replacement (BIR) Hazard Elimination Safety (HES) and Highway Grade Crossing Safety (RRC). A forum was held to discuss the solicitation process, criteria and answer questions. The projects were approved for a total of \$275,000,000 of which \$152,000,000 are federal funds.

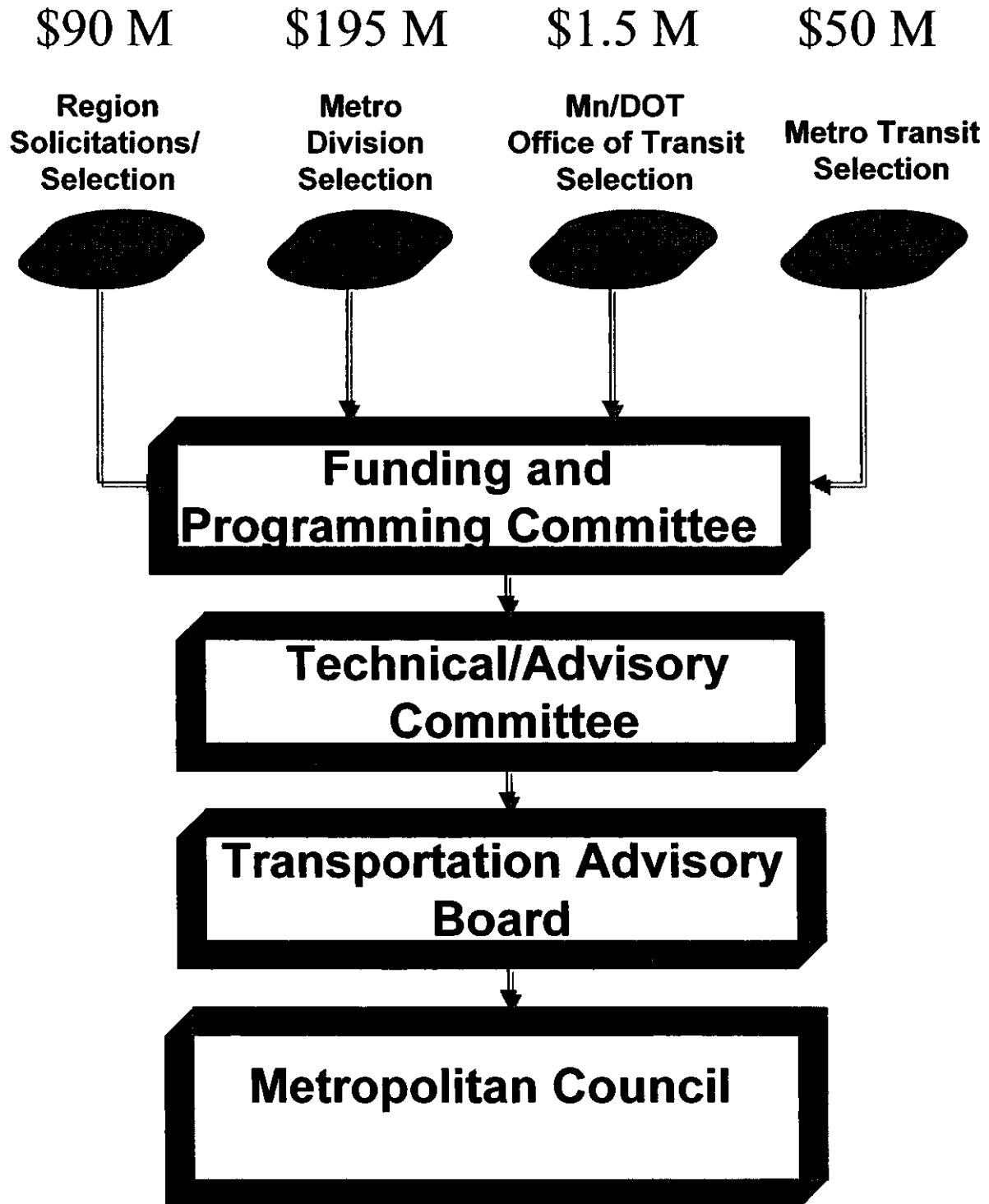
In addition, the presentations identified the meetings of the Transportation Advisory Board's TAC, TAB, Metropolitan Council's Transportation Committee and Council meetings when actions were taken, were noticed and open to the public.

DEVELOPMENT AND CONTENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program process is shown in Figure 2. The TIP is a federal requirement. The Metropolitan Council and TAB have chosen to prepare a four year document with a major amendment in alternating years. Last year a three year TIP was adopted for 2000-2001. This year a four-year 2001-2004 TIP will be prepared. The TIP is an integral part of the overall regional transportation planning and implementing process. The preparation is a cooperative effort among local units of government and metropolitan and state agencies. This cooperative process uses technical skills and resources of the various agencies, and minimizes duplication by the participants.

FIGURE 2 TWIN CITIES TRANSPORTATION CAPITAL FUNDING PROCESS

(Average Annual Dollars) *



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

- The Regional Blueprint sets the overall priorities for regional facilities and services in the Twin Cities Metropolitan Area.
- The Metropolitan Council's 2020 Transportation Development Guide/Policy Plan (TPP) sets overall regional transportation policy and details major long-range transportation plans. This plan was adopted in 1996 and addresses ISTEA requirements and considerations.
- The Transportation Air Quality Control Plan, prepared by the Metropolitan Council, sets objectives and implementation strategies for transportation improvements to address air quality problems.
- Local comprehensive plans and transportation programs contain transportation elements that must be consistent with the Metropolitan Council's plans for transportation.

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

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

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

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

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

PROGRAM AREAS IN THE TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

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

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

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

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

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

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

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

2. SUMMARY OF REGIONAL PLANS AND PRIORITIES

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

TRANSPORTATION DEVELOPMENT GUIDE CHAPTER/POLICY PLAN

Purpose and Authority

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

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

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

The *Transportation System Plan* has been prepared pursuant to Federal Intermodal Surface Transportation Efficiency Act (ISTEA) requirements and to Minnesota Statutes 473.145 and 146. Minnesota Statutes require the Council to review and revise the transportation guide at least every five years; ISTEA requires an update every three years. The plan preparation process includes the involvement of local elected officials through the Council’s Transportation Advisory Board and the participation of citizens. The roles and responsibilities of all participants in the regional transportation planning process is fully described the *Prospectus*.

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

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

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

Multi-Year Regional Planning Process

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

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

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

Relationship to Regional Growth Management Strategy

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

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

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

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

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

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

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

Fig.
3

Metro 2040 Regional Growth Strategy

- Urban Core
- Urban Area
- Illustrative 2020 MUSA*
- Urban Reserve
- Rural Growth Centers
- Permanent Agricultural Area
- Permanent Rural Area

2000 MUSA Boundary (as of 1995)

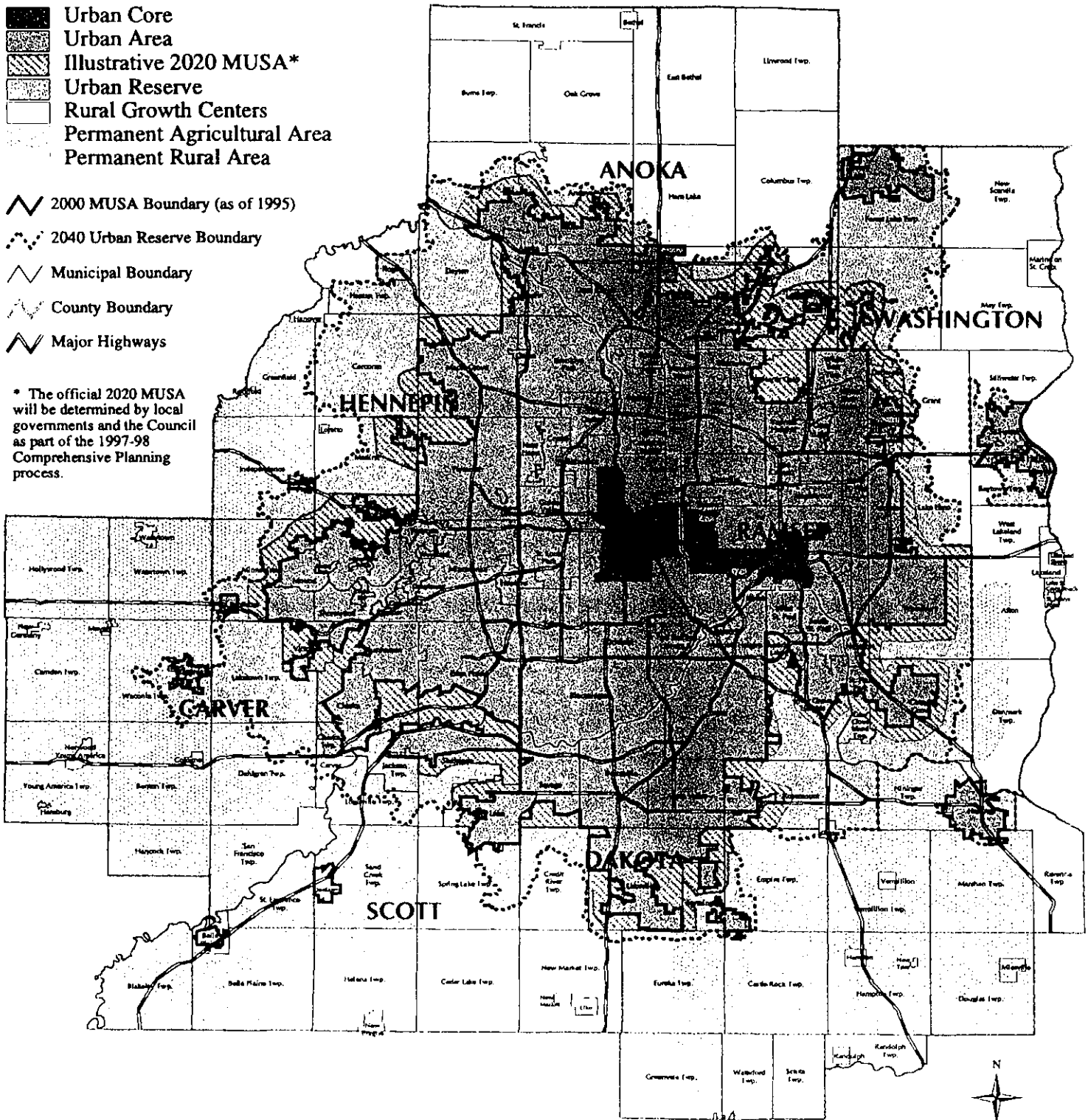
2040 Urban Reserve Boundary

Municipal Boundary

County Boundary

Major Highways

* The official 2020 MUSA will be determined by local governments and the Council as part of the 1997-98 Comprehensive Planning process.



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

- In the **urban area**, the focus will be on jobs and economic development activities within and around the Interstate Hwy. 494/694 beltway, with particular emphasis on the urban core (see Figure 3) and the nodes and corridors connected to it. The transportation system, especially transit, will be used to help bring about job concentrations. High levels of transportation services will be maintained in and around the major concentrations. The Council will offer transit service and other incentives will be used to encourage higher-density housing and business concentrations in the corridors.
- Redevelopment of housing and business properties throughout the area will be encouraged. Ways to accomplish this include Livable Communities grants and polluted site cleanup.
- The **urban core** of the region will be a major focus of reinvestment and redevelopment. The core area is limited to the areas in and adjacent to the two downtowns and in the corridor along University Avenue between them.
- Job concentrations and development nodes will be encouraged in the urban core area and brownfield sites (polluted former industrial sites) in the urban core will be prime targets for reinvestment and tax-base development. Access to job opportunities for core residents throughout the region will be increased.
- The urban core will be a priority for Council investments and incentives. The programs will aim at improving economic opportunities for residents and to improve the area's physical characteristics. The Council will use all of the tools at its disposal (such as Livable Communities grants and transit) to improve conditions in the core area, recognizing that its tools are limited.
- In the **counties adjacent to the Twin Cities**, the proposed policies support requiring long-range planning in communities with a population of over 5,000 people or where 50 percent of the residents commute to the Twin Cities to work. The policies support growth management and transportation planning, as well as steps toward economic self sufficiency. The adjacent counties are encouraged to coordinate their planning with the Council's planning.
- The emphasis in the **permanent agricultural area** and the **permanent rural area** is on preservation and permanence. The areas will not be developed for urban uses.

SUMMARY OF TPP

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

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

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

Key Transportation Policy Directions

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

1. Reduce Travel Demand

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

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

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

2. Increase Transportation Capacity Through Better System Management

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

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

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

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

3. *Replace and Improve the Existing Highway System*

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

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

4. *Improve the Transit System*

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

Key components of this strategy are:

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

5. *Expand Highway Capacity*

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

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

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

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

Table 2
METROPOLITAN HIGHWAY SYSTEM EXPANSION PROJECTS 2001-2020
(in millions)

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

Fig.
4

Metropolitan Highway System Investment Priorities

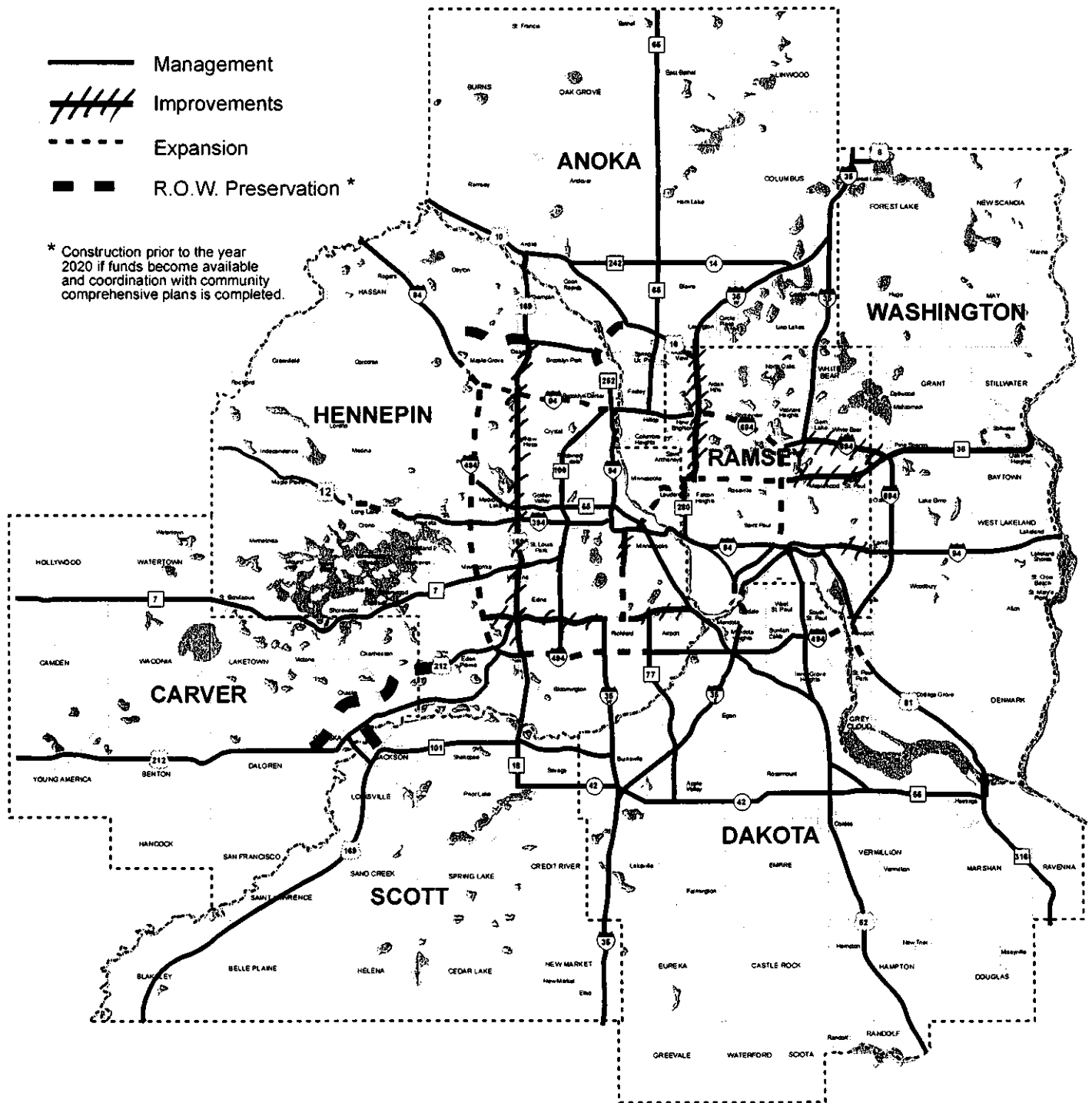




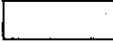
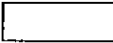
Fig.
5

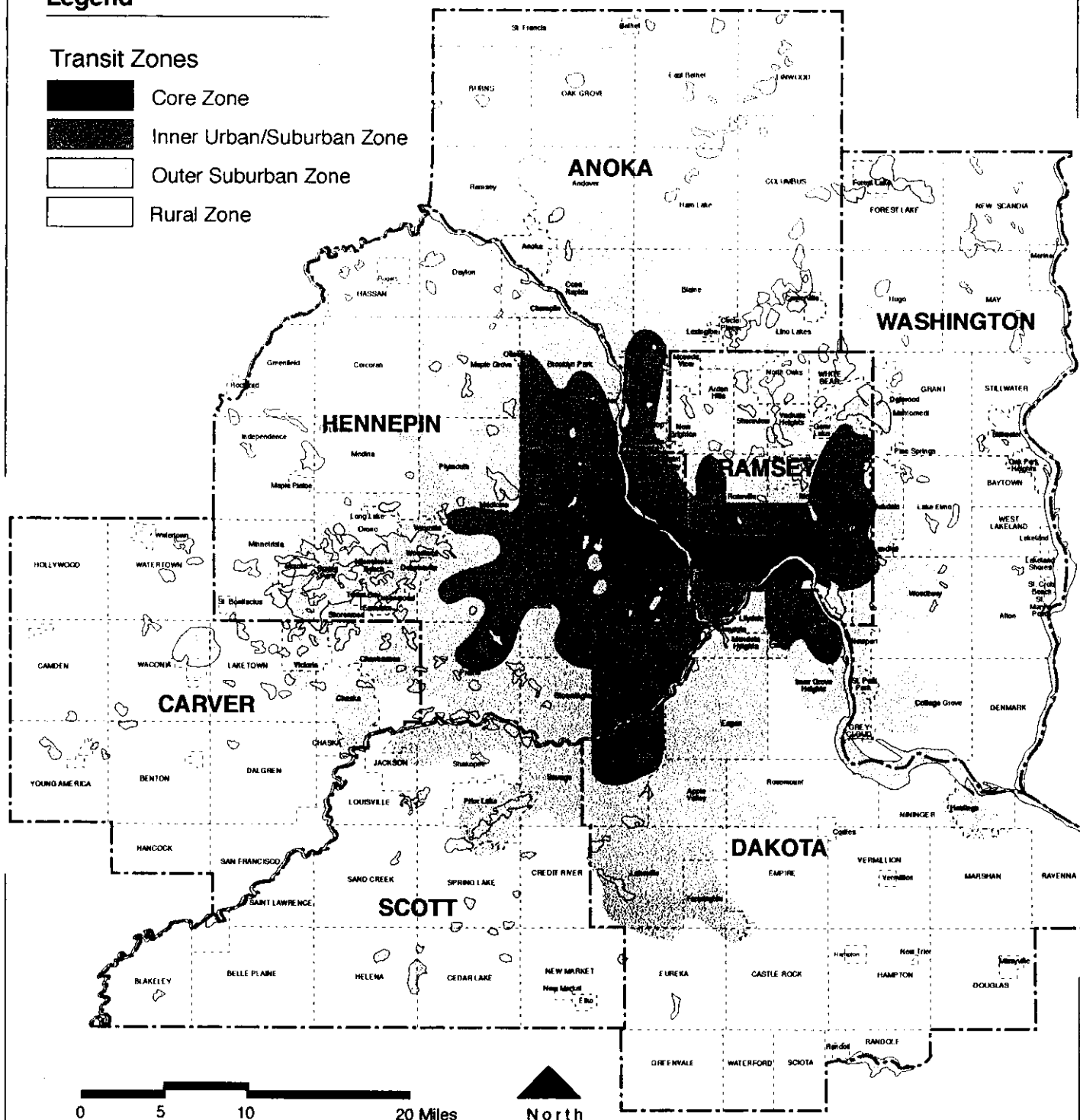




Legend

Transit Zones

-  Core Zone
-  Inner Urban/Suburban Zone
-  Outer Suburban Zone
-  Rural Zone



ENVIRONMENTAL JUSTICE

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

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

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

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

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

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

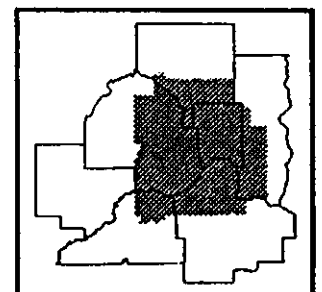
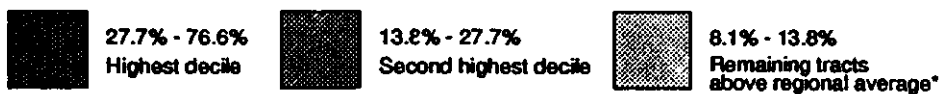
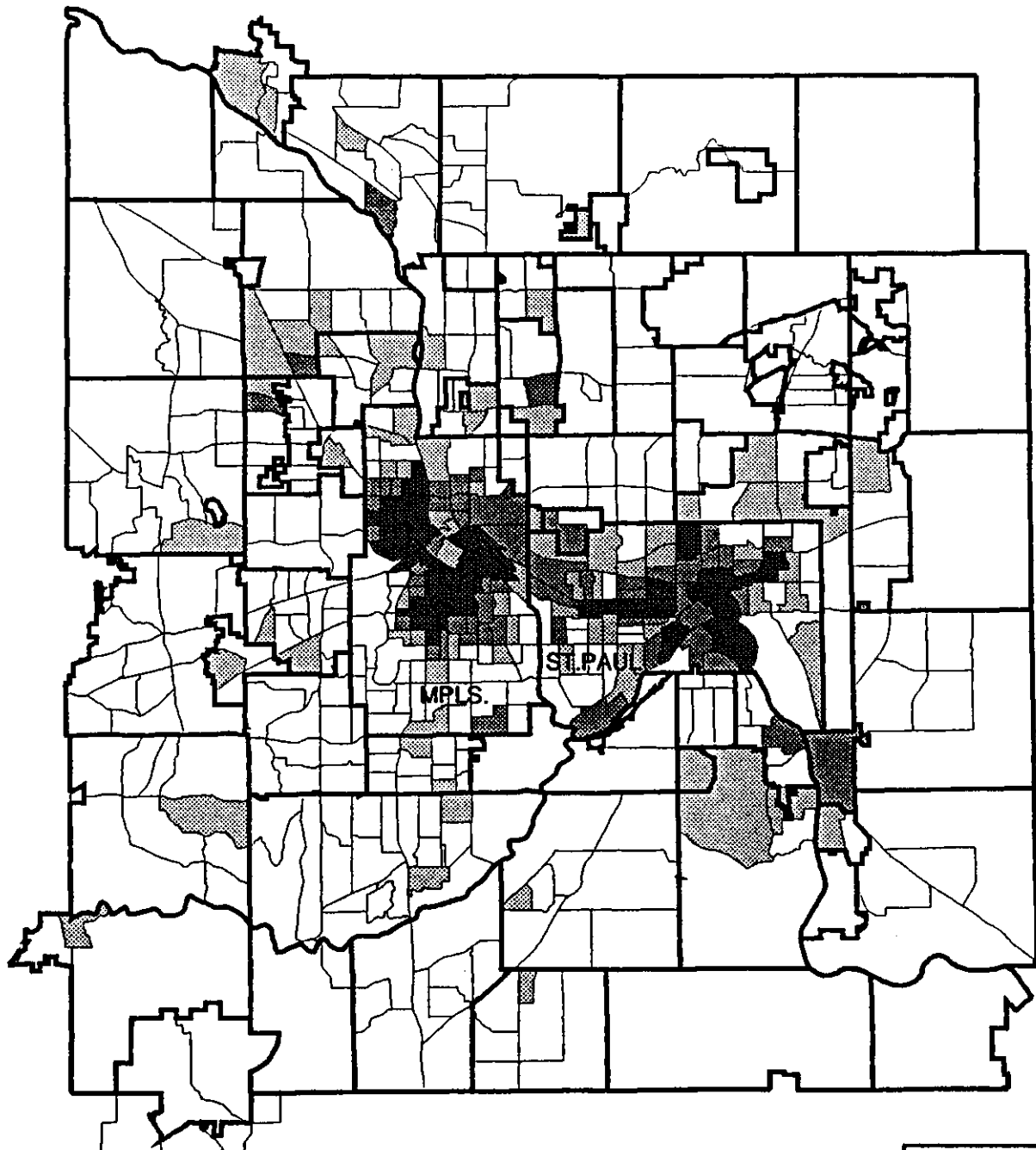
The region has attempted to direct federal, state and regional resources, programs and activities to positively address the physical, social and environmental problems of the communities of low income and minorities. From a transportation perspective, this means the region will focus investments on the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

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

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

Twin Cities Metropolitan Area Percent of Persons Below Poverty Level, 1989 (Census Tracts Above Metropolitan Average)

Fig.
7



Metropolitan Council

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

*Tracts 701.01 and 612.00 not shown on map

TRANSPORTATION AIR QUALITY CONTROL PLAN

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

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

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

CONFORMITY TO THE CLEAN AIR ACT AMENDMENTS

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

The Clean Air Act Amendments of 1990 require transportation conformity in nonattainment and maintenance areas. Conformity is the process that links transportation to the State Implementation Plan (SIP) to reduce emissions and bring (or keep) the area in compliance with air quality standards. Conformity determinations are required on Transportation Plans, TIPs and federally funded or federally approved transportation projects. In Minnesota, the Twin Cities is a maintenance area for carbon monoxide (CO). The term "maintenance area" means EPA previously cities the are for not meeting CO standards but now legally recognizes the area as meeting (attaining) these standards. Maintenance areas must continue to demonstrate that they will meet the standards. EPA redesignated the Twin Cities to maintenance status on October 29, 1999. The Conformity Rules of 1993, and as amended in 1995 and 1997, lay out technical and procedural requirements of conformity and require states to develop their own conformity procedures as part of their State Implementation Plan (SIP).

As described in the rule, the MPO must make a conformity determination on transportation plans and programs for nonattainment areas, including federally funded or approved projects, as well as non-federal projects which are regionally significant. The MPO prepared the 2001-2004 TIP following the requirements of the final conformity rule. A consultation process was followed, involving the MPCA, Mn/DOT, U.S.DOT and the Council, as described in the provision of the interagency consultation process and in Appendix B.

Projects Included in TIP Conformity Analysis

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

Conformity of the TIP

The Metropolitan Council and TAB have determined that the TIP conforms to the broad intentions of the CAAA and to the specific requirements of the final transportation conformity rules (EPA's 40 CFR PARTS 51 and 93). The TIP emissions analysis, using the latest available planning assumptions, traffic forecast models and EPA emission analysis approved models, shows that the TIP continues to remain below the 1996 motor vehicle emissions budget established for the region. The TIP is fiscally constrained, and comes from the conforming metropolitan long range transportation plan. Interagency consultation and public participation processes specified in the EPA rule and in the Transportation Policy Plan were followed in the development of the TIP and the conformity analysis. A detailed description of the conformity analysis is found in Appendix B.

Original and New SIP Measures

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

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

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

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

RESOURCES AVAILABLE 2001-2004

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

Transportation resources available to the region for highway, transit, and alternative mode projects are approximately \$625 million/year over the 2001 to 2004 period (See Figure 8). These funds include capital investments for highway, transit and alternative modes and some operating funds for the metropolitan and small area transit systems. Federal Title I and State Trunk Highway funds represent approximately 51 percent of the funds available, while Federal Title III and other state and local taxes represent the remaining 49%. A major portion of the local funds comes from property taxes that help fund the regional transit system and the city and county highway systems.

MN/DOT has developed a process of fund allocation to the Area Transportation Partnership's regions in the state to ensure the regional TRPs and the State TRP meet the fiscally constrained requirement.

This process has four basic steps.

- MN/DOT's Office of Investment Management (OIM) determines the funds available for the TRP period year 2001 to 2003. These funding targets are sent to the ATPs for comments. In the metro area, a four-year TRP is prepared every other year. The fund level allocated to 2003 will be used for 2004.
- The regions develop their draft TRPs using these funding targets. The regions can include funding for additional projects or programs for consideration by OIM.
- OIM assembles the regional TRPs and all requests for additional funds and informs the regions if their request for a higher level of funds will be honored.

- The regions modify their list of projects and adopt their TIPs and submit them to Mn/DOT for inclusion in the STIP.

The metro region submitted its preliminary draft to Mn/DOT in April 2000.

Recorded in Table 3 are the traditional highway funding sources available to the region. The region's "target" for Federal Title I and state trunk highway funds are identified in lines one and two. These targets set out the parameters that are used in the regional and Mn/DOT process for project selection. The total funds available to the region over four years are \$1,831 million.

The target for the region is made up of Federal Title I funds and State Trunk Highway funds that Mn/DOT distributes. These funds come to the Area Transportation Partnership regions based on a formula that takes into account various attributes of the existing transportation system and the future populations of the regions. The share of federal funds for the four years is \$585 million. The target for State Trunk Highway funds is \$401 million.

Over the past years, the region has requested and received additional allocations through the Mn/DOT process described above. At this time, there are \$53 million still available to the region for specific projects.

According to past procedures agreed upon with Mn/DOT, some overprogramming by the region is acceptable. In this TIP, "new revenue" overprogramming and requested bridge discretionary funds total \$176 million. Overprogramming accounts for \$66 million and \$20 million are assumed available from bridge discretionary funds. Should discretionary funds not be received or new revenue not materialize or if a lower level is appropriated, Mn/DOT has agreed some projects will have to be deleted from this TIP. The legislature in May voted to make \$90 million of new resources available to the state.

High priority project have federal funds earmarked by congress. At present, \$58 million is available over the four-year period for specific projects in the region.

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

While \$391 million is recorded in Table 3 as funds available to the region during the TIP period 2001 to 2004, approximately \$209 million is from future year resources. Use of advance construction recognizes

major projects require a number of years to complete. These projects will be paid for out of resources received during the last three years of this TIP and the next four years. The specific amounts to be paid by year is as follows:

2001	\$ 6 million	2005	\$124 million
2002	18 million	2006	51 million
2003	62 million	2007	17 million
2004	86 million	2008	17 million
	\$172 million		\$209 million

The \$172 million to be paid from 2001 to 2004 expenditures are recognized in this TIP. The remaining \$209 million will be paid out from federal funds received between 2005 and 2008.

The last category of funds included in Table 3 are Transportation Revolving Loan Fund (TRLF) and local funds necessary to match the federal funds. The majority of the projects on the trunk highway system are matched with trunk highway funds included in the targets and not in the local match figure. In all other cases, the federal funds are matched by city or county funds, regional transit capital or operating funds or funds from other agencies such as the Minnesota Department of Natural Resources. In most cases, these funds represent 20 percent of the project cost although this can be significantly higher. This represents \$147 million over four years. The TRL funds are allocated annually by MnDOT.

FIGURE 8

TWIN CITIES TRANSPORTATION PROGRAM

SOURCE OF FUNDS

(Average Annual TIP Dollars in Millions)

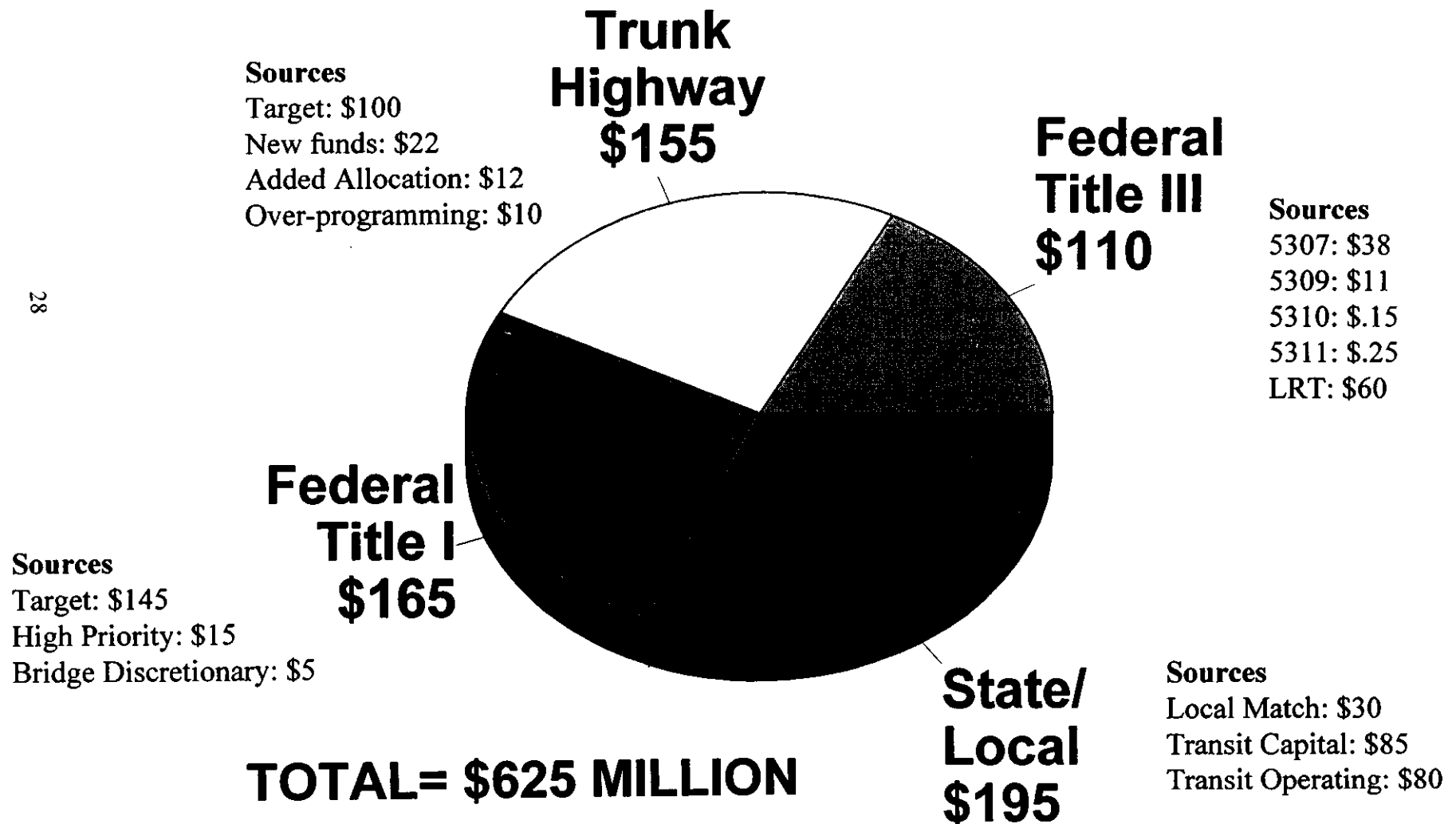


Table 3
FEDERAL TITLE I AND STATE HIGHWAY FUNDS AVAILABLE TO REGION - 2001-2004
(millions)

	2001	2002	2003	2004	Total
Federal Title I Funds	\$ 147	\$ 146	\$ 146	\$146	\$ 585
State Funds	101	100	100	100	401
Target for Region	248	246	246	246	986
Additional MN/DOT Allocations	40	--	3	10	53
Overprogramming, New Funds and Discretionary Funding	38	44	40	54	176
High Priority Projects	28	13	11	6	58
Total Funds	\$ 354	\$ 303	\$ 300	\$ 316	\$1273
Advance Construction	89	53	175	74	391
Local and TRLF	68	28	51	20	\$167
Total	\$ 511	\$ 384	\$526	\$ 410	\$1831*

*Includes \$10 M of high priority projects, \$6 M of federal and \$2 M of state and \$4 M of local funds for Chisago Co. Projects.

Table 4
FEDERAL TITLE III AND MATCHING FUNDS AVAILABLE
AND REQUESTED BY REGION 2001-2004

	2001	2002	2003	2004	Total
Section 5307 Formula	28,200,000	30,200,000	32,200,000	32,200,000	122,800,000
Section 5307 – Fixed Guideway	5,100,000	6,900,000	8,400,000	8,400,000	28,800,000
Section 5309 – Discretionary	16,000,000	9,000,000	9,000,000	9,000,000	43,000,000
Section 5310	578,000	--	--	--	578,000
Section 5311	227,000	234,000	243,000	253,000	957,000
LRT/Fed Share	222,359,000	11,845,000	3,967,000	2,000,000	240,171,000
Total Federal Funds	272,464,000	58,179,000	53,810,000	51,853,000	436,306,000
LRT Local Share	222,359,000	11,845,000	3,967,000	2,000,000	240,171,000
Regional Capital Bonds	34,388,000	39,425,000	19,538,000	7,155,000	100,506,000
Total Local	256,747,000	51,270,000	23,505,000	9,155,000	340,677,000
Total Local and Federal	529,211,000	109,449,000	77,315,000	61,008,000	776,983,000

Transit funds available to the region in 2001-2004 are recorded in Table 4. Included are Federal Title III funds, regional capital bonds and other regional resources used to match federal funds. This table does not show the Title I funds allocated to transit. These are shown as expenditures in Table 7. The establishment of the level of Title III funds available for use by the region is done in a completely different manner than the Title I Funds. There are four different Title III section funds that come to the region. The region estimates a total of \$436 million in Title III funds will be received by the region in the next four years. This includes a request of approximately \$240 million for LRT.

Section 5307 is capital formula funds provided to Metro Transit as the region's major transit provider. These funds have continued to increase year to year under TEA-21. TEA-21 ends in 2003. The TIP assumes the level of funding in 2003 will also be available in 2004. The total 5307 formula funds is approximately \$123 million. A separate category in Section 5307 is Fixed Guideway funds. These are distributed to all metropolitan areas based on the miles of fixed guideways they maintain and operate. In this region it includes shoulder bus lanes, HOV lanes, University transitway and Nicollet Mall. Over the four years, these funds total almost \$29 million.

Section 5309 is discretionary funds that are allocated to Metro Transit on request by Congress within the appropriation bills. The level of funds received varies from year to year. The \$16 million represents funds already earmarked for the region. The \$9 million for the later years is based on historic averages.

Sections 5310 and 5311 funds are provided to MN/DOT as the state's agent. The Section 5310 provides capital funds for lift-equipped vehicles to non-profit agencies providing transit services for elderly and handicapped. The Section 5311 funds provide operating assistance for small city operators.

There are two entries related to LRT funding in Table 4. The first is the federal funds and the second is the local share of the project. Over the four year period, the region has estimated approximately \$480 million will be allocated for and spent on the project. This is not the total cost of the project since some funds have already been spent and some will be spent after 2004. The local share comes from various sources including the state legislature, Metropolitan Airports Commission, Hennepin County and Mn/DOT.

The region generates transit capital and operating funds from four principal sources: fares, regional property tax for operations, regional property taxes that are dedicated to repay bonds that fund capital projects, and state general funds that are directed to the region's ADA service, the regular transit service or to repay state bonds for transit projects. The transit opt-out providers may also use local general funds to subsidize operating cost or to match federal funds. Regional Capital Bonds of \$100 million will be used to match federal Title I and Title III funds as well as fund 100% of various capital transit investments. While requested this year, only a small amount of the bonding authority was received from the legislature. This is not unusual and since the historic annual average is approximately \$25 million, these funds can be reasonably expected.

PROJECT SELECTION PROCESS AND CRITERIA

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

<u>Funding Category</u>	<u>Project Selection Process Followed</u>
Title I Federal Funds (Traditional Highways Fund)	
<ul style="list-style-type: none">• STP Urban Guarantees, Enhancement, Congestion Mitigation/Air Quality, Bridge	Competitive Regional Solicitation Process conducted by the Transportation Advisory Board (TAB)
<ul style="list-style-type: none">• Improvement/Replacement, Railroad Surface and Signals, and Hazard Elimination/Safety funds	Competitive regional solicitation process conducted by Mn/DOT and TAB
<ul style="list-style-type: none">• National Highway System Interstate Maintenance, STP, Non-Urban Guarantee, Intelligent Transportation System	MN/DOT/Metro Division Process with assistance from Capital Improvement Committee (CIC)
Federal Title III Funds	
<ul style="list-style-type: none">• Sections 5307 and 5309	Metropolitan Transit Selected
<ul style="list-style-type: none">• Section 5310	MN/DOT Office of Transit/Statewide Competitive Process
<ul style="list-style-type: none">• Section 5311	MN/DOT Office of Transit/Categorical Allocation
State Trunk Highway Funds	MN/DOT Metro Division Process with CIC assistance
Regional Capital Transit Bond Funds	Competitive Regional Solicitation Process conducted by the Transportation Advisory Board (TAB)
State Transportation Revolving Loan Fund	Statewide competitive solicitation process conducted by Mn/DOT

COMPETITIVE REGIONAL SELECTION PROCESS

A competitive process was developed by the region to select projects for use of Title I federal funds and Regional Capital Bonds. STP Urban Guarantee, CMAQ, TEP, Bridge Improvement/Replacement, Hazard Elimination Rail Safety and transit capital projects are selected through this process. This process prioritizes approximately 27 percent of the funds that are available to the region. (See Figure 2.)The regional partners designed the process to insure federal Title I funds would help the region implement its plans and high priority projects and programs. The priorities are based on the goals and policies in the Regional Blueprint and Transportation Plan. Specifics of the process are described below.

Projects have been solicited in the following categories:

- Principal Arterials
- “A” Minor Arterials (A category of minor arterials with regional importance)
 - Reliever
 - Augmenters
 - Expanders
 - Connectors
- Transit
 - High Priority
 - Preservation
 - Expansion or New
- Livable Communities Supplemental Funded Projects
- Bikeway
- Walkway
- CMAQ
- Enhancements
- Bridge Improvement/Replacement
- Hazard Elimination/Safety
- Railroad Surface and Signals

Subcommittees of the TAC’s Funding and Programming Committee (F & PC) ranked all categories of projects except the last three categories which were ranked by Mn/DOT staff. In turn, the recommended projects were reviewed and approved by the F & PC. Using these rankings, the F & PC recommended three allocation options to the TAC. Subsequently, the TAB and Metropolitan Council reviewed and approved the options. There was no predetermined distribution of funds by category or geographic subarea other than the level of funding identified for enhancements and CMAQ.

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

Examples of Qualifying Criteria

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

Categories of Prioritizing Criteria

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

Regionally Selected Projects

Recorded in Table 5 is a summary of the projects selected by category through the regional competitive process in 1997 and 2000. This table only records the federal funds allocated to the projects. The 2000 selection process covered the letting years 2000 to 2004. Mn/DOT solicited projects for Hazard Elimination/Safety, Railroad Surface and Signals and Bridge Improvement and Replacement. The criteria for project evaluation were reviewed and approved by the Funding and Programming Committee of the TAC. Once the projects were evaluated by MN/DOT staff, the Funding and Programming Committee selected the projects to be funded. The Enhancement (EN), Congestion Mitigation/Air Quality (CMAQ) and Surface Transportation Program (STP) projects were evaluated by subcommittees of the Funding and Programming Committee and selected through the TAB/Metro Council process.

(These totals do not equal the amounts shown in Table 6 for two reasons. Only federal amounts are shown in Table 5. Projects selected in the 1997 solicitation could have already been authorized or dropped and therefore would not show in Table 6 which summarizes total cost for all active projects as recorded in Appendix A tables.)

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

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

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

METROPOLITAN TRANSIT SELECTION OF SECTIONS 5307 AND 5309 PROJECTS

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

PROJECT SELECTION PROCESS FOR REGIONAL CAPITAL TRANSIT BONDS

The selection process for regional capital bond funds for the first time was carried out in conjunction with the solicitation for Title I funds. In the 2000 solicitation of projects, the region merged the two processes. The TAC's Funding and Programming Committee appointed a subcommittee that developed the process. This process was reviewed and approved by the TAC, TAB and Metropolitan Council. The projects selected will be implemented in 2001-2004.

MN/DOT OFFICE OF TRANSIT

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

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

Table 5
**SUMMARY OF PROJECTS SELECTED
 COMPETITIVELY IN 1997 and 2000***
 (Federal Funds/in millions)

	2001		2002		2003	2004	Total
	Selected 1997	Selected 2000	Selected 1997	Selected 2000	Selected 2000	Selected 2000	
PROGRAM CATEGORY							
Hazard Elimination/Safety (HES)	3.65	----	1.668	--	1.48	1.88	8.678
Railroad Surface & Signals (RRSS)	2.525	--	2.435	--	0.962	1.102	7.024
Bridge Improvement/Replacement (BIR)	5.834	--	6.661	--	1.598	0.828	14.921
Enhancements (EN)	5.646	--	5.857	2.52	6.729	6.484	27.236
Congestion Mitigation Air Quality (CMAQ)	4.430	32.194	6.731	18.244	17.407	11.904	90.91
Surface Transportation Program (STP)	29.895	2.160	29.172	10.372	23.882	33.36	128.841
TOTALS	51.98	34.354	52.254	31.136	52.058	55.558	277.61

*\$3,000,000 OF FUNDS HAVE YET TO BE ALLOCATED TO PROJECTS: Enhancements - \$293,000; STP – \$1,166,000; CMAQ – \$1,541,000

BALANCE OF SELECTED PROJECTS WITH AVAILABLE FINANCIAL RESOURCES

TEA 21 requires that the region's TIP must be consistent with funds reasonably expected to be available. This means the projects recorded in the TIP cannot significantly exceed expected revenues. The state and region have agreed on a process that ensures a balance exists between resources and expenditures. The project costs identified for 2001 to 2004 closely match the funds available. The TIP is in balance with resources available to the region.

The MN/DOT process of fund allocation to the Area Transportation Partnership regions in the state ensures the regional project commitments and the STIP are in balance with the funds available from Title I and State Trunk Highways. MN/DOT sets funding targets for each of the regions to use as they developed their draft TIPs. The draft TIPs submitted to MN/DOT can be over programmed by the regions as a means of requesting additional federal and state funds. MN/DOT sets the final regional funding levels that are in balance for the state. The regions, in turn, make final modifications to their TIPs to reflect these funding levels

The allocation of Federal Title I and state Trunk Highway funds to various expenditure categories are recorded in Table 6. This Table uses the major funding programs within Title I to illustrate how the funds are allocated. These reflect the programs followed in the selection processes. Comparing Table 6 with the resource recorded in Table 3 illustrates the balance of Title I and State Trunk Highway funds.

The total funds available and allocated is \$1831. The use of the advance construction process (total \$391 million) brings forward \$209 million of federal funds from years 2005 to 2008. The high priority project funds allocated by congress represent \$58 million in resources but they do not fully fund the projects. The region has allocated \$141 million to these projects to fully fund them.

In Table 6A the 2001 funds are allocated to various expenditures categories. By comparing this total to the 2001 figure from Table 3 it can be seen revenues balance with expenditures once the funds allocated to Chisago County projects are subtracted.

A significant portion of the Federal Title I funds are allocated to transit and TDM. Approximately \$120 million of Title I funds are available for transit and TDM projects. Virtually all of the CMAQ funds in the 2000 Solicitation were allocated to transit or TDM projects.

Federal guidance only requires Title III funds have to match the approved projects in the first year of the TIP, 2001. The 2001 projects funded with Title III have a value of approximately \$530 million. This compares to the approximated \$530 million (from Table 4). Not all federal LRT funds have been committed to the region even though they have been requested.

Table 6
DISTRIBUTION OF TITLE 1, STATE TRUNK HIGHWAY
AND MATCHING FUNDS (000S)
2001 - 2004

	TOTAL	FEDERAL	STATE	Advance Construction	OTHER
CMAQ	\$131	\$ 95	3	5	\$ 28
Enhancements	34	25	0	0	9
STP Urban Guarantee	171	123	8	10	30
STP Non-Urban	72	54	7	4	7
Mn/DOT & State Aid Bridge	121	36	8	28	49
HPP*	194	71	22	94	7
MN Interstate Maintenance	390	179	34	171	6
ITS	8	1	7	0	0
NHS	233	121	33	79	0
TRLF	20	0	0	0	20
100% State Funded	392	0	385	0	7
TOTAL	\$1766	\$705	\$507	\$391	\$163

Table 6A
DISTRIBUTION OF TITLE 1, STATE TRUNK HIGHWAY
AND MATCHING FUNDS (millions)
2001 Annual Element

	TOTAL	FEDERAL	STATE	Advance Construction	OTHER
CMAQ	56	36	3	5	12
Enhancements	7	5	0	0	2
STP Urban Guarantee	32	26	0	0	6
STP Non-Urban	79	66	3	4	6
MnDOT & State Aid Bridge	20	14	3	0	6
HPP*	35	24	6	0	5
MN Interstate Maintenance	114	23	11	74	6
ITS	5	0	5	0	0
NHS	50	37	7	6	0
TRLF	20	0	0	0	20
100% State Funded	84	0	81	0	3
TOTAL	\$502**	\$231	\$116	\$89	\$66

* \$58 Million in actual High Priority Project funds were earmarked by Congress.

** \$4 Million of HPP, \$2 Million of Federal and \$3 Million are Chisago County projects total distribution for FY 2001 to \$511 Million.

CONSISTENCY WITH THE REGIONAL TRANSPORTATION PLAN (TPP) AND PRIORITIES

All projects in the TIP must be consistent with the TPP. The priorities of the TPP are recorded in Chapter 2, Summary of the Regional Plans and Priorities. The region's priorities for the trunk highways are to maintain and preserve all 1200 miles of the system in the region. The region has stated the order of priority which is: to preserve, to manage, to reconstruct, and to expand the principal arterial system as funds are available. Significant investments to be made in the later three categories are recorded in the TPP. The region also identifies transit priorities as recorded in the plan summary in Chapter 2. The priorities for transit are to serve four primary markets: alleviate congestion, provide better accessibility to jobs, promote higher density development and revitalize the core area of the region.

No attempt has been made to point out the projects that are consistent with maintaining the trunk highways. (See Table 7.) Funds assigned to preservation projects are \$338 million. Preservation distinguishes the more routine activities such as road resurfacing and bridge improvement from the periodic major investment needed such as reconstruction. This represents 26 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 \$200 million or 16% will be spent on traffic management. The detailed project descriptions are found in Appendix A. A number of these projects put in place the facilities and equipment needed by Mn/DOT to manage all freeways in the urban area to ensure these highway segments are used effectively. These projects include ramp meters and HOV bypasses of meters. Many of the projects selected for STP and CMAQ are in part management projects. This is due to the criteria used to select the projects (see discussion above). This is especially true of the principal arterial and "A" minor arterial projects. In large part, these categories were developed to promote traffic management activities.

The fourth priority for funding is the expansion category. All of the major projects identified in Table 10 are consistent with and in most cases, specifically identified in the TPP. The combined federal and state funds allocated to expansion projects represent approximately 31% or \$396 million of the four-year target. A significant part of these funds labeled expansion are, in fact, required to reconstruct the highways as the expansion projects are carried out. It is difficult to separate one part of the work from another. The new HOV lanes on I-35W are included in the expansion project category.

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

The TIP contains a number of "set-asides" that reserve funds for certain activities that are difficult to identify in advance. These include right-of-way needed for projects which varies significantly by locale or based on court decisions. Also included in the \$177 million are supplemental agreements. These funds are set aside to cover contract changes due to unforeseen costs, such as poor or polluted soils or for cost overruns.

The "other" category in Table 8 includes agreements with local governments, enhancements and transit projects. These projects represent 13 percent or \$163 million. Local agreements cover work in Mn/DOT right-of-way and Mn/DOT is contributing to the cost of the project. These projects are difficult to characterize due to the variety of activities that are included. The enhancement funds are allocated through the regional process. Finally, transit projects are included. Many projects selected for funding can be found in the TPP transit plan or are consistent with adopted policies. This has come about in part due to the criteria used to select the projects.

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

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

Table 7
2001-2004 ALLOCATION OF FEDERAL TITLE I AND
STATE TRUNK HIGHWAY FUNDS BY WORK TYPE
(in millions)

	2001	2002	2003	2004	TOTAL	
Preservation	\$ 69	\$ 89	\$ 85	\$ 95	\$ 338	26%
Manage	65	51	43	40	199	16%
Expansion	82	86	111	117	396	31%
Set Asides for R/W, Cost Overruns, Supplement Agreements	48	53	38	38	177	14%
Other (agreements, enhancements, transit)	89	24	24	26	163	13%
TARGET TOTALS	\$353	\$303	\$301	\$316	\$1273	100%
Local Match & TRLF					\$167	
Total Target, Match, and TRLF					\$1,440	

PLAN IMPLEMENTATION PROGRESS

STATUS OF MAJOR PROJECTS

Federal TIP guidance requires the progress made on implementing the region's transportation plan to be reported annually. Discussed below is the progress made on major projects and project's obligation in previous fiscal year (Table A-11). Over the past eight years, the region has included a list of major projects in the TIP. Separate tables have been prepared on major highway and transit projects. The highway projects are found in Table 8. For each project a summary has been provided. The current letting year, cost and comments on the status of the project are included. Table 9 records the major transit projects.

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

TH 10 in Anoka County from Egret Blvd. To I-35E opened in 1999. This project was taken off the list of projects that are included in Table 8. Only one new major project has been added to Table 8 in the past year. This is the addition of the third lane on I-494 from TH 212 to TH 100. The reconstruction of TH 100 north of I-394 began in May 2000.

A number of project program years have been delayed for one or more years and the costs have increased. TH 12, I-35E Bridge, TH 36 Bridge, TH 610 second bridge, I-35E/I-694 common area, and I-94 program years have all been extended one or more years. I-35W HOV lane, I-494/TH 61 interchange, I-35E/I-694 common area, and I-94 projects have increased costs.

The status of major transit projects appears in Table 9. This table records Federal Title I and Title III funded projects which exceed \$1,000,000. Replacement bus contracts have been regularly let. Other major projects include the replacement of the Snelling Garage, various bus facilities and park and ride locations. The central corridor bus and bus facilities project was funded from preliminary engineering funds set aside for LRT in the central corridor.

PROJECTS OBLIGATED IN PREVIOUS FISCAL YEAR

Another measure of plan implementation are the projects and project value obligated in the previous fiscal year. These projects were in the 200-2002 TIP. They have now been removed since they have advanced to a point of obligating funds. These projects, in addition to the status of major projects (tables 8 and 9), illustrate the progress made toward implementing the region's 2020 Transportation Plan.

The total value of these projects is approximately \$320 million, with \$156 million of federal funds, \$6 million federal demonstration funds, \$80 million state funds and \$51 million other sources.

Table 8
STATUS OF MAJOR HIGHWAY PROJECTS

Project Highway and Bridge	Cost Estimates (000s)	Current program years	Program Year-Last TIP	Assumed year open to traffic	Project status/comments
1. TH 12	\$50,000	2003	2002	2006	Construct new limited access 2-lane highway between Wayzata Blvd. to CR 6 in Orono. Parallel to existing TH 12.
2. I-35E, TH 13 to Shepard Rd.	\$28,000	2002	2001	2003	Replace and Expand Miss. River Bridge
3. I-35W, HOV lane from I-494 to Minneapolis	\$100,000	2001-2004	No change	2003	Project will reconstruct TH 62 and I-35W and add the HOV lane. HOV north of I-494, \$9m in 1999, \$61.6m in 2001, \$8.3m in 2002. HOV south of I-494 complete. Stage 1 contracts let 4/99
4.. TH 36, St. Croix Bridge	\$112,000	2003	2000, 01		New 4-lane bridge and approaches. Negotiation process underway. \$43.5M will be paid by Wis..
5. TH 55, Hiawatha Av.	\$84,500	1998, 1999	No change	2000	Reconstruct the 4-lane arterial from Crosstown to I-94. Extended to 1999. First stage of Hiawatha Transitway will be included in 1999 contract letting.
6. TH 100, Glenwood Av. to CSAH 152	\$107,500	2000	1999	2003	Construction Underway 4/2000
7. TH 212, Eden Prairie to CSAH 4	\$57,200	1999	1999	2000	Construct 4/6 lane freeway from TH 5 to Mitchell Rd., contracts let by 1998. Construction to CSAH 4. Stage 3 advanced to 1999.
8. I-494/TH 61 interchange, TH 61/local access	\$130,000	2002	2002	2009	Replace and widen I-494 bridge, reconstruct interchange, reconstruct TH 61. Provide local access.
9. TH 610, TH 10 to TH 169	\$56,000	1998, 1999	No change	2001	All contracts let.
10. TH 610 2 nd River Bridge and Approaches	\$20,000	2001	1999	2002	This project has been advanced
11. I-35E/694 Commons area, unweave the weave	\$30,000	2002	2000	2003	Stage 1 will reconstruct 3 bridges. Stage 2 to complete the project is scheduled for 2003 at \$30 million.
12. I-94 Weaver Lake Rd. to Humbolt Av.	\$80,000	2003	2002	2005	Reconstruct, add general use 3 rd lane from Hemlock to Brooklyn Blvd.
13. I-494 TH 212 to TH 100	\$40,000	2003	New	2004	Add 3 rd lane and meter bypasses.

Table 9

STATUS OF MAJOR TRANSIT CAPITAL PROJECTS

Project	Project Title	Total Project Cost	Federal Participation	Grant Application	Type	Project Status
3530	East Metro Garage – Snelling Replacement	\$34,500,000	\$ 3,120,000	1996	1996-5307	Construction underway 5/2000
3714	Gillig Engine Purchase/Rebuild	2,449,000	1,845,000	1996	1996,1997-5307	Continuing through 1998
3772	Bus Stop Shelters	1,570,000	1,256,000	1994	STP	Site selection underway, construction will go into 1999
Not assigned	800 Mhz Communication System	16,000,000	12,800,000	<i>To be applied</i>	5307/5309	Ongoing in 1999
Not assigned	I-35W North Corridor Operating Assistance	4,216,014	3,372,811	<i>to be applied</i>	CMAQ	Program Year 2002
Not assigned	I-35W North Corridor Facility Improvements	8,000,000	6,000,000	<i>To be applied</i>	5307/5309	Planned for 2000
Not assigned	I-35W South Corridor (include. 42nd or 46th St. Stations)	18,750,000	15,000,000	<i>To be applied</i>	5307/5309	Planned for 2000
Not assigned	New Bus Purchases	25,000,000	20,000,000	<i>To be applied</i>	5307/5309	Annual Expense
Not assigned	Engines, Transmissions, Lifts, Tire Leases	4,000,000	3,000,000	<i>To be applied</i>	5307/5309	Annual Expense
To be assigned	SMTTC Reverse Commute Management Team Implementation	1,353,766	1,083,000	<i>To be applied</i>	CMAQ	Program Year 2000
To be assigned	Purchase 26, 40-Foot Buses	6,875,000	5,500,000	<i>To be applied</i>	STP	Program Year 2001
To be assigned	St. Paul, West End Area Downtown Multi-Modal Hub	11,000,000	5,500,000	<i>To be applied</i>	STP	Program Year 2002
	Hiawatha LRT from Downtown Mpls. To Mall of America	440,000,000	223,000,000	<i>To be applied</i>	5309	Program Year 2001
To be assigned	Park and Ride Lot – I-35W & 95 th Av. Blaine	3,300,000	2,640,000	<i>To be applied</i>	CMAQ	Program Year 2001
To be assigned	Burnsville Transit Station Phase 3	3,000,000	2,400,000	<i>To be applied</i>	CMAQ	Program year 2001
To be assigned	Eagan Mixed-Use Transit Station	5,480,000	4,381,000	<i>To be applied</i>	CMAQ	Program Year 2001
To be assigned	SW Mixed-Use Transit Station	7,800,000	5,500,000	<i>To be applied</i>	CMAQ	Program Year 2001
To be assigned	Fort Snelling Multi-Modal Transit Station	6,875,000	5,500,000	<i>To be applied</i>	CMAQ	Program Year 2002
To be assigned	Maple Grove Transit Hub	6,875,000	5,500,000	<i>To be applied</i>	CMAQ	Program Year 2003

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

APPENDIX A
DETAILED PROJECT DESCRIPTION BY FUNDING CATEGORY

Title I Funded Projects

A-1 Congestion Mitigation Air Quality Projects.....	A-3
A-2 Enhancement Projects.....	A-6
A-3 STP Urban Guarantee Projects.....	A-9
A-4 STP Non-Urban Guarantee Projects.....	A-12
A-5 Mn/DOT and State Aid Bridge Projects.....	A-17
A-6 Demonstration/High Priority Projects.....	A-19
A-7 Mn/DOT Interstate Maintenance Projects.....	A-20
A-8 ITS Projects	A-23
A-9 NHS Projects	A-24
A-10 100% State Funded Projects.....	A-26
A-11 Projects obligated in Previous Fiscal Year.....	A-36

Title III Funded Projects

A-12 Transit Section 5309 Funds.....	A-44
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Other Funded Projects

A-16 Transportation Revolving Loan Fund	A-49
A-20 All Projects by Route Number	A-50
A-21 Federal Scenic Byway Projects.....	A-83

APPENDIX A

KEY TO TABLES

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

Year	The Federal Fiscal year the project is scheduled to be let.	
PRT	The major project this project is a part of - see attached list.	
Route	The highway the project is located on. A "999" means multiple routes or a location has yet to be determined.	
Project Number	The Mn/DOT project number.	
Description	The location and work to be accomplished by the project.	
Agency	The agency with jurisdiction over the project.	
Category	The project type: Preservation, Replacement, Management, Expansion, Transit, Trails or Other.	
PRG	Mn/DOT Program categories <div style="display: flex; justify-content: space-between;"> <div> AM Agreements BI Bridge Improvement BR Bridge Replacement RC Reconstruction RS Resurfacing SC Safety-Capacity TM Traffic Management </div> <div> SR Safety Rail BT Bike Trails, Trails MC Major Construction RD Reconditioning RX Road Repair SH Safety Hazard Elimination TR Transit </div> </div>	
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 2001-2004 PARENT Projects

Parent Number	Highway	Location	Description	Expansion	Lanes Before	Lanes After
1	TH 12	Wayzata to Long Lake	Construct Freeway	Yes	2	2
2	I-35E/I-694	Common Section in Vadnais Hts/Little Canada	Reconstruct & Weave Areas	Yes	6	8
3	I-35W	Junction I-35E to Minneapolis	Preservation + Temporary HOV Lanes	Yes	Varies	Varies
4	TH 36/TH 5	St. Croix River Crossing	Construct New River Crossing	Yes	NA	4
5	TH 55	Hiawatha Corridor	Light Rail Transit	Yes	NA	NA
6	TH 55	Hiawatha Avenue	Reconstruct Road	Yes	4	4
7	I-94	TH 252 to Weaver Lake Rd.	Reconstruct - Add Lane	Yes	4	6
8	TH 100	I-394 to Indiana Avenue	Upgrade Per EIS Recommendation	Yes	4	6
9	TH 212	I-494 to Cologne	Construct Freeway	Yes	NA	4
10	I-494	Wakota Bridge/Newport	New River Crossing, Freeway	Yes	4	6
11	I-494	TH 100 to TH 5	Reconstruct - Add Lane	Yes	4	6
12	TH 610	I-94 to TH 10	Construct Freeway	Yes	NA	4

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

Thursday, August 24, 2000

Twin Cities Metropolitan Area
2001-2004 Transportation Improvement Program

TABLE A-1
Congestion Mitigation Air Quality Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2001		CMAQ	090-080-011	TM	3,300,000	2,640,000	0	0	660,000	CONSTRUCT PARK AND RIDE LOT AT I-35W AND 95TH AVE IN BLAINE	METRO TRANSIT	Manage	E6
2001		CMAQ	CM-15-99	TM	377,344	301,875	0	0	75,469	WOODBURY PARK & RIDE SERVICE EXPANSION	METRO TRANSIT	Manage	A05
2001		CMAQ	CM-16-99	TM	2,616,475	2,093,180	0	0	523,295	SECTOR 1 AND 2 - TRANSIT SERVICE RESTRUCTURING PLAN	METRO TRANSIT	Manage	A05
2001		CMAQ	CM-52-99	TM	503,408	402,726	0	0	100,682	SECTOR 7 - WEST METRO SUBURBAN SERVICE EXPANSION	METRO TRANSIT	Manage	A05
2001		CMAQ	TC-110-99(E)	TM	9,520,000	5,500,000	0	0	4,020,000	PURCHASE 34 FORTY-FOOT BUSES	METRO TRANSIT	Manage	T10
2001		CMAQ	TC-138-99(E)	TM	2,387,000	1,837,000	0	0	550,000	PURCHASE 15 SMALL/MID-SIZE BUSES	METRO TRANSIT	Manage	T10
2001		CMAQ	090-595-001	TM	3,000,000	2,400,000	0	0	600,000	MVTA BURNSVILLE TRANSIT STATION-PHASE 3	MINN VALLEY TRANSIT AUTHORITY	Manage	E6
2001		CMAQ	090-595-004	TM	5,480,000	4,384,000	0	0	1,096,000	MVTA EAGAN MIXED-USE TRANSIT STATION	MINN VALLEY TRANSIT AUTHORITY	Manage	E6
2001		CMAQ	141-070-10	TM	1,072,000	680,600	0	0	391,400	PRIORITY VEHICLE CONTROL SYSTEM ON CHICAGO AVE & CENTRAL AVE	MINNEAPOLIS	Manage	S7
2001		CMAQ	141-070-12	TM	350,000	280,000	0	0	70,000	VARIABLE MESSAGE SIGNS IN DOWNTOWN MINNEAPOLIS	MINNEAPOLIS	Manage	S7
2001		CMAQ	141-070-13	TM	890,500	562,600	0	0	327,900	PRIORITY VEHICLE CONTROL SYSTEMS ON NICOLLET AVE AND LAKE ST	MINNEAPOLIS	Manage	S7
2001		CMAQ	TRS-M007-01	TM	1,080,000	864,000	0	0	216,000	PURCHASE 6 MEDIUM AND 2 SMALL BUSES	PLYMOUTH METROLINK	Manage	
2001		CMAQ	090-595-003	TM	7,800,000	5,500,000	0	0	2,300,000	SOUTHWEST MIXED-USE TRANSIT STATION	SOUTHWEST METRO TRANSIT COMM	Manage	E6
2001		CMAQ	TRF-3115-01	TM	1,953,071	1,562,457	0	0	390,614	PURCHASE 4 ADDITIONAL LARGE VEHICLES	SOUTHWEST METRO TRANSIT COMM	Manage	
2001		CMAQ	TRF-2304-01	TM	3,437,500	2,750,000	0	0	687,500	U-PASS TRANSIT PROGRAM	UNIVERSITY OF MINNESOTA	Manage	
2001		TH 169	2772-36	TM	1,000,000	624,000	0	376,000	0	I-494 TO I-94-SHOULDER REHABILITATION FOR BUS USE	MNDOT	Manage	A05
2001		TH 999	6200-25	TM	12,300,000	4,000,000	5,500,000	2,800,000	0	REGIONAL TRAFFIC MANAGEMENT CENTER- CONSTRUCT BUILDING & EQUIPMENT	MNDOT	Manage	NC

TABLE A-1
Congestion Mitigation Air Quality Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	ACS	State \$	Other \$	Description	Agency	Category	AQ
2002		CMAQ	CM-12-97A	TM	120,000	96,000	0	0	24,000	I-494 TRAVEL DEMAND MANAGEMENT PROGRAM	I-494 CORRIDOR COMM	Manage	AQ1
2002		CMAQ	90-070-15A	TM	2,093,750	1,675,000	0	0	418,750	TRANSPORTATION DEMAND MANAGEMENT AND COMMUTER ALTERNATIVES PROGRAM	MET COUNCIL	Manage	AQ1
2002		CMAQ	90-070-13	TM	4,216,014	3,372,811	0	0	843,203	I-35W NORTH CORRIDOR-TRANSIT SERVICE EXPANSION PLAN	METRO TRANSIT	Manage	T1
2002		CMAQ	CM-15-99A	TM	377,344	301,875	0	0	75,469	WOODBURY PARK & RIDE SERVICE EXPANSION	METRO TRANSIT	Manage	A05
2002		CMAQ	CM-16-99A	TM	3,375,000	2,700,000	0	0	675,000	SECTOR 1 AND 2 - TRANSIT SERVICE RESTRUCTURING PLAN	METRO TRANSIT	Manage	A05
2002		CMAQ	CM-52-99A	TM	625,000	500,000	0	0	125,000	SECTOR 7 - WEST METRO SUBURBAN SERVICE EXPANSION	METRO TRANSIT	Manage	A05
2002		CMAQ	141-070-14B	TM	325,000	244,000	0	0	81,000	DOWNTOWN MINNEAPOLIS TMO	MINNEAPOLIS	Manage	AQ1
2002		CMAQ	TRF-3115-02	TM	976,536	781,229	0	0	195,307	PURCHASE 2 ADDITIONAL LARGE VEHICLES	SOUTHWEST METRO TRANSIT AUTH	Manage	
2002		CMAQ	CM-1-99A	TM	3,437,500	2,750,000	0	0	687,500	U-PASS TRANSIT PROGRAM	UNIVERSITY OF MINNESOTA	Manage	AQ1
2002		TH 55	CM-21-99	TM	6,875,000	5,500,000	0	0	1,375,000	FORT SNELLING MULTI-MODAL TRANSIT STATION	MNDOT	Manage	E6
2002		TH 999	6200-25C	TM	5,500,000	5,500,000	0	0	0	REGIONAL TRAFFIC MANAGEMENT CENTER- CONSTRUCT BUILDING & EQUIPMENT(AC CONVERSION)	MNDOT	Manage	NC
2003		CMAQ	CM-25-99	TM	177,250	141,800	0	0	35,450	I-494 CORRIDOR COMMISSION TRANSPORTATION DEMAND MANAGEMENT	I-494 CORRIDOR COMMISSION	Manage	AQ1
2003		CMAQ	189-595-001	TM	6,875,000	5,500,000	0	0	1,375,000	CONSTRUCT MAPLE GROVE TRANSIT HUB AT I-94 AND HEMLOCK LANE	MAPLE GROVE	Manage	E6
2003		CMAQ	CMAQ-LIVCC	TM	1,926,250	1,541,000	0		385,250	METRO AREA SUPPLEMENTAL FUNDING FOR LIVABLE COMMUNITIES(TO BE ASSIGNED TO PROJECTS FROM FY 2001-2004)	METRO REGION	Manage	NC
2003		CMAQ	090-080-010	TM	3,500,000	2,800,000	0	0	700,000	CONSTRUCT WOODBURY PARK AND RIDE LOT	METRO TRANSIT	Manage	E6
2003		CMAQ	CM-10-99	TM	915,896	732,717	0	0	183,179	SECTOR 5C - I-35W SOUTH CORRIDOR SERVICE EXPANSION	METRO TRANSIT	Manage	A05
2003		CMAQ	CM-11-99	TM	720,775	576,620	0	0	144,155	SECTOR 5B - HIAWATHA CORRIDOR SERVICE EXPANSION	METRO TRANSIT	Manage	A05
2003		CMAQ	CM-12-99	TM	935,570	748,456	0	0	187,114	SECTOR 5A - WESTERN ST PAUL SERVICE EXPANSION	METRO TRANSIT	Manage	A05
2003		CMAQ	CM-15-99B	TM	377,344	301,875	0	0	75,469	WOODBURY PARK & RIDE SERVICE EXPANSION	METRO TRANSIT	Manage	A05
2003		CMAQ	CM-16-99B	TM	875,000	700,000	0	0	175,000	SECTOR 1 AND 2 - TRANSIT SERVICE RESTRUCTURING PLAN	METRO TRANSIT	Manage	A05

**TABLE A-1
Congestion Mitigation Air Quality Projects**

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2003		CMAQ	CM-52-99B	TM	750,000	600,000	0	0	150,000	SECTOR 7 - WEST METRO SUBURBAN SERVICE EXPANSION	METRO TRANSIT	Manage	A05
2003		CMAQ	CM-3-99	TM	1,965,000	1,572,000	0	0	393,000	REGIONAL TRAVEL DEMAND MANAGEMENT & COMMUTER ALTERNATIVES PROGRAM	METROPOLITAN COUNCIL	Manage	AQ1
2003		CMAQ	CM-20-99	TM	322,000	257,600	0	0	64,400	DOWNTOWN MINNEAPOLIS TRANSPORTATION MANAGEMENT ORGANIZATION	MINNEAPOLIS	Manage	AQ1
2003		CMAQ	CM-49-99B	TM	976,536	781,229	0	0	195,307	PURCHASE 2 ADDITIONAL LARGE VEHICLES	SOUTHWEST METRO TRANSIT AUTH	Manage	T10
2004		CMAQ	CM-25-99A	TM	177,250	141,800	0	0	35,450	I-494 CORRIDOR COMMISSION TRANSPORTATION DEMAND MANAGEMENT	I-494 CORRIDOR COMMISSION	Manage	AQ1
2004		CMAQ	090-595-005	TM	2,500,000	2,000,000	0	0	500,000	AT I-694 AND RICE ST-CONSTRUCT TRANSIT HUB AND PARK AND RIDE LOT	METRO TRANSIT	Manage	E6
2004		CMAQ	CM-10-99A	TM	5,875,000	4,700,000	0	0	1,175,000	SECTOR 5C - I-35W SOUTH CORRIDOR SERVICE EXPANSION	METRO TRANSIT	Manage	A05
2004		CMAQ	CM-11-99A	TM	4,875,000	3,900,000	0	0	975,000	SECTOR 5B - HIAWATHA CORRIDOR SERVICE EXPANSION	METRO TRANSIT	Manage	A05
2004		CMAQ	CM-12-99A	TM	3,125,000	2,500,000	0	0	625,000	SECTOR 5A - WESTERN ST PAUL SERVICE EXPANSION	METRO TRANSIT	Manage	A05
2004		CMAQ	TRS-LRT-04	OB	6,000,000	3,000,000	0	0	3,000,000	HIAWATHA CORRIDOR LRT-OPERATING ASSISTANCE	METRO TRANSIT	Transit	T1
2004		CMAQ	CM-20-99A	TM	337,000	269,600	0	0	67,400	DOWNTOWN MINNEAPOLIS TRANSPORTATION MANAGEMENT ORGANIZATION	MINNEAPOLIS	Manage	AQ1
2004		CMAQ	CM-49-99C	TM	976,536	781,229	0	0	195,307	PURCHASE 2 ADDITIONAL LARGE VEHICLES	SOUTHWEST METRO TRANSIT AUTH	Manage	T10
2004		CMAQ	CM-3-99A	TM	2,065,000	1,652,000	0	0	413,000	REGIONAL TRAVEL DEMAND MANAGEMENT & COMMUTER ALTERNATIVES PROGRAM	UNIVERSITY OF MINNESOTA	Manage	AQ1

131,235,849 95,001,279 5,500,000 3,176,000 27,558,570

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Twin Cities Metropolitan Area
2001-2004 Transportation Improvement Program

TABLE A-2
Enhancement Projects

Year	Prt	Route	Pri Number	Prg	Total \$	Fed \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2001		EN	109-020-08	EN	625,000	500,000	0	0	125,000	BROOKLYN BLVD STREETScape AMENITIES PROJECT	BROOKLYN CENTER	Other	O9
2001		EN	92-090-14	EN	800,975	640,780	0	0	160,195	BLOOMINGTON FERRY BRIDGE TO SHAKOPEE-MINNESOTA VALLEY TRAIL	DNR	Other	O9
2001		EN	216-080-01	EN	960,928	688,742	0	0	272,186	COMPLETION OF EXCELSIOR STREETCAR LINE	EXCELSIOR	Other	NC
2001		EN	27-612-08	EN	400,000	320,000	0	0	80,000	CLOQUET ISLAND SCENIC OVERLOOK	HENNEPIN CO	Other	O9
2001		EN	141-080-22	EN	725,000	580,000	0	0	145,000	MAIN ST & 6TH AVE SURFACE TREATMENT	MINNEAPOLIS	Other	O9
2001		EN	91-090-13	EN	325,000	260,000	0	0	65,000	FRANKLIN AVE TO EMERALD ST-EAST RIVER PARKWAY BIKE TRAIL	MINNEAPOLIS	Other	O9
2001		EN	94-080-01	EN	102,000	81,600	0	0	20,400	MARINE MILL TRAILS & RUIN STABILIZATION	MN HISTORIC SOCIETY	Other	O9
2001		EN	91-595-11	EN	300,000	240,000	0	0	60,000	JACKSON ST ROUNDHOUSE RESTORATION-ACCESS & SPUR TRACKS	MN TRANS MUSEUM	Other	NC
2001		EN	91-595-13	EN	240,000	192,000	0	0	48,000	RAIL PASSENGER CAR RESTORATION	MN TRANS MUSEUM	Other	O9
2001		EN	145-090-01	EN	638,000	497,640	0	0	140,360	LOST LAKE MULTI-MODAL TRANSIT FACILITY	MOUND	Other	O9
2001		CSAH 96	91-090-10	EN	200,000	160,000	0	0	40,000	TH 10 TO LEXINGTON AVE-BIKE/PED TRAIL	RAMSEY COUNTY	Other	O9
2001		EN	164-090-07	EN	800,000	640,000	0	0	160,000	WARNER RD TO 5TH ST-SIBLEY STREET PEDESTRIAN WAY	ST PAUL	Other	O9
2001		EN	91-090-02	EN	575,000	460,000	0	0	115,000	TH 7 OVERPASS ON THE SOUTHWEST LRT REGIONAL TRAIL	SUB HENN REG PARK DIST	Other	O9
2002		TH 252	110-090-002	EN	600,000	480,000	0	0	120,000	OVER TH 252 NORTH OF 85TH AVE N IN BROOKLYN PARK-CONSTRUCT PEDESTRIAN/BIKEWAY BRIDGE	BROOKLYN PARK	Other	O9
2002		TH 100	128-090-003	EN	800,000	640,000	0	0	160,000	OVER TH 100 AT 29TH AVE IN CRYSTAL & GOLDEN VALLEY-CONSTRUCT PEDESTRIAN/BIKEWAY BRIDGE	CRYSTAL	Other	O9
2002		EN	019-090-005	EN	250,500	200,400	0	0	50,100	ALONG LILYDALE RD FROM TH 13 TO THE INTERSECTION OF THE BIG RIVERS REGIONAL TRAIL WITH LILYDALE RD-CONSTRUCT BRRT-135E PROJECT	DAKOTA COUNTY	Other	O9
2002		EN	19-090-01	EN	750,000	600,000	0	0	150,000	NORTH URBAN REGIONAL TRAIL-THOMPSON KOPOSIA SEGMENT	DAKOTA COUNTY	Other	O9
2002		EN	19-090-02	EN	916,924	700,000	0	0	216,924	BIG RIVERS REGIONAL TRAIL EXTENSION	DAKOTA COUNTY	Other	O9
2002		EN	EN-LIVCOM	EN	366,250	293,000	0	0	73,250	METRO AREA SUPPLEMENTAL FUNDING FOR LIVABLE COMMUNITIES(TO BE ASSIGNED TO PROJECTS FROM FY 2002-2004)	METRO REGION	Other	NC

**TABLE A-2
Enhancement Projects**

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2002		EN	091-595-012	EN	875,000	700,000	0	0	175,000	JACKSON STREET ROUNDHOUSE POWERHOUSE RESTORATION	MINN TRANSPORTATION MUSEUM	Other	O9
2002		EN	91-090-15	EN	615,000	492,000	0	0	123,000	THEODORE WIRTH PARK BIKE TRAIL-REPAVING	MINNEAPOLIS	Other	O9
2002		EN	091-090-028	EN	875,000	700,000	0	0	175,000	MILL RUINS PARK PLANK ROADWAY, TUNNEL, LANDSCAPING, LIGHTING, ETC	MINNEAPOLIS PARK/REC BOARD	Other	O9
2002		TH 36	151-090-01	EN	875,000	700,000	0	0	175,000	OVER TH 36 BETWEEN 3RD ST AND MARGARET-PEDESTRIAN BRIDGE	NO ST PAUL	Other	O9
2002		EN	167-090-06	EN	332,900	266,320	0	0	66,580	TH 49 TRAIL-CO RD I TO CSAH 96	SHOREVIEW	Other	O9
2002		TH 49	167-090-06	EN	168,000	134,400	0	0	33,600	CO RD J TO CO RD I IN SHOREVIEW-CONSTRUCT TRAIL	SHOREVIEW	Other	O9
2002		TH 5	164-010-54	EN	1,200,000	700,000	0	0	500,000	FORT SNELLING STATE PARK TO MUNSTER ST-LANDSCAPE, LIGHTING, ETC	ST PAUL	Other	O9
2003		EN	107-090-003	EN	858,000	686,400	0		171,600	ALONG NSP AERIAL TRANSMISSION CORRIDOR FROM 79TH ST TO 105TH ST NEAR MINN RIVER WILDLIFE REFUGE AREA -CONSTRUCT PED/BIKE TRAIL & BRIDGE@OLD SHAKOPEE RD	BLOOMINGTON	Other	O9
2003		EN	107-090-004	EN	1,247,000	700,000	0	0	547,000	ALONG E BUSH LAKE RD FROM 84TH ST TO 106TH ST IN BLOOMINGTON-CONSTRUCT PED/BIKE TRAIL	BLOOMINGTON	Other	O9
2003		CSAH 47	130-090-003	EN	300,000	240,000	0	0	60,000	UNDER TH 61 ADJACENT TO THE VERMILLION RIVER IN HASTINGS-CONSTRUCT PED/BIKE UNDERPASS & TRAIL IMPROVEMENTS	HASTINGS	Other	O9
2003		EN	091-595-014	EN	550,000	440,000	0	0	110,000	COMO-HARRIET STREETCAR LINE EXTENSION & IMPROVEMENTS	MINN TRANSPORTATION MUSEUM	Other	O9
2003		EN	141-090-002	EN	777,000	621,600	0	0	155,400	FROM 5TH AVE SE TO MSS RIVER IN MINNEAPOLIS-MIDTOWN GREENWAY SAFETY ELEMENTS FOR PHASES 2 & 3	MINNEAPOLIS	Other	O9
2003		EN	141-090-017	EN	875,000	700,000	0	0	175,000	ON 3RD AVE IN MINNEAPOLIS-CONSTRUCT RIVERFRONT PLAZA & BIKE/WALKWAY	MINNEAPOLIS COMM DEV AGENCY	Other	O9
2003		EN	091-090-026	EN	844,000	675,200	0	0	168,800	GRAND ROUNDS WAYFINDING IMPROVEMENTS FOR PEDESTRIANS & BICYCLISTS	MINNEAPOLIS PARK/REC BOARD	Other	O9
2003		EN	091-090-027	EN	810,000	648,000	0	0	162,000	MILL RUINS PARK PEDESTRIAN CIRCULATION SYSTEM/LANDSCAPING, LIGHTING, ETC	MINNEAPOLIS PARK/REC BOARD	Other	O9
2003		EN	8205-99(EN)	EN	845,000	676,000	0	84,500	84,500	IN NEWPORT AS PART OF THE WAKOTA BRIDGE PROJECT-CONSTRUCT PEDETRIAN/BIKE TRAIL SYSTEM & AMENITIES	MNDOT	Other	O9
2003		TH 169	166-090-001	EN	454,800	363,880	0	0	90,920	OVER TH 169 ON CR 79 FROM 10TH AVE TO S OF TH 169 IN SHAKOPEE-CONSTRUCT PED/BIKE BRIDGE & TRAIL	SHAKOPEE	Other	O9
2003		TH 169	166-090-002	EN	434,800	347,880	0	0	86,920	OVER TH 169 ON CSAH 17 FROM ST FRANCIS AVE TO VIERLING DR IN SHAKOPEE-CONSTRUCT PED/BIKE BRIDGE & TRAIL	SHAKOPEE	Other	O9

**TABLE A-2
Enhancement Projects**

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2003		EN	209-090-002	EN	759,344	607,475	0	0	151,869	ALONG CENTERVILLE RD FROM HORIZON AVE S TO EDGERTON ST-CONSTRUCT CENTERVILLE ROAD TRAIL	VADNAIS HEIGHTS	Other	O9
2004		TH 169	198-090-001	EN	992,000	700,000	0	0	292,000	OVER TH 169 BETWEEN 114TH AVE & 117TH AVE IN CHAMPLIN-CONSTRUCT PEDESTRIAN/BIKE TRAIL BRIDGE	CHAMPLIN	Other	O9
2004		EN	019-090-006	EN	555,000	444,000	0	0	111,000	NORTH SIDE OF TH 110 FROM TH 149 IN MENDOTA HEIGHTS TO CHARLTON RD IN WEST ST PAUL- NORTH URBAN REGIONAL TRAIL(PHASE 2)	DAKOTA COUNTY	Other	O9
2004		EN	027-603-032	EN	1,400,000	700,000	0	0	700,000	OAKLAND AVE TO 21ST AVE IN MINNEAPOLIS-LAKE STREET STREETSCAPE IMPROVEMENT	HENNEPIN COUNTY	Other	O9
2004		EN	027-603-033	EN	1,400,000	700,000	0	0	700,000	LYNDAL AVE TO OAKLAND AVE IN MINNEAPOLIS-LAKE STREET STREETSCAPE IMPROVEMENT	HENNEPIN COUNTY	Other	O9
2004		EN	027-603-034	EN	1,400,000	700,000	0	0	700,000	HIAWATHA AVE TO WEST RIVER PARKWAY IN MINNEAPOLIS-LAKE STREET STREETSCAPE IMPROVEMENT	HENNEPIN COUNTY	Other	O9
2004		EN	091-595-015	EN	1,175,000	700,000	0	0	475,000	AT THE SITE OF HISTORIC MURPHY'S INN & LANDING-RECONSTRUCT INN, BOAT & FERRY LANDING, TRAILS, ETC	MINN VALLEY RESTORATION PROJ	Other	O9
2004		EN	141-080-027	EN	300,000	240,000	0	0	60,000	AT THE GREAT LAKE CENTER NEAR LAKE ST AND CHICAGO AVE IN MINNEAPOLIS-BICYCLE STATION	MINNEAPOLIS	Other	O9
2004		EN	141-090-015	EN	980,000	700,000	0	0	280,000	NEAR NORTHSIDE REDEVELOPMENT PROJECT- PEDESTRIAN/BICYCLE TRAILS	MINNEAPOLIS	Other	O9
2004		EN	141-090-016	EN	875,000	700,000	0	0	175,000	FROM GROVELAND TO VINELAND AND THE WEDGE TRIANGLE-LORING PARK BIKEWAY(PHASE 2)	MINNEAPOLIS	Other	O9
2004		EN	164-090-008	EN	1,116,000	700,000	0	0	416,000	LINKING PHALEN CREEK TRAIL, SWEDE HOLLOW PARK, & INDIAN MOUNDS PARK TO LOWERTOWN/GREAT RIVER RD TRAIL IN ST PAUL- CONSTRUCT LOWER PHALEN CREEK TRAIL	ST PAUL PARK/REC	Other	O9
					34,264,021	24,856,917	0	84,500	9,322,604				

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Twin Cities Metropolitan Area
2001-2004 Transportation Improvement Program

TABLE A-3
STP Urban Guarantee Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2001		CSAH 17	002-617-017	MC	1,591,000	1,272,800	0	0	318,200	ON LEXINGTON AVE FROM NORTH ROAD TO LAKE DRIVE-RECONSTRUCT & WIDEN TO 4-LANE ROADWAY	ANOKA COUNTY	Expand	A05
2001		BIKE/WALK	106-090-02	BT	300,000	240,000	0	0	60,000	CONSTRUCT BIKEWAY/WALKWAY ON CSAH 32 FROM TH 65 TO I-35W	BLAINE	Trails	AQ2
2001		CITY	107-399-26	RC	6,900,000	5,500,000	0	0	1,400,000	79TH/80TH ST OVER I-35W-CONSTRUCT BRIDGE	BLOOMINGTON	Replace	A05
2001		CSAH 61	27-661-28	RC	4,800,000	3,840,000	0	0	960,000	RECONSTRUCT & WIDEN CSAH 61 FROM CSAH 10 TO I-94	HENNEPIN CO	Replace	A05
2001		CSAH 130	189-020-06	RC	2,800,000	2,240,000	0	0	560,000	RECONSTRUCT & WIDEN CSAH 130 FROM HEMLOCK LANE TO TH 169	MAPLE GROVE	Replace	A05
2001		BB	TC-39-99(H)	TM	800,000	640,000	0	0	160,000	ADA BUS STOP COMPLIANCE CONSTRUCTION	METRO TRANSIT	Manage	T8
2001		PED/BIKE	141-090-09	BT	1,482,400	1,185,920	0	0	296,480	MIDTOWN GREENWAY-PHASE II	MINNEAPOLIS	Trails	AQ2
2001		BB	TRS-M008-01	TR	1,900,000	1,520,000	0	0	380,000	PURCHASE 5 SMALL AND 10 MEDIUM VEHICLES	PLYMOUTH METROLINK	Transit	
2001		CR B	62-625-22	SC	1,500,000	1,200,000	0	0	300,000	ON CO RD B FROM HAMLINE AVE TO DALE ST-GEOMETRIC & SIGNAL IMPROVEMENTS	RAMSEY CO	Manage	E2
2001		CR C	62-623-41	RC	2,000,000	1,600,000	0	0	400,000	FROM SNELLING AVE TO OXFORD ST-RECONSTRUCTION	RAMSEY COUNTY	Replace	E1
2001		CSAH 3	163-020-31	BI	2,000,000	1,600,000	0	0	400,000	CSAH 3(EXCELSIOR BLVD) OVER TH 100-BRIDGE WIDENING, TURN LANES, SIDEWALK, ETC	ST LOUIS PARK	Preserve	E1
2001		PED/BIKE	164-090-05	BT	1,880,000	1,504,000	0	0	376,000	CONSTRUCT BICYCLE/PED BR OVER BN RR N OF ENERGY PARK	ST PAUL	Trails	AQ2
2001		PED/BIKE	164-090-06	BT	2,500,000	2,000,000	0	0	500,000	FROM SIBLEY TO RANDOLPH-EAST BANK MISSISSIPPI RIVER REGIONAL TRAIL	ST PAUL	Trails	AQ2
2001		TH 7	2706-188	RC	1,850,000	1,280,000	0	570,000	0	RECONSTRUCT INTERCHANGE AT CO RD 82 & MILL & OVERLAY FROM TH 41 TO CHRISTMAS LAKE RD	MNDOT	Replace	E3
2002		CSAH 17	002-617-013	MC	2,884,000	2,307,200	0	0	576,800	ON LEXINGTON AVE FROM MAIN ST TO PHEASANT RIDGE DR- RECONSTRUCT & WIDEN TO 4-LANE ROADWAY	ANOKA COUNTY	Expand	A05
2002		TH 242	002-596-004	SC	1,200,000	960,000	0	240,000	0	E OF HANSON BLVD TO W OF TH 65-ACCESS MANAGEMENT IMPROVEMENTS AT 4 LOCATIONS IN COON RAPIDS & BLAINE	ANOKA COUNTY	Manage	E2
2002		CITY	107-399-25	RC	3,900,000	3,120,000	0	0	780,000	ON E 79TH ST FROM CEDAR TO 24TH AVE-GRAD, SURF, SIGNALS, ETC	BLOOMINGTON	Replace	A05
2002		MSAS 415	107-415-021	RC	2,291,000	1,832,800	0	0	458,200	FROM W 78TH ST TO W 82ND ST IN BLOOMINGTON-RECONSTRUCT & GEOMETRIC IMPROVEMENTS	BLOOMINGTON	Replace	E1
2002		CSAH 31	019-631-029	MC	5,000,000	4,000,000	0	0	1,000,000	CR 58 IN LAKEVILLE TO CSAH 42 IN APPLE VALLEY-RECONSTRUCT TO 4-LANE ROADWAY, TRANSIT CENTER, ETC	DAKOTA COUNTY	Expand	A05

**TABLE A-3
STP Urban Guarantee Projects**

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2002		CSAH 19	27-619-17	RC	4,980,000	3,984,000	0	0	996,000	FROM TH 55 TO CO RD 117-RECONSTRUCTION	HENNEPIN COUNTY	Replace	S19
2002		PED/BIKE	141-090-13	BT	1,112,200	889,760	0	0	222,440	FROM HIAWATHA TO W RIVER RD-MIDTOWN GREENWAY TRAIL(PHASE III)	MINNEAPOLIS	Trails	AQ2
2002		PED/BIKE	141-090-14	BT	1,369,000	1,095,200	0	0	273,800	LORING PARK BICYCLE/PED CONNECTION FOR UPTOWN TO DOWNTOWN	MINNEAPOLIS	Trails	AQ2
2002		CR C	62-623-40	RC	4,000,000	3,200,000	0	0	800,000	I-35W TO SNELLING AVE-RECONSTRUCT, ADD TURN LANES, INTERCONNECTED SIGNALS, ETC	RAMSEY COUNTY	Replace	E1
2002		CITY	164-080-09	TR	11,000,000	5,500,000	0	0	5,500,000	WEST END AREA OF DOWNTOWN ST PAUL-MULTI-MODAL HUB	ST PAUL	Transit	E6
2002		CR	82-613-07	MC	2,600,000	2,080,000	0	0	520,000	ON HINTON/TOWER DRIVE FROM 65TH IN COTTAGE GROVE TO MILITARY RD IN WOODBURY-4-LANE RDWY, TRAIL, SIGNALS, ETC	WASHINGTON COUNTY	Expand	A05
2002		CITY	192-102-06	MC	4,400,000	3,520,000	0	0	880,000	TAMARACK RD INTERCHANGE WITH I-494 IN WOODBURY	WOODBURY	Expand	A05
2003		MSAS 385	107-385-018	RC	1,940,000	1,552,000	0	0	388,000	PENN AVE TO KNOX AVE IN BLOOMINGTON-RECONSTRUCT & GEOMETRIC IMPROVEMENTS	BLOOMINGTON	Replace	A05
2003		CR 28	019-596-003	MC	3,000,000	2,400,000	0	0	600,000	FROM TH 149 IN EAGAN TO CSAH 63 IN INVER GROVE HEIGHTS-CONSTRUCT 4-LANE ROADWAY, ETC	DAKOTA COUNTY	Expand	A05
2003		PED/BIKE	027-090-004	BT	1,564,000	1,251,200	0	0	312,800	FROM HENNEPIN COUNTY PUBLIC SAFETY FACILITY TO MINNEAPOLIS MUNICIPAL PARKING RAMP-CONSTRUCT SKYWAY	HENNEPIN COUNTY	Trails	AQ2
2003		PED/BIKE	027-090-005	BT	1,174,000	939,200	0	0	234,800	FROM HENNEPIN COUNTY PUBLIC SAFETY FACILITY TO HAAF PARKING RAMP IN MINNEAPOLIS-CONSTRUCT SKYWAY	HENNEPIN COUNTY	Trails	AQ2
2003		CSAH 61	027-661-034	MC	3,200,000	2,560,000	0	0	640,000	NORTH OF BREN RD TO SOUTH OF CSAH 3-RECONSTRUCT TO 4-LANE ROADWAY	HENNEPIN COUNTY	Expand	A05
2003		CSAH 101	027-701-010	MC	3,300,000	2,640,000	0	0	660,000	TH 7 TO CSAH 5 IN MINNETONKA-RECONSTRUCT TO 4-LANE ROADWAY	HENNEPIN COUNTY	Expand	A05
2003		STP	STP-LIVCOM	RC	1,457,500	1,166,000	0	0	291,500	METRO AREA SUPPLEMENTAL FUNDING FOR LIVABLE COMMUNITIES(TO BE ASSIGNED TO PROJECTS FROM FY 2002-2004)	METRO REGION	Replace	NC
2003		PED/BIKE	160-090-007	BT	1,925,000	1,540,000	0	0	385,000	ALONG CO RD B2 FROM RICE ST TO WALNUT ST THEN NORTH TO BURLINGTON NORTHERN RAIL CORRIDOR-CONSTRUCT PATHWAY	ROSEVILLE	Trails	AQ2
2003	10	TH 61	8205-99(UG)	MC	6,875,000	5,500,000	0	1,375,000	0	AT GLEN RD IN NEWPORT-GRADING, SURFACING, BRIDGE, ETC AS PART OF NEW INTERCHANGE	MNDOT	Expand	A05
2003	8	TH 100	2755-75	MC	15,000,000	2,000,000	10,000,000	3,000,000	0	INDIANA AVENUE TO 50TH AVE N-GRAD, SURF, BRS, ETC- UPGRADE TO FREEWAY	MNDOT	Expand	A05
2003		TH 280	6241-41	RC	6,875,000	5,500,000	0	1,375,000	0	N OF LARPEUR AVE IN LAUDERDALE TO TH 36/I-35W IN ROSEVILLE-GRADING, SURFACING, ACCESS MANAGEMENT, ETC	MNDOT	Replace	A05
2004		TH 5	010-596-001	RC	5,000,000	4,000,000	0	1,000,000	0	TH 5 E OF WACONIA NEAR LAKE WACONIA-RECONSTRUCT, RELOCATE, ETC	CARVER COUNTY	Replace	E4
2004		CSAH 10	010-610-030	RC	5,200,000	4,160,000	0	0	1,040,000	FROM CR 110 TO CSAH 11-RECONSTRUCTION, SHOULDERS, ETC	CARVER COUNTY	Replace	A05

TABLE A-3
STP Urban Guarantee Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2004		CSAH 3	027-803-031	RC	6,875,000	5,500,000	0	0	1,375,000	ON CSAH 3(LAKE ST) FROM 2ND AVE S TO 21ST AVE S IN MINNEAPOLIS-RECONSTRUCT, ETC	HENNEPIN COUNTY	Replace	E1
2004		BB	TC-158-99(P)	TR	4,175,000	3,340,000	0	0	835,000	REBUILD ENGINES IN 2004	METRO TRANSIT	Transit	T3
2004		PED/BIKE	141-090-018	BT	2,108,000	1,686,400	0	0	421,600	FROM 19TH AVE IN MINNEAPOLIS TO CO RD C IN ROSEVILLE-NORTHEAST MINNEAPOLIS BIKE TRAIL	MINNEAPOLIS	Trails	AQ2
2004		PED/BIKE	141-090-019	BT	768,000	614,400	0	0	153,600	FROM 11TH AVE S TO HENNEPIN AVE S IN MINNEAPOLIS-BIKE TRAIL CONNECTION	MINNEAPOLIS	Trails	AQ2
2004		TH 38	151-248-013	RC	8,000,000	5,500,000	0	0	2,500,000	FROM 3RD ST TO CHARLES ST IN N ST PAUL-GRADING, SURFACING, MARGARET ST BRIDGE OVER TH 38, FRONTAGE RDS, ETC	NORTH ST PAUL	Replace	A05
2004		CSAH 78	062-678-010	RC	4,600,000	3,680,000	0	0	920,000	FROM TH 280/35W INTERCHANGE TO FULHAM ST IN ROSEVILLE-REALIGN & RECONSTRUCT TERMINAL RD/CO RD B2	RAMSEY COUNTY	Replace	E2
2004		CSAH 35	157-020-019	RC	1,600,000	1,280,000	0	0	320,000	ON PORTLAND AVE FROM 64TH TO 68TH ST & ON 66TH ST FROM CLINTON TO COLUMBUS IN RICHFIELD-RECONSTRUCT & CHANNELIZE, ETC	RICHFIELD	Replace	E1
2004		CSAH 8	082-808-007	MC	4,500,000	3,600,000	0	0	900,000	ON CSAH 8 FROM TH 61 IN HUGO TO WASH/ANOKA CO LINE & ON ANOKA CSAH 14 FROM CO LINE TO I-35E IN LINO LAKES-RECONSTRUCT TO 4-LANE ROADWAY, PARK/RIDE, ETC	WASHINGTON COUNTY	Expand	A05
2004	8	TH 100	2755-75A	MC	5,000,000	5,000,000	0	0	0	INDIANA AVENUE TO 50TH AVE N-GRAD, SURF, BRS, ETC- UPGRADE TO FREEWAY(AC CONVERSION)	MNDOT	Expand	A05

171,176,100 123,520,880 10,000,000 7,560,000 30,095,220

Thursday, August 24, 2000

Twin Cities Metropolitan Area
2001-2004 Transportation Improvement Program

TABLE A-4
STP Non Urban Guarantee Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2001		CSAH 35	02-635-09	SH	500,000	450,000	0	0	50,000	REALIGN CSAH 35 AT TH 10 AND INSTALL SIGNAL AT PLEASANT VIEW DRIVE	ANOKA CO	Manage	S2
2001		CSAH 31	195-020-02	SH	500,000	450,000	0	0	50,000	DUCKWOOD DR TO YANKEE DOODLE RD-ADD THRU LANE,DUAL LEFT TURN LANE & REVISE SIGNALS	EAGAN	Manage	S2
2001		CSAH 1	27-601-31	SH	94,000	84,600	0	0	9,400	CSAH 1 AT CSAH 17-SIGNAL REVISION & RIGHT TURN LANE	HENNEPIN CO	Manage	S2
2001		CSAH 1	27-601-32	SH	415,000	373,500	0	0	41,500	CSAH 1 AT CSAH 34-ADD DUAL LEFT TURN LANES & REBUILD SIGNAL	HENNEPIN CO	Manage	S2
2001		CSAH 81	27-681-10	SH	500,000	450,000	0	0	50,000	AT CO RD 49-INSTALL TRAFFIC SIGNAL & CHANNELIZATION	HENNEPIN COUNTY	Manage	E2
2001	5	BB	TRS-LRTD-0	TR	6,250,000	5,000,000	0	0	1,250,000	HIAWATHA LRT OR OTHER TRANSIT CORRIDOR-LAND ASSEMBLY TO PROMOTE TRANSIT-FRIENDLY DEVELOPMENT	METRO TRANSIT	Transit	NC
2001		RR	02-00130	SR	175,000	157,500	0	0	17,500	206TH AVE NW AT BNSF RR IN OAK GROVE-INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2001		RR	19-00132	SR	75,000	67,500	0	0	7,500	ASH ST AT CP RAIL IN FARMINGTON-INSTALL HIGH TYPE SURFACE	MNDOT	Manage	S1
2001		RR	27-00234	SR	75,000	67,500	0	0	7,500	63RD AVE AT BNSF RR IN BROOKLYN PARK-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1
2001		RR	27-00235	SR	75,000	67,500	0	0	7,500	JEFFERSON HWY AT BNSF RAILROAD IN OSSEO-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1
2001		RR	27-00236	SR	75,000	67,500	0	0	7,500	77TH AVE AT BNSF RR IN BROOKLYN PARK-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1
2001		RR	27-00237	SR	75,000	67,500	0	0	7,500	BASS LAKE ROAD AT BNSF RR IN CRYSTAL-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1
2001		RR	27-00238	SR	75,000	67,500	0	0	7,500	93RD AVE AT BNSF RR IN MAPLE GROVE-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1
2001		RR	27-00239	SR	75,000	67,500	0	0	7,500	ZACHARY LANE AT BNSF RR IN MAPLE GROVE-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1
2001		RR	27-00241	SR	75,000	67,500	0	0	7,500	BROADWAY AVE AT BNSF RR IN BROOKLYN PARK-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1
2001		RR	27-00242	SR	75,000	67,500	0	0	7,500	73RD AVE AT BNSF RR IN BROOKLYN PARK-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1
2001		RR	27-00243	SR	175,000	157,500	0	0	17,500	COUNTY ROAD 90 AT BNSF RR IN INDEPENDENCE-INSTALL NEW SIGNALS & GATES	MNDOT	Manage	S1
2001		RR	27-00244	SR	75,000	67,500	0	0	7,500	W 98TH ST AT CP RR IN BLOOMINGTON-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1
2001		RR	27-00246	SR	175,000	157,500	0	0	17,500	GREENHAVEN DRIVE AT BNSF RR IN BROOKLYN PARK-NEW SIGNALS & INTERCONNECTION	MNDOT	Manage	S1
2001		RR	62-00179	SR	150,000	135,000	0	0	15,000	DIVISION AVE AT CP RR IN WHITE BEAR LAKE-INSTALL NEW SIGNALS & GATES	MNDOT	Manage	S1
2001		RR	62-00180	SR	125,000	112,500	0	0	12,500	LITTLE CANADA RD AT CP RR IN LITTLE CANADA-INSTALL NEW SIGNALS	MNDOT	Manage	S1

TABLE A-4
STP Non Urban Guarantee Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2001		RR	82-00122	SR	225,000	202,500	0	0	22,500	MANNING TRAIL AT WC RR IN MAY TWP-INSTALL SIGNALS, GATES, HIGH TYPE SURFACE	MNDOT	Manage	S1
2001		RR	82-00123	SR	50,000	45,000	0	0	5,000	MANNING TRAIL AT WC RR IN MAY TOWNSHIP-INSTALL HIGH TYPE SURFACE	MNDOT	Manage	S1
2001		BB	TRS-NCDA-0	TR	2,500,000	2,000,000	0	0	500,000	NORTHSTAR CORRIDOR-MINNEAPOLIS TO ST CLOUD-PLANNING STUDIES, PRELIMINARY ENGINEERING	NORTHSTAR CORR DEV AUTH	Transit	O1
2001		TH 999	82-030-09(A)	TR	7,125,000	4,500,000	0	0	1,125,000	RIVERVIEW/CENTRAL CORRIDOR TRANSIT IMPROVEMENTS & STUDY	RAMSEY COUNTY	Transit	O1
2001		CITY	164-030-04	BT	181,000	144,800	0	0	36,200	AT VARIOUS LOCATIONS IN ST PAUL-BIKE LOCKERS	ST PAUL	Trails	AQ2
2001		TH 5	1002-61	MC	12,840,000	5,536,000	4,000,000	2,384,000	920,000	TH 41 TO CSAH 17-GRADING, SURFACING, BRIDGES, ETC TO A 4-LANE ROADWAY(AC PROJECT)	MNDOT	Expand	A05
2001		TH 5	1002-71	MC	500,000	400,000	0	100,000	0	TH 41 TO CENTURY BLVD IN CHANHASSEN-FRONTAGE RD CONSTRUCTION	MNDOT	Expand	S7
2001		TH 7	1003-27	SH	450,000	405,000	0	45,000	0	AT CSAH 33 IN HOLLYWOOD TWSP & AT CSAH 10 IN WATERTOWN TWSP-LEFT TURN LANES,ETC	MNDOT	Manage	S2
2001		TH 7	2706-192	RS	400,000	320,000	0	80,000	0	TH 41 TO CO RD 19-MILL & OVERLAY	MNDOT	Preserve	S10
2001		I-35	0283-21	SH	450,000	405,000	0	45,000	0	AT RAMP TERMINII WITH TH 97-TRAFFIC SIGNAL & CHANNELIZATION	MNDOT	Manage	S2
2001		TH 55	1909-77	SH	200,000	180,000	0	20,000	0	AT ARGENTA TRAIL-SIGNAL INSTALLATION & CROSS STREET CHANNELIZATION	MNDOT	Manage	S2
2001		TH 65	0207-87	SH	355,000	319,500	0	35,500	0	AT 81ST AVENUE-SIGNAL REBUILD & GRADE CORRECTION	MNDOT	Manage	S2
2001		TH 65	0207-71	SH	50,000	45,000	0	5,000	0	AT 51ST STREET IN FRIDLEY-CLOSE MEDIAN	MNDOT	Manage	S2
2001		TH 65	0208-107	SH	450,000	405,000	0	45,000	0	AT 117TH ST IN BLAINE-TRAFFIC SIGNAL & CHANNELIZATION	MNDOT	Manage	S2
2001		TH 999	TRLF-RW-01	RW	241,800	193,440	0	48,360	0	REPAYMENT IN FY 2001 OF TRLF LOAN USED FOR RIGHT OF WAY PURCHASE ON TH'S 12,100,212, OR 610	MNDOT	Other	NC
2002		CSAH 7	02-607-17	SH	364,000	327,600	0	0	36,400	157TH TO 159TH IN ANDOVER-TRAFFIC SIGNAL & CHANNELIZATION	ANOKA COUNTY	Manage	S2
2002		CSAH 9	02-609-11	SH	170,000	153,000	0	0	17,000	AT CSAH 20-TRAFFIC SIGNAL REVISION & LANE ADDITION	ANOKA COUNTY	Manage	S2
2002		CSAH 11	02-611-28	SH	435,000	391,500	0	0	43,500	CSAH 11 AT EGRET BLVD-TRAFFIC SIGNAL & MINOR CAPACITY REVISIONS	ANOKA COUNTY	Manage	S2
2002		CSAH 78	02-678-13	SH	500,000	450,000	0	0	50,000	AT CO RD 18-INSTALL TRAFFIC SIGNAL & CHANNELIZATION	ANOKA COUNTY	Manage	S2
2002		CSAH 1	107-442-03	SH	199,000	179,100	0	0	19,900	AT OLD CEDAR AVENUE-SEPARATE RIGHT TURN LANE IN NE CORNER	BLOOMINGTON	Manage	S2
2002		MUN	88-030-13	BI	37,500	30,000	0	0	7,500	METROWIDE-UNDERWATER BRIDGE INSPECTION ON LOCAL BRIDGES	METRO REGION	Preserve	O1
2002		RR	02-00131	SR	175,000	157,500	0	0	17,500	WARD LAKE DR AT BNSF RR IN ANDOVER-INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2002		RR	19-00123	SR	175,000	157,500	0	0	17,500	WESCOTT RD AT CP RR IN EAGAN-INSTALL SIGNALS & SURFACE	MNDOT	Manage	S1

**TABLE A-4
STP Non Urban Guarantee Projects**

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2002		RR	19-00129	SR	200,000	180,000	0	0	20,000	E 117TH ST AT UP RR IN INVER GROVE HEIGHTS- INSTALL CANTILEVERS & RUBBER SURFACE	MNDOT	Manage	S1
2002		RR	19-00130	SR	50,000	45,000	0	0	5,000	E 68TH ST AT UP RR IN INVER GROVE HEIGHTS- INSTALL HIGH TYPE SURFACE	MNDOT	Manage	S1
2002		RR	19-00133	SR	100,000	90,000	0	0	10,000	NICOLS ROAD AT UP RR IN EAGAN-ADD GATES TO EXISTING SIGNALS	MNDOT	Manage	S1
2002		RR	27-00232	SR	80,000	72,000	0	0	8,000	PENN AVE AT CP RR IN BLOOMINGTON-INSTALL HIGH TYPE SURFACE	MNDOT	Manage	S1
2002		RR	27-00247	SR	150,000	135,000	0	0	15,000	TAMARACK RD AT CP RR IN MEDINA-INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2002		RR	27-00248	SR	150,000	135,000	0	0	15,000	PIONEER TRAIL AT CP RR IN MEDINA-INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2002		RR	27-00249	SR	150,000	135,000	0	0	15,000	N SHORE DRIVE AT CP RR IN GREENFIELD- INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2002		RR	27-00250	SR	175,000	157,500	0	0	17,500	VALLEY RD AT BNSF RR IN INDEPENDENCE- INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2002		RR	27-00251	SR	150,000	135,000	0	0	15,000	PEONY LANE AT CP RR IN PLYMOUTH-INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2002		RR	27-00252	SR	150,000	135,000	0	0	15,000	HOLLY LANE N AT CP RR IN PLYMOUTH-INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2002		RR	27-00253	SR	175,000	157,500	0	0	17,500	E BUSH LAKE RD AT CP RR IN BLOOMINGTON- INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2002		RR	27-00254	SR	175,000	157,500	0	0	17,500	WINNETKA AVE AT UP RR IN GOLDEN VALLEY- SIGNAL MODERNIZATION	MNDOT	Manage	S1
2002		RR	27-00255	SR	150,000	135,000	0	0	15,000	N SHORE DRIVE AT CP RR IN GREENFIELD- INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2002		RR	62-00174	SR	80,000	72,000	0	0	8,000	TRANSFER RD AT MC RR IN ST PAUL-INSTALL HIGH TYPE SURFACE	MNDOT	Manage	S1
2002		RR	62-00181	SR	150,000	135,000	0	0	15,000	BIRCH LAKE BLVD AT CP RR IN NORTH OAKS- INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2002		CSAH 44	62-644-21	SH	445,440	400,896	0	0	44,544	AT 14TH ST IN NEW BRIGHTON-TRAFFIC SIGNAL REVISION & CHANNELIZATION	RAMSEY COUNTY	Manage	S2
2002		TH 5	1002-61A	MC	4,000,000	4,000,000	0	0	0	TH 41 TO CSAH 17-GRADING, SURFACING, BRIDGES, ETC TO A 4-LANE ROADWAY(AC CONVERSION)	MNDOT	Expand	A05
2002		TH 25	1007-17	RS	1,920,000	1,536,000	0	384,000	0	TH 7 TO CARVER/WRIGHT CO LINE-BITUMINOUS MILL & OVERLAY, ETC	MNDOT	Preserve	S10
2002		TH 36	8204-48	SH	250,000	225,000	0	12,500	12,500	AT CSAH 17 IN LAKE ELMO-TRAFFIC SIGNAL INSTALLATION	MNDOT	Manage	S2
2002		TH 65	0208-102	SH	1,800,000	1,620,000	0	180,000	0	89TH AVE TO 93RD AVE IN BLAINE-AUXILIARY LANE;SIGNAL REBUILD W/CROSS STREET CHANNELIZATION AT 89TH	MNDOT	Manage	S2
2002		TH 316	1928-16	SH	400,000	360,000	0	40,000	0	AT 190TH STREET IN RAVENNA TWP-REALIGN INTERSECTION & ADD TURN LANES	MNDOT	Manage	S2
2002		TH 999	TRLF-RW-02	RW	3,468,000	2,774,400	0	693,600	0	REPAYMENT IN FY 2002 OF TRLF LOAN USED FOR RIGHT OF WAY PURCHASE ON TH'S 12,100,212, OR 610	MNDOT	Other	NC
2003		CSAH 1	002-601-040	SH	500,000	450,000	0	0	50,000	CSAH 1(COON RAPIDS BLVD) AT EGRET BLVD IN COON RAPIDS-DUAL LEFT TURN LANES, SIGNAL REVISION, ETC	ANOKA COUNTY	Manage	S2

TABLE A-4
STP Non Urban Guarantee Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	ACS	State \$	Other \$	Description	Agency	Category	AQ
2003		CSAH 51	002-610-011	SH	500,000	450,000	0	0	50,000	CSAH 51/CSAH 3(UNIVERSITY EXTENSION) AT FUTURE CSAH 10(OLD TH 10) IN BLAINE-TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC	ANOKA COUNTY	Manage	S2
2003		CR 8	019-596-002	SH	350,000	315,000	0	0	35,000	ON CR 8(WENTWORTH AVE) FROM HUMBOLDT AVE TO TH 52 IN WEST ST PAUL-MILL & OVERLAY, TURN LANES, SIGNAL REVISION, ETC	DAKOTA COUNTY	Manage	S2
2003		RR	27-00240	SR	175,000	157,500	0	0	17,500	STUBBS BAY RD/BNSF RAILROAD IN ORONO-INSTALL NEW SIGNALS	MNDOT	Manage	S1
2003		RR	62-00183	SR	400,000	360,000	0	0	40,000	MSAS 232, COMO AVE & MUN 516, COMO PLACE IN ST PAUL-UPGRADE SIGNALS AT COMO, CLOSE COMO PLACE	MNDOT	Manage	S1
2003		RR	82-00126	SR	175,000	157,500	0	0	17,500	TWP RD 212, NORTHBROOK BLVD IN N BAYTOWN TOWNSHIP-INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2003		RR	82-00127	SR	300,000	270,000	0	0	30,000	MUN 34, LACOSTA DRIVE & MUN 1, APPLE ORCHARD DRIVE IN DELLWOOD-INSTALL SIGNALS	MNDOT	Manage	S1
2003		TH 7	2706-200	RC	80,000	64,000	0	16,000	0	AT EXCELSIOR BLVD INTERCHANGE-LANDSCAPING	MNDOT	Replace	O6
2003		TH 13	1901-142	SH	250,000	225,000	0	25,000	0	AT MENDOTA HEIGHTS RD IN MENDOTA HEIGHTS-TRAFFIC SIGNAL INSTALLATION	MNDOT	Manage	S2
2003		TH 47	0206-49A	RC	2,000,000	1,600,000	0	400,000	0	ST FRANCIS TO THE N ANOKA CO LINE-RECONSTRUCT, WIDEN SHOULDERS, ETC	MNDOT	Replace	S13
2003		TH 55	1909-83	SH	250,000	225,000	0	25,000	0	AT EAGANDALE BLVD IN EAGAN-TRAFFIC SIGNAL INSTALLATION	MNDOT	Manage	S2
2003		TH 280	6241-47	SH	200,000	180,000	0	20,000	0	HENNEPIN AVE TO I-35W-INSTALL LIGHTING AND CONTINUOUS MEDIAN	MNDOT	Manage	S2
2003		TH 999	880M-RS-03	RS	4,000,000	3,200,000	0	800,000	0	METRO SET ASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2003	MNDOT	Preserve	S10
2003		TH 999	TRLF-RW-03	RW	3,374,400	2,699,520	0	674,880	0	REPAYMENT IN FY 2003 OF TRLF LOAN USED FOR RIGHT OF WAY PURCHASE ON TH'S 12,100,212, OR 610	MNDOT	Other	NC
2004		CSAH 9	002-609-013	SH	400,000	360,000	0	0	40,000	CSAH 9(ROUND LAKE BLVD) AT CSAH 20(157TH AVE NW) IN ANDOVER-TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC	ANOKA COUNTY	Manage	S2
2004		CR 16	002-596-003	SH	500,000	450,000	0	0	50,000	CR 16(ANDOVER BLVD) AT TH 65 IN HAM LAKE-TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC	ANOKA COUNTY	Manage	S2
2004		CSAH 23	002-623-014	SH	360,000	324,000	0	0	36,000	CSAH 23(NAPLES ST/LAKE DR) AT CR 105(NAPLES ST)/I-35W RAMP IN BLAINE-TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC	ANOKA COUNTY	Manage	S2
2004		CSAH 116	002-716-006	SH	500,000	450,000	0	0	50,000	CSAH 116(BUNKER LAKE BLVD NE) AT JEFFERSON ST IN HAM LAKE-TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC	ANOKA COUNTY	Manage	S2
2004		CSAH 116	002-716-007	SH	500,000	450,000	0	0	50,000	CSAH 116(INDUSTRY AVE NW) AT DYSPROSIUM ST/THURSTON AVE IN ANOKA-TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC	ANOKA COUNTY	Manage	S2
2004		RR	27-00258	SR	175,000	157,500	0	0	17,500	MSAS 245, E 33RD ST IN MINNEAPOLIS-SAFETY IMPROVEMENT	MNDOT	Manage	S1
2004		RR	27-00259	SR	175,000	157,500	0	0	17,500	CSAH 150, MAIN STREET IN ROGERS-INSTALL NEW SIGNALS & GATES	MNDOT	Manage	S1

**TABLE A-4
STP Non Urban Guarantee Projects**

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2004		RR	62-00184	SR	150,000	135,000	0	0	15,000	CNTY 152, EAGLE AVE IN WHITE BEAR LAKE- INSTALL NEW SIGNALS & GATES	MNDOT	Manage	S1
2004		RR	82-00128	SR	175,000	157,500	0	0	17,500	MUN 100, IRONWOOD AVE N IN GRANT TOWNSHIP-SAFETY IMPROVEMENT	MNDOT	Manage	S1
2004		RR	82-00129	SR	175,000	157,500	0	0	17,500	MUN 89, IRISH AVE N IN GRANT TOWNSHIP- SAFETY IMPROVEMENT	MNDOT	Manage	S1
2004		RR	82-00130	SR	175,000	157,500	0	0	17,500	CSAH 21, STAGECOACH TRAIL N IN WASHINGTON COUNTY-INSTALL NEW SIGNALS & GATES	MNDOT	Manage	S1
2004		RR	82-00131	SR	175,000	157,500	0	0	17,500	CSAH 15, MANNING AVE N IN WASHINGTON COUNTY-INSTALL NEW SIGNALS & GATES	MNDOT	Manage	S1
2004		RR	82-00132	SR	175,000	157,500	0	0	17,500	MSAS 121, HADLEY AVE, OAKDALE-INSTALL NEW GATES AND CANTS	MNDOT	Manage	S1
2004		TH 999	TRLF-RW-04	RW	3,280,800	2,624,640	0	656,160	0	REPAYMENT IN FY 2004 OF TRLF LOAN USED FOR RIGHT OF WAY PURCHASE ON TH'S 12,100,212, OR 610	MNDOT	Other	NC
					71,720,940	54,192,998	4,000,000	6,735,000	5,292,944				

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

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2001		CSAH 10	10-610-29	BR	715,000	400,000	0	0	315,000	CSAH 10 OVER LUCE LINE TRAIL-REPLACE BR 5883	CARVER COUNTY	Replace	S19
2001		CSAH 66	27-666-14	BR	1,100,000	880,000	0	0	220,000	GOLDEN VALLEY RD OVER BN RR-RECONSTRUCT BR 90604	HENNEPIN CO	Replace	S19
2001		CSAH 152	27-752-09	BR	2,105,000	860,000	0	0	1,445,000	WASH AVE OVER BN - BR 27167 (REPL BR 6992) & APPRS.	HENNEPIN CO	Replace	S19
2001		CITY	141-080-23	BR	529,000	421,500	0	0	107,500	ST ANTHONY PARKWAY OVER BN RR-REHAB BR 90664	MINNEAPOLIS	Replace	S19
2001		CITY	141-080-25	BR	2,464,000	1,339,000	0	0	1,125,000	CEDAR LAKE PARKWAY OVER BN RR & CANAL-REPLACE BR 90470	MINNEAPOLIS	Replace	S19
2001		CSAH 60	62-660-03	BR	306,000	169,000	0	0	137,000	ON ARCADE ST BETWEEN TH 36 & KELLER PKWY-REPLACE BR 90413	RAMSEY CO/MAPLEWOOD	Replace	S19
2001		CSAH 42/46	62-642-03	BR	10,000,000	8,000,000	0	0	2,000,000	FORD PKWY OVER MISSISSIPPI RIVER-REP BR 3575	RAMSEY/HENNEPIN CO	Replace	S19
2001		CSAH 9	70-609-07	BR	2,130,000	1,344,000	0	0	786,000	CSAH 9 SO OF THE MINNESOTA RIVER TO 0.8 MI NO OF THE MINNESOTA RIVER-REPLACE BR 5364	SCOTT CO	Replace	S19
2001		TH 7	2706-27253	BR	385,000	308,000	0	77,000	0	OVER RECREATIONAL TRAIL IN EXCELSIOR, REPLACE BR 5323	MNDOT	Replace	S19
2002		CITY	98-080-02	BR	1,500,000	1,200,000	0	0	300,000	ON MINNETONKA BLVD BETWEEN VINEHILL RD & COTTAGEWOOD RD-REPLACE BR 90610(CARSONS BAY BR)	DEEPHAVEN	Replace	S19
2002		CSAH 33	27-633-01	BR	850,000	680,000	0	0	170,000	PARK AVENUE OVER SOO LINE-REPLACE BR 90491	HENNEPIN COUNTY	Replace	S19
2002		CSAH 116	27-716-03	BR	1,250,000	1,000,000	0	0	250,000	CSAH 116 OVER CROW RIVER-REPLACE BR 6273	HENNEPIN COUNTY	Replace	S19
2002		CITY	141-165-15	BR	1,855,000	805,000	0	0	1,050,000	CHICAGO AVE OVER HCRRR RR-REPLACE BR 92349	MINNEAPOLIS	Replace	S19
2002		MSAS 128	164-128-06	BR	1,800,000	1,280,000	0	0	520,000	EARL STREET OVER 7TH ST & CNW RR-REPLACE BR 90420	ST PAUL	Replace	S19
2002		TH 61	6221-62062	BR	3,500,000	2,800,000	0	700,000	0	ARCADE ST OVER C&NW RY-RECONSTRUCT BR 5514	MNDOT	Replace	S19
2003		CITY	141-190-014	BR	1,870,000	823,000	0	0	1,047,000	FIRST AVE S OVER THE HCRRR FROM E LAKE ST TO E 28TH ST-REPLACE BR 92347	MINNEAPOLIS	Replace	S19
2003		CITY	141-291-001	BR	2,034,200	775,000	0	0	1,259,200	ROYALSTON AVE OVER THE BNSF RR-BR 27699(REPLACE BR 92339)	MINNEAPOLIS	Replace	S19
2003	1	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	MNDOT	Replace	S19
2003	4	TH 36	8217-12	BR	75,000,000	2,500,000	27,500,000	7,500,000	37,500,000	OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS-REPLACE BR 4654 & APPROACHES	MNDOT	Replace	A05
2004		CSAH 35	027-635-025	BR	450,000	360,000	0	0	90,000	CSAH 35(PORTLAND AVE) OVER MINNEHAHA CREEK-REPLACE BR 90493	HENNEPIN COUNTY	Replace	S19

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

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	ACS	State \$	Other \$	Description	Agency	Category	AQ
2004		CITY	141-080-028	BR	843,000	468,000	0	0	375,000	EAST RIVER PARKWAY OVER BRIDAL VEIL FALLS NEAR SUPERIOR ST-REPLACE BR L5781	MINNEAPOLIS	Replace	S18
2004	4	TH 36	8214-122	BR	180,000	144,000	0	36,000	0	BRIDGE 82011 OVER ST CROIX RIVER-HISTORICAL MITIGATION	MNDOT	Replace	O1
2004	4	TH 36	8217-12A	BR	10,000,000	10,000,000	0	0	0	OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS-REPLACE BR 4654 & APPROACHES(AC CONVERSION)	MNDOT	Replace	A05
					120,972,700	36,441,700	27,500,000	8,334,300	48,696,700				

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TABLE A-6
Demo/High Priority Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	ACS	State \$	Other \$	Description	Agency	Category	AQ
2001		TH 13	195-010-04	MC	3,500,000	0	1,500,000	0	1,400,000	600,000	SILVER BELL RD TO YANKEE DOODLE RD-GRAD,SURF,WIDEN, TRAFFIC SIGNAL,ETC	EAGAN	Expand	A05
2001		PED/BIKE	27-090-02	BT	1,125,000	0	900,000	0	0	225,000	HENNEPIN COUNTY BIKEWAY-MIDTOWN 29TH ST GREENWAY PED/BIKE IMPROVEMENT	HENNEPIN COUNTY	Trails	AQ2
2001		PED/BIKE	27-090-03	BT	3,750,000	0	3,000,000	0	0	750,000	HENNEPIN COUNTY BIKEWAY-HUMBOLDT GREENWAY PED/BIKE IMPROVEMENT	HENNEPIN COUNTY	Trails	AQ2
2001		I-35W	27-603-30A	PL	1,500,000	0	1,200,000	0	100,000	200,000	AT LAKE ST-ACCESS STUDY/DESIGN	HENNEPIN COUNTY		O1
2001		EN	91-595-07	EN	937,500	150,000	600,000	0	0	187,500	JACKSON STREET ROUNDHOUSE RESTORATION-TURNTABLE	MN TRANS MUSEUM	Other	NC
2001		CITY	157-108-31	MC	11,600,000	0	8,980,000	0	3,080,000	1,560,000	77TH ST UNDER TH 77-RIGHT OF WAY & CONSTRUCTION	RICHFIELD	Expand	A05
2001		CITY	157-363-18A	BR	4,675,000	0	3,740,000	0	467,500	467,500	LYNDALE AVE OVER I-494(REPLACE BRIDGE)-RIGHT OF WAY & CONSTRUCTION	RICHFIELD	Replace	S19
2001		CITY	164-288-01	MC	5,000,000	0	4,000,000	0	0	1,000,000	JOHNSON PKWY TO I-35E(PHALEN BLVD)-GRAD,SURF,RIGHT OF WAY,ETC(STAGE 1)	ST PAUL	Expand	A05
2001	12	TH 610	2771-29	MC	2,500,000	0	2,000,000	0	500,000	0	TH 169 TO I-94-R/W ACQUISITION	MNDOT	Expand	O4
2002		CITY	164-288-01A	MC	5,312,500	0	4,250,000	0	0	1,062,500	JOHNSON PKWY TO I-35E(PHALEN BLVD)-GRAD,SURF,RIGHT OF WAY, ETC(STAGE 2)	ST PAUL	Expand	A05
2002	12	TH 610	2771-29A	MC	2,500,000	0	2,000,000	0	500,000	0	TH 169 TO CSAH 81-UTILITY RELOCATION	MNCOT	Expand	NC
2002	10	TH 61	8205-99	MC	30,000,000	12,000,000	2,300,000	9,700,000	6,000,000	0	ON TH 61 FROM ST PAUL PARK TO CARVER AVE & ON I-494 FROM LAKE RD TO CONCORD ST-GRADING,SURFACING,BRS, ETC -WAKOTA BRIDGE PROJECT	MNDOT	Expand	A10
2003		CITY	164-288-01B	MC	5,000,000	0	4,000,000	0	0	1,000,000	JOHNSON PKWY TO I-35E(PHALEN BLVD)-GRAD,SURF,RIGHT OF WAY,ETC(STAGE 3)	ST PAUL	Expand	A05
2003	10	I-494	8285-80	MC	100,000,000	0	6,000,000	84,000,000	10,000,000	0	ON TH 61 FROM ST PAUL PARK TO CARVER AVE & ON I-494 FROM LAKE RD TO CONCORD ST-GRADING,SURFACING,BRS, ETC -WAKOTA BRIDGE PROJECT	MNDOT	Expand	A10
2004	10	I-494	8285-80A	MC	16,000,000	10,000,000	6,000,000	0	0	0	ON TH 61 FROM ST PAUL PARK TO CARVER AVE & ON I-494 FROM LAKE RD TO CONCORD ST-GRADING,SURFACING,BRS, ETC -WAKOTA BRIDGE PROJECT(AC CONVERSION)	MNDOT	Expand	A10

193,400,000 22,150,000 48,450,000 93,700,000 22,047,500 7,052,500

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TABLE A-7
MN/DOT Interstate Maintenance Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2001		I-35E	1982-132	SC	410,000	369,000	0	41,000	0	S JCT I-35W IN BURNSVILLE TO TH 77 IN EAGAN-REPLACE "A", "OH", "C", & "D" SIGNS	MNDOT	Manage	O7
2001	3	I-35W	2782-266	MC	92,000,000	8,800,000	74,000,000	9,200,000	0	86TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MINNEAPOLIS-GRADING, SURFACING, BRS, ETC & HOV LANE	MNDOT	Expand	A05
2001		I-35W	2782-273	RS	1,700,000	1,530,000	0	170,000	0	LAKE ST TO WASHINGTON AVE-MILL & BITUMINOUS OVERLAY	MNDOT	Preserve	S10
2001		I-35W	2783-27848	BI	3,030,000	2,727,000	0	303,000	0	AT I-94, TH 55, WASHINGTON AVE, ETC-PAINT 11 BRIDGES	MNDOT	Preserve	S10
2001		I-94	2781-337	RD	1,800,000	1,620,000	0	180,000	0	LOWRY HILL TUNNEL-REPLACE LIGHTING, ETC	MNDOT	Preserve	O6
2001		I-94	2786-109	SC	480,000	432,000	0	48,000	0	CSAH 61 IN MAPLE GROVE TO TH 252-REPLACE "A", "OH", "C", & "D" SIGNS	MNDOT	Manage	O8
2001	7	I-94	2788-114	MC	6,300,000	0	0	0	6,300,000	AT CR 61 IN MAPLE GROVE-RECONSTRUCT INTERCHANGE	MNDOT	Expand	A05
2001		I-94	6283-62869	BI	80,000	72,000	0	8,000	0	AT HAZELWOOD-REPLACE STAIRWAY ON PEDESTRIAN BR 62869	MNDOT	Preserve	AQ2
2001		I-94	8282-92	RS	4,000,000	3,600,000	0	400,000	0	TH 120 TO ST CROIX RIVER-CONCRETE RETROFIT	MNDOT	Preserve	S10
2001		I-494	2785-316	RS	2,000,000	1,800,000	0	200,000	0	TH 212 TO TH 55-MILL & BITUMINOUS OVERLAY	MNDOT	Preserve	S10
2001		I-494	2785-318	SC	1,500,000	1,350,000	0	150,000	0	PORTLAND AVE TO FRANCE AVE-REPLACE LIGHTING	MNDOT	Manage	S18
2001		I-494	2785-324	SC	100,000	90,000	0	10,000	0	TH 77 TO PENN AVE IN BLOOMINGTON-REPLACE "C" & "D" SIGNS	MNDOT	Manage	O7
2001		I-494	8825-42	SC	150,000	135,000	0	15,000	0	CONCORD AVE IN SO ST PAUL TO 34TH AVE IN BLOOMINGTON-REPLACE "C" & "D" SIGNS	MNDOT	Manage	O7
2001		TH 999	8825-43	SC	150,000	135,000	0	15,000	0	ON I694 FROM TH 61 TO E JCT I-94 & ON I-494 FROM E JCT I-94 TO TH 61-REPLACE "C" & "D" SIGNS	MNDOT	Manage	O7
2002		I-35	1980-19848	BI	300,000	270,000	0	30,000	0	NORTHBOUND OVER LAKE MARION-REDECK BR 19848	MNDOT	Preserve	S10
2002		I-35	1980-64	TM	400,000	360,000	0	40,000	0	CSAH 70 TO CSAH 46 IN LAKEVILLE-TRAFFIC MANAGEMENT SYSTEM	MNDOT	Manage	S7
2002		I-35E	1982-129	BR	35,000,000	7,500,000	24,000,000	3,500,000	0	TH 13 TO SHEPARD RD-REPLACE MISSISSIPPI RIVER BRIDGE & APPROACHES	MNDOT	Replace	A05
2002		I-35E	8825-54	SC	330,000	297,000	0	33,000	0	TH 77 IN EAGAN TO GRAND AVE IN ST PAUL-REPLACE "A" & "OH" SIGNING	MNDOT	Manage	O8
2002		I-35E	8825-55	SC	250,000	225,000	0	25,000	0	TH 77 IN EAGAN TO GRAND AVE IN ST PAUL-REPLACE "C" & "D" SIGNING	MNDOT	Manage	O8
2002	3	I-35W	2782-266A	MC	18,000,000	18,000,000	0	0	0	86TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MINNEAPOLIS-GRADING, SURFACING, BRS, ETC & HOV LANE(AC CONVERSION)	MNDOT	Expand	A05
2002		I-35W	2782-6652	BI	720,000	648,000	0	72,000	0	UNDER CPRR, I-494, 82ND, 86TH, 90TH, 98TH-PAINT 7 BRIDGES	MNDOT	Preserve	S10
2002		I-94	2780-27967A	BI	2,350,000	2,115,000	0	235,000	0	OVER ELM CREEK & RICE LAKE-WIDEN & REDECK BRS 27967, 27968, 27969 & 27970	MNDOT	Preserve	S19

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

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2002		I-94	2780-53	RS	1,200,000	1,080,000	0	120,000	0	CROW RIVER TO W JCT I-494-SHOULDER REPLACEMENT	MNDOT	Preserve	S10
2002		I-94	8282-94	SC	175,000	157,500	0	17,500	0	FROM I-694 TO ST CROIX RIVER-REPLACE "A" & "OH" SIGNING	MNDOT	Manage	O8
2002		I-94	8282-95	SC	150,000	135,000	0	15,000	0	FROM I-694 TO ST CROIX RIVER-REPLACE "C" & "D" SIGNING	MNDOT	Manage	O8
2002		I-494	2785-325	RS	2,500,000	2,250,000	0	250,000	0	TH 55 IN PLYMOUTH TO W JCT I-94 IN MAPLE GROVE-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2002		I-694	6285-9209	BI	830,000	747,000	0	83,000	0	OVER ISLAND LAKE CHAIN-WIDEN & REDECK BRS 9209 & 9210	MNDOT	Preserve	S19
2002		I-694	6285-9301	BI	800,000	720,000	0	80,000	0	EB OVER NB TH 51 & OVER SB TH 51 RAMP-REHAB DECK ON BRS 9301,9302	MNDOT	Preserve	S19
2002		I-694	8286-82804A	BI	390,000	351,000	0	39,000	0	UNDER STILLWATER BLVD, RR, 10TH ST-PAINT BRS 82804, 82805, 82806, & 82818	MNDOT	Preserve	S10
2003		I-35E	1982-129A	BR	12,000,000	12,000,000	0	0	0	TH 13 TO SHEPARD RD-REPLACE MISSISSIPPI RIVER BRIDGE & APPROACHES(AC CONVERSION)	MNDOT	Replace	A05
2003	3	I-35W	2782-265	MC	11,000,000	6,900,000	3,000,000	1,100,000	0	MINNEHAHA CREEK TO 42ND ST-GRAD, SURF, ETC & HOV LANE	MNDOT	Expand	A05
2003	3	I-35W	2782-266B	MC	18,000,000	18,000,000	0	0	0	66TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MINNEAPOLIS-GRADING, SURFACING, BRS, ETC & HOV LANE(AC CONVERSION)	MNDOT	Expand	A05
2003		I-35W	2783-27893	BI	790,000	711,000	0	79,000	0	OVER TH 88, STINSON, INDUSTRIAL, MC RR, 280 RAMP, 36 OVER CLEVELAND-REPAIR OVERLAYS & REHAB RAIL ON BRS 27893, 27895, 27897, 27899, 62860, 62853, 9277	MNDOT	Preserve	S10
2003	7	I-94	2786-115	MC	23,000,000	3,550,000	18,000,000	3,450,000	0	TH 169 TO ZANE AVE N-TEMP WIDEN OUTSIDE, REPLACE PAVEMENT AND ADD 3RD LANE	MNDOT	Expand	A05
2003	11	I-494	2785-27V37	BR	3,000,000	2,400,000	0	600,000	0	OVER TH 100-REPLACE BRS 9130 & 9131	MNDOT	Replace	A05
2003	11	I-494	2785-301	MC	15,000,000	3,500,000	10,000,000	1,500,000	0	TH 100 TO TH 212-GRADING, SURFACING, BRS, ETC 3RD LANE EACH DIRECTION(STAGE 1)	MNDOT	Expand	A05
2003		I-494	2785-317	RS	5,000,000	4,500,000	0	500,000	0	34TH AVE TO TH 100-OVERLAY, GUARDRAIL, MEDIAN BARRIER, CULVERTS, ETC	MNDOT	Preserve	S19
2003	2	I-694	6285-120	RC	10,000,000	5,000,000	4,000,000	1,000,000	0	RICE ST TO E JCT I-35E-GRADING, SURFACING, BRS, ETC AS PART OF WEAVE CORRECTION W/I35E	MNDOT	Replace	A05
2004		I-35E	1982-129B	BR	12,000,000	12,000,000	0	0	0	TH 13 TO SHEPARD RD-REPLACE MISSISSIPPI RIVER BRIDGE & APPROACHES(AC CONVERSION)	MNDOT	Replace	A05
2004	3	I-35W	2782-265A	MC	3,000,000	3,000,000	0	0	0	MINNEHAHA CREEK TO 42ND ST-GRAD, SURF, ETC & HOV LANE(AC CONVERSION)	MNDOT	Expand	A05
2004	3	I-35W	2782-266C	MC	18,000,000	18,000,000	0	0	0	66TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MINNEAPOLIS-GRADING, SURFACING, BRS, ETC & HOV LANE(AC CONVERSION)	MNDOT	Expand	A05
2004	7	I-94	2780-54	MC	22,000,000	2,000,000	18,700,000	3,300,000	0	FROM WEAVER LAKE RD TO TH 169-TEMP WIDEN, REPLACE PAVEMENT, ADD 3RD LANE, ETC	MNDOT	Expand	A05
2004	7	I-94	2786-115A	MC	8,000,000	8,000,000	0	0	0	TH 169 TO ZANE AVE N-TEMP WIDEN OUTSIDE, REPLACE PAVEMENT AND ADD 3RD LANE(AC CONVERSION)	MNDOT	Expand	A05
2004	7	I-94	2786-116	MC	18,000,000	3,300,000	12,000,000	2,700,000	0	ZANE AVE TO TH 100-TEMP WIDEN OUTSIDE, REPLACE PAVEMENT & ADD 3RD LANE FROM ZANE TO CSAH 152	MNDOT	Expand	A05

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

Year	Pri	Route	Prj Number	Prg	Total \$	Fed \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2004	11	I-494	2785-301(2)	MC	25,000,000	10,000,000	11,000,000	4,000,000	0	TH 100 TO TH 212-GRADING,SURFACING,BRIDGES, 3RD LANE EACH DIRECTION(STAGE 2)	MNDOT	Expand	A05
2004	11	I-494	2785-301A	MC	5,000,000	5,000,000	0	0	0	TH 100 TO TH 212-GRADING, SURFACING, BRS, ETC 3RD LANE EACH DIRECTION(STAGE 1 AC CONVERSION)	MNDOT	Expand	A05
2004	2	I-694	6285-120A	RC	4,000,000	4,000,000	0	0	0	RICE ST TO E JCT I-35E-GRADING, SURFACING, BRS, ETC AS PART OF WEAVE CORRECTION W/I35E(AC CONVERSION)	MNDOT	Replace	A05

389,885,000 179,376,500 170,700,000 33,508,500 6,300,000

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Twin Cities Metropolitan Area
2001-2004 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
2001		ITS	DIST-M-1-ITS	TM	50,000	0	25,000	15,000	10,000	ITS INTEGRATION/OPERATIONS AND MAINTENANCE PLAN AND ARTERIAL COMMUNICATIONS PLAN FOR TWIN CITIES	MNDOT	Manage	O1
2001		ITS	DIST-M-2-ITS	TM	650,000	0	325,000	195,000	130,000	ITS ARCHITECTURE AND STANDARDS MIGRATION PLAN	MNDOT	Manage	O1
2001		ITS	DIST-M-3-ITS	TM	200,000	0	100,000	60,000	40,000	TWIN CITIES METRO AREA-CONTINUATION AND EXPANSION OF COMPUTER ASSISTED DISPATCHING AND AUTOMATIC VEHICLE LOCATION	MNDOT	Manage	S7
2001		TH 51	6216-115	TM	300,000	0	150,000	90,000	60,000	LARPENTEUR AVE TO CO RD E-MULTI-JURISDICTIONAL SIGNAL INTEGRATION	MNDOT	Manage	S7
2001		TH 55	2724-114	TM	300,000	0	150,000	90,000	60,000	I-84 TO TH 62-ADAPTIVE URBAN SIGNAL CONTROL /INTEGRATION(AUSCI) EXPANSION(PHASE 1)	MNDOT	Manage	S7
2001		ITS	ITS-ORION-01	TM	4,600,000	0	0	4,600,000	0	ORION(METRO ITS) MODEL DEPLOYMENT	MNDOT	Manage	S7
2002		ITS	DIST-M-ITS-02	TM	500,000	0	0	500,000	0	NEW ITS PROJECTS FOR FY 2002	MNDOT	Manage	S7
2003		ITS	DIST-M-ITS-03	TM	500,000	0	0	500,000	0	NEW ITS PROJECTS FOR FY 2003	MNDOT	Manage	S7
2004		ITS	DIST-M-ITS-04	TM	500,000	0	0	500,000	0	NEW ITS PROJECTS FOR FY 2004	MNDOT	Manage	S7
					7,600,000	0	750,000	6,550,000	300,000				

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Twin Cities Metropolitan Area
2001-2004 Transportation Improvement Program

**TABLE A-9
NHS Projects**

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2001		TH 7	2706-195	RS	2,500,000	2,000,000	0	500,000	0	0.2KM W OF SHADY OAK RD TO TH 100-MILL & OVERLAY, MEDIAN BARRIER, BUS STOPS, ETC	MNDOT	Preserve	S10
2001	8	TH 55	2725-57	MC	13,500,000	4,800,000	8,000,000	2,700,000	0	AT TH 62 FROM 45TH TO TH 5-GRAD,SURF,BR,ETC-CONSTRUCT INTERCHANGE, ETC(AC PROJECT)	MNDOT	Expand	A05
2001	8	TH 100	2735-134A	MC	16,000,000	16,000,000	0	0	0	GLENWOOD AVE TO GOLDEN VALLEY RD-GRADING, SURFACING, BRIDGES, ETC(AC CONVERSION)	MNDOT	Expand	A05
2001		TH 100	2735-175	MC	750,000	600,000	0	150,000	0	AT BROADWAY AVE AND AT BN RAILROAD OVER TH 100 IN ROBBINSDALE-REMOVE BRIDGES 5523 & 5885 & CONSTRUCT EMBANKMENT FOR SHOO-FLY	MNDOT	Expand	A05
2001	8	TH 100	2735-99173	MC	500,000	400,000	0	100,000	0	UNDER SHOO-FLY AT BN RR-TEMPORARY BRIDGE 99173	MNDOT	Expand	A05
2001		TH 169	7007-24	RS	5,000,000	4,000,000	0	1,000,000	0	1.0 MI N OF TH 19 TO TH 41-BITUMINOUS OVERLAY, ETC	MNDOT	Preserve	S10
2001		TH 212	2745-28	RS	1,500,000	1,200,000	0	300,000	0	I-494 TO TH 62-BITUMINOUS OVERLAY	MNDOT	Preserve	S10
2001	12	TH 610	0217-02023A	MC	290,000	232,000	0	58,000	0	OVER CSAH 1(E RIVER RD)-WIDEN OUTSIDE BRS 02023 & 02024; RESURFACE BR 02024	MNDOT	Expand	A05
2001	12	TH 610	0217-02025A	MC	210,000	168,000	0	42,000	0	OVER BNSF RR-WIDEN OUTSIDE AND RESURFACE BR 02025 & 02026	MNDOT	Expand	A05
2001	12	TH 610	0217-02027A	MC	400,000	320,000	0	80,000	0	OVER COON RAPIDS BLVD-WIDEN AND RESURFACE OURSIDE BRS 02027 & 02028	MNDOT	Expand	A05
2001	11	TH 610	0217-16	MC	9,000,000	6,240,000	0	1,560,000	240,000	TH 252 TO TH 10-GRAD, SURF, APPROACHES TO NEW MISS RIVER BR, ETC	MNDOT	Expand	A00
2001	11	TH 610	2771-24	MC	189,290	151,432	0	37,858	0	E OF NOBLE AVE TO W OF REGENT AVE IN BROOKLYN PARK-LANDSCAPING	MNDOT	Expand	O6
2001	12	TH 610	2771-27239A	MC	90,000	72,000	0	18,000	0	WB OVER MISSISSIPPI RIVER-BARRIER REMOVAL & RESTRIPIING	MNDOT	Expand	A05
2002		TH 7	1004-26	RD	2,600,000	2,080,000	0	520,000	0	BAYVIEW DRIVE TO TH 41-SHOULDER IMPROVEMENTS, TURN LANES, ETC	MNDOT	Preserve	S10
2002	8	TH 55	2725-57A	MC	6,000,000	6,000,000	0	0	0	AT TH 62 FROM 45TH TO TH 5-GRAD,SURF,BR,ETC-CONSTRUCT INTERCHANGE, ETC(AC CONVERSION)	MNDOT	Expand	A05
2002		TH 62	2774-07	RS	3,200,000	2,580,000	0	640,000	0	TH 100 TO I-35W-MILL & BITUMINOUS OVERLAY	MNDOT	Preserve	S10
2002		I-94	8282-96	RB	480,000	384,000	0	96,000	0	AT ST CROIX TRAFFIC INFO CENTER-SITE REHABILITATION, SIGNING, LIGHTING, ETC	MNDOT	Other	S15
2002	8	TH 100	2735-134B	MC	8,000,000	8,000,000	0	0	0	GLENWOOD AVE TO GOLDEN VALLEY RD-GRADING, SURFACING, BRIDGES, ETC(AC CONVERSION)	MNDOT	Expand	A05
2002	8	TH 100	2735-159	MC	30,000,000	4,000,000	20,000,000	6,000,000	0	39TH AVE N TO INDIANA AVE-RECONSTRUCT EXPRESSWAY, NEW INTERCHANGE AT CSAH 81, ETC	MNDOT	Expand	E3
2002	9	TH 212	2762-16	MC	325,000	260,000	0	65,000	0	CSAH 4 TO 0.5 MI E OF MITCHELL RD-LANDSCAPING	MNDOT	Expand	O6

**TABLE A-9
NHS Projects**

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2002	9	TH 212	2762-22	MC	230,000	184,000	0	46,000	0	MITCHELL RD TO I-494-LANDSCAPING	MNDOT	Expand	O6
2002		TH 242	0212-40	RC	7,100,000	5,680,000	0	1,420,000	0	TH 10 TO THRUSH ST IN COON RAPIDS-GRAD, SURF, BRIDGE, RECONSTRUCT INTERCHANGE AND CONSTRUCT LAND BRIDGE, ETC(PAYBACK FOR FY 2000 AC PROJECT)	MNDOT	Replace	E3
2002		TH 316	1926-17	RD	4,300,000	3,440,000	0	860,000	0	S JCT TH 61 TO N JCT TH 61 IN HASTINGS-MILL & OVERLAY, SHOULDER WIDENING, ETC	MNDOT	Preserve	S10
2003	1	TH 12	2713-75	MC	27,000,000	2,800,000	19,000,000	5,400,000	0	CO RD 6 TO WAYZATA BLVD-RELOCATE RR TRACK, RECONSTRUCT TH 12, INTERCHANGES, ETC-STAGES 1 & 2	MNDOT	Expand	A05
2003	10	TH 61	8205-99A	MC	4,700,000	4,700,000	0	0	0	ON TH 61 FROM ST PAUL PARK TO CARVER AVE & ON I-494 FROM LAKE RD TO CONCORD ST-GRADING, SURFACING, BRS, ETC -WAKOTA BRIDGE PROJECT(AC CONVERSION)	MNDOT	Expand	A10
2003	8	TH 100	2735-159A	MC	20,000,000	20,000,000	0	0	0	39TH AVE N TO INDIANA AVE-RECONSTRUCT EXPRESSWAY, NEW INTERCHANGE AT CSAH 81, ETC(AC CONVERSION)	MNDOT	Expand	E3
2004	1	TH 12	2713-75A	MC	8,000,000	8,000,000	0	0	0	CO RD 6 TO WAYZATA BLVD-RELOCATE RR TRACK, RECONSTRUCT TH 12, INTERCHANGES, ETC-STAGES 1 & 2(AC CONVERSION)	MNDOT	Expand	A05
2004		I-35	8280-35	RB	2,200,000	1,760,000	0	440,000	0	ON SOUTHBOUND I-35-RECONSTRUCT FOREST LAKE REST AREA	MNDOT	Other	S15
2004	4	TH 36	8214-114	MC	39,000,000	4,200,000	27,000,000	7,800,000	0	FROM WASHINGTON AVE TO ST CROIX RIVER - GRADING, SURFACING, BRS, ETC	MNDOT	Expand	A10
2004	10	TH 61	8205-99B	MC	5,000,000	5,000,000	0	0	0	ON TH 61 FROM ST PAUL PARK TO CARVER AVE & ON I-494 FROM LAKE RD TO CONCORD ST-GRADING, SURFACING, BRS, ETC -WAKOTA BRIDGE PROJECT(AC CONVERSION)	MNDOT	Expand	A10
2004	8	TH 100	2735-172	MC	15,000,000	5,000,000	7,000,000	3,000,000	0	GOLDEN VALLEY RD TO N OF DULUTH ST IN GOLDEN VALLEY-GRADING, SURFACING, BRIDGE, ETC	MNDOT	Expand	A05

233,064,290 120,031,432 79,000,000 32,832,858 240,000

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Twin Cities Metropolitan Area
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TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2001		TH 10	0202-79	AM	54,000	0	0	54,000	0	AT MAIN ST IN ANOKA-CONSTRUCT PEDESTRIAN TRAIL ALONG RAMP	ANOKA	Other	AQ2
2001		TH 999	8825-76	AM	60,000	0	0	60,000	0	INSTALL 3 EVP SYSTEMS IN ANOKA	ANOKA	Other	S7
2001		TH 610	2771-30	AM	70,000	0	0	70,000	0	UNDER W RIVER RD-PAINT BR 27244, FENCING, ETC	BROOKLYN PARK	Other	S19
2001		I-35W	1981-98	AM	54,000	0	0	54,000	0	AT CLIFF RD IN BURNSVILLE-STORM SEWER EXTENSION AND STORM WATER POND	BURNSVILLE	Other	NC
2001		TH 65	0207-73	AM	756,000	0	0	756,000	0	37TH AVE TO 43RD AVE IN COLUMBIA HEIGHTS-RAISED MEDIAN & ACCESS MGMT	COLUMBIA HEIGHTS	Other	E1
2001		TH 52	1928-45	AM	150,000	0	0	150,000	0	AT CSAH 14(SOUTHVIEW BLVD)-TRAFFIC SIGNAL INSTALLATION	DAKOTA COUNTY	Other	E2
2001		TH 55	1909-82	AM	410,400	0	0	410,400	0	CSAH 43 TO TH 149 IN EAGAN-ACCESS MGMT, MEDIAN CLOSURES, & SIGNAL SYSTEM	EAGAN	Other	E1
2001		TH 65	0208-112	AM	183,600	0	0	183,600	0	AT 187TH LANE IN EAST BETHEL-FRONTAGE RD SETBACK, DRIVEWAY RELOCATION, TH 65 CHANNELIZATION	EAST BETHEL	Other	E1
2001		TH 999	8825-27	AM	167,000	0	0	167,000	0	AT 11 LOCATIONS IN EDEN PRAIRIE-EVP INSTALLATION	EDEN PRAIRIE	Other	E2
2001		TH 3	1921-70	AM	168,000	0	0	168,000	0	AT WILLOW ST IN FARMINGTON-FRONTAGE ROAD OFFSET, ACCESS CLOSURE	FARMINGTON	Other	E1
2001		TH 65	0207-74	AM	108,000	0	0	108,000	0	FROM I-694 TO 63RD AVE-ACCESS CLOSURES	FRIDLEY	Other	NC
2001		TH 999	8825-77	AM	44,000	0	0	44,000	0	TH 100 @ CSAH 40, I-394 @ XENIA, TH 55 @ THEO WIRTH PKWY IN GOLDEN VALLEY-EVP SYSTEMS	GOLDEN VALLEY	Other	S7
2001		TH 55	2722-57	AM	216,000	0	0	216,000	0	NEAR CSAH 92 IN GREENFIELD-NEW FRONTAGE ROAD	GREENFIELD	Other	E1
2001		TH 55	2722-60	AM	378,000	0	0	378,000	0	IN GREENFIELD-CONSTRUCT FRONTAGE RD IN COMMERCIAL/INDUSTRIAL AREA	GREENFIELD	Other	E1
2001		I-94	2786-97	AM	500,000	0	0	500,000	0	AT CSAH 152-REPLACE SIGNALS, LIGHTING, RAMP RECONSTRUCTION, ETC	HENNEPIN COUNTY	Other	S7
2001		TH 52	1907-61	AM	540,000	0	0	540,000	0	AT 117TH ST E IN INVER GROVE HTS-NEW FRONTAGE ROAD	INVER GROVE HEIGHTS	Other	E1
2001		TH 12	2713-80	AM	151,200	0	0	151,200	0	AT TOWNLINE RD IN MAPLE PLAIN-ROAD CLOSURE	MAPLE PLAIN	Other	NC
2001		TH 12	2713-82	AM	108,000	0	0	108,000	0	AT BOUNDARY AVE IN MAPLE PLAIN-TURN LANES, CHANNELIZATION	MAPLE PLAIN	Other	E1
2001		TH 55	2722-61	AM	432,000	0	0	432,000	0	AT WILLOW DRIVE IN MEDINA-FRONTAGE ROAD, SIGNAL, ETC	MEDINA	Other	E2
2001		TH 77	2758-27291	AM	850,000	0	0	850,000	0	UNDER 66TH ST IN RICHFIELD-CONSTRUCT BR 27291	METRO AIRPORT COMMISSION	Other	E3

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	ACS	State \$	Other \$	Description	Agency	Category	AQ
2001		TH 77	2758-62	AM	2,500,000	0	0	2,500,000	0	AT 66TH ST IN RICHFIELD-GRADING, SURFACING, ETC OF INTERCHANGE	METRO AIRPORT COMMISSION	Other	E3
2001		I-35W	2782-278	AM	1,400,000	0	0	1,400,000	0	NEAR 60TH ST IN MINNEAPOLIS-MNDOT PORTION OF PONDING AREA	MINNEAPOLIS	Other	NC
2001		TH 65	2710-31	AM	540,000	0	0	540,000	0	27TH AVE TO 37TH AVE IN MPLS-MEDIAN, MILL & OVERLAY, & CHANNELIZATION	MINNEAPOLIS	Other	E1
2001		TH 999	8825-49	AM	240,000	0	0	240,000	0	AT VARIOUS LOCATIONS IN MINNEAPOLIS-FRONTAGE ROAD RELEASE	MINNEAPOLIS	Other	NC
2001		TH 7	2706-205	AM	54,000	0	0	54,000	0	AT CSAH 73 & AT MINNETONKA MILLS IN MINNETONKA-REVISE SIGNAL, WIDEN TURN LANES, ETC	MINNETONKA	Other	E2
2001		I-394	2789-112	AM	16,200	0	0	16,200	0	AT CSAH 61(PLYMOUTH RD) RAMPS IN MINNETONKA-EVP INSTALLATIONS	MINNETONKA	Other	S7
2001		TH 5	1002-72	SC	250,000	0	0	250,000	0	AT W JCT TH 101(MARKET BLVD)-SIGNAL REBUILD & DUAL LEFT TURN	MNDOT	Manage	E1
2001		TH 5	2732-9155	BI	500,000	0	0	500,000	0	UNDER TOWER AVE AND TH 5 TUNNEL-REPLACE TILE ON BR 9155 & 27027	MNDOT	Preserve	S10
2001		TH 7	2706-9122A	MC	35,000	0	0	35,000	0	UNDER MILL ST(CSAH 82) PED WALKWAY-BR 27286	MNDOT	Expand	AQ2
2001		TH 8	8213-82001	BI	134,580	0	0	134,580	0	OVER CITY ST & TH 61 IN FOREST LAKE-REPAIR OVERLAYS & REHABILITATE RAILING ON BRS 82001,82002	MNDOT	Preserve	S9
2001		TH 12	2714-138	SC	500,000	0	0	500,000	0	AT CSAH 101 IN WAYZATA-REBUILD SIGNAL & INTERCONNECTION	MNDOT	Manage	E2
2001		TH 13	7001-87	AM	75,000	0	0	75,000	0	AT 138TH ST IN SAVAGE-ACCESS CLOSURE & FRONTAGE RD CONSTRUCTION	MNDOT	Other	NC
2001		TH 25	1006-0086	BI	100,000	0	0	100,000	0	2.0 MI N OF YOUNG AMERICA-REPLACE BOX CULVERT 86	MNDOT	Preserve	S18
2001		I-35W	6284-130	NO	400,000	0	0	400,000	0	CSAH 96 TO MC RY(EAST SIDE) IN ARDEN HILLS-NOISE WALL	MNDOT		O3
2001		TH 36	6212-144	TM	233,585	0	0	233,585	0	SB TH 51 TO WB TH 36 RAMP-CONSTRUCT HOV RAMP METER BYPASS	MNDOT	Manage	S7
2001		TH 36	6212-145	RC	75,000	0	0	75,000	0	AT DALE ST INTERCHANGE-LANDSCAPING	MNDOT	Replace	O6
2001		TH 41	1008-58	AM	1,900,000	0	0	1,900,000	0	AT TH 7 IN SHOREWOOD & CHANHASSEN-CHANNELIZATION, WIDENING, TRAFFIC SIGNAL, ETC	MNDOT	Other	E1
2001		TH 41	1008-59	AM	70,000	0	0	70,000	0	OVER MINNESOTA RIVER AT SCOTT/CARVER CO LINE-REPAIR BR 9010	MNDOT	Other	S19
2001		TH 47	0205-02017	BI	90,000	0	0	90,000	0	AT 42ND AVE-REPLACE STAIRWAY ON PEDESTRIAN BR 02017	MNDOT	Preserve	AQ2
2001		TH 47	0205-75	NO	1,000,000	0	0	1,000,000	0	FROM 44TH ST TO 53RD ST IN FRIDLEY-NOISE WALL	MNDOT		O3
2001		TH 47	0206-52	BR	330,000	0	0	330,000	0	OVER SEELYE BROOK 13.0 MI N OF TH 10-REPLACE BR 6156	MNDOT	Replace	S19
2001		TH 51	6215-84	SC	90,000	0	0	90,000	0	AT GRAND AVE IN ST PAUL-TRAFFIC SIGNAL REVISION	MNDOT	Manage	E2
2001		TH 61	6222-134	SC	616,979	0	0	616,979	0	AT CO RD J-TURN LANES & TRAFFIC SIGNAL	MNDOT	Manage	E1

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2001		TH 62	2763-39	SC	360,000	0	0	360,000	0	I-494 IN EDEN PRAIRIE TO TH 100 IN EDINA-REPLACE "A" & "OH" SIGNS	MNDOT	Manage	O7
2001		TH 62	2774-08	SC	260,000	0	0	260,000	0	TH 100 IN EDINA TO I-35W IN RICHFIELD/MPLS-REPLACE "A" & "OH" SIGNS	MNDOT	Manage	O7
2001		TH 62	2775-09	SC	180,000	0	0	180,000	0	I-35W IN RICHFIELD/MPLS TO TH 55 IN MPLS-REPLACE "A" & "OH" SIGNS	MNDOT	Manage	O7
2001		TH 77	2758-9195A	BI	150,000	0	0	150,000	0	UNDER 66TH ST-OVERLAY, REPLACE JOINTS, REPAIR RAILINGS, ETC	MNDOT	Preserve	S19
2001	7	I-94	2786-119	MC	700,000	0	0	700,000	0	AT CSAH 61 INTERCHANGE IN MAPLE GROVE-CONSTRUCT CROSSEOVERS, TEMPORARY RAMPS & LOOPS, ETC	MNDOT	Expand	
2001		I-94	6282-179	TM	1,700,000	0	0	1,700,000	0	TH 280 TO WB I-94-HOV RAMP METER BYPASS	MNDOT	Manage	S7
2001		I-94	6282-183	SC	579,039	0	0	579,039	0	DALE ST TO U OF M INTERCHANGE-TOWER LIGHTING	MNDOT	Manage	
2001		I-94	8282-93	RB	250,000	0	0	250,000	0	AT ST CROIX WEIGH STATION-EXPAND PARKING, ETC	MNDOT	Other	E5
2001		TH 169	0209-22	RC	4,000,000	0	0	4,000,000	0	MISSISSIPPI RIVER TO TH 10 IN ANOKA-RECONSTRUCT, WIDEN, ETC	MNDOT	Replace	S19
2001		TH 169	2772-35	SC	450,000	0	0	450,000	0	AT 36TH AVE N IN PLYMOUTH/NEW HOPE-REBUILD SIGNAL & INTERCONNECTION	MNDOT	Manage	E2
2001		TH 244	8219-19	RS	710,000	0	0	710,000	0	TH 61 TO ASH ST(CO RD 79)-MILL & BITUMINOUS OVERLAY	MNDOT	Preserve	S10
2001		TH 280	6242-62844	BI	750,000	0	0	750,000	0	NB OVER 2 RAMPS AT JCT I-94-REDECK BR 62844	MNDOT	Preserve	S19
2001		I-494	8285-86	AM	1,050,000	0	0	1,050,000	0	VALLEY CREEK RD TO I-94-AUXILLIARY LANES AGREEMENT	MNDOT	Other	S10
2001		TH 999	1000-07	RW	42,098	0	0	42,098	0	IN CARVER CO NEAR KNIGHT AVE IN LAKETOWN TOWNSHIP-LANDSCAPE WETLAND	MNDOT	Other	O6
2001		TH 999	6200-25A	TM	3,900,000	0	0	1,200,000	2,700,000	REGIONAL TRAFFIC MANAGEMENT CENTER-PARKING LOT, EQUIPMENT, ETC	MNDOT	Manage	NC
2001		TH 999	7000-04	RB	15,000	0	0	15,000	0	STATEWIDE SETASIDE FOR WETLAND RIGHT OF WAY & CONSTRUCTION-REISGRAF	MNDOT	Other	NC
2001		TH 999	880M-BI-01	BI	900,000	0	0	900,000	0	METRO SET ASIDE FOR BRIDGE IMPROVEMENTS FOR FY 2001	MNDOT	Preserve	S19
2001		TH 999	880M-PF-01	RB	40,000	0	0	40,000	0	METRO SET ASIDE FOR PRAIRIE TO FOREST FOR FY 2001	MNDOT	Other	O6
2001		TH 999	880M-RB-01	RB	100,000	0	0	100,000	0	METRO SET ASIDE FOR LANDSCAPE PARTNERSHIPS FOR FY 2001	MNDOT	Other	O6
2001		TH 999	880M-RW-01	RW	35,000,000	0	0	35,000,000	0	METRO SET ASIDE FOR RIGHT OF WAY FOR FY 2001	MNDOT	Other	NC
2001		TH 999	880M-RX-01	RX	1,500,000	0	0	1,500,000	0	METRO SET ASIDE FOR ROAD REPAIR FOR FY 2001	MNDOT	Preserve	S10
2001		TH 999	880M-SA-01	SA	10,000,000	0	0	10,000,000	0	METRO SET ASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2001	MNDOT	Other	NC
2001		TH 999	880M-TR-01	TR	500,000	0	0	500,000	0	METRO SET ASIDE FOR TRANSIT/RIDESHARE FOR FY 2001	MNDOT	Transit	AQ1
2001		TH 999	8825-40	SC	317,577	0	0	317,577	0	ON I694 AT VICTORIA & FROM TH 61 TO I-94; ON I494 FROM I-94 TO TH 61-SIGNING REPLACEMENT	MNDOT	Manage	O8
2001		TH 999	8825-65	TM	60,000	0	0	60,000	0	ON METRO AREA FREEWAYS-REPLACE LOOP DETECTORS	MNDOT	Manage	S7

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	ACS	State \$	Other \$	Description	Agency	Category	AQ
2001		TH 999	8825-66	TM	1,140,000	0	0	1,140,000	0	ON METRO AREA FREEWAYS-REPLACE CHANGEABLE MESSAGE SIGNS	MNDOT	Manage	S7
2001		TH 999	8825-67	TM	100,000	0	0	100,000	0	METROWIDE-REPLACE RAMP CONTROL SIGNALS	MNDOT	Manage	S7
2001		TH 999	8825-68	TM	100,000	0	0	100,000	0	METROWIDE-UPGRADE SKYLINE CMS CONTROLLERS	MNDOT	Manage	S7
2001		TH 999	8825-69	TM	200,000	0	0	200,000	0	METROWIDE-PURCHASE TMS CABINETS	MNDOT	Manage	S7
2001		I-694	6285-126	AM	216,000	0	0	216,000	0	NEAR PIKE LAKE IN NEW BRIGHTON-CONSTRUCT STORM WATER DETENTION BASIN	NEW BRIGHTON	Other	NC
2001		TH 21	7002-37	AM	54,000	0	0	54,000	0	IN NEW PRAGUE-BITUMINOUS MILL & OVERLAY	NEW PRAGUE	Other	S10
2001		TH 51	6216-114	AM	285,000	0	0	285,000	0	AT CO RD C-NORTHBOUND DUAL LEFT TURN LANE	RAMSEY COUNTY	Other	E1
2001		TH 62	2774-11	AM	81,000	0	0	81,000	0	FROM PENN AVE TO W JCT I-35W-CONSTRUCT SAFETY WALL	RICHFIELD	Other	S9
2001		TH 101	2738-17	AM	275,000	0	0	275,000	0	FRONTAGE RD CONSTRUCTION IN ROGERS	ROGERS	Other	NC
2001		TH 3	1921-72	AM	108,000	0	0	108,000	0	145TH TO 143RD IN ROSEMOUNT-RECONSTRUCT PARK AND RIDE, MILL & OVERLAY, SIDEWALK, ETC	ROSEMOUNT	Other	S10
2001		TH 13	7001-89	AM	270,000	0	0	270,000	0	AT QUENTIN/123RD IN SAVAGE-CHANNELIZATION, TRAFFIC SIGNAL, ETC	SAVAGE	Other	E1
2001		TH 7	2706-204	AM	54,000	0	0	54,000	0	AT FREEMAN PARK IN SHOREWOOD-CLOSE PARK ACCESS TO TH 7	SHOREWOOD	Other	NC
2001		TH 5	6201-77	AM	108,000	0	0	108,000	0	ST PETER STREET IN ST PAUL-STORM SEWER OUTLET	ST PAUL	Other	NC
2001		TH 999	8825-48	AM	700,000	0	0	700,000	0	AT VARIOUS LOCATIONS IN ST PAUL-FRONTAGE ROAD RELEASE	ST PAUL	Other	NC
2001		TH 7	1004-27	AM	50,760	0	0	50,760	0	AT ZUMBRA LANE AND AT VIRGINIA SHORES IN VICTORIA-ACCESS CLOSURE & IMPROVEMENT	VICTORIA	Other	E1
2001		I-94	8282-97	AM	54,000	0	0	54,000	0	AT CSAH 13 N RAMP TERMINII IN WOODBURY-TRAFFIC SIGNAL INSTALLATION	WASHINGTON COUNTY	Other	E2
2002		TH 999	8825-71	SC	1,580,000	0	0	1,580,000	0	ON METRO AREA FREEWAYS-REPLACE CHANGEABLE MESSAGE SIGNS	MNDOT	Manage	S7
2002		I-35W	0280-50	AM	1,400,000	0	0	1,400,000	0	AT 95TH AVE IN BLAINE-INTERCHANGE CONSTRUCTION, PARK/RIDE, HOV RAMP METER BYPASS, ETC(MNDOT PORTION)	ANOKA COUNTY	Other	E6
2002		TH 3	1920-3913	BR	600,000	0	0	600,000	0	OVER DITCH & CHUB CREEK S OF FARMINGTON-REPLACE BRS 3913 & 3914	MNDOT	Replace	S19
2002		TH 3	1921-6696	BR	580,000	0	0	580,000	0	OVER VERMILLION RIVER N OF FARMINGTON-REPLACE BR 6696	MNDOT	Replace	S19
2002		TH 3	8825-61	SC	150,000	0	0	150,000	0	RICE/DAKOTA COUNTY LINE TO I-494-REPLACE SIGNING	MNDOT	Manage	O8
2002		TH 5	1002-74	SC	500,000	0	0	500,000	0	AT ARBORETUM DRIVE IN CHANHASSEN-INTERSECTION REVISIONS	MNDOT	Manage	E1
2002		TH 7	1004-24	RS	1,300,000	0	0	1,300,000	0	CO RD 92 TO BAYVIEW DRIVE-SHOULDER IMPROVEMENTS, TURN LANES, ETC	MNDOT	Preserve	E1
2002		TH 7	2704-6714	BI	800,000	0	0	600,000	0	OVER SIX MILE CREEK IN ST BONIFACIUS-REPLACE BR 6714, TURN LANES, ETC	MNDOT	Preserve	S19

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2002		TH 12	8825-63	SC	135,000	0	0	135,000	0	ON TH 12 FROM W JCT CSAH 15 IN WAYZATA TO I-494 AND ON I-394 FROM I-494 TO RIDGEDALE DRIVE IN MINNETONKA-REPLACE "A" & "OH" SIGNS	MNDOT	Manage	O8
2002		TH 21	7002-36	RD	130,000	0	0	130,000	0	FROM MEADOWWOOD COURT TO BROADWAY ST IN JORDAN-CULVERT REPLACEMENT	MNDOT	Preserve	S19
2002		I-35	8280-36	RB	50,000	0	0	50,000	0	AT THE FOREST LAKE REST AREA-REPLACE LIGHTING	MNDOT	Other	S18
2002		I-35E	1982-133	SC	10,000	0	0	10,000	0	AT DIFFLEY RD TO BLACKHAWK RD-INTERCONNECTION	MNDOT	Manage	E3
2002		TH 36	8211-80	SC	100,000	0	0	100,000	0	I-35E TO WHITE BEAR AVE-REPLACE "A" & "OH" SIGNING	MNDOT	Manage	O8
2002		TH 36	8204-51	SC	10,000	0	0	10,000	0	TH 120 TO HADLEY AVE IN OAKDALE-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	TS
2002		TH 36	8217-4654	BI	500,000	0	0	500,000	0	OVER ST CROIX RIVER AT STILLWATER-PAINT BR 4654	MNDOT	Preserve	S19
2002		TH 47	0205-78	SC	35,000	0	0	35,000	0	MISSISSIPPI ST TO 85TH AVE IN FRIDLEY-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	TS
2002		TH 47	0205-79	SC	50,000	0	0	50,000	0	AT JCT OLD TH 10 IN COON RAPIDS-REPLACE LIGHTING	MNDOT	Manage	S18
2002		TH 50	1923-08	RS	1,700,000	0	0	1,700,000	0	TH 52 TO TH 61-BITUMINOUS MILL & OVERLAY, ETC	MNDOT	Preserve	S10
2002		TH 52	8825-64	SC	100,000	0	0	100,000	0	TH 19 TO I-494 IN INVER GROVE HTS-REPLACE SIGNING	MNDOT	Manage	O8
2002		TH 61	8222-6688	BR	1,600,000	0	0	1,600,000	0	OVER RR NE OF JCT TH 244-REPLACE BR 6688	MNDOT	Replace	S19
2002		TH 61	8205-104	RS	560,000	0	0	560,000	0	MISSISSIPPI RIVER TO TH 10 NEAR HASTINGS-MILL & OVERLAY, ETC	MNDOT	Preserve	S10
2002		TH 61	8207-54	SC	340,000	0	0	340,000	0	IN FOREST LAKE-ADD 12 TURN LANES	MNDOT	Manage	E1
2002		TH 62	2774-10	SC	380,000	0	0	380,000	0	AT XERXES AVE RAMP TERMINII IN RICHFIELD, MINNEAPOLIS, AND EDINA-REBUILD SIGNAL SYSTEM & INTERCONNECTION	MNDOT	Manage	TS
2002		TH 62	2775-11	SC	380,000	0	0	380,000	0	AT PORTLAND AVE RAMP TERMINII IN RICHFIELD & MINNEAPOLIS-REBUILD SIGNAL SYSTEM & INTERCONNECTION	MNDOT	Manage	S10
2002		TH 77	2758-9600	BI	200,000	0	0	200,000	0	OVER MINNESOTA RIVER-PARTIAL PAINT BR 9600	MNDOT	Preserve	S10
2002		TH 77	8825-51	SC	250,000	0	0	250,000	0	FROM CSAH 38 IN APPLE VALLEY TO OLD SHAKOPEE RD IN BLOOMINGTON-REPLACE SIGNING	MNDOT	Manage	O8
2002		I-94	2781-400	SC	80,000	0	0	80,000	0	IN PORTLAND TUNNEL IN MINNEAPOLIS-REPLACE LIGHTING	MNDOT	Manage	S18
2002	7	I-94	2786-112	BI	2,000,000	0	0	2,000,000	0	AT BROADWAY & AT CSAH 81-WIDEN BRS 27917, 27919 & APPROACHES	MNDOT	Preserve	S19
2002	7	I-94	2786-113	BR	8,000,000	0	0	8,000,000	0	AT BROADWAY & AT CSAH 81-REPLACE & REDECK BRIDGES, APPROACHES, CROSSEOVERS, ETC	MNDOT	Replace	S19
2002		I-94	2786-118	SC	260,000	0	0	260,000	0	AT CSAH 81 IN BROOKLYN PARK-REPAIR & RELOCATE LIGHTING FIXTURES	MNDOT	Manage	S18
2002		I-94	6282-181	NO	500,000	0	0	500,000	0	VICTORIA TO ST ALBANS(NORTH SIDE) IN ST PAUL-NOISE WALL	MNDOT		O3
2002		I-94	6282-182	NO	600,000	0	0	600,000	0	MILTON ST TO ST ALBANS(SOUTH SIDE) IN ST PAUL-NOISE WALL	MNDOT		O3

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2002		TH 100	2733-81	SC	25,000	0	0	25,000	0	AT W 50TH ST RAMP TERMINII IN EDINA-TRAFFIC SIGNAL INTERCONNECTION & MASTER MONITOR SYSTEM	MNDOT	Manage	TS
2002		TH 100	2735-174	SC	25,000	0	0	25,000	0	AT GLENWOOD AVE RAMP TERMINII IN GOLDEN VALLEY-TRAFFIC SIGNAL INTERCONNECTION & MASTER MONITOR SYSTEM	MNDOT	Manage	TS
2002		TH 120	6227-56	SC	580,000	0	0	580,000	0	AT I-694 & AT JOY ROAD-TURN LANES, TRAFFIC SIGNAL, WIDEN ROADWAY, ETC	MNDOT	Manage	E1
2002		TH 120	6227-57	SC	1,300,000	0	0	1,300,000	0	I-94 TO CONWAY AVE IN MAPLEWOOD-FRONTAGE RD EXTENSION, SIGNAL REVISION, ETC	MNDOT	Manage	E2
2002		TH 169	2772-37	SC	25,000	0	0	25,000	0	AT BETTY CROCKER DRIVE IN PLYMOUTH & GOLDEN VALLEY-TRAFFIC SIGNAL INTERCONNECTION & DIAL-UP SYSTEM	MNDOT	Manage	TS
2002		TH 169	2772-38	NO	800,000	0	0	800,000	0	ON EAST SIDE OF TH 169 FROM 30TH AVE N TO 36TH AVE N IN NEW HOPE-NOISE ABATEMENT	MNDOT		O3
2002		TH 169	2772-39	NO	900,000	0	0	900,000	0	ON EAST SIDE OF TH 169 FROM PLYMOUTH AVE TO MENDELSSOHN LANE IN GOLDEN VALLEY-NOISE ABATEMENT	MNDOT		O3
2002		TH 169	7008-42	SC	750,000	0	0	750,000	0	AT CO RD 64 IN BELLE PLAINE-MEDIAN CLOSURE, FRONTAGE ROAD, ETC	MNDOT	Manage	E1
2002		TH 212	2744-54	RS	775,000	0	0	775,000	0	S OF CSAH 1(PIONEER TRAIL) TO I-494 IN EDEN PRAIRIE-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2002		I-494	1988-31	SC	50,000	0	0	50,000	0	AT PILOT KNOB RD RAMP TERMINII IN EAGAN & MENDOTA HEIGHTS-SIGNAL REVISIONS	MNDOT	Manage	E2
2002	11	TH 610	2771-25	RB	340,000	0	0	340,000	0	W RIVER RD TO E OF NOBLE AVE IN BROOKLYN PARK-LANDSCAPING	MNDOT	Other	O6
2002	11	TH 610	2771-26	RB	250,000	0	0	250,000	0	W OF REGENT AVE TO W OF W BROADWAY-LANDSCAPING	MNDOT	Other	O6
2002	11	TH 610	2771-27	RB	175,000	0	0	175,000	0	W OF W BROADWAY TO JEFFERSON IN BROOKLYN PARK-LANDSCAPING	MNDOT	Other	O6
2002		I-694	6285-119	RS	1,500,000	0	0	1,500,000	0	I-35W TO TH 49-MILLING & BITUMINOUS OVERLAY	MNDOT	Preserve	S10
2002		TH 999	6200-25B	TM	6,500,000	0	0	2,500,000	4,000,000	REGIONAL TRAFFIC MANAGEMENT CENTER-EQUIPMENT, ETC	MNDOT	Manage	NC
2002		TH 999	880M-AM-02	AM	3,000,000	0	0	3,000,000	0	METRO SET ASIDE FOR MUNICIPAL AGREEMENTS FOR FY 2002	MNDOT	Other	NC
2002		TH 999	880M-BI-02	BI	2,260,000	0	0	2,260,000	0	METRO SET ASIDE FOR BRIDGE IMPROVEMENTS FOR FY 2002	MNDOT	Preserve	S19
2002		TH 999	880M-PF-02	RB	40,000	0	0	40,000	0	METRO SET ASIDE FOR PRAIRIE TO FOREST FOR FY 2002	MNDOT	Other	O6
2002		TH 999	880M-RB-02	RB	100,000	0	0	100,000	0	METRO SET ASIDE FOR LANDSCAPE PARTNERSHIPS FOR FY 2002	MNDOT	Other	O6
2002		TH 999	880M-RW-02	RW	38,500,000	0	0	38,500,000	0	METRO SET ASIDE FOR RIGHT OF WAY/ACCESS MANAGEMENT FOR FY 2002	MNDOT	Other	NC
2002		TH 999	880M-RX-02	RX	1,500,000	0	0	1,500,000	0	METRO SET ASIDE FOR ROAD REPAIR FOR FY 2002	MNDOT	Preserve	S10
2002		TH 999	880M-SA-02	SA	10,000,000	0	0	10,000,000	0	METRO SET ASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2002	MNDOT	Other	NC
2002		TH 999	880M-TE-02	SC	2,900,000	0	0	2,900,000	0	METRO SET ASIDE FOR TRAFFIC ENGINEERING & HYDRAULICS PRESERVATION(LIGHTING,SIGNING, SIGNALS,CULVERTS,ETC) FOR FY 2002	MNDOT	Manage	NC

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2002		TH 999	880M-TM-02	TM	1,500,000	0	0	1,500,000	0	METRO SET ASIDE FOR TRAFFIC MANAGEMENT FOR FY 2002	MNDOT	Manage	S7
2002		TH 999	880M-TR-02	TR	2,000,000	0	0	2,000,000	0	METRO SET ASIDE FOR TRANSIT/RIDESHARE FOR FY 2002	MNDOT	Transit	AQ1
2002		TH 999	8825-52	SC	540,000	0	0	540,000	0	NORTHEAST QUADRANT OF METRO AREA-RELAMP LIGHTING FIXTURES	MNDOT	Manage	S18
2002		TH 999	8825-53	SC	300,000	0	0	300,000	0	METROWIDE-REPLACE & UPGRADE ADVANCE WARNING FLASHERS	MNDOT	Manage	S7
2002		TH 999	8825-56	SC	80,000	0	0	80,000	0	METROWIDE-LIGHTING CABINET REPLACEMENTS	MNDOT	Manage	S7
2002		TH 999	8825-57	SC	90,000	0	0	90,000	0	METROWIDE-UPGRADE AUTOSCOPE CAMERAS(4-6 LOCATIONS)	MNDOT	Manage	S7
2002		TH 999	8825-58	SC	400,000	0	0	400,000	0	METROWIDE-REPLACE TRAFFIC SIGNAL CONTROLLERS	MNDOT	Manage	S7
2002		TH 999	8825-59	SC	80,000	0	0	80,000	0	METROWIDE-RELOCATE REOCCURRING LIGHTING KNOCKDOWNS	MNDOT	Manage	S7
2002		TH 999	8825-60	SC	20,000	0	0	20,000	0	METROWIDE-TRAFFIC SIGNAL LED INDICATION REPLACEMENTS	MNDOT	Manage	S7
2002		TH 999	8825-62	SC	200,000	0	0	200,000	0	METROWIDE-PAINT TRAFFIC SIGNAL SYSTEMS	MNDOT	Manage	S7
2002		TH 999	8825-70	SC	60,000	0	0	60,000	0	ON METRO AREA FREEWAYS-REPLACE LOOP DETECTORS	MNDOT	Manage	S7
2002		TH 999	8825-72	SC	100,000	0	0	100,000	0	METOWIDE-FIBER OPTIC NETWORK REPAIRS	MNDOT	Manage	S7
2002		TH 999	8825-73	SC	250,000	0	0	250,000	0	METROWIDE-UPGRADE FIBER OPTIC NETWORK	MNDOT	Manage	S7
2002		TH 999	8825-74	SC	200,000	0	0	200,000	0	METROWIDE-PURCHASE TMS CABINETS	MNDOT	Manage	S7
2003		TH 5	6201-9300	BI	120,000	0	0	120,000	0	OVER MISSISSIPPI RIVER-REHABILITATE MODULAR JOINTS ON BR 9300	MNDOT	Preserve	S10
2003		TH 5	6201-9489	BI	100,000	0	0	100,000	0	W 7TH ST UNDER MISSISSIPPI BLVD-REHABILITATE RAILING & COPING ON BRS 9489 & 9490	MNDOT	Preserve	S9
2003		TH 12	2713-77	SC	415,000	0	0	415,000	0	AT CSAH 29(TOWNLINE RD) IN MAPLE PLAIN-CHANNELIZE, SIGNAL, ETC	MNDOT	Manage	E1
2003		TH 13	7001-88	RS	725,000	0	0	725,000	0	CSAH 21 TO CSAH 42-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2003		I-35E	1982-19859	BI	1,020,000	0	0	1,020,000	0	UNDER TH 77-OVERLAY BRS 19859 & 19860	MNDOT	Preserve	S10
2003		I-35E	6260-6509	BI	240,000	0	0	240,000	0	OVER ROSELAWN, CO RD B, & TH 36-REPAIR OVERLAY ON BRS 6509,6510,9117,9118,9119,9120	MNDOT	Preserve	S10
2003		I-35E	6260-6509	BI	240,000	0	0	240,000	0	OVER ROSELAWN, CO RD B, & TH 36-REPAIR OVERLAY ON BRS 6509,6510,9117,9118,9119,9120	MNDOT	Preserve	S19
2003	4	TH 36	8214-129	BR	620,000	0	0	620,000	0	ST CROIX RIVER BRIDGE DECK DRAINAGE-STORM WATER POND	MNDOT	Replace	A05
2003		TH 36	8217-15	BR	440,000	0	0	440,000	0	MUSSELL RELOCATION FOR CONSTRUCTION OF ST CROIX RIVER BRIDGE	MNDOT	Replace	NC
2003		TH 41	1008-51	AM	4,000,000	0	0	4,000,000	0	TH 212 TO ENGLER RD IN CHASKA-RECONSTRUCT TO 4-LANE ROADWAY(MNDOT PAYBACK)	MNDOT	Other	S10
2003		TH 41	1008-9010	BI	150,000	0	0	150,000	0	OVER MINNESOTA RIVER AT CHASKA-OVERLAY BR 9010	MNDOT	Preserve	S19
2003		TH 41	7010-20	SC	550,000	0	0	550,000	0	AT TH 169-SIGNAL REVISION, ACCESS CLOSURES, FRONTAGE RD, ETC	MNDOT	Manage	E2

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2003		TH 51	6215-85	RS	675,000	0	0	675,000	0	DAYTON AVE TO TAYLOR AVE IN ST PAUL-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2003		TH 52	1928-47	RS	1,050,000	0	0	1,050,000	0	N JCT TH 55 TO I-494-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2003		TH 55	1910-38	SC	1,200,000	0	0	1,200,000	0	AT E JCT CSAH 42-REALIGN INTERSECTION, ETC	MNDOT	Manage	E1
2003		TH 55	2723-109	RS	1,675,000	0	0	1,675,000	0	ROCKFORD RD TO I-494-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2003		TH 55	2724-112	MC	300,000	0	0	300,000	0	FROM 48TH ST TO 50TH ST IN MINNEAPOLIS-LANDSCAPING	MNDOT	Expand	O6
2003		TH 55	2724-113	MC	300,000	0	0	300,000	0	FROM 50TH ST TO 54TH ST IN MINNEAPOLIS-LANDSCAPING	MNDOT	Expand	O6
2003		TH 61	1913-56	RS	1,425,000	0	0	1,425,000	0	S JCT TH 316 TO N JCT TH 316-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2003		TH 61	1913-57	SC	50,000	0	0	50,000	0	AT 10TH ST IN HASTINGS-RIGHT TURN LANE	MNDOT	Manage	E1
2003		TH 61	1913-5895	BI	1,000,000	0	0	1,000,000	0	OVER MISSISSIPPI RIVER AT HASTINGS-REPLACE UNDER DECK SCAFFOLDING ON BR 5895	MNDOT	Preserve	S19
2003		TH 61	6221-40	RS	2,100,000	0	0	2,100,000	0	W JCT I-94 TO ROSELAWN AVE-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2003		TH 61	6222-6692	BI	130,000	0	0	130,000	0	OVER BIKE TRAIL 1.2 MI S OF TH 36-OVERLAY & JOINTS ON BR 6692	MNDOT	Preserve	S10
2003		TH 65	2710-2440	BI	1,670,000	0	0	1,670,000	0	OVER MISSISSIPPI RIVER & OVER BNSF RR-OVERLAY & REPAIR JOINTS ON BR 2440; REPAIR JOINTS ON BR 27164	MNDOT	Preserve	S19
2003		TH 77	2758-60	RS	2,150,000	0	0	2,150,000	0	MINNESOTA RIVER IN BLOOMINGTON TO TH 62-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2003		TH 77	2758-9600	BI	150,000	0	0	150,000	0	OVER MINNESOTA RIVER-REHABILITATE MODULAR JOINTS ON BR 9600	MNDOT	Preserve	S10
2003		I-94	2780-27906	BI	2,000,000	0	0	2,000,000	0	UNDER CSAH 144, CSAH 81, BNSF RR, CSAH 101, 101ST, CSAH 30, ELM CREEK, RICE LAKE, 494 RAMPS-PAINT BRS 27944, 27947, 27948, 27946, 27959, 27949, 27968, 27970, 27967, 27968, 27907, 27908	MNDOT	Preserve	S10
2003		I-94	6282-9377	BI	1,440,000	0	0	1,440,000	0	UNDER SNELLING, PASCUAL, HAMLINE, LEXINGTON, VICTORIA, DALE ST, 4 PED BRS-PAINT BRS 62849, 9377, 9379, 9381, 9382, 9383, 9736, 9663, 9773, 9387, & 9737	MNDOT	Preserve	S10
2003		TH 101	1009-1822	BI	300,000	0	0	300,000	0	OVER BLUFF CREEK NEAR TH 212-REPLACE BR 1822	MNDOT	Preserve	S19
2003		TH 120	6227-58	SC	750,000	0	0	750,000	0	AT LOWER AFTON RD IN WOODBURY/MAPLEWOOD-SIGNAL INSTALLATION & CHANNELIZATION	MNDOT	Manage	E1
2003		TH 149	6223-62090	BI	250,000	0	0	250,000	0	OVER MISSISSIPPI RIVER & RR-REHABILITATE MODULAR JOINTS ON HIGH BRIDGE 62090	MNDOT	Preserve	S10
2003		TH 169	2750-6890	BI	100,000	0	0	100,000	0	OVER ELM CREEK-OVERLAY BRS 6890 & 6891	MNDOT	Preserve	S19
2003		TH 212	1012-20	RS	775,000	0	0	775,000	0	W JCT TH 25 TO CO RD 134-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2003		TH 212	2745-29	SC	200,000	0	0	200,000	0	AT VALLEY VIEW RD IN EDEN PRAIRIE-CHANNELIZATION, RESTRIPIING, ETC	MNDOT	Manage	E1
2003		TH 242	0212-41	RC	6,000,000	0	0	6,000,000	0	FROM COON CREEK BLVD TO THRUSH ST-RECONSTRUCT, LAND BRIDGE, ETC	MNDOT	Replace	S19

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2003		TH 280	6241-48	SC	500,000	0	0	500,000	0	AT BROADWAY ST IN LAUDERDALE & AT CO RD B IN ROSEVILLE-REBUILD SIGNALS	MNDOT	Manage	S7
2003		I-494	2785-306	TM	250,000	0	0	250,000	0	UPGRADE TMS ON I494 FROM I35W TO BUSH LAKE RD & ON TH 100 AT 494/77TH ST	MNDOT	Manage	S7
2003		I-494	2785-9132	BI	600,000	0	0	600,000	0	UNDER E BUSH LAKE RD & UNDER W BUSH LAKE RD-REHABILITATE BRS 9132 & 9135	MNDOT	Preserve	S19
2003		TH 610	0217-18	MC	485,000	0	0	485,000	0	W RIVER RD TO COON RAPIDS BLVD-LANDSCAPING	MNDOT	Expand	S10
2003		I-694	6286-62825	BI	560,000	0	0	560,000	0	AT WHITE BEAR AVE, TH 61, TH 36, TRAIL, 50TH ST, TH 5 & UP RR-OVERLAY REPAIR & RAILING REHAB ON BRS 62825,26,51,52; 82805,06,07,08,09, 10,11,12,13,14	MNDOT	Preserve	S10
2003		TH 999	8809-75	TM	5,000,000	0	0	5,000,000	0	ON I-494 FROM PILOT KNOB TO MISS RIVER, AND ON TH 52 FROM TH 55 TO I-94-TRAFFIC MANAGEMENT SYSTEM	MNDOT	Manage	S7
2003		TH 999	880M-AM-03	AM	3,000,000	0	0	3,000,000	0	METRO SET ASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2003	MNDOT	Other	NC
2003		TH 999	880M-BI-03	BI	2,000,000	0	0	2,000,000	0	AT VARIOUS LOCATIONS IN METRO DIVISION-BRIDGE REPAIRS	MNDOT	Preserve	S19
2003		TH 999	880M-NO-03	NO	1,500,000	0	0	1,500,000	0	METRO SET ASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2003	MNDOT		O3
2003		TH 999	880M-PF-03	RB	40,000	0	0	40,000	0	METRO SET ASIDE FOR PRAIRIE TO FOREST FOR FY 2003	MNDOT	Other	O6
2003		TH 999	880M-RB-03	RB	100,000	0	0	100,000	0	METRO SET ASIDE FOR LANDSCAPE PARTNERSHIPS FOR FY 2003	MNDOT	Other	O6
2003		TH 999	880M-RW-03	RW	25,000,000	0	0	25,000,000	0	METRO SET ASIDE FOR RIGHT OF WAY/ACCESS MANAGEMENT FOR FY 2003	MNDOT	Other	NC
2003		TH 999	880M-RX-03	RX	1,500,000	0	0	1,500,000	0	METRO SET ASIDE FOR ROAD REPAIR FOR FY 2003	MNDOT	Preserve	S10
2003		TH 999	880M-SA-03	SA	10,000,000	0	0	10,000,000	0	METRO SET ASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2003	MNDOT	Other	NC
2003		TH 999	880M-SC-03	SC	1,000,000	0	0	1,000,000	0	METRO SET ASIDE FOR TURN LANE PROJECTS FOR FY 2003	MNDOT	Manage	E1
2003		TH 999	880M-TE-03	SC	8,500,000	0	0	8,500,000	0	METRO SET ASIDE FOR TRAFFIC ENGINEERING & HYDRAULICS PRESERVATION(LIGHTING,SIGNING, SIGNALS,CULVERTS,ETC) PROJECTS FOR FY 2003	MNDOT	Manage	NC
2003		TH 999	880M-TM-03	TM	2,000,000	0	0	2,000,000	0	METRO SET ASIDE FOR TRAFFIC MANAGEMENT PROJECTS FOR FY 2003	MNDOT	Manage	S7
2003		TH 999	880M-TR-03	TM	2,000,000	0	0	2,000,000	0	METRO SET ASIDE FOR TRANSIT/RIDESHARE FOR FY 2003	MNDOT	Manage	S7
2003		TH 999	8825-75	SC	50,000	0	0	50,000	0	AT 5 RURAL LOCATIONS IN METRO-INTERSECTION LIGHTING	MNDOT	Manage	S18
2004		TH 36	6212-148	BR	1,300,000	0	0	1,300,000	0	OVER LEXINGTON AVE-REPLACE BR 5723	MNDOT	Replace	S19
2004		TH 41	1008-51A	AM	4,000,000	0	0	4,000,000	0	TH 212 TO ENGLER RD IN CHASKA-RECONSTRUCT TO 4-LANE ROADWAY(MNDOT PAYBACK)	MNDOT	Other	NC
2004		TH 55	2725-58	MC	300,000	0	0	300,000	0	FROM 54TH ST IN MINNEAPOLIS TO TH 62-LANDSCAPING	MNDOT	Expand	O6
2004		TH 149	1916-21	SC	350,000	0	0	350,000	0	AT WESCOTT RD IN EAGAN/INVER GROVE HEIGHTS-REALIGN INTERSECTION, RESTRIPIING, TURN LANES, ETC	MNDOT	Manage	E1

**TABLE A-10
100% State Funded Projects**

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2004		I-694	6285-125	RC	7,500,000	0	0	7,500,000	0	AT TH 49(RICE ST) IN VADNAIS HEIGHTS/SHOREVIEW-REPLACE BR 6580, APPROACHES, ETC	MNDOT	Replace	A10
2004		TH 999	8809-71	TM	4,000,000	0	0	4,000,000	0	I-694 FROM I-35W TO TH 36 & I-35E FROM TH 36 TO TH 96-TRAFFIC MANAGEMENT SYSTEM	MNDOT	Manage	S7
2004		TH 999	880M-AM-04	AM	3,000,000	0	0	3,000,000	0	METRO SET ASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2004	MNDOT	Other	NC
2004		TH 999	880M-BI-04	BI	13,000,000	0	0	13,000,000	0	METRO SET ASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2004	MNDOT	Preserve	S19
2004		TH 999	880M-NO-04	NO	1,500,000	0	0	1,500,000	0	METRO SET ASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2004	MNDOT		O3
2004		TH 999	880M-PF-04	RB	40,000	0	0	40,000	0	METRO SET ASIDE FOR PRAIRIE TO FOREST FOR FY 2004	MNDOT	Other	O6
2004		TH 999	880M-RB-04	RB	100,000	0	0	100,000	0	METRO SET ASIDE FOR LANDSCAPE PARTNERSHIPS FOR FY 2004	MNDOT	Other	O6
2004		TH 999	880M-RS-04	RS	19,500,000	0	0	19,500,000	0	METRO SET ASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2004	MNDOT	Preserve	S10
2004		TH 999	880M-RW-04	RW	25,000,000	0	0	25,000,000	0	METRO SET ASIDE FOR RIGHT OF WAY/ACCESS MANAGEMENT FOR FY 2004	MNDOT	Other	NC
2004		TH 999	880M-RX-04	RX	1,500,000	0	0	1,500,000	0	METRO SET ASIDE FOR ROAD REPAIR FOR FY 2004	MNDOT	Preserve	S10
2004		TH 999	880M-SA-04	SA	10,000,000	0	0	10,000,000	0	METRO SET ASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2004	MNDOT	Other	NC
2004		TH 999	880M-SC-04	SC	2,150,000	0	0	2,150,000	0	METRO SET ASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2004	MNDOT	Manage	S6
2004		TH 999	880M-TE-04	SC	8,500,000	0	0	8,500,000	0	METRO SET ASIDE FOR TRAFFIC ENGINEERING & HYDRAULICS PRESERVATION(LIGHTING,SIGNING, SIGNALS,CULVERTS,ETC) PROJECTS FOR FY 2004	MNDOT	Manage	NC
2004		TH 999	880M-TM-04	TM	3,000,000	0	0	3,000,000	0	METRO SET ASIDE FOR TRAFFIC MANAGEMENT PROJECTS FOR FY 2004	MNDOT	Manage	S7
2004		TH 999	880M-TR-04	TM	2,000,000	0	0	2,000,000	0	METRO SET ASIDE FOR TRANSIT/RIDESHARE FOR FY 2004	MNDOT	Manage	S7

391,570,018 0 0 384,870,018 6,700,000

Thursday, August 24, 2000

Twin Cities Metropolitan Area
2001-2004 Transportation Improvement Program

TABLE A-11
Projects Obligated in Previous Fiscal Year

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2000		CSAH 10	02-610-10	SH	100,000	80,000	0	0	0	20,000	CSAH 10(BIRCH ST) AT TH 49(HODGSON RD)- SIGNAL INSTALLATION, ADD LEFT TURN LANE	ANOKA CO	Manage	S2
2000		CSAH 78	02-678-11	RC	3,000,000	2,400,000	0	0	0	600,000	RECONSTRUCT & WIDEN CSAH 78(HANSON BLVD) FROM COON RAPIDS BLVD TO ROBINSON DRIVE	ANOKA CO	Replace	A05
2000		TH 242	0212-40(AC)	RC	7,100,000	0	0	0	0	7,100,000	TH 10 TO THRUSH ST IN COON RAPIDS- GRAD, SURF, BRIDGE, RECONSTRUCT INTERCHANGE & CONSTRUCT LAND BRIDGE, ETC(ADVANCED CONSTRUCTION BY LOCAL AGENCY)	COON RAPIDS	Replace	E3
2000		CSAH 23	19-623-19	RC	10,000,000	7,270,000	0	0	0	2,730,000	RECONSTRUCT & WIDEN CSAH 23 FROM CSAH 9 TO CSAH 70	DAKOTA CO	Replace	A05
2000		CR 46	19-596-01	RC	8,500,000	6,750,000	0	0	0	1,750,000	RECONSTRUCT CR 46 FROM CSAH 31 TO TH 52	DAKOTA CO	Replace	A05
2000		CSAH 152	27-752-07	RC	4,500,000	3,600,000	0	0	0	900,000	HENNEPIN CSAH 152 FROM 64TH AVE TO 71ST AVE N - RECONSTRUCT	HENNEPIN CO	Replace	B-00
2000		CSAH 152	27-752-09A	BR	5,125,000	4,100,000	0	0	0	1,025,000	WASHINGTON AVE OVER BN-RR(BRIDGE 27167) & APPROACHES-TURNBACK PORTION	HENNEPIN CO	Replace	S19
2000		CSAH 1	27-601-27	RC	8,500,000	6,045,000	0	0	0	2,455,000	FROM TH 169(CSAH 18) TO TH 212- RECONSTRUCT, BIKE TRAIL, ETC	HENNEPIN COUNTY	Replace	B-00
2000		TH 101	27-701-07	BR	2,770,000	1,300,000	0	0	0	1,470,000	AT GRAYS BAY 2.8 MI N OF TH 7-BR 27017(REP BR 3334) & APPROACHES	HENNEPIN COUNTY	Replace	S19
2000		CMAQ	90-070-10	TM	109,625	87,700	0	0	0	21,925	I-494 TRAVEL DEMAND MANAGEMENT PROGRAM	I-494 CORR COMM	Manage	AQ1
2000		CMAQ	CM-12-97	TM	120,000	96,000	0	0	0	24,000	I-494 TRAVEL DEMAND MANAGEMENT PROGRAM	I-494 CORRIDOR COMM	Manage	AQ1
2000		CMAQ	90-070-11	TM	1,875,000	1,500,000	0	0	0	375,000	REGIONAL TRANSPORTATION DEMAND MANAGEMENT PROGRAM	MET COUNCIL	Manage	AQ1
2000		CMAQ	90-070-15	TM	2,000,000	1,600,000	0	0	0	400,000	TRANSPORTATION DEMAND MANAGEMENT AND COMMUTER ALTERNATIVES PROGRAM	MET COUNCIL	Manage	AQ1
2000		CMAQ	880M-CM-00	TM	0	0	0	0	0	0	METRO SET ASIDE FOR ADDITIONAL CMAQ PROJECTS FOR FY 2000	METRO REGION	Manage	NC
2000		BB	90-080-08	TR	6,875,000	5,500,000	0	0	0	1,375,000	METRO TRANSIT PURCHASE OF 26 40-FOOT BUSES	METRO TRANSIT	Transit	T10
2000		EN	91-090-01	EN	1,900,000	1,520,000	0	0	0	380,000	STONE ARCH BRIDGE TO BRIDGE 9-WEST RIVER PARKWAY TRAIL	MINNEAPOLI S	Other	O9

TABLE A-11
Projects Obligated in Previous Fiscal Year

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2000		EN	91-090-14	EN	1,675,000	1,340,000	0	0	0	335,000	WEST RIVER PARKWAY NEAR THE WASHINGTON AVE BRIDGE- RIVERWALL CONSTRUCTION	MINNEAPOLIS	Other	NC
2000		EN	91-090-03	EN	3,340,000	2,672,000	0	0	0	668,000	MINNEHAHA PKWY TRAIL FROM LAKE HARRIET TO MINNEHAHA PARK	MINNEAPOLIS PARKS	Other	O9
2000		EN	94-080-02	EN	250,000	200,000	0	0	0	50,000	SIBLEY HISTORIC SITE-BLDG REHAB & ARCHAEOLOGICAL WORK	MN HISTORIC SOCIETY	Other	O9
2000		RR	62-00177	SR	125,000	112,500	0	0	0	12,500	OWASSO BLVD AT CP RR IN SHOREVIEW-NEW SIGNALS	MNDOT	Manage	S1
2000		TH 47	199-010-03	RC	4,070,000	3,256,000	0	0	0	814,000	FROM 142ND TO 153RD IN RAMSEY-3-LANE SECTION, SIGNAL, TRAIL, ETC	RAMSEY	Replace	E1
2000		CSAH 44	62-644-16	BR	2,295,000	804,000	0	0	0	1,491,000	SILVER LAKE ROAD(CSAH 44) OVER SOO LINE RR-REPLACE BR 6631	RAMSEY CO	Replace	S19
2000		BB	TRF-RVW-0	TR	1,875,000	1,500,000	0	0	0	375,000	RIVERVIEW CORRIDOR-IMPLEMENT TRANSIT IMPROVEMENTS	RAMSEY COUNTY	Transit	T7
2000		CSAH 46	62-646-12	BR	906,000	480,000	0	0	0	426,000	ON CLEVELAND AVE BETWEEN CO RD D & CO RD E2-REPLACE BR 92251 OVER CP RAIL	RAMSEY COUNTY	Replace	S19
2000		CSAH 96	62-696-06	RC	5,512,500	4,410,000	0	0	0	1,102,500	MACKUBIN ST TO RICE ST-RECONSTRUCT 2-LANE TO 4-LANE ROADWAY-TURNBACK	RAMSEY COUNTY	Replace	S19
2000		TH 999	62-030-09	TR	7,125,000	4,500,000	0	0	0	1,125,000	RIVERVIEW/CENTRAL CORRIDOR TRANSIT IMPROVEMENTS & STUDY	RAMSEY COUNTY	Transit	O1
2000		CITY	157-080-02	MC	2,641,000	0	2,112,800	0	396,150	132,050	77TH ST UNDER TH 77-DESIGN & RIGHT OF WAY	RICHFIELD	Expand	B05
2000		CITY	157-363-18	BR	550,000	0	304,000	0	57,000	189,000	LYNDALE AVE OVER I-494(REPLACE BRIDGE)-DESIGN	RICHFIELD	Replace	B05
2000		EN	180-020-13	EN	2,480,000	1,984,000	0	0	0	496,000	LARPEN TEUR AVENUE STREETSCAPE	ROSEVILLE	Other	O9
2000		PED/BIKE	180-090-05	BT	1,815,000	1,450,000	0	0	0	365,000	WATERWORKS/DALE STREET TRAILS IN ROSEVILLE	ROSEVILLE	Trails	AQ2
2000		CMAQ	90-070-12	TM	1,353,766	1,083,013	0	0	0	270,753	SMT C REVERSE-COMMUTE MANAGEMENT TEAM IMPLEMENTATION	SMT C	Manage	T1
2000		EN	168-090-03	EN	2,100,000	1,680,000	0	0	0	420,000	HARDMAN TO CONCORD ST- BICYCLE/PEDESTRIAN TRAIL	SO ST PAUL	Other	O9
2000		EN	163-090-01	EN	1,150,000	920,000	0	0	0	230,000	SOUTHWEST REGIONAL TRAIL-CEDAR LAKE PARK TO HOPKINS TRAILHEAD OF HENN PARKS REG TRAIL	ST LOUIS PARK	Other	O9
2000		EN	164-158-19	EN	2,800,000	1,400,000	0	0	0	1,400,000	DOWNTOWN ST PAUL STREET RECONSTRUCTION-PHASE 4	ST PAUL	Other	O9
2000		BB	90-080-09	TR	1,790,000	1,432,000	0	0	0	358,000	SOUTHWEST METRO TRANSIT PURCHASE OF 4 ARTICULATED TRANSIT VEHICLES	SWMT	Transit	T10
2000		CSAH 19	82-619-11	RC	6,000,000	4,800,000	0	0	0	1,200,000	RECONSTRUCT & WIDEN CSAH 19 FROM HUDSON RD TO CSAH 16	WASHINGTON CO	Replace	A05
2000		CSAH 21	82-621-21	BR	250,000	200,000	0	0	0	50,000	CSAH 21 OVER TROUT BROOK-REPLACE BR 4611	WASHINGTON CO	Replace	S19

TABLE A-11
Projects Obligated in Previous Fiscal Year

Year	Pri	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	ACS	State \$	Other \$	Description	Agency	Category	AQ
2000		CSAH 21	82-821-23	SH	420,000	336,000	0	0	0	84,000	ON CSAH 21 AT DODGE'S CORNER-CURVE FLATTENING	WASHINGTON COUNTY	Manage	S2
2000		TH 10	0214-33	AM	80,000	0	0	0	80,000	0	AT CO RD J & AIRPORT RD-TRAFFIC SIGNAL INSTALLATION	ANOKA COUNTY	Other	E2
2000		I-35W	1981-97	AM	250,000	0	0	0	250,000	0	AT CLIFF RD IN BURNSVILLE-FRONTAGE RD, WIDEN CLIFF RD, ETC	BURNSVILLE	Other	S19
2000		TH 47	0206-50	AM	500,000	0	0	0	500,000	0	142ND ST TO CSAH 5 IN RAMSEY-WIDENING, TURN LANES, SIGNAL	CITY OF RAMSEY	Other	E2
2000		TH 3	1921-67	AM	2,000,000	0	0	0	2,000,000	0	AT CO RD 46 IN DAKOTA COUNTY- REALIGNMENT OF ROADWAY	DAKOTA COUNTY	Other	E4
2000		I-35	1980-63	AM	37,800	0	0	0	37,800	0	AT CSAH 60 IN LAKEVILLE-TWO TEMPORARY TRAFFIC SIGNALS	DAKOTA COUNTY	Other	E2
2000		TH 55	1909-81	AM	183,600	0	0	0	183,600	0	S FRONTAGE RD E OF THE 149-ACCESS CLOSURE, FRONTAGE RD RECONSTRUCTION, TURNBACK	EAGAN	Other	S10
2000		TH 65	0208-111	AM	292,000	0	0	0	292,000	0	AT 181ST AVE IN EAST BETHEL-ACCESS & MEDIAN CLOSURE, CHANNELIZATION	EAST BETHEL	Other	E1
2000		TH 55	2722-58	AM	335,000	0	0	0	335,000	0	AT ARROWHEAD DRIVE IN MEDINA-FRONTAGE ROAD	HENNEPIN COUNTY	Other	E1
2000		TH 21	7002-35	AM	21,600	0	0	0	21,600	0	AT TH 282 IN JORDAN-RCP INSTALLATION	JORDAN	Other	NC
2000		RR	10-00113	SR	80,000	72,000	0	0	0	8,000	CSAH 33, MORSE ST IN NORWOOD-INSTALL NEW SIGNALS & GATES	MNDOT	Manage	S8
2000		RR	10-00114	SR	80,978	72,880	0	0	0	8,098	MUN 4, UNION ST IN NORWOOD-INSTALL NEW SIGNALS & GATES	MNDOT	Manage	S8
2000		RR	10-00115	SR	83,133	74,820	0	0	0	8,313	MUN 18, FAXON RD IN NORWOOD-INSTALL SIGNALS & GATES	MNDOT	Manage	S8
2000		RR	19-00122	SR	89,724	80,752	0	0	0	8,972	MSAS 133, 10TH ST IN HASTINGS-INSTALL SIGNALS	MNDOT	Manage	S8
2000		RR	19-00126	SR	182,236	164,012	0	0	0	18,224	ON CSAH 32 IN BURNSVILLE-ADD GATES TO EXISTING SIGNALS, & INSTALL HIGH TYPE SURFACE	MNDOT	Manage	S8
2000		RR	19-00127	SR	100,000	90,000	0	0	0	10,000	MSAS 107, 117TH ST IN INVER GROVE HTS-SIGNAL MODERNIZATION	MNDOT	Manage	S8
2000		RR	19-00128	SR	100,000	90,000	0	0	0	10,000	MUN 193, DUPONT AVENUE IN BURNSVILLE-SIGNAL MODERNIZATION	MNDOT	Manage	S8
2000		RR	27-00223	SR	98,759	88,883	0	0	0	9,876	MUN 16, LAKE SARAH HTS DR IN GREENFIELD-INSTALL SIGNALS & GATES	MNDOT	Manage	S8
2000		RR	27-00224	SR	175,000	157,500	0	0	0	17,500	CSAH 1, OLD SHAKOPEE RD IN BLOOMINGTON-INSTALL NEW SIGNALS & NEW HIGH TYPE SURFACE	MNDOT	Manage	S8
2000		RR	27-00226	SR	108,085	97,277	0	0	0	10,808	MUN 56, TOWN LINE RD IN MEDINA-INSTALL SIGNALS & GATES	MNDOT	Manage	S8
2000		RR	27-00227	SR	183,182	164,864	0	0	0	18,318	MSAS 107, 49TH AVE N IN NEW HOPE-SIGNAL MODERNIZATION	MNDOT	Manage	S8

TABLE A-11
Projects Obligated in Previous Fiscal Year

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2000		RR	27-00231	SR	93,198	83,878	0	0	0	9,320	MUN 20, WILLOW DR IN MEDINA-INSTALL SIGNALS & GATES	MNDOT	Manage	S8
2000		RR	62-00172	SR	40,000	36,000	0	0	0	4,000	MSAS 157, KASOTA AVE IN ST PAUL-UPGRADE CIRCUITRY	MNDOT	Manage	S8
2000		RR	62-00173	SR	84,220	75,798	0	0	0	8,422	CSAH 36, RANDOLPH RD IN ST PAUL-INSTALL NEW CIRCUITRY	MNDOT	Manage	S8
2000		RR	62-00175	SR	108,687	97,818	0	0	0	10,869	CSAH 12, CO RD F IN VADNAIS HTS-INSTALL NEW CANTILEVER SIGNALS	MNDOT	Manage	S8
2000		RR	62-00176	SR	100,000	90,000	0	0	0	10,000	MSAS 245, PLATO BLVD IN ST PAUL-SIGNAL MODERNIZATION	MNDOT	Manage	S8
2000		RR	82-00120	SR	153,022	137,720	0	0	0	15,302	MUN 77, 21ST ST IN NEWPORT-SIGNAL MODERNIZATION	MNDOT	Manage	S8
2000		CMAQ	8809-181	TM	256,250	205,000	0	0	51,250	0	CONSTRUCTION/MAINTENANCE/SPECIAL EVENT ACTIVITY INFO SYSTEM	MNDOT	Manage	O1
2000		ITS	ITS (00)	TM	2,000,000	0	0	0	2,000,000	0	NEW ITS PROJECTS	MNDOT	Manage	S7
2000		TH 3	1908-71	RX	360,134	0	0	0	360,134	0	TH 55 TO I-494 IN INVER GROVE HTS-MILL & OVERLAY	MNDOT	Preserve	S10
2000		TH 3	1921-71	RX	445,638	0	0	0	445,638	0	TH 149 TO TH 55-MILL AND OVERLAY	MNDOT	Preserve	S10
2000		TH 5	1002-73	SC	9,750	0	0	0	9,750	0	AT DAKOTA AVE IN CHANHASSEN-SIGNAL REVISION	MNDOT	Manage	E2
2000		TH 7	1003-26	SH	353,549	282,839	0	0	70,710	0	AT TH 25-LEFT TURN LANES	MNDOT	Manage	S6
2000		TH 7	2706-196	RS	1,952,281	0	0	0	1,952,281	0	E OF CHRISTMAS LAKE RD TO TH 101-OVERLAY, GUARDRAIL, MEDIAN BARRIER	MNDOT	Preserve	S10
2000		TH 10	0203-80	RS	3,500,000	0	0	0	3,500,000	0	TH 47 TO CO RD H-MILL & BITUMINOUS OVERLAY	MNDOT	Preserve	S10
2000		TH 10	0203-84	AM	400,900	0	0	0	400,900	0	ABLE ST TO CSAH 35 IN SPRING LAKE PARK-FRONTAGE ROAD RELEASE	MNDOT	Other	NC
2000	1	TH 10	0214-23	MC	264,778	211,822	0	0	52,956	0	FROM EGRET BLVD TO THE N JCT TH 47, 10, 610-LANDSCAPING	MNDOT	Expand	O6
2000	1	TH 10	0214-24	MC	268,829	215,063	0	0	53,766	0	FROM N JCT TH 47, 10, 610 TO 0.2 MI E OF TH 65-LANDSCAPING	MNDOT	Expand	O6
2000	1	TH 10	0214-31	TM	2,761,125	2,208,900	0	0	552,225	0	I-35W TO TH 169-TRAFFIC MANAGEMENT SYSTEM	MNDOT	Manage	S7
2000		TH 10	0215-9715	BI	86,682	0	0	0	86,682	0	UNDER 4TH AVE(CSAH 31)-OVERLAY, REPLACE JOINTS & RAIL ON BR 9715	MNDOT	Preserve	S10
2000		TH 12	2713-27131A	BI	633,039	506,431	0	0	126,608	0	UNDER FERNDAL, PED WALKWAY, BDWY, CSAH 101-PAINT 4 BRS	MNDOT	Preserve	S10
2000		TH 13	1901-134	SH	58,106	52,295	0	0	5,811	0	AT CSAH 5 IN BURNSVILLE-EXTEND WB DUAL LEFT TURN LANE	MNDOT	Manage	S2
2000		TH 13	7001-79	SH	57,677	46,142	0	0	11,535	0	FISH POINT RD TO CSAH 44-INTERCONNECTION	MNDOT	Manage	S2
2000		TH 19	4003-16	RS	2,220,000	1,776,000	0	0	444,000	0	TH 169 TO E JCT TH 13-MILL AND OVERLAY	MNDOT	Preserve	S10
2000		I-35E	1982-130	TM	629,901	321,548	0	0	308,353	0	AT PILOT KNOB RD TO NB I-35E-HOV RAMP METER BYPASS	MNDOT	Manage	S7

TABLE A-11
Projects Obligated in Previous Fiscal Year

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2000		I-35E	6280-309	SC	278,116	250,304	0	0	27,812	0	MARYLAND AVE TO W JCT I-694-REPLACE "A" "OH", "C", & "D" SIGNS	MNDOT	Manage	O7
2000		I-35W	2782-270	TM	995,481	0	0	0	168,648	826,833	82ND ST TO NB I-35W-HOV RAMP METER BYPASS AND TRANSIT HUB	MNDOT	Manage	E6
2000		I-35W	2782-27868	BI	760,924	684,832	0	0	76,092	0	UNDER PED BRIDGE, 28TH ST, 26TH ST, & FRANKLIN AVE & TH 65 UNDER 11th ST-PAINT BRS 27868, 27869, 27870, 27872,27100	MNDOT	Preserve	S10
2000		I-35W	6284-127	SC	1,801,725	1,621,552	0	0	180,173	0	TH 36 TO I-694-REPLACE LIGHTING	MNDOT	Manage	S18
2000		TH 36	6211-79	RS	4,367,875	3,494,300	0	0	873,575	0	TH 5 TO I35E-MILL & BITUMINOUS OVERLAY	MNDOT	Preserve	S10
2000		TH 36	6212-146	AM	160,000	0	0	0	160,000	0	RICE ST TO TH 61 IN LITTLE CANADA-FRONTAGE ROAD RELEASE	MNDOT	Other	NC
2000	4	TH 36	8214-125	BR	395,403	0	0	0	395,403	0	ST CROIX RIVER BR-WETLAND MITIGATION	MNDOT	Replace	A05
2000		TH 47	0206-02038	BR	310,649	248,519	0	0	62,130	0	OVER FORD BROOK, 6.1 MI N OF TH 10-REPLACE BR 711	MNDOT	Replace	S19
2000		TH 47	0206-02X01	BI	63,744	50,995	0	0	12,749	0	OVER FORD BROOK-REPLACE BR 392 WITH BOX CULVERT	MNDOT	Preserve	S19
2000		TH 47	0206-43	SH	1,317,847	1,054,278	0	0	263,569	0	FROM CO RD 116 TO 180TH WAY-LIGHTING, TURN LANE & BYPASS	MNDOT	Manage	S2
2000		TH 47	0206-51	BR	191,230	152,984	0	0	38,246	0	OVER FORD BROOK 7.9 MI N OF TH 10-REPLACE BR 393	MNDOT	Replace	S19
2000		TH 52	1905-24	RS	2,225,658	1,780,527	0	0	445,132	0	CO RD 86 IN HAMPTON TO TH 50-MILL & OVERLAY	MNDOT	Preserve	S10
2000		TH 52	1905-26	BI	833,316	665,613	0	0	167,703	0	UNDER TH 50 IN HAMPTON-REPLACE SUPERSTRUCTURE ON BR 19011	MNDOT	Preserve	S19
2000		TH 55	2722-53	AM	1,481,000	0	0	0	1,481,000	0	DEBT MANAGEMENT WITH HENNEPIN COUNTY FOR TH 55 IMPROVEMENTS	MNDOT	Other	NC
2000	6	TH 55	2724-27191	MC	3,112,613	0	2,801,352	0	311,261	0	MINNEHAHA PKWY & PARK OVER TH 55 & TRANSITWAY-BR 27191	MNDOT	Expand	B-00
2000	6	TH 55	2724-27192	MC	962,949	0	770,359	0	192,590	0	MINNEHAHA PKWY OVER MINNEHAHA CREEK-BR 27192	MNDOT	Expand	B-00
2000	6	TH 55	2724-27X03	MC	505,106	0	404,085	0	101,021	0	TH 55 & TRANSITWAY OVER MINNEHAHA CREEK-BR 27X03	MNDOT	Expand	B-00
2000	6	TH 55	2725-52	MC	1,874,666	1,687,199	0	0	187,467	0	HIAWATHA AVE FROM TH 62 TO E. 54TH ST-GRADING, SURFACING, ETC	MNDOT	Expand	B-00
2000		TH 61	6220-64	RX	82,379	0	0	0	82,379	0	I494 TO I94-REPLACE SIGNS	MNDOT	Preserve	O7
2000		TH 61	6222-137	RX	15,000	0	0	0	15,000	0	AT BUERKLE RD IN VADNAIS HTS-REPAIR CULVERT FAILURE	MNDOT	Preserve	NC
2000		TH 62	2763-27084	BI	81,011	0	0	0	81,011	0	UNDER WYMAN AVE W OF JCT TH 100-OVERLAY/JOINTS ON BR 27084	MNDOT	Preserve	S10
2000		TH 65	0208-105	SH	1,073,054	301,522	0	0	136,276	635,256	AT BUNKER LAKE RD-REBUILD SIGNAL & CROSSTREET CHANNELIZATION	MNDOT	Manage	E2
2000		I-94	2780-27944	BI	156,496	0	0	0	156,496	0	UNDER CSAH 144-OVERLAY & REPLACE JOINTS ON BR 27944	MNDOT	Preserve	S10
2000		I-94	2780-27959	BI	140,069	0	0	0	140,069	0	UNDER 101ST AVE N-OVERLAY & REPLACE JOINTS ON BR 27959	MNDOT	Preserve	S10

TABLE A-11
Projects Obligated in Previous Fiscal Year

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2000		I-94	2780-55	RX	95,903	0	0	0	95,903	0	TH 101 TO I-494-REPLACE CULVERTS	MNDOT	Preserve	S10
2000		I-94	2781-27851	BI	1,341,076	1,206,968	0	0	134,108	0	UNDER PORTLAND & UNDER GROVELAND-PAINT BRS 27851 & 27966	MNDOT	Preserve	S10
2000		I-94	2781-27V28	BI	522,566	0	0	0	522,566	0	6TH ST ON RAMP TO EB I-94(BR 27V28) & 6TH ST OVER I-35W(BR 27876)-DELIVER STEEL FOR BRS 27V28 & 27876	MNDOT	Preserve	S19
2000		I-94	2781-392	RS	4,074,489	3,127,040	0	0	467,449	0	CEDAR AVE TO SNELLING AVE-MILL & BITUMINOUS OVERLAY	MNDOT	Preserve	S10
2000		TH 95	8209-41	RS	1,126,657	0	0	0	1,126,657	0	N JCT TH 36 TO I-94 IN LAKELAND-MILL & OVERLAY	MNDOT	Preserve	S10
2000		TH 100	2733-77	RS	1,754,217	1,403,374	0	0	350,843	0	FROM I-494 TO EXCELSIOR BLVD-CONCRETE REHABILITATION	MNDOT	Preserve	S10
2000		TH 100	2733-9431	BI	416,844	0	0	0	416,844	0	AT 70TH, 66TH, MINNEHAHA CREEK, 44TH ST-OVERLAY 4 BRIDGES	MNDOT	Preserve	S10
2000		TH 100	2734-37	NO	732,214	0	0	0	732,214	0	41ST ST TO 44TH ST IN ST LOUIS PARK-NOISE WALL	MNDOT		O3
2000	8	TH 100	2735-134	RC	40,420,000	7,376,000	0	24,000,000	7,844,000	1,200,000	GLENWOOD AVE TO GOLDEN VALLEY RD-GRADING, SURFACING, BRIDGES, ETC	MNDOT	Replace	A05
2000	8	TH 100	2735-160	MC	25,155,296	18,490,179	0	0	4,735,022	930,095	29TH AVE N TO 39TH AVE N(36TH AVE INTERCHANGE)-GRADING, SURFACING, BRIDGES, ETC	MNDOT	Expand	A05
2000	8	TH 100	2735-27121A	BR	1,073,291	858,633	0	0	214,658	0	TH 100 OVER TH 55-STATE FURNISHED STEEL TO REPLACE BR 5974	MNDOT	Replace	S19
2000		TH 101	2738-27020A	BI	60,786	0	0	0	60,786	0	NB OVER CROW RIVER-REPAIR RAILING ON BR 27020	MNDOT	Preserve	
2000		TH 169	2772-22	SC	154,605	0	0	0	83,295	71,310	AT 49TH AVE RAMPS-SIGNAL INSTALLATION	MNDOT	Manage	E2
2000		TH 169	2772-23	SC	72,300	0	0	0	36,025	36,275	AT MEDICINE LAKE ROAD EAST RAMP-SIGNAL INSTALLATION	MNDOT	Manage	E2
2000		TH 169	7005-70523	BI	138,060	0	0	0	138,060	0	OVER CO RD 18 & UP RR-CONSTRUCT RAILING ON BR 70523 & 70524 AND EXTEND RAILING ON BR 6515	MNDOT	Preserve	S19
2000		TH 169	7007-23	RC	5,151,478	4,118,782	0	0	1,032,696	0	S OF BELLE PLAINE-RECONSTRUCTION	MNDOT	Replace	S19
2000		TH 169	7009-64	RC	3,785,697	3,028,558	0	0	757,139	0	FROM SAND CREEK TO 0.5 MI N OF CO RD 65-RECONSTRUCTION	MNDOT	Replace	S10
2000		TH 212	1013-70	RS	871,303	0	0	0	871,303	0	MINNESOTA RIVER BRIDGE IN SHAKOPEE TO CSAH 1 IN EDEN PRAIRIE-MILL & OVERLAY	MNDOT	Preserve	S10
2000		TH 282	7011-18	SR	100,000	90,000	0	0	10,000	0	ON TH 282 IN JORDAN-INSTALL NEW CANTILEVER SIGNALS	MNDOT	Manage	S8
2000		I-494	2785-311	RC	132,835	106,268	0	0	26,567	0	AT TH 169 INTERCHANGE IN BLOOMINGTON/EDINA-LANDSCAPING	MNDOT	Replace	O6
2000		I-494	2785-9878	BI	90,344	0	0	0	90,344	0	UNDER ORCHARD RD-OVERLAY, REPLACE JOINTS & RAIL ON BR 9878	MNDOT	Preserve	S19
2000		I-494	8285-85	SC	364,466	0	0	0	364,466	0	AT E JCT I-94 INTERCHANGE-EXTEND LOOP ACCELERATION AREAS	MNDOT	Manage	E3

TABLE A-11
Projects Obligated in Previous Fiscal Year

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	ACS	State \$	Other \$	Description	Agency	Category	AQ
2000		I-494	8285-9883	BI	194,151	0	0	0	194,151	0	UNDER EB TH 120 IN WOODBURY-REHAB BR 9883	MNDOT	Preserve	S10
2000	11	TH 610	0217-02023	MC	592,852	474,121	0	0	118,531	0	OVER CSAH 1(E RIVER RD)-WIDEN & RESURFACE INSIDE BR 02023; WIDEN INSIDE BR 02024	MNDOT	Expand	A05
2000		TH 610	0217-02025	MC	182,144	145,715	0	0	36,429	0	OVER BNSF RR-WIDEN & RESURFACE INSIDE BR 02025; WIDEN INSIDE BR 02026	MNDOT	Expand	S19
2000		TH 610	0217-02027	MC	592,830	474,264	0	0	118,566	0	OVER COON RAPIDS BLVD-WIDEN & RESURFACE INSIDE BRS 02027 & 02028	MNDOT	Expand	S19
2000	12	TH 610	0217-17	MC	7,650,353	6,118,282	0	0	1,532,071	0	TH 252 TO TH 10-NEW MISSISSIPPI RIVER BR & APPROACH	MNDOT	Expand	A05
2000		TH 610	0217-19	MC	2,867,306	2,287,245	0	0	580,061	0	E RIVER RD TO COON RAPIDS BLVD-INSIDE LANES, MEDIAN BARRIER, ETC	MNDOT	Expand	A05
2000		I-694	0285-60	SC	110,970	0	0	0	110,970	0	AT TH 47 S RAMPS IN FRIDLEY-SIGNAL REBUILD	MNDOT	Manage	E2
2000		I-694	0285-9860	BI	93,213	0	0	0	93,213	0	UNDER MAIN ST W OF JCT TH 47- OVERLAY/JOINTS BR 9860	MNDOT	Preserve	S10
2000		I-694	6285-124	RX	113,715	0	0	0	113,715	0	MATTERHORN TO SILVER LAKE RD- DIAMOND-GRIND SURFACE	MNDOT	Preserve	S10
2000		TH 999	1000-06	RW	286,792	0	0	0	286,792	0	IN CARVER COUNTY NEAR KNIGHT AVE IN LAKETOWN TWSP-WETLAND SITE	MNDOT	Other	NC
2000		TH 999	8809-182	TM	82,200	0	0	0	82,200	0	DIVISIONWIDE-REPLACE LOOP DETECTORS	MNDOT	Manage	S7
2000		TH 999	8809-183	TM	59,175	0	0	0	59,175	0	DIVISIONWIDE-REPLACE RAMP CONTROL SIGNALS	MNDOT	Manage	S7
2000		TH 999	8809-184	TM	219,597	0	0	0	219,597	0	DIVISIONWIDE-INSTALL CHANGEABLE MESSAGE SIGNS	MNDOT	Manage	S7
2000		TH 999	8809-185	TM	182,043	0	0	0	182,043	0	DIVISIONWIDE-BOND/GROUND/SHIELD OLDER CABINETS	MNDOT	Manage	S7
2000		TH 999	880M-BI-00	BI	0	0	0	0	0	0	METRO SET ASIDE FOR BRIDGE IMPROVEMENTS FOR FY 2000	MNDOT	Preserve	S19
2000		TH 999	880M-P/R-00	TM	0	0	0	0	0	0	METRO SET ASIDE FOR TRANSIT/RIDESHARE ENHANCEMENTS FOR FY 2000	MNDOT	Manage	E6
2000		TH 999	880M-PF-00	RB	40,000	0	0	0	40,000	0	METRO SET ASIDE FOR PRAIRIE TO FOREST FOR FY 2000	MNDOT	Other	O6
2000		TH 999	880M-RB-00	RB	100,000	0	0	0	100,000	0	METRO SET ASIDE FOR LANDSCAPE PARTNERSHIPS IN FY 2000	MNDOT	Other	O6
2000		TH 999	880M-RW-00	RW	30,000,000	10,000,000	0	0	20,000,000	0	RIGHT OF WAY/ACCESS CONTROL SETASIDE FOR METRO DIVISION FY 2000	MNDOT	Other	NC
2000		TH 999	880M-RX-00	RX	0	0	0	0	0	0	METRO SET ASIDE FOR ROAD REPAIR FOR FY 2000	MNDOT	Preserve	S10
2000		TH 999	880M-SA-00	SA	10,000,000	0	0	0	10,000,000	0	METRO SET ASIDE FOR SUPPLEMENTAL AGREEMENTS & OVERRUNS FOR FY 2000	MNDOT	Other	NC
2000		TH 999	880M-SC-00	SC	0	0	0	0	0	0	SET ASIDE FOR TURN LANES, IMPACT ATTENUATORS, & LIGHT STANDARDS	MNDOT	Manage	NC
2000		TH 999	8825-46	SC	164,920	131,936	0	0	32,984	0	DIVISIONWIDE-GUARDRAIL IMPROVEMENTS	MNDOT	Manage	S9

TABLE A-11
Projects Obligated in Previous Fiscal Year

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2000		TH 999	8825-47	SC	183,424	146,739	0	0	38,685	0	ON TH'S 50, 55, 61, 316 IN DAKOTA CO- REPLACE SIGNS	MNDOT	Manage	O7
2000		TH 999	8825-50	TM	64,640	0	0	0	64,640	0	METROWIDE-INSTALL FIBER OPTIC CABLE FOR CHANGEABLE MESSAGE SIGNS	MNDOT	Manage	S7
2000		ITS	ITS-ORION-	TM	5,000,000	0	0	0	5,000,000	0	ORION(METRO ITS) MODEL DEPLOYMENT	MNDOT	Manage	S7
2000		TH 999	TRLF-RW-0	RW	15,000,000	0	0	0	0	15,000,000	TRANSPORTATION REVOLVING LOAN FUND FOR RIGHT OF WAY PURCHASE ON TH'S 12, 100,212, OR 610 IN METRO DIVISION	MNDOT	Other	NC
2000		TH 13	7001-86	AM	19,710	0	0	0	19,710	0	ON TH 13 IN PRIOR LAKE-3 EVP INSTALLATIONS	PRIOR LAKE	Other	S7
2000		I-35W	2782-275	AM	54,000	0	0	0	54,000	0	AT WOOD LAKE IN RICHFIELD-PEDESTRIAN TRAIL IMPROVEMENTS	RICHFIELD	Other	AQ2
2000		TH 52	1908-44	AM	350,000	0	0	0	350,000	0	NEAR CSAH 42 IN ROSEMOUNT- RECONSTRUCT FRONTAGE ROAD	ROSEMOUNT	Other	S19
2000		TH 7	1004-25	AM	90,000	0	0	0	90,000	0	AT VARIOUS LOCATIONS IN SHOREWOOD- FRONTAGE ROAD AND ACCESS CLOSURES	SHOREWOOD D	Other	E1
2000		TH 244	6232-25	AM	66,000	0	0	0	66,000	0	AT PROPOSED LINDEN IN WHITE BEAR LAKE-NEW SIGNAL & ACCESS CLOSURES	WHITE BEAR LAKE	Other	E2

319,997,327 156,485,18 6,392,596 24,000,000 80,034,029 51,105,519

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Twin Cities Metropolitan Area
2001-2004 Transportation Improvement Program

TABLE A-12
Transit Section 5309

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	FTA \$	State \$	Other \$	Description	Agency	Category	AQ
2001	5	BB	TRF-TCMT-01M	B3	109,000,000	0	0	0	109,000,000	SECT 5309: HIAWATHA CORRIDOR-LIGHT RAIL TRANSIT-INTERNATIONAL AIRPORT TUNNEL	METRO AIRPORT COMM	Transit	A05
2001		BB	TRF-TCMT-01G	B3	13,067,000	0	9,800,000	0	3,267,000	SECT 5309: TWIN CITIES METRO TRANSIT-PURCHASE 40-FOOT BUSES	METRO TRANSIT	Transit	T10
2001		BB	TRF-TCMT-01H	B3	12,000,000	0	9,000,000	0	3,000,000	SECT 5309: TWIN CITIES METRO TRANSIT-BUSES AND BUS FACILITIES	METRO TRANSIT	Transit	T10
2001	5	BB	TRF-TCMT-01J	B3	266,000,000	43,000,000	152,500,000	0	70,500,000	SECT 5309: HIAWATHA CORRIDOR-LIGHT RAIL TRANSIT-DESIGN/BUILD CONTRACT	METRO TRANSIT	Transit	A05
2001	5	BB	TRF-TCMT-01L	B3	80,000,000	0	40,000,000	0	40,000,000	SECT 5309: HIAWATHA CORRIDOR-LIGHT RAIL TRANSIT-LIGHT RAIL VEHICLES	METRO TRANSIT	Transit	A05
2001		BB	TRF-TCMT-01N	B3	3,467,000	0	2,600,000	0	867,000	SECT 5309: TWIN CITIES METRO TRANSIT-135W/42ND OR 46TH ST STATION	METRO TRANSIT	Transit	E6
2001		BB	TRF-NCDA-01	B3	12,406,250	0	9,925,000	0	2,481,250	SECT 5309: NORTHSTAR CORRIDOR-MINNEAPOLIS TO ST CLOUD-BUSES & FACILITIES	NORTHSTAR CORR DEV AUTH	Transit	T10
2001		BB	TRF-NCDA-01B	B3	3,721,250	0	2,977,000	0	744,250	SECT 5309: NORTHSTAR, RIVERVIEW, & RED ROCK CORRIDORS-PLANNING, ENGINEERING, ETC	NORTHSTAR, RAMSEY,&RED ROCK COM	Transit	O1
2002		BB	TRF-TCMT-02H	B3	12,000,000	0	9,000,000	0	3,000,000	SECT 5309: TWIN CITIES METRO TRANSIT-BUSES AND BUS FACILITIES	METRO TRANSIT	Transit	T10
2002	5	BB	TRF-TCMT-02K	B3	5,000,000	0	2,500,000	0	2,500,000	SECT 5309: HIAWATHA CORRIDOR-LIGHT RAIL TRANSIT-FARE COLLECTION & MOW VEHICLES	METRO TRANSIT	Transit	B-00
2002	5	BB	TRF-TCMT-02M	B3	20,000,000	0	10,000,000	0	10,000,000	SECT 5309: HIAWATHA CORRIDOR-LIGHT RAIL TRANSIT-PROJECT MANAGEMENT	METRO TRANSIT	Transit	O1
2002		BB	TRF-TCMT-02N	B3	9,533,000	0	7,150,000	0	2,383,000	SECT 5309: TWIN CITIES METRO TRANSIT-800MHZ COMMUNICATION SYSTEM AVL	METRO TRANSIT	Transit	T6
2003		BB	TRF-TCMT-03H	B3	12,000,000	0	9,000,000	0	3,000,000	SECT 5309: TWIN CITIES METRO TRANSIT-BUSES AND BUS FACILITIES	METRO TRANSIT	Transit	T10
2004		BB	TRF-TCMT-04G	B3	12,000,000	0	9,000,000	0	3,000,000	SECT 5309: TWIN CITIES METRO TRANSIT-BUSES AND BUS FACILITIES	METRO TRANSIT	Transit	T10

570,194,500 43,000,000 273,452,000 0 253,742,500

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Twin Cities Metropolitan Area
2001-2004 Transportation Improvement Program

TABLE A-13
Transit Section 5307

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	FTA \$	State \$	Other \$	Description	Agency	Category	AQ
2001		BB	TRF-TCMT-01K	B9	11,250,000	0	9,000,000	0	2,250,000	SECT 5307: METRO REGION SETASIDE FOR ADDITIONAL TRANSIT PROJECTS	METRO REGION	Transit	NC
2001		BB	TRF-TCMT-01	B9	16,250,000	0	13,000,000	0	3,250,000	SECT 5307: TWIN CITIES METRO TRANSIT-PURCHASE 40-FOOT BUSES	METRO TRANSIT	Transit	T10
2001		BB	TRF-TCMT-01A	B9	1,250,000	0	1,000,000	0	250,000	SECT 5307: TWIN CITIES METRO TRANSIT-PURCHASE/REBUILD BUS ENGINES, TRANSMISSIONS, LIFTS, ETC	METRO TRANSIT	Transit	T10
2001		BB	TRF-TCMT-01B	B9	3,750,000	0	3,000,000	0	750,000	SECT 5307: TWIN CITIES METRO TRANSIT-CAPITALIZE MAINTENANCE ACTIVITY	METRO TRANSIT	Transit	T3
2001		BB	TRF-TCMT-01C	B9	1,250,000	0	1,000,000	0	250,000	SECT 5307: TWIN CITIES METRO TRANSIT-PUBLIC FACILITY IMPROVEMENTS	METRO TRANSIT	Transit	T8
2001		BB	TRF-TCMT-01D	B9	1,250,000	0	1,000,000	0	250,000	SECT 5307: TWIN CITIES METRO TRANSIT-SUPPORT FACILITY IMPROVEMENTS	METRO TRANSIT	Transit	T8
2001		BB	TRF-TCMT-01E	B9	1,250,000	0	1,000,000	0	250,000	SECT 5307: TWIN CITIES METRO TRANSIT-800 MHZ RADIO/AVL	METRO TRANSIT	Transit	T1
2001		BB	TRF-TCMT-01F	B9	8,750,000	0	7,000,000	0	1,750,000	SECT 5307: TWIN CITIES METRO TRANSIT-ARCTIC/COACH BUSES INCLUDING FIXED GUIDEWAY IMPROVEMENTS	METRO TRANSIT	Transit	T9
2001		BB	TRF-TCMT-01P	B9	3,000,000	0	2,400,000	0	600,000	SECT 5309: CITY OF MINNEAPOLIS/METRO TRANSIT-PURCHASE OF 6 HYDRID BUSES	MINNEAPOLIS	Transit	T10
2002		BB	TRF-TCMT-02L	B9	15,000,000	0	12,000,000	0	3,000,000	SECT 5307: METRO REGION SETASIDE FOR ADDITIONAL TRANSIT PROJECTS	METRO REGION	Transit	NC
2002		BB	TRF-TCMT-02	B9	6,375,000	0	5,100,000	0	1,275,000	SECT 5307: TWIN CITIES METRO TRANSIT-PURCHASE 40-FOOT BUSES	METRO TRANSIT	Transit	T10
2002		BB	TRF-TCMT-02A	B9	7,250,000	0	5,800,000	0	1,450,000	SECT 5307: TWIN CITIES METRO TRANSIT-PURCHASE ARTIC BUSES INCLUDING FIXED GUIDEWAY	METRO TRANSIT	Transit	T10
2002		BB	TRF-TCMT-02B	B9	1,250,000	0	1,000,000	0	250,000	SECT 5307: TWIN CITIES METRO TRANSIT-PURCHASE/REBUILD BUS ENGINES, TRANSMISSIONS, LIFTS, ETC	METRO TRANSIT	Transit	T10
2002		BB	TRF-TCMT-02C	B9	4,375,000	0	3,500,000	0	875,000	SECT 5307: TWIN CITIES METRO TRANSIT-CAPITALIZE MAINTENANCE ACTIVITY	METRO TRANSIT	Transit	T3
2002		BB	TRF-TCMT-02D	B9	6,250,000	0	5,000,000	0	1,250,000	SECT 5307: TWIN CITIES METRO TRANSIT-PUBLIC FACILITY IMPROVEMENTS	METRO TRANSIT	Transit	T8
2002		BB	TRF-TCMT-02E	B9	625,000	0	500,000	0	125,000	SECT 5307: TWIN CITIES METRO TRANSIT-SUPPORT FACILITY IMPROVEMENTS	METRO TRANSIT	Transit	T8
2002		BB	TRF-TCMT-02F	B9	12,000,000	0	9,600,000	0	2,400,000	SECT 5307: TWIN CITIES METRO TRANSIT-REGIONAL FARE COLLECTION SYSTEM	METRO TRANSIT	Transit	T1

TABLE A-13
Transit Section 5307

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	FTA \$	State \$	Other \$	Description	Agency	Category	AQ
2002		BB	TRF-TCMT-02G	B9	625,000	0	500,000	0	125,000	SECT 5307: TWIN CITIES METRO TRANSIT-COMPUTERS AND COMPUTER SYSTEMS	METRO TRANSIT	Transit	T9
2003		BB	TRF-TCMT-03	B9	17,500,000	0	14,000,000	0	3,500,000	SECT 5307: TWIN CITIES METRO TRANSIT-PURCHASE 40-FOOT BUSES	METRO TRANSIT	Transit	T10
2003		BB	TRF-TCMT-03A	B9	1,250,000	0	1,000,000	0	250,000	SECT 5307: TWIN CITIES METRO TRANSIT-PURCHASE/REBUILD BUS ENGINES, TRANSMISSIONS, LIFTS, ETC	METRO TRANSIT	Transit	T3
2003		BB	TRF-TCMT-03B	B9	6,250,000	0	5,000,000	0	1,250,000	SECT 5307: TWIN CITIES METRO TRANSIT-NEW BUS GARAGE	METRO TRANSIT	Transit	T8
2003		BB	TRF-TCMT-03C	B9	5,000,000	0	4,000,000	0	1,000,000	SECT 5307: TWIN CITIES METRO TRANSIT-CAPITALIZE MAINTENANCE ACTIVITY	METRO TRANSIT	Transit	T3
2003		BB	TRF-TCMT-03D	B9	4,375,000	0	3,500,000	0	875,000	SECT 5307: TWIN CITIES METRO TRANSIT-PUBLIC FACILITY IMPROVEMENTS	METRO TRANSIT	Transit	T8
2003		BB	TRF-TCMT-03E	B9	4,375,000	0	3,500,000	0	875,000	SECT 5307: TWIN CITIES METRO TRANSIT-SUPPORT FACILITY IMPROVEMENTS	METRO TRANSIT	Transit	T8
2003		BB	TRF-TCMT-03G	B9	1,250,000	0	1,000,000	0	250,000	SECT 5307: TWIN CITIES METRO TRANSIT-COMPUTERS AND COMPUTER SYSTEMS	METRO TRANSIT	Transit	T9
2003		BB	TRF-TCMT-03G	B9	3,750,000	0	3,000,000	0	750,000	SECT 5307: TWIN CITIES METRO TRANSIT-FIXED GUIDEWAY IMPROVEMENTS	METRO TRANSIT	Transit	T9
2004		BB	TRF-TCMT-04	B9	8,250,000	0	6,800,000	0	1,650,000	SECT 5307: TWIN CITIES METRO TRANSIT-PURCHASE 40-FOOT BUSES	METRO TRANSIT	Transit	T10
2004		BB	TRF-TCMT-04A	B9	1,250,000	0	1,000,000	0	250,000	SECT 5307: TWIN CITIES METRO TRANSIT-PURCHASE/REBUILD BUS ENGINES, TRANSMISSIONS, LIFTS, ETC	METRO TRANSIT	Transit	T3
2004		BB	TRF-TCMT-04B	B9	11,250,000	0	9,000,000	0	2,250,000	SECT 5307: TWIN CITIES METRO TRANSIT-NEW BUS GARAGE	METRO TRANSIT	Transit	T8
2004		BB	TRF-TCMT-04C	B9	5,000,000	0	4,000,000	0	1,000,000	SECT 5307: TWIN CITIES METRO TRANSIT-CAPITALIZE MAINTENANCE ACTIVITY	METRO TRANSIT	Transit	T3
2004		BB	TRF-TCMT-04D	B9	11,250,000	0	9,000,000	0	2,250,000	SECT 5307: TWIN CITIES METRO TRANSIT-PUBLIC FACILITY IMPROVEMENTS	METRO TRANSIT	Transit	T8
2004		BB	TRF-TCMT-04E	B9	6,750,000	0	5,400,000	0	1,350,000	SECT 5307: TWIN CITIES METRO TRANSIT-SUPPORT FACILITY IMPROVEMENTS	METRO TRANSIT	Transit	T8
2004		BB	TRF-TCMT-04F	B9	3,750,000	0	3,000,000	0	750,000	SECT 5307: TWIN CITIES METRO TRANSIT-FIXED GUIDEWAY IMPROVEMENTS	METRO TRANSIT	Transit	T9
					193,000,000	0	154,400,000	0	38,600,000				

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Twin Cities Metropolitan Area
2001-2004 Transportation Improvement Program

TABLE A-14
Transit Section 5310

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	FTA \$	State \$	Other \$	Description	Agency	Category	AQ
2001		BB	TRF-1545-01	NB	43,000	0	34,400	0	8,600	SECT 5310: VOLUNTEERS OF AMERICA-CLASS 300 BUS	MNDOT	Transit	T10
2001		BB	TRF-1944-01	NB	43,000	0	34,400	0	8,600	SECT 5310: ROSEVILLE AREA SENIOR PROGRAM INC-CLASS 300 BUS	MNDOT	Transit	T10
2001		BB	TRF-1988-01	NB	43,000	0	34,400	0	8,600	SECT 5310: WHITE BEAR LION CLUB-CLASS 300 BUS	MNDOT	Transit	T10
2001		BB	TRF-2151-01	NB	43,000	0	34,400	0	8,600	SECT 5310: AMERICAN RED CROSS-CLASS 300 BUS	MNDOT	Transit	T10
2001		BB	TRF-2918-01	NB	83,500	0	66,800	0	16,700	SECT 5310: HUMAN SERVICES-CLASS 500 BUS	MNDOT	Transit	T10
2001		BB	TRF-7083-01	NB	48,000	0	38,400	0	9,600	SECT 5310: NORTHEAST CONTEMPORARY SERVICES-CLASS 400 BUS	MNDOT	Transit	T10
2001		BB	TRF-7222-01	NB	83,500	0	66,800	0	16,700	SECT 5310: OWOBOPTE-CLASS 500 BUS	MNDOT	Transit	T10
2001		BB	TRF-8829-01	NB	48,000	0	38,400	0	9,600	SECT 5310: SENIOR OUTREACH SERVICES-CLASS 400 BUS	MNDOT	Transit	T10
					435,000	0	348,000	0	87,000				

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Twin Cities Metropolitan Area
2001-2004 Transportation Improvement Program

TABLE A-15
Transit Section 5311

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	FTA \$	State \$	Other \$	Description	Agency	Category	AQ
2001		BB	TRF-0009-01	OB	380,000	0	85,000	0	295,000	SECT 5311: CARVER COUNTY TRANSIT OPERATING ASSISTANCE	CARVER COUNTY	Transit	T1
2001		BB	TRF-3703-01	OB	220,000	0	45,000	0	175,000	SECT 5311: HASTINGS TRANSIT OPERATING ASSISTANCE	HASTINGS	Transit	T1
2001		BB	TRF-0051-01	OB	580,000	0	95,000	0	485,000	SECT 5311: SCOTT COUNTY TRANSIT OPERATING ASSISTANCE	SCOTT COUNTY	Transit	T1
2002		BB	TRF-0009-02	OB	381,000	0	85,000	0	306,000	SECT 5311: CARVER COUNTY TRANSIT OPERATING ASSISTANCE	CARVER COUNTY	Transit	T1
2002		BB	TRF-3703-02	OB	226,000	0	45,000	0	181,000	SECT 5311: HASTINGS TRANSIT OPERATING ASSISTANCE	HASTINGS	Transit	T1
2002		BB	TRF-0051-02	OB	580,000	0	95,000	0	485,000	SECT 5311: SCOTT COUNTY TRANSIT OPERATING ASSISTANCE	SCOTT COUNTY	Transit	T1
2003		BB	TRF-0009-03	OB	403,000	0	85,000	0	318,000	SECT 5311: CARVER COUNTY TRANSIT OPERATING ASSISTANCE	CARVER COUNTY	Transit	T1
2003		BB	TRF-3703-03	OB	234,000	0	45,000	0	189,000	SECT 5311: CITY OF HASTINGS TRANSIT OPERATING ASSISTANCE	HASTINGS	Transit	T1
2003		BB	TRF-0051-03	OB	615,000	0	95,000	0	520,000	SECT 5311: SCOTT COUNTY TRANSIT OPERATING ASSISTANCE	SCOTT COUNTY	Transit	T1
2004		BB	TRF-0009-04	OB	415,000	0	85,000	0	330,000	SECT 5311: CARVER COUNTY TRANSIT OPERATING ASSISTANCE	CARVER COUNTY	Transit	T1
2004		BB	TRF-3703-04	OB	241,000	0	45,000	0	196,000	SECT 5311: CITY OF HASTINGS TRANSIT OPERATING ASSISTANCE	HASTINGS	Transit	T1
2004		BB	TRF-0051-04	OB	633,000	0	95,000	0	538,000	SECT 5311: SCOTT COUNTY TRANSIT OPERATING ASSISTANCE	SCOTT COUNTY	Transit	T1
					4,918,000	0	900,000	0	4,018,000				

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Twin Cities Metropolitan Area
2001-2004 Transportation Improvement Program

TABLE A-16
Transportation Revolving Loan Fund Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	ACS	State \$	Other \$	Description	Agency	Category	AQ
2001		TH 7	TRLF-23	RC	100,000	0	0	0	100,000	TRANSPORTATION REVOLVING LOAN FUND FOR THE DRAINAGE COSTS ASSOCIATED WITH THE RECONSTRUCTION OF THE TH 7 INTERCHANGE WITH EXCELSIOR BLVD	EXCELSIOR	Replace	NC
2001		PED/BIKE	027-905-004A	BT	1,030,000	0	0	0	1,030,000	TRANSPORTATION REVOLVING LOAN FUND FOR HENNEPIN COUNTY SKYWAY CONSTRUCTION FROM THE HENNEPIN COUNTY PUBLIC FACILITY TO THE MPLS MUNICIPAL PARKING RAMP	HENNEPIN COUNTY	Trails	AQ2
2001		PED/BIKE	027-905-005A	BT	294,000	0	0	0	294,000	TRANSPORTATION REVOLVING LOAN FUND FOR HENNEPIN COUNTY SKYWAY CONSTRUCTION FROM THE HENNEPIN COUNTY PUBLIC FACILITY TO THE HAAF PARKING RAMP	HENNEPIN COUNTY	Trails	AQ2
2001		PED/BIKE	027-905-005B	BT	1,071,000	0	0	0	1,071,000	TRANSPORTATION REVOLVING LOAN FUND FOR HENNEPIN COUNTY SKYWAY CONSTRUCTION THROUGH THE HENNEPIN COUNTY PUBLIC FACILITY CONNECTING THE N & S SKYWAYS	HENNEPIN COUNTY	Trails	AQ2
2001		CSAH 103	27-703-XX	RC	5,813,000	0	0	0	5,813,000	TRANSPORTATION REVOLVING LOAN FUND-TH 610 TO 109TH AVE N IN BROOKLYN PARK- RECONSTRUCT CSAH 103(WINNETKA AVE) ON NEW ALIGNMENT	HENNEPIN COUNTY	Replace	A05
2001		PED/BIKE	62-597-01	BT	10,000,000	0	0	0	10,000,000	TRANSPORTATION REVOLVING LOAN FUND FOR THE RAMSEY COUNTY RIVER CENTRE PEDESTRIAN CONNECTION	RAMSEY COUNTY	Trails	AQ2
2001		TH 65	2710-31A	RC	1,750,000	0	0	0	1,750,000	TRANSPORTATION REVOLVING LOAN FUND FOR THE RECONSTRUCTION OF TH 65 FROM 27TH AVE TO 37TH AVE NE IN MINNEAPOLIS	MNDOT	Replace	S10
					20,058,000	0	0	0	20,058,000				

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Twin Cities Metropolitan Area
2001-2004 Transportation Improvement Program

TABLE A-20
All Projects By Route Number

Year	Pri	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2001		CSAH 35	02-835-09	SH	500,000	450,000	0	0	0	50,000	REALIGN CSAH 35 AT TH 10 AND INSTALL SIGNAL AT PLEASANT VIEW DRIVE	ANOKA CO	Manage	S2
2003		CSAH 1	002-601-040	SH	500,000	450,000	0	0	0	50,000	CSAH 1(COON RAPIDS BLVD) AT EGRET BLVD IN COON RAPIDS-DUAL LEFT TURN LANES, SIGNAL REVISION, ETC	ANOKA COUNTY	Manage	S2
2002		CSAH 7	02-607-17	SH	364,000	327,600	0	0	0	36,400	157TH TO 159TH IN ANDOVER-TRAFFIC SIGNAL & CHANNELIZATION	ANOKA COUNTY	Manage	S2
2002		CSAH 9	02-609-11	SH	170,000	153,000	0	0	0	17,000	AT CSAH 20-TRAFFIC SIGNAL REVISION & LANE ADDITION	ANOKA COUNTY	Manage	S2
2004		CSAH 9	002-609-013	SH	400,000	360,000	0	0	0	40,000	CSAH 9(ROUND LAKE BLVD) AT CSAH 20(157TH AVE NW) IN ANDOVER-TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC	ANOKA COUNTY	Manage	S2
2002		CSAH 11	02-611-28	SH	435,000	391,500	0	0	0	43,500	CSAH 11 AT EGRET BLVD-TRAFFIC SIGNAL & MINOR CAPACITY REVISIONS	ANOKA COUNTY	Manage	S2
2004		CR 16	002-596-003	SH	500,000	450,000	0	0	0	50,000	CR 16(ANDOVER BLVD) AT TH 65 IN HAM LAKE-TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC	ANOKA COUNTY	Manage	S2
2001		CSAH 17	002-617-017	MC	1,591,000	1,272,800	0	0	0	318,200	ON LEXINGTON AVE FROM NORTH ROAD TO LAKE DRIVE-RECONSTRUCT & WIDEN TO 4-LANE ROADWAY	ANOKA COUNTY	Expand	A05
2002		CSAH 17	002-617-013	MC	2,884,000	2,307,200	0	0	0	576,800	ON LEXINGTON AVE FROM MAIN ST TO PHEASANT RIDGE DR- RECONSTRUCT & WIDEN TO 4-LANE ROADWAY	ANOKA COUNTY	Expand	A05
2004		CSAH 23	002-623-014	SH	380,000	324,000	0	0	0	36,000	CSAH 23(NAPLES ST/LAKE DR) AT CR 105(NAPLES ST)/I-35W RAMP IN BLAINE-TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC	ANOKA COUNTY	Manage	S2
2003		CSAH 51	002-610-011	SH	500,000	450,000	0	0	0	50,000	CSAH 51/CSAH 3(UNIVERSITY EXTENSION) AT FUTURE CSAH 10(OLD TH 10) IN BLAINE-TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC	ANOKA COUNTY	Manage	S2
2002		CSAH 78	02-678-13	SH	500,000	450,000	0	0	0	50,000	AT CO RD 18-INSTALL TRAFFIC SIGNAL & CHANNELIZATION	ANOKA COUNTY	Manage	S2
2004		CSAH 116	002-716-006	SH	500,000	450,000	0	0	0	50,000	CSAH 116(BUNKER LAKE BLVD NE) AT JEFFERSON ST IN HAM LAKE-TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC	ANOKA COUNTY	Manage	S2
2004		CSAH 116	002-716-007	SH	500,000	450,000	0	0	0	50,000	CSAH 116(INDUSTRY AVE NW) AT DYSPROSIUM ST/THURSTON AVE IN ANOKA-TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC	ANOKA COUNTY	Manage	S2

TABLE A-20
All Projects By Route Number

Year	Pri	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2002		TH 242	002-596-004	SC	1,200,000	960,000	0	0	240,000	0	E OF HANSON BLVD TO W OF TH 65-ACCESS MANAGEMENT IMPROVEMENTS AT 4 LOCATIONS IN COON RAPIDS & BLAINE	ANOKA COUNTY	Manage	E2
2001		BIKE/WA	108-090-02	BT	300,000	240,000	0	0	0	60,000	CONSTRUCT BIKEWAY/WALKWAY ON CSAH 32 FROM TH 65 TO I-35W	BLAINE	Trails	AQ2
2001		CITY	107-399-26	RC	6,900,000	5,500,000	0	0	0	1,400,000	79TH/80TH ST OVER I-35W-CONSTRUCT BRIDGE	BLOOMINGT ON	Replace	A05
2002		CITY	107-399-25	RC	3,900,000	3,120,000	0	0	0	780,000	ON E 79TH ST FROM CEDAR TO 24TH AVE-GRAD, SURF, SIGNALS, ETC	BLOOMINGT ON	Replace	A05
2003		EN	107-090-003	EN	858,000	686,400	0	0	0	171,600	ALONG NSP AERIAL TRANSMISSION CORRIDOR FROM 79TH ST TO 105TH ST NEAR MINN RIVER WILDLIFE REFUGE AREA - CONSTRUCT PED/BIKE TRAIL & BRIDGE@OLD SHAKOPEE RD	BLOOMINGT ON	Other	O9
2003		EN	107-090-004	EN	1,247,000	700,000	0	0	0	547,000	ALONG E BUSH LAKE RD FROM 84TH ST TO 106TH ST IN BLOOMINGTON-CONSTRUCT PED/BIKE TRAIL	BLOOMINGT ON	Other	O9
2002		CSAH 1	107-442-03	SH	199,000	179,100	0	0	0	19,900	AT OLD CEDAR AVENUE-SEPARATE RIGHT TURN LANE IN NE CORNER	BLOOMINGT ON	Manage	S2
2003		MSAS 38	107-385-018	RC	1,940,000	1,552,000	0	0	0	388,000	PENN AVE TO KNOX AVE IN BLOOMINGTON-RECONSTRUCT & GEOMETRIC IMPROVEMENTS	BLOOMINGT ON	Replace	A05
2002		MSAS 41	107-415-021	RC	2,291,000	1,832,800	0	0	0	458,200	FROM W 78TH ST TO W 82ND ST IN BLOOMINGTON-RECONSTRUCT & GEOMETRIC IMPROVEMENTS	BLOOMINGT ON	Replace	E1
2001		EN	109-020-08	EN	625,000	500,000	0	0	0	125,000	BROOKLYN BLVD STREETSCAPE AMENITIES PROJECT	BROOKLYN CENTER	Other	O9
2002		TH 252	110-090-002	EN	600,000	480,000	0	0	0	120,000	OVER TH 252 NORTH OF 85TH AVE N IN BROOKLYN PARK-CONSTRUCT PEDESTRIAN/BIKEWAY BRIDGE	BROOKLYN PARK	Other	O9
2004		TH 5	010-596-001	RC	5,000,000	4,000,000	0	0	1,000,000	0	TH 5 E OF WACONIA NEAR LAKE WACONIA-RECONSTRUCT, RELOCATE, ETC	CARVER COUNTY	Replace	E4
2001		CSAH 10	10-610-29	BR	715,000	400,000	0	0	0	315,000	CSAH 10 OVER LUCE LINE TRAIL-REPLACE BR 5883	CARVER COUNTY	Replace	S19
2004		CSAH 10	010-610-030	RC	5,200,000	4,160,000	0	0	0	1,040,000	FROM CR 110 TO CSAH 11-RECONSTRUCTION, SHOULDERS, ETC	CARVER COUNTY	Replace	A05
2004		TH 169	198-090-001	EN	992,000	700,000	0	0	0	292,000	OVER TH 169 BETWEEN 114TH AVE & 117TH AVE IN CHAMPLIN-CONSTRUCT PEDESTRIAN/BIKE TRAIL BRIDGE	CHAMPLIN	Other	O9
2002		TH 100	128-090-003	EN	800,000	640,000	0	0	0	160,000	OVER TH 100 AT 29TH AVE IN CRYSTAL & GOLDEN VALLEY-CONSTRUCT PEDESTRIAN/BIKEWAY BRIDGE	CRYSTAL	Other	O9

TABLE A-20
All Projects By Route Number

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2002		EN	019-090-005	EN	250,500	200,400	0	0	0	50,100	ALONG LILYDALE RD FROM TH 13 TO THE INTERSECTION OF THE BIG RIVERS REGIONAL TRAIL WITH LILYDALE RD-CONSTRUCT BRRT-135E PROJECT	DAKOTA COUNTY	Other	O9
2002		EN	19-090-01	EN	750,000	600,000	0	0	0	150,000	NORTH URBAN REGIONAL TRAIL-THOMPSON KOPOSIA SEGMENT	DAKOTA COUNTY	Other	O9
2002		EN	19-090-02	EN	916,924	700,000	0	0	0	216,924	BIG RIVERS REGIONAL TRAIL EXTENSION	DAKOTA COUNTY	Other	O9
2004		EN	019-090-006	EN	555,000	444,000	0	0	0	111,000	NORTH SIDE OF TH 110 FROM TH 149 IN MENDOTA HEIGHTS TO CHARLTON RD IN WEST ST PAUL-NORTH URBAN REGIONAL TRAIL(PHASE 2)	DAKOTA COUNTY	Other	O9
2003		CR 8	019-596-002	SH	350,000	315,000	0	0	0	35,000	ON CR 8(WENTWORTH AVE) FROM HUMBOLDT AVE TO TH 52 IN WEST ST PAUL-MILL & OVERLAY, TURN LANES, SIGNAL REVISION, ETC	DAKOTA COUNTY	Manage	S2
2003		CR 28	019-596-003	MC	3,000,000	2,400,000	0	0	0	600,000	FROM TH 149 IN EAGAN TO CSAH 63 IN INVER GROVE HEIGHTS-CONSTRUCT 4-LANE ROADWAY, ETC	DAKOTA COUNTY	Expand	A05
2002		CSAH 31	019-631-029	MC	5,000,000	4,000,000	0	0	0	1,000,000	CR 58 IN LAKEVILLE TO CSAH 42 IN APPLE VALLEY-RECONSTRUCT TO 4-LANE ROADWAY, TRANSIT CENTER, ETC	DAKOTA COUNTY	Expand	A05
2002		CITY	98-080-02	BR	1,500,000	1,200,000	0	0	0	300,000	ON MINNETONKA BLVD BETWEEN VINEHILL RD & COTTAGEWOOD RD-REPLACE BR 90610(CARSONS BAY BR)	DEEPHAVEN	Replace	S19
2001		EN	92-090-14	EN	800,975	640,780	0	0	0	160,195	BLOOMINGTON FERRY BRIDGE TO SHAKOPEE-MINNESOTA VALLEY TRAIL	DNR	Other	O9
2001		TH 13	195-010-04	MC	3,500,000	0	1,500,000	0	1,400,000	600,000	SILVER BELL RD TO YANKEE DOODLE RD-GRAD,SURF,WIDEN, TRAFFIC SIGNAL,ETC	EAGAN	Expand	A05
2001		CSAH 31	195-020-02	SH	500,000	450,000	0	0	0	50,000	DUCKWOOD DR TO YANKEE DOODLE RD-ADD THRU LANE,DUAL LEFT TURN LANE & REVISE SIGNALS	EAGAN	Manage	S2
2001		EN	216-080-01	EN	960,928	688,742	0	0	0	272,186	COMPLETION OF EXCELSIOR STREETCAR LINE	EXCELSIOR	Other	NC
2001		TH 7	TRLF-23	RC	100,000	0	0	0	0	100,000	TRANSPORTATION REVOLVING LOAN FUND FOR THE DRAINAGE COSTS ASSOCIATED WITH THE RECONSTRUCTION OF THE TH 7 INTERCHANGE WITH EXCELSIOR BLVD	EXCELSIOR	Replace	NC
2003		CSAH 47	130-090-003	EN	300,000	240,000	0	0	0	60,000	UNDER TH 61 ADJACENT TO THE VERMILLION RIVER IN HASTINGS-CONSTRUCT PED/BIKE UNDERPASS & TRAIL IMPROVEMENTS	HASTINGS	Other	O9
2001		EN	27-612-08	EN	400,000	320,000	0	0	0	80,000	CLOQUET ISLAND SCENIC OVERLOOK	HENNEPIN CO	Other	O9
2001		CSAH 1	27-601-31	SH	94,000	84,600	0	0	0	9,400	CSAH 1 AT CSAH 17-SIGNAL REVISION & RIGHT TURN LANE	HENNEPIN CO	Manage	S2

TABLE A-20
All Projects By Route Number

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2001		CSAH 1	27-601-32	SH	415,000	373,500	0	0	0	41,500	CSAH 1 AT CSAH 34-ADD DUAL LEFT TURN LANES & REBUILD SIGNAL	HENNEPIN CO	Manage	S2
2001		CSAH 61	27-661-28	RC	4,800,000	3,840,000	0	0	0	960,000	RECONSTRUCT & WIDEN CSAH 61 FROM CSAH 10 TO I-94	HENNEPIN CO	Replace	A05
2001		CSAH 66	27-666-14	BR	1,100,000	880,000	0	0	0	220,000	GOLDEN VALLEY RD OVER BN RR-RECONSTRUCT BR 90604	HENNEPIN CO	Replace	S19
2001		CSAH 15	27-752-09	BR	2,105,000	660,000	0	0	0	1,445,000	WASH AVE OVER BN - BR 27167 (REPL BR 6992) & APPRS,	HENNEPIN CO	Replace	S19
2004		EN	027-603-032	EN	1,400,000	700,000	0	0	0	700,000	OAKLAND AVE TO 21ST AVE IN MINNEAPOLIS-LAKE STREET STREETScape IMPROVEMENT	HENNEPIN COUNTY	Other	O9
2004		EN	027-603-033	EN	1,400,000	700,000	0	0	0	700,000	LYNDALE AVE TO OAKLAND AVE IN MINNEAPOLIS-LAKE STREET STREETScape IMPROVEMENT	HENNEPIN COUNTY	Other	O9
2004		EN	027-603-034	EN	1,400,000	700,000	0	0	0	700,000	HIAWATHA AVE TO WEST RIVER PARKWAY IN MINNEAPOLIS-LAKE STREET STREETScape IMPROVEMENT	HENNEPIN COUNTY	Other	O9
2001		PED/BIKE	027-905-004	BT	1,030,000	0	0	0	0	1,030,000	TRANSPORTATION REVOLVING LOAN FUND FOR HENNEPIN COUNTY SKYWAY CONSTRUCTION FROM THE HENNEPIN COUNTY PUBLIC FACILITY TO THE MPLS MUNICIPAL PARKING RAMP	HENNEPIN COUNTY	Trails	AQ2
2001		PED/BIKE	027-905-005	BT	294,000	0	0	0	0	294,000	TRANSPORTATION REVOLVING LOAN FUND FOR HENNEPIN COUNTY SKYWAY CONSTRUCTION FROM THE HENNEPIN COUNTY PUBLIC FACILITY TO THE HAAF PARKING RAMP	HENNEPIN COUNTY	Trails	AQ2
2001		PED/BIKE	027-905-006	BT	1,071,000	0	0	0	0	1,071,000	TRANSPORTATION REVOLVING LOAN FUND FOR HENNEPIN COUNTY SKYWAY CONSTRUCTION THROUGH THE HENNEPIN COUNTY PUBLIC FACILITY CONNECTING THE N & S SKYWAYS	HENNEPIN COUNTY	Trails	AQ2
2001		PED/BIKE	27-090-02	BT	1,125,000	0	900,000	0	0	225,000	HENNEPIN COUNTY BIKEWAY-MIDTOWN 29TH ST GREENWAY PED/BIKE IMPROVEMENT	HENNEPIN COUNTY	Trails	AQ2
2001		PED/BIKE	27-090-03	BT	3,750,000	0	3,000,000	0	0	750,000	HENNEPIN COUNTY BIKEWAY-HUMBOLDT GREENWAY PED/BIKE IMPROVEMENT	HENNEPIN COUNTY	Trails	AQ2
2003		PED/BIKE	027-090-004	BT	1,564,000	1,251,200	0	0	0	312,800	FROM HENNEPIN COUNTY PUBLIC SAFETY FACILITY TO MINNEAPOLIS MUNICIPAL PARKING RAMP-CONSTRUCT SKYWAY	HENNEPIN COUNTY	Trails	AQ2
2003		PED/BIKE	027-090-005	BT	1,174,000	939,200	0	0	0	234,800	FROM HENNEPIN COUNTY PUBLIC SAFETY FACILITY TO HAAF PARKING RAMP IN MINNEAPOLIS-CONSTRUCT SKYWAY	HENNEPIN COUNTY	Trails	AQ2
2004		CSAH 3	027-603-031	RC	6,875,000	5,500,000	0	0	0	1,375,000	ON CSAH 3(LAKE ST) FROM 2ND AVE S TO 21ST AVE S IN MINNEAPOLIS-RECONSTRUCT, ETC	HENNEPIN COUNTY	Replace	E1

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Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2002		CSAH 19	27-619-17	RC	4,980,000	3,984,000	0	0	0	996,000	FROM TH 55 TO CO RD 117-RECONSTRUCTION	HENNEPIN COUNTY	Replace	S19
2002		CSAH 33	27-633-01	BR	850,000	680,000	0	0	0	170,000	PARK AVENUE OVER SOO LINE-REPLACE BR 90491	HENNEPIN COUNTY	Replace	S19
2004		CSAH 35	027-635-025	BR	450,000	360,000	0	0	0	90,000	CSAH 35(PORTLAND AVE) OVER MINNEHAHA CREEK-REPLACE BR 90493	HENNEPIN COUNTY	Replace	S19
2001		I-35W	27-603-30A	PL	1,500,000	0	1,200,000	0	100,000	200,000	AT LAKE ST-ACCESS STUDY/DESIGN	HENNEPIN COUNTY		O1
2003		CSAH 61	027-661-034	MC	3,200,000	2,560,000	0	0	0	640,000	NORTH OF BREN RD TO SOUTH OF CSAH 3-RECONSTRUCT TO 4-LANE ROADWAY	HENNEPIN COUNTY	Expand	A05
2001		CSAH 81	27-681-10	SH	500,000	450,000	0	0	0	50,000	AT CO RD 49-INSTALL TRAFFIC SIGNAL & CHANNELIZATION	HENNEPIN COUNTY	Manage	E2
2003		CSAH 10	027-701-010	MC	3,300,000	2,640,000	0	0	0	660,000	TH 7 TO CSAH 5 IN MINNETONKA-RECONSTRUCT TO 4-LANE ROADWAY	HENNEPIN COUNTY	Expand	A05
2001		CSAH 10	27-703-XX	RC	5,813,000	0	0	0	0	5,813,000	TRANSPORTATION REVOLVING LOAN FUND-TH 610 TO 109TH AVE N IN BROOKLYN PARK-RECONSTRUCT CSAH 103(WINNETKA AVE) ON NEW ALIGNMENT	HENNEPIN COUNTY	Replace	A05
2002		CSAH 116	27-716-03	BR	1,250,000	1,000,000	0	0	0	250,000	CSAH 116 OVER CROW RIVER-REPLACE BR 6273	HENNEPIN COUNTY	Replace	S19
2002		CMAQ	CM-12-97A	TM	120,000	96,000	0	0	0	24,000	I-494 TRAVEL DEMAND MANAGEMENT PROGRAM	I-494 CORRIDOR COMM	Manage	AQ1
2003		CMAQ	CM-25-99	TM	177,250	141,800	0	0	0	35,450	I-494 CORRIDOR COMMISSION TRANSPORTATION DEMAND MANAGEMENT	I-494 CORRIDOR COMMISSION	Manage	AQ1
2004		CMAQ	CM-25-99A	TM	177,250	141,800	0	0	0	35,450	I-494 CORRIDOR COMMISSION TRANSPORTATION DEMAND MANAGEMENT	I-494 CORRIDOR COMMISSION	Manage	AQ1
2003		CMAQ	189-595-001	TM	6,875,000	5,500,000	0	0	0	1,375,000	CONSTRUCT MAPLE GROVE TRANSIT HUB AT I-94 AND HEMLOCK LANE	MAPLE GROVE	Manage	E6
2001		CSAH 130	189-020-06	RC	2,800,000	2,240,000	0	0	0	560,000	RECONSTRUCT & WIDEN CSAH 130 FROM HEMLOCK LANE TO TH 169	MAPLE GROVE	Replace	A05
2002		CMAQ	90-070-15A	TM	2,093,750	1,675,000	0	0	0	418,750	TRANSPORTATION DEMAND MANAGEMENT AND COMMUTER ALTERNATIVES PROGRAM	MET COUNCIL	Manage	AQ1
2003		CMAQ	CMAQ-LIVC	TM	1,926,250	1,541,000		0		385,250	METRO AREA SUPPLEMENTAL FUNDING FOR LIVABLE COMMUNITIES(TO BE ASSIGNED TO PROJECTS FROM FY 2001-2004)	METRO REGION	Manage	NC

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Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2002		EN	EN-LIVCOM	EN	366,250	293,000	0	0	0	73,250	METRO AREA SUPPLEMENTAL FUNDING FOR LIVABLE COMMUNITIES(TO BE ASSIGNED TO PROJECTS FROM FY 2002-2004)	METRO REGION	Other	NC
2002		MUN	88-030-13	BI	37,500	30,000	0	0	0	7,500	METROWIDE-UNDERWATER BRIDGE INSPECTION ON LOCAL BRIDGES	METRO REGION	Preserve	O1
2003		STP	STP-LIVCOM	RC	1,457,500	1,166,000	0	0	0	291,500	METRO AREA SUPPLEMENTAL FUNDING FOR LIVABLE COMMUNITIES(TO BE ASSIGNED TO PROJECTS FROM FY 2002-2004)	METRO REGION	Replace	NC
2001		BB	TC-39-99(H)	TM	800,000	640,000	0	0	0	160,000	ADA BUS STOP COMPLIANCE CONSTRUCTION	METRO TRANSIT	Manage	T8
2001	5	BB	TRS-LRTD-C	TR	6,250,000	5,000,000	0	0	0	1,250,000	HIAWATHA LRT OR OTHER TRANSIT CORRIDOR-LAND ASSEMBLY TO PROMOTE TRANSIT-FRIENDLY DEVELOPMENT	METRO TRANSIT	Transit	NC
2004		BB	TC-158-99(F)	TR	4,175,000	3,340,000	0	0	0	835,000	REBUILD ENGINES IN 2004	METRO TRANSIT	Transit	T3
2001		CMAQ	090-080-011	TM	3,300,000	2,840,000	0	0	0	660,000	CONSTRUCT PARK AND RIDE LOT AT I-35W AND 95TH AVE IN BLAINE	METRO TRANSIT	Manage	E6
2001		CMAQ	CM-15-99	TM	377,344	301,875	0	0	0	75,469	WOODBURY PARK & RIDE SERVICE EXPANSION	METRO TRANSIT	Manage	A05
2001		CMAQ	CM-16-99	TM	2,616,475	2,093,180	0	0	0	523,295	SECTOR 1 AND 2 - TRANSIT SERVICE RESTRUCTURING PLAN	METRO TRANSIT	Manage	A05
2001		CMAQ	CM-52-99	TM	503,408	402,726	0	0	0	100,682	SECTOR 7 - WEST METRO SUBURBAN SERVICE EXPANSION	METRO TRANSIT	Manage	A05
2001		CMAQ	TC-110-99(E)	TM	9,520,000	5,500,000	0	0	0	4,020,000	PURCHASE 34 FORTY-FOOT BUSES	METRO TRANSIT	Manage	T10
2001		CMAQ	TC-138-99(E)	TM	2,387,000	1,837,000	0	0	0	550,000	PURCHASE 15 SMALL/MID-SIZE BUSES	METRO TRANSIT	Manage	T10
2002		CMAQ	90-070-13	TM	4,216,014	3,372,811	0	0	0	843,203	I-35W NORTH CORRIDOR-TRANSIT SERVICE EXPANSION PLAN	METRO TRANSIT	Manage	T1
2002		CMAQ	CM-15-99A	TM	377,344	301,875	0	0	0	75,469	WOODBURY PARK & RIDE SERVICE EXPANSION	METRO TRANSIT	Manage	A05
2002		CMAQ	CM-16-99A	TM	3,375,000	2,700,000	0	0	0	675,000	SECTOR 1 AND 2 - TRANSIT SERVICE RESTRUCTURING PLAN	METRO TRANSIT	Manage	A05
2002		CMAQ	CM-52-99A	TM	625,000	500,000	0	0	0	125,000	SECTOR 7 - WEST METRO SUBURBAN SERVICE EXPANSION	METRO TRANSIT	Manage	A05
2003		CMAQ	090-080-010	TM	3,500,000	2,800,000	0	0	0	700,000	CONSTRUCT WOODBURY PARK AND RIDE LOT	METRO TRANSIT	Manage	E6
2003		CMAQ	CM-10-99	TM	915,896	732,717	0	0	0	183,179	SECTOR 5C - I-35W SOUTH CORRIDOR SERVICE EXPANSION	METRO TRANSIT	Manage	A05

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2003		CMAQ	CM-11-99	TM	720,775	576,620	0	0	0	144,155	SECTOR 5B - HIAWATHA CORRIDOR SERVICE EXPANSION	METRO TRANSIT	Manage	A05
2003		CMAQ	CM-12-99	TM	935,570	748,456	0	0	0	187,114	SECTOR 5A - WESTERN ST PAUL SERVICE EXPANSION	METRO TRANSIT	Manage	A05
2003		CMAQ	CM-15-99B	TM	377,344	301,875	0	0	0	75,469	WOODBURY PARK & RIDE SERVICE EXPANSION	METRO TRANSIT	Manage	A05
2003		CMAQ	CM-16-99B	TM	875,000	700,000	0	0	0	175,000	SECTOR 1 AND 2 - TRANSIT SERVICE RESTRUCTURING PLAN	METRO TRANSIT	Manage	A05
2003		CMAQ	CM-52-99B	TM	750,000	600,000	0	0	0	150,000	SECTOR 7 - WEST METRO SUBURBAN SERVICE EXPANSION	METRO TRANSIT	Manage	A05
2004		CMAQ	090-595-005	TM	2,500,000	2,000,000	0	0	0	500,000	AT I-694 AND RICE ST-CONSTRUCT TRANSIT HUB AND PARK AND RIDE LOT	METRO TRANSIT	Manage	E6
2004		CMAQ	CM-10-99A	TM	5,875,000	4,700,000	0	0	0	1,175,000	SECTOR 5C - I-35W SOUTH CORRIDOR SERVICE EXPANSION	METRO TRANSIT	Manage	A05
2004		CMAQ	CM-11-99A	TM	4,875,000	3,900,000	0	0	0	975,000	SECTOR 5B - HIAWATHA CORRIDOR SERVICE EXPANSION	METRO TRANSIT	Manage	A05
2004		CMAQ	CM-12-99A	TM	3,125,000	2,500,000	0	0	0	625,000	SECTOR 5A - WESTERN ST PAUL SERVICE EXPANSION	METRO TRANSIT	Manage	A05
2004		CMAQ	TRS-LRT-04	OB	6,000,000	3,000,000	0	0	0	3,000,000	HIAWATHA CORRIDOR LRT-OPERATING ASSISTANCE	METRO TRANSIT	Transit	T1
2003		CMAQ	CM-3-99	TM	1,965,000	1,572,000	0	0	0	393,000	REGIONAL TRAVEL DEMAND MANAGEMENT & COMMUTER ALTERNATIVES PROGRAM	METROPOLITAN COUNCIL	Manage	AQ1
2002		EN	091-595-012	EN	875,000	700,000	0	0	0	175,000	JACKSON STREET ROUNDHOUSE POWERHOUSE RESTORATION	MINN TRANSPORTATION MUSEUM	Other	O9
2003		EN	091-595-014	EN	550,000	440,000	0	0	0	110,000	COMO-HARRIET STREETCAR LINE EXTENSION & IMPROVEMENTS	MINN TRANSPORTATION MUSEUM	Other	O9
2004		EN	091-595-015	EN	1,175,000	700,000	0	0	0	475,000	AT THE SITE OF HISTORIC MURPHY'S INN & LANDING-RECONSTRUCT INN, BOAT & FERRY LANDING, TRAILS, ETC	MINN VALLEY RESTORATION PROJ	Other	O9
2001		CMAQ	090-595-001	TM	3,000,000	2,400,000	0	0	0	600,000	MVTA BURNSVILLE TRANSIT STATION-PHASE 3	MINN VALLEY TRANSIT AUTHORITY	Manage	E6
2001		CMAQ	090-595-004	TM	5,480,000	4,384,000	0	0	0	1,096,000	MVTA EAGAN MIXED-USE TRANSIT STATION	MINN VALLEY TRANSIT AUTHORITY	Manage	E6
2001		CITY	141-080-23	BR	529,000	421,500	0	0	0	107,500	ST ANTHONY PARKWAY OVER BN RR-REHAB BR 90664	MINNEAPOLIS	Replace	S19

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Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2001		CITY	141-080-25	BR	2,484,000	1,339,000	0	0	0	1,125,000	CEDAR LAKE PARKWAY OVER BN RR & CANAL-REPLACE BR 90470	MINNEAPOLIS	Replace	S19
2001		CITY	91-060-02	EN	160,200	128,100	0	0	0	32,100	GRAND ROUNDS GATEWAY HOSPITALITY PROJECT	MINNEAPOLIS	Other	NC
2001		CITY	91-060-04	EN	208,300	165,000	0	0	0	41,300	GRAND ROUNDS INTERPRETIVE SITE DEVELOPMENT	MINNEAPOLIS	Other	S15
2002		CITY	141-185-15	BR	1,855,000	805,000	0	0	0	1,050,000	CHICAGO AVE OVER HCRRR RR-REPLACE BR 92349	MINNEAPOLIS	Replace	S19
2003		CITY	141-190-014	BR	1,870,000	823,000	0	0	0	1,047,000	FIRST AVE S OVER THE HCRRR FROM E LAKE ST TO E 28TH ST-REPLACE BR 92347	MINNEAPOLIS	Replace	S19
2003		CITY	141-291-001	BR	2,034,200	775,000	0	0	0	1,259,200	ROYALSTON AVE OVER THE BNSF RR-BR 27699(REPLACE BR 92339)	MINNEAPOLIS	Replace	S19
2004		CITY	141-080-028	BR	843,000	468,000	0	0	0	375,000	EAST RIVER PARKWAY OVER BRIDAL VEIL FALLS NEAR SUPERIOR ST-REPLACE BR 15781	MINNEAPOLIS	Replace	S19
2001		CMAQ	141-070-10	TM	1,072,000	680,600	0	0	0	391,400	PRIORITY VEHICLE CONTROL SYSTEM ON CHICAGO AVE & CENTRAL AVE	MINNEAPOLIS	Manage	S7
2001		CMAQ	141-070-12	TM	350,000	280,000	0	0	0	70,000	VARIABLE MESSAGE SIGNS IN DOWNTOWN MINNEAPOLIS	MINNEAPOLIS	Manage	S7
2001		CMAQ	141-070-13	TM	890,500	562,600	0	0	0	327,900	PRIORITY VEHICLE CONTROL SYSTEMS ON NICOLLET AVE AND LAKE ST	MINNEAPOLIS	Manage	S7
2002		CMAQ	141-070-14B	TM	325,000	244,000	0	0	0	81,000	DOWNTOWN MINNEAPOLIS TMO	MINNEAPOLIS	Manage	AQ1
2003		CMAQ	CM-20-99	TM	322,000	257,600	0	0	0	64,400	DOWNTOWN MINNEAPOLIS TRANSPORTATION MANAGEMENT ORGANIZATION	MINNEAPOLIS	Manage	AQ1
2004		CMAQ	CM-20-99A	TM	337,000	269,600	0	0	0	67,400	DOWNTOWN MINNEAPOLIS TRANSPORTATION MANAGEMENT ORGANIZATION	MINNEAPOLIS	Manage	AQ1
2001		EN	141-080-22	EN	725,000	580,000	0	0	0	145,000	MAIN ST & 6TH AVE SURFACE TREATMENT	MINNEAPOLIS	Other	O9
2001		EN	91-090-13	EN	325,000	260,000	0	0	0	65,000	FRANKLIN AVE TO EMERALD ST-EAST RIVER PARKWAY BIKE TRAIL	MINNEAPOLIS	Other	O9
2002		EN	91-090-15	EN	615,000	492,000	0	0	0	123,000	THEODORE WIRTH PARK BIKE TRAIL-REPAVING	MINNEAPOLIS	Other	O9
2003		EN	141-090-002	EN	777,000	621,600	0	0	0	155,400	FROM 5TH AVE SE TO MISS RIVER IN MINNEAPOLIS-MIDTOWN GREENWAY SAFETY ELEMENTS FOR PHASES 2 & 3	MINNEAPOLIS	Other	O9
2004		EN	141-080-027	EN	300,000	240,000	0	0	0	60,000	AT THE GREAT LAKE CENTER NEAR LAKE ST AND CHICAGO AVE IN MINNEAPOLIS-BICYCLE STATION	MINNEAPOLIS	Other	O9

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Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2004		EN	141-090-015	EN	980,000	700,000	0	0	0	280,000	NEAR NORTHSIDE REDEVELOPMENT PROJECT-PEDESTRIAN/BICYCLE TRAILS	MINNEAPOLIS	Other	O9
2004		EN	141-090-016	EN	875,000	700,000	0	0	0	175,000	FROM GROVELAND TO VINELAND AND THE WEDGE TRIANGLE-LORING PARK BIKEWAY(PHASE 2)	MINNEAPOLIS	Other	O9
2001		PED/BIKE	141-090-09	BT	1,482,400	1,185,920	0	0	0	296,480	MIDTOWN GREENWAY-PHASE II	MINNEAPOLIS	Trails	AQ2
2002		PED/BIKE	141-090-13	BT	1,112,200	889,760	0	0	0	222,440	FROM HIAWATHA TO W RIVER RD-MIDTOWN GREENWAY TRAIL(PHASE III)	MINNEAPOLIS	Trails	AQ2
2002		PED/BIKE	141-090-14	BT	1,369,000	1,095,200	0	0	0	273,800	LORING PARK BICYCLE/PED CONNECTION FOR UPTOWN TO DOWNTOWN	MINNEAPOLIS	Trails	AQ2
2004		PED/BIKE	141-090-018	BT	2,108,000	1,686,400	0	0	0	421,600	FROM 19TH AVE IN MINNEAPOLIS TO CO RD C IN ROSEVILLE-NORTHEAST MINNEAPOLIS BIKE TRAIL	MINNEAPOLIS	Trails	AQ2
2004		PED/BIKE	141-090-019	BT	788,000	614,400	0	0	0	153,600	FROM 11TH AVE S TO HENNEPIN AVE S IN MINNEAPOLIS-BIKE TRAIL CONNECTION	MINNEAPOLIS	Trails	AQ2
2003		EN	141-090-017	EN	875,000	700,000	0	0	0	175,000	ON 3RD AVE IN MINNEAPOLIS-CONSTRUCT RIVERFRONT PLAZA & BIKE/WALKWAY	MINNEAPOLIS COMM DEV AGENCY	Other	O9
2002		EN	091-090-028	EN	875,000	700,000	0	0	0	175,000	MILL RUINS PARK PLANK ROADWAY, TUNNEL, LANDSCAPING, LIGHTING, ETC	MINNEAPOLIS PARK/REC BOARD	Other	O9
2003		EN	091-090-028	EN	844,000	675,200	0	0	0	168,800	GRAND ROUNDS WAYFINDING IMPROVEMENTS FOR PEDESTRIANS & BICYCLISTS	MINNEAPOLIS PARK/REC BOARD	Other	O9
2003		EN	091-090-027	EN	810,000	648,000	0	0	0	162,000	MILL RUINS PARK PEDESTRIAN CIRCULATION SYSTEM/LANDSCAPING, LIGHTING, ETC	MINNEAPOLIS PARK/REC BOARD	Other	O9
2001		EN	94-080-01	EN	102,000	81,600	0	0	0	20,400	MARINE MILL TRAILS & RUIN STABILIZATION	MN HISTORIC SOCIETY	Other	O9
2001		EN	91-595-07	EN	937,500	150,000	600,000	0	0	187,500	JACKSON STREET ROUNDHOUSE RESTORATION-TURNABLE	MN TRANS MUSEUM	Other	NC
2001		EN	91-595-11	EN	300,000	240,000	0	0	0	60,000	JACKSON ST ROUNDHOUSE RESTORATION-ACCESS & SPUR TRACKS	MN TRANS MUSEUM	Other	NC
2001		EN	91-595-13	EN	240,000	192,000	0	0	0	48,000	RAIL PASSENGER CAR RESTORATION	MN TRANS MUSEUM	Other	O9
2003		EN	8205-99(EN)	EN	845,000	676,000	0	0	84,500	84,500	IN NEWPORT AS PART OF THE WAKOTA BRIDGE PROJECT-CONSTRUCT PEDETRIAN/BIKE TRAIL SYSTEM & AMENITIES	MNDOT	Other	O9
2001		RR	02-00130	SR	175,000	157,500	0	0	0	17,500	206TH AVE NW AT BNSF RR IN OAK GROVE-INSTALL SIGNALS & GATES	MNDOT	Manage	S1

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2001		RR	19-00132	SR	75,000	67,500	0	0	0	7,500	ASH ST AT CP RAIL IN FARMINGTON-INSTALL HIGH TYPE SURFACE	MNDOT	Manage	S1
2001		RR	27-00234	SR	75,000	67,500	0	0	0	7,500	63RD AVE AT BNSF RR IN BROOKLYN PARK-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1
2001		RR	27-00235	SR	75,000	67,500	0	0	0	7,500	JEFFERSON HWY AT BNSF RAILROAD IN OSSEO-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1
2001		RR	27-00236	SR	75,000	67,500	0	0	0	7,500	77TH AVE AT BNSF RR IN BROOKLYN PARK-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1
2001		RR	27-00237	SR	75,000	67,500	0	0	0	7,500	BASS LAKE ROAD AT BNSF RR IN CRYSTAL-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1
2001		RR	27-00238	SR	75,000	67,500	0	0	0	7,500	93RD AVE AT BNSF RR IN MAPLE GROVE-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1
2001		RR	27-00239	SR	75,000	67,500	0	0	0	7,500	ZACHARY LANE AT BNSF RR IN MAPLE GROVE-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1
2001		RR	27-00241	SR	75,000	67,500	0	0	0	7,500	BROADWAY AVE AT BNSF RR IN BROOKLYN PARK-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1
2001		RR	27-00242	SR	75,000	67,500	0	0	0	7,500	73RD AVE AT BNSF RR IN BROOKLYN PARK-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1
2001		RR	27-00243	SR	175,000	157,500	0	0	0	17,500	COUNTY ROAD 90 AT BNSF RR IN INDEPENDENCE-INSTALL NEW SIGNALS & GATES	MNDOT	Manage	S1
2001		RR	27-00244	SR	75,000	67,500	0	0	0	7,500	W 98TH ST AT CP RR IN BLOOMINGTON-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1
2001		RR	27-00246	SR	175,000	157,500	0	0	0	17,500	GREENHAVEN DRIVE AT BNSF RR IN BROOKLYN PARK-NEW SIGNALS & INTERCONNECTION	MNDOT	Manage	S1
2001		RR	82-00179	SR	150,000	135,000	0	0	0	15,000	DIVISION AVE AT CP RR IN WHITE BEAR LAKE-INSTALL NEW SIGNALS & GATES	MNDOT	Manage	S1
2001		RR	82-00180	SR	125,000	112,500	0	0	0	12,500	LITTLE CANADA RD AT CP RR IN LITTLE CANADA-INSTALL NEW SIGNALS	MNDOT	Manage	S1
2001		RR	82-00122	SR	225,000	202,500	0	0	0	22,500	MANNING TRAIL AT WC RR IN MAY TWP-INSTALL SIGNALS, GATES, HIGH TYPE SURFACE	MNDOT	Manage	S1
2001		RR	82-00123	SR	50,000	45,000	0	0	0	5,000	MANNING TRAIL AT WC RR IN MAY TOWNSHIP-INSTALL HIGH TYPE SURFACE	MNDOT	Manage	S1
2002		RR	02-00131	SR	175,000	157,500	0	0	0	17,500	WARD LAKE DR AT BNSF RR IN ANDOVER-INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2002		RR	19-00123	SR	175,000	157,500	0	0	0	17,500	WESCOTT RD AT CP RR IN EAGAN-INSTALL SIGNALS & SURFACE	MNDOT	Manage	S1
2002		RR	19-00129	SR	200,000	180,000	0	0	0	20,000	E 117TH ST AT UP RR IN INVER GROVE HEIGHTS-INSTALL CANTILEVERS & RUBBER SURFACE	MNDOT	Manage	S1
2002		RR	19-00130	SR	50,000	45,000	0	0	0	5,000	E 68TH ST AT UP RR IN INVER GROVE HEIGHTS-INSTALL HIGH TYPE SURFACE	MNDOT	Manage	S1

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2002		RR	19-00133	SR	100,000	90,000	0	0	0	10,000	NICOLS ROAD AT UP RR IN EAGAN-ADD GATES TO EXISTING SIGNALS	MNDOT	Manage	S1
2002		RR	27-00232	SR	80,000	72,000	0	0	0	8,000	PENN AVE AT CP RR IN BLOOMINGTON-INSTALL HIGH TYPE SURFACE	MNDOT	Manage	S1
2002		RR	27-00247	SR	150,000	135,000	0	0	0	15,000	TAMARACK RD AT CP RR IN MEDINA-INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2002		RR	27-00248	SR	150,000	135,000	0	0	0	15,000	PIONEER TRAIL AT CP RR IN MEDINA-INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2002		RR	27-00249	SR	150,000	135,000	0	0	0	15,000	N SHORE DRIVE AT CP RR IN GREENFIELD-INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2002		RR	27-00250	SR	175,000	157,500	0	0	0	17,500	VALLEY RD AT BNSF RR IN INDEPENDENCE-INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2002		RR	27-00251	SR	150,000	135,000	0	0	0	15,000	PEONY LANE AT CP RR IN PLYMOUTH-INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2002		RR	27-00252	SR	150,000	135,000	0	0	0	15,000	HOLLY LANE N AT CP RR IN PLYMOUTH-INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2002		RR	27-00253	SR	175,000	157,500	0	0	0	17,500	E BUSH LAKE RD AT CP RR IN BLOOMINGTON-INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2002		RR	27-00254	SR	175,000	157,500	0	0	0	17,500	WINNETKA AVE AT UP RR IN GOLDEN VALLEY-SIGNAL MODERNIZATION	MNDOT	Manage	S1
2002		RR	27-00255	SR	150,000	135,000	0	0	0	15,000	N SHORE DRIVE AT CP RR IN GREENFIELD-INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2002		RR	62-00174	SR	80,000	72,000	0	0	0	8,000	TRANSFER RD AT MC RR IN ST PAUL-INSTALL HIGH TYPE SURFACE	MNDOT	Manage	S1
2002		RR	62-00181	SR	150,000	135,000	0	0	0	15,000	BIRCH LAKE BLVD AT CP RR IN NORTH OAKS-INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2003		RR	27-00240	SR	175,000	157,500	0	0	0	17,500	STUBBS BAY RD/BNSF RAILROAD IN ORONO-INSTALL NEW SIGNALS	MNDOT	Manage	S1
2003		RR	62-00183	SR	400,000	360,000	0	0	0	40,000	MSAS 232, COMO AVE & MUN 516, COMO PLACE IN ST PAUL-UPGRADE SIGNALS AT COMO, CLOSE COMO PLACE	MNDOT	Manage	S1
2003		RR	82-00126	SR	175,000	157,500	0	0	0	17,500	TWP RD 212, NORTHBROOK BLVD IN N BAYTOWN TOWNSHIP-INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2003		RR	82-00127	SR	300,000	270,000	0	0	0	30,000	MUN 34, LACOSTA DRIVE & MUN 1, APPLE ORCHARD DRIVE IN DELLWOOD-INSTALL SIGNALS	MNDOT	Manage	S1
2004		RR	27-00258	SR	175,000	157,500	0	0	0	17,500	MSAS 245, E 33RD ST IN MINNEAPOLIS-SAFETY IMPROVEMENT	MNDOT	Manage	S1
2004		RR	27-00259	SR	175,000	157,500	0	0	0	17,500	CSAH 150, MAIN STREET IN ROGERS-INSTALL NEW SIGNALS & GATES	MNDOT	Manage	S1
2004		RR	62-00184	SR	150,000	135,000	0	0	0	15,000	CNTY 152, EAGLE AVE IN WHITE BEAR LAKE-INSTALL NEW SIGNALS & GATES	MNDOT	Manage	S1
2004		RR	82-00128	SR	175,000	157,500	0	0	0	17,500	MUN 100, IRONWOOD AVE N IN GRANT TOWNSHIP-SAFETY IMPROVEMENT	MNDOT	Manage	S1
2004		RR	82-00129	SR	175,000	157,500	0	0	0	17,500	MUN 89, IRISH AVE N IN GRANT TOWNSHIP-SAFETY IMPROVEMENT	MNDOT	Manage	S1

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2004		RR	82-00130	SR	175,000	157,500	0	0	0	17,500	CSAH 21, STAGECOACH TRAIL N IN WASHINGTON COUNTY-INSTALL NEW SIGNALS & GATES	MNDOT	Manage	S1
2004		RR	82-00131	SR	175,000	157,500	0	0	0	17,500	CSAH 15, MANNING AVE N IN WASHINGTON COUNTY-INSTALL NEW SIGNALS & GATES	MNDOT	Manage	S1
2004		RR	82-00132	SR	175,000	157,500	0	0	0	17,500	MSAS 121, HADLEY AVE, OAKDALE-INSTALL NEW GATES AND CANTS	MNDOT	Manage	S1
2001		EN	145-090-01	EN	638,000	497,640	0	0	0	140,360	LOST LAKE MULTI-MODAL TRANSIT FACILITY	MOUND	Other	O9
2002		TH 36	151-090-01	EN	875,000	700,000	0	0	0	175,000	OVER TH 36 BETWEEN 3RD ST AND MARGARET-PEDESTRIAN BRIDGE	NO ST PAUL	Other	O9
2004		TH 36	151-248-013	RC	8,000,000	5,500,000	0	0	0	2,500,000	FROM 3RD ST TO CHARLES ST IN N ST PAUL-GRADING, SURFACING, MARGARET ST BRIDGE OVER TH 36, FRONTAGE RDS, ETC	NORTH ST PAUL	Replace	A05
2001		BB	TRS-NCDA-	TR	2,500,000	2,000,000	0	0	0	500,000	NORTHSTAR CORRIDOR-MINNEAPOLIS TO ST CLOUD-PLANNING STUDIES, PRELIMINARY ENGINEERING	NORTHSTAR CORR DEV AUTH	Transit	O1
2001		BB	TRS-M008-0	TR	1,900,000	1,520,000	0	0	0	380,000	PURCHASE 5 SMALL AND 10 MEDIUM VEHICLES	PLYMOUTH METROLINK	Transit	
2001		CMAQ	TRS-M007-0	TM	1,080,000	864,000	0	0	0	216,000	PURCHASE 6 MEDIUM AND 2 SMALL BUSES	PLYMOUTH METROLINK	Manage	
2001		CR B	62-625-22	SC	1,500,000	1,200,000	0	0	0	300,000	ON CO RD B FROM HAMLINE AVE TO DALE ST-GEOMETRIC & SIGNAL IMPROVEMENTS	RAMSEY CO	Manage	E2
2001		CSAH 60	62-660-03	BR	306,000	169,000	0	0	0	137,000	ON ARCADE ST BETWEEN TH 36 & KELLER PKWY-REPLACE BR 90413	RAMSEY CO/MAPLEWOOD	Replace	S19
2001		CR C	62-623-41	RC	2,000,000	1,600,000	0	0	0	400,000	FROM SNELLING AVE TO OXFORD ST-RECONSTRUCTION	RAMSEY COUNTY	Replace	E1
2002		CR C	62-623-40	RC	4,000,000	3,200,000	0	0	0	800,000	I-35W TO SNELLING AVE-RECONSTRUCT, ADD TURN LANES, INTERCONNECTED SIGNALS, ETC	RAMSEY COUNTY	Replace	E1
2001		PED/BIKE	62-597-01	BT	10,000,000	0	0	0	0	10,000,000	TRANSPORTATION REVOLVING LOAN FUND FOR THE RAMSEY COUNTY RIVER CENTRE PEDESTRIAN CONNECTION	RAMSEY COUNTY	Trails	AQ2
2002		CSAH 44	62-644-21	SH	445,440	400,896	0	0	0	44,544	AT 14TH ST IN NEW BRIGHTON-TRAFFIC SIGNAL REVISION & CHANNELIZATION	RAMSEY COUNTY	Manage	S2
2004		CSAH 78	062-678-010	RC	4,600,000	3,680,000	0	0	0	920,000	FROM TH 280/35W INTERCHANGE TO FULHAM ST IN ROSEVILLE-REALIGN & RECONSTRUCT TERMINAL RD/CO RD 82	RAMSEY COUNTY	Replace	E2
2001		CSAH 96	91-090-10	EN	200,000	160,000	0	0	0	40,000	TH 10 TO LEXINGTON AVE-BIKE/PED TRAIL	RAMSEY COUNTY	Other	O9
2001		TH 999	62-030-09(A)	TR	7,125,000	4,500,000	0	0	0	1,125,000	RIVERVIEW/CENTRAL CORRIDOR TRANSIT IMPROVEMENTS & STUDY	RAMSEY COUNTY	Transit	O1
2001		CSAH 42	62-642-03	BR	10,000,000	8,000,000	0	0	0	2,000,000	FORD PKWY OVER MISSISSIPPI RIVER-REP BR 3575	RAMSEY/HEN NEPIN CO	Replace	S19

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2001		CITY	157-108-31	MC	11,600,000	0	6,960,000	0	3,080,000	1,560,000	77TH ST UNDER TH 77-RIGHT OF WAY & CONSTRUCTION	RICHFIELD	Expand	A05
2001		CITY	157-363-18A	BR	4,675,000	0	3,740,000	0	467,500	467,500	LYNDALE AVE OVER I-494(REPLACE BRIDGE)-RIGHT OF WAY & CONSTRUCTION	RICHFIELD	Replace	S19
2004		CSAH 35	157-020-019	RC	1,600,000	1,280,000	0	0	0	320,000	ON PORTLAND AVE FROM 64TH TO 68TH ST & ON 66TH ST FROM CLINTON TO COLUMBUS IN RICHFIELD-RECONSTRUCT & CHANNELIZE, ETC	RICHFIELD	Replace	E1
2003		PED/BIKE	160-090-007	BT	1,925,000	1,540,000	0	0	0	385,000	ALONG CO RD B2 FROM RICE ST TO WALNUT ST THEN NORTH TO BURLINGTON NORTHERN RAIL CORRIDOR-CONSTRUCT PATHWAY	ROSEVILLE	Trails	AQ2
2001		CSAH 9	70-609-07	BR	2,130,000	1,344,000	0	0	0	786,000	CSAH 9 SO OF THE MINNESOTA RIVER TO 0.8 MI NO OF THE MINNESOTA RIVER-REPLACE BR 5364	SCOTT CO	Replace	S19
2003		TH 169	166-090-001	EN	454,600	363,680	0	0	0	90,920	OVER TH 169 ON CR 79 FROM 10TH AVE TO S OF TH 169 IN SHAKOPEE-CONSTRUCT PED/BIKE BRIDGE & TRAIL	SHAKOPEE	Other	O9
2003		TH 169	166-090-002	EN	434,600	347,680	0	0	0	86,920	OVER TH 169 ON CSAH 17 FROM ST FRANCIS AVE TO VIERLING DR IN SHAKOPEE-CONSTRUCT PED/BIKE BRIDGE & TRAIL	SHAKOPEE	Other	O9
2002		EN	167-090-05	EN	332,900	266,320	0	0	0	66,580	TH 49 TRAIL-CO RD I TO CSAH 96	SHOREVIEW	Other	O9
2002		TH 49	167-090-06	EN	168,000	134,400	0	0	0	33,600	CO RD J TO CO RD I IN SHOREVIEW-CONSTRUCT TRAIL	SHOREVIEW	Other	O9
2002		CMAQ	TRF-3115-02	TM	976,536	781,229	0	0	0	195,307	PURCHASE 2 ADDITIONAL LARGE VEHICLES	SOUTHWEST METRO TRANSIT AUTH	Manage	
2003		CMAQ	CM-49-99B	TM	976,536	781,229	0	0	0	195,307	PURCHASE 2 ADDITIONAL LARGE VEHICLES	SOUTHWEST METRO TRANSIT AUTH	Manage	T10
2004		CMAQ	CM-49-99C	TM	976,536	781,229	0	0	0	195,307	PURCHASE 2 ADDITIONAL LARGE VEHICLES	SOUTHWEST METRO TRANSIT AUTH	Manage	T10
2001		CMAQ	090-595-003	TM	7,800,000	5,500,000	0	0	0	2,300,000	SOUTHWEST MIXED-USE TRANSIT STATION	SOUTHWEST METRO TRANSIT COMM	Manage	E6
2001		CMAQ	TRF-3115-01	TM	1,953,071	1,562,457	0	0	0	390,614	PURCHASE 4 ADDITIONAL LARGE VEHICLES	SOUTHWEST METRO TRANSIT COMM	Manage	

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2001		CSAH 3	163-020-31	BI	2,000,000	1,600,000	0	0	0	400,000	CSAH 3(EXCELSIOR BLVD) OVER TH 100-BRIDGE WIDENING, TURN LANES, SIDEWALK, ETC	ST LOUIS PARK	Preserve	E1
2001		CITY	164-030-04	BT	181,000	144,800	0	0	0	36,200	AT VARIOUS LOCATIONS IN ST PAUL-BIKE LOCKERS	ST PAUL	Trails	AQ2
2001		CITY	164-288-01	MC	5,000,000	0	4,000,000	0	0	1,000,000	JOHNSON PKWY TO I-35E(PHALEN BLVD)-GRAD,SURF RIGHT OF WAY,ETC(STAGE 1)	ST PAUL	Expand	A05
2002		CITY	164-080-09	TR	11,000,000	5,500,000	0	0	0	5,500,000	WEST END AREA OF DOWNTOWN ST PAUL-MULTI-MODAL HUB	ST PAUL	Transit	E6
2002		CITY	164-288-01A	MC	5,312,500	0	4,250,000	0	0	1,062,500	JOHNSON PKWY TO I-35E(PHALEN BLVD)-GRAD,SURF RIGHT OF WAY, ETC(STAGE 2)	ST PAUL	Expand	A05
2003		CITY	164-288-01B	MC	5,000,000	0	4,000,000	0	0	1,000,000	JOHNSON PKWY TO I-35E(PHALEN BLVD)-GRAD,SURF RIGHT OF WAY,ETC(STAGE 3)	ST PAUL	Expand	A05
2001		EN	164-090-07	EN	800,000	640,000	0	0	0	160,000	WARNER RD TO 5TH ST-SIBLEY STREET PEDESTRIAN WAY	ST PAUL	Other	O9
2001		PED/BIKE	164-090-05	BT	1,880,000	1,504,000	0	0	0	376,000	CONSTRUCT BICYCLE/PED BR OVER BN RR N OF ENERGY PARK	ST PAUL	Trails	AQ2
2001		PED/BIKE	164-090-06	BT	2,500,000	2,000,000	0	0	0	500,000	FROM SIBLEY TO RANDOLPH-EAST BANK MISSISSIPPI RIVER REGIONAL TRAIL	ST PAUL	Trails	AQ2
2002		TH 5	164-010-54	EN	1,200,000	700,000	0	0	0	500,000	FORT SNELLING STATE PARK TO MUNSTER ST-LANDSCAPE, LIGHTING, ETC	ST PAUL	Other	O9
2002		MSAS 12	164-128-06	BR	1,800,000	1,280,000	0	0	0	520,000	EARL STREET OVER 7TH ST & CNW RR-REPLACE BR 90420	ST PAUL	Replace	S19
2004		EN	164-090-008	EN	1,116,000	700,000	0	0	0	416,000	LINKING PHALEN CREEK TRAIL, SWEDE HOLLOW PARK, & INDIAN MOUNDS PARK TO LOWERTOWN/GREAT RIVER RD TRAIL IN ST PAUL-CONSTRUCT LOWER PHALEN CREEK TRAIL	ST PAUL PARK/REC	Other	O9
2001		EN	91-090-02	EN	575,000	460,000	0	0	0	115,000	TH 7 OVERPASS ON THE SOUTHWEST LRT REGIONAL TRAIL	SUB HENN REG PARK DIST	Other	O9
2001		CMAQ	TRF-2304-0	TM	3,437,500	2,750,000	0	0	0	687,500	U-PASS TRANSIT PROGRAM	UNIVERSITY OF MINNESOTA	Manage	
2002		CMAQ	CM-1-99A	TM	3,437,500	2,750,000	0	0	0	687,500	U-PASS TRANSIT PROGRAM	UNIVERSITY OF MINNESOTA	Manage	AQ1
2004		CMAQ	CM-3-99A	TM	2,065,000	1,652,000	0	0	0	413,000	REGIONAL TRAVEL DEMAND MANAGEMENT & COMMUTER ALTERNATIVES PROGRAM	UNIVERSITY OF MINNESOTA	Manage	AQ1
2003		EN	209-090-002	EN	759,344	607,475	0	0	0	151,869	ALONG CENTERVILLE RD FROM HORIZON AVE S TO EDGERTON ST-CONSTRUCT CENTERVILLE ROAD TRAIL	VADNAIS HEIGHTS	Other	O9

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2002		CR	82-613-07	MC	2,600,000	2,080,000	0	0	0	520,000	ON HINTON/TOWER DRIVE FROM 65TH IN COTTAGE GROVE TO MILITARY RD IN WOODBURY-4-LANE RDWY, TRAIL, SIGNALS, ETC	WASHINGTON COUNTY	Expand	A05
2004		CSAH 8	082-608-007	MC	4,500,000	3,600,000	0	0	0	900,000	ON CSAH 8 FROM TH 61 IN HUGO TO WASH/ANOKA CO LINE & ON ANOKA CSAH 14 FROM CO LINE TO I-35E IN LINO LAKES-RECONSTRUCT TO 4-LANE ROADWAY, PARK/RIDE, ETC	WASHINGTON COUNTY	Expand	A05
2002		CITY	192-102-06	MC	4,400,000	3,520,000	0	0	0	880,000	TAMARACK RD INTERCHANGE WITH I-494 IN WOODBURY	WOODBURY	Expand	A05
2002		TH 999	8825-71	SC	1,580,000	0	0	0	1,580,000	0	ON METRO AREA FREEWAYS-REPLACE CHANGEABLE MESSAGE SIGNS	MNDOT	Manage	S7
2001		TH 10	0202-79	AM	54,000	0	0	0	54,000	0	AT MAIN ST IN ANOKA-CONSTRUCT PEDESTRIAN TRAIL ALONG RAMP	ANOKA	Other	AQ2
2001		TH 999	8825-76	AM	60,000	0	0	0	60,000	0	INSTALL 3 EVP SYSTEMS IN ANOKA	ANOKA	Other	S7
2002		I-35W	0280-50	AM	1,400,000	0	0	0	1,400,000	0	AT 95TH AVE IN BLAINE-INTERCHANGE CONSTRUCTION, PARK/RIDE, HOV RAMP METER BYPASS, ETC(MNDOT PORTION)	ANOKA COUNTY	Other	E6
2001		TH 610	2771-30	AM	70,000	0	0	0	70,000	0	UNDER W RIVER RD-PAINT BR 27244, FENCING, ETC	BROOKLYN PARK	Other	S19
2001		I-35W	1981-98	AM	54,000	0	0	0	54,000	0	AT CLIFF RD IN BURNSVILLE-STORM SEWER EXTENSION AND STORM WATER POND	BURNSVILLE	Other	NC
2001		TH 65	0207-73	AM	756,000	0	0	0	756,000	0	37TH AVE TO 43RD AVE IN COLUMBIA HEIGHTS-RAISED MEDIAN & ACCESS MGMT	COLUMBIA HEIGHTS	Other	E1
2001		TH 52	1928-45	AM	150,000	0	0	0	150,000	0	AT CSAH 14(SOUTHVIEW BLVD)-TRAFFIC SIGNAL INSTALLATION	DAKOTA COUNTY	Other	E2
2001		TH 55	1909-82	AM	410,400	0	0	0	410,400	0	CSAH 43 TO TH 149 IN EAGAN-ACCESS MGMT, MEDIAN CLOSURES, & SIGNAL SYSTEM	EAGAN	Other	E1
2001		TH 65	0208-112	AM	183,600	0	0	0	183,600	0	AT 187TH LANE IN EAST BETHEL-FRONTAGE RD SETBACK, DRIVEWAY RELOCATION, TH 65 CHANNELIZATION	EAST BETHEL	Other	E1
2001		TH 999	8825-27	AM	167,000	0	0	0	167,000	0	AT 11 LOCATIONS IN EDEN PRAIRIE-EVP INSTALLATION	EDEN PRAIRIE	Other	E2
2001		TH 3	1921-70	AM	168,000	0	0	0	168,000	0	AT WILLOW ST IN FARMINGTON-FRONTAGE ROAD OFFSET, ACCESS CLOSURE	FARMINGTON	Other	E1
2001		TH 65	0207-74	AM	108,000	0	0	0	108,000	0	FROM I-694 TO 63RD AVE-ACCESS CLOSURES	FRIDLEY	Other	NC
2001		TH 999	8825-77	AM	44,000	0	0	0	44,000	0	TH 100 @ CSAH 40, I-394 @ XENIA, TH 55 @ THEO WIRTH PKWY IN GOLDEN VALLEY-EVP SYSTEMS	GOLDEN VALLEY	Other	S7
2001		TH 55	2722-57	AM	216,000	0	0	0	216,000	0	NEAR CSAH 92 IN GREENFIELD-NEW FRONTAGE ROAD	GREENFIELD	Other	E1

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2001		TH 55	2722-60	AM	378,000	0	0	0	378,000	0	IN GREENFIELD-CONSTRUCT FRONTAGE RD IN COMMERCIAL/INDUSTRIAL AREA	GREENFIELD	Other	E1
2001		I-94	2786-97	AM	500,000	0	0	0	500,000	0	AT CSAH 152-REPLACE SIGNALS, LIGHTING, RAMP RECONSTRUCTION, ETC	HENNEPIN COUNTY	Other	S7
2001		TH 52	1907-61	AM	540,000	0	0	0	540,000	0	AT 117TH ST E IN INVER GROVE HTS-NEW FRONTAGE ROAD	INVER GROVE HEIGHTS	Other	E1
2001		TH 12	2713-80	AM	151,200	0	0	0	151,200	0	AT TOWNLINE RD IN MAPLE PLAIN-ROAD CLOSURE	MAPLE PLAIN	Other	NC
2001		TH 12	2713-82	AM	108,000	0	0	0	108,000	0	AT BOUNDARY AVE IN MAPLE PLAIN-TURN LANES, CHANNELIZATION	MAPLE PLAIN	Other	E1
2001		TH 55	2722-61	AM	432,000	0	0	0	432,000	0	AT WILLOW DRIVE IN MEDINA-FRONTAGE ROAD, SIGNAL, ETC	MEDINA	Other	E2
2001		TH 77	2758-27291	AM	850,000	0	0	0	850,000	0	UNDER 66TH ST IN RICHFIELD-CONSTRUCT BR 27291	METRO AIRPORT COMMISSION	Other	E3
2001		TH 77	2758-62	AM	2,500,000	0	0	0	2,500,000	0	AT 66TH ST IN RICHFIELD-GRADING, SURFACING, ETC OF INTERCHANGE	METRO AIRPORT COMMISSION	Other	E3
2001		I-35W	2782-276	AM	1,400,000	0	0	0	1,400,000	0	NEAR 60TH ST IN MINNEAPOLIS-MNDOT PORTION OF PONDING AREA	MINNEAPOLIS	Other	NC
2001		TH 65	2710-31	AM	540,000	0	0	0	540,000	0	27TH AVE TO 37TH AVE IN MPLS-MEDIAN, MILL & OVERLAY, & CHANNELIZATION	MINNEAPOLIS	Other	E1
2001		TH 999	8825-49	AM	240,000	0	0	0	240,000	0	AT VARIOUS LOCATIONS IN MINNEAPOLIS-FRONTAGE ROAD RELEASE	MINNEAPOLIS	Other	NC
2001		TH 7	2706-205	AM	54,000	0	0	0	54,000	0	AT CSAH 73 & AT MINNETONKA MILLS IN MINNETONKA-REVISE SIGNAL, WIDEN TURN LANES, ETC	MINNETONKA	Other	E2
2001		I-394	2789-112	AM	16,200	0	0	0	16,200	0	AT CSAH 61(PLYMOUTH RD) RAMPS IN MINNETONKA-EVP INSTALLATIONS	MINNETONKA	Other	S7
2002	12	TH 610	2771-29A	MC	2,500,000	0	2,000,000	0	500,000	0	TH 169 TO CSAH 81-UTILITY RELOCATION	MNCOT	Expand	NC
2001		ITS	DIST-M-1-IT	TM	50,000	25,000	0	0	15,000	10,000	ITS INTEGRATION/OPERATIONS AND MAINTENANCE PLAN AND ARTERIAL COMMUNICATIONS PLAN FOR TWIN CITIES	MNDOT	Manage	O1
2001		ITS	DIST-M-2-IT	TM	650,000	325,000	0	0	195,000	130,000	ITS ARCHITECTURE AND STANDARDS MIGRATION PLAN	MNDOT	Manage	O1
2001		ITS	DIST-M-3-IT	TM	200,000	100,000	0	0	60,000	40,000	TWIN CITIES METRO AREA-CONTINUATION AND EXPANSION OF COMPUTER ASSISTED DISPATCHING AND AUTOMATIC VEHICLE LOCATION	MNDOT	Manage	S7
2002		TH 3	1920-3913	BR	600,000	0	0	0	600,000	0	OVER DITCH & CHUB CREEK S OF FARMINGTON-REPLACE BRS 3913 & 3914	MNDOT	Replace	S19
2002		TH 3	1921-6696	BR	580,000	0	0	0	580,000	0	OVER VERMILLION RIVER N OF FARMINGTON-REPLACE BR 6696	MNDOT	Replace	S19

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Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2002		TH 3	8825-81	SC	150,000	0	0	0	150,000	0	RICE/DAKOTA COUNTY LINE TO I-494- REPLACE SIGNING	MNDOT	Manage	O8
2001		TH 5	1002-81	MC	12,840,000	5,536,000	0	4,000,000	2,384,000	920,000	TH 41 TO CSAH 17-GRADING, SURFACING, BRIDGES, ETC TO A 4-LANE ROADWAY(AC PROJECT)	MNDOT	Expand	A05
2001		TH 5	1002-71	MC	500,000	400,000	0	0	100,000	0	TH 41 TO CENTURY BLVD IN CHANHASSEN- FRONTAGE RD CONSTRUCTION	MNDOT	Expand	S7
2001		TH 5	1002-72	SC	250,000	0	0	0	250,000	0	AT W JCT TH 101(MARKET BLVD)-SIGNAL REBUILD & DUAL LEFT TURN	MNDOT	Manage	E1
2001		TH 5	2732-9155	BI	500,000	0	0	0	500,000	0	UNDER TOWER AVE AND TH 5 TUNNEL- REPLACE TILE ON BR 9155 & 27027	MNDOT	Preserve	S10
2002		TH 5	1002-61A	MC	4,000,000	4,000,000	0	0	0	0	TH 41 TO CSAH 17-GRADING, SURFACING, BRIDGES, ETC TO A 4-LANE ROADWAY(AC CONVERSION)	MNDOT	Expand	A05
2002		TH 5	1002-74	SC	500,000	0	0	0	500,000	0	AT ARBORETUM DRIVE IN CHANHASSEN- INTERSECTION REVISIONS	MNDOT	Manage	E1
2003		TH 5	6201-9300	BI	120,000	0	0	0	120,000	0	OVER MISSISSIPPI RIVER-REHABILITATE MODULAR JOINTS ON BR 9300	MNDOT	Preserve	S10
2003		TH 5	6201-9489	BI	100,000	0	0	0	100,000	0	W 7TH ST UNDER MISSISSIPPI BLVD- REHABILITATE RAILING & COPING ON BRS 9489 & 9490	MNDOT	Preserve	S9
2001		TH 7	1003-27	SH	450,000	405,000	0	0	45,000	0	AT CSAH 33 IN HOLLYWOOD TWSP & AT CSAH 10 IN WATERTOWN TWSP-LEFT TURN LANES, ETC	MNDOT	Manage	S2
2001		TH 7	2706-188	RC	1,850,000	1,280,000	0	0	570,000	0	RECONSTRUCT INTERCHANGE AT CO RD 82 & MILL & OVERLAY FROM TH 41 TO CHRISTMAS LAKE RD	MNDOT	Replace	E3
2001		TH 7	2706-192	RS	400,000	320,000	0	0	80,000	0	TH 41 TO CO RD 19-MILL & OVERLAY	MNDOT	Preserve	S10
2001		TH 7	2706-195	RS	2,500,000	2,000,000	0	0	500,000	0	0.2KM W OF SHADY OAK RD TO TH 100-MILL & OVERLAY, MEDIAN BARRIER, BUS STOPS, ETC	MNDOT	Preserve	S10
2001		TH 7	2706-27253	BR	385,000	308,000	0	0	77,000	0	OVER RECREATIONAL TRAIL IN EXCELSIOR, REPLACE BR 5323	MNDOT	Replace	S19
2001		TH 7	2706-9122A	MC	35,000	0	0	0	35,000	0	UNDER MILL ST(CSAH 82) PED WALKWAY-BR 27266	MNDOT	Expand	AQ2
2002		TH 7	1004-24	RS	1,300,000	0	0	0	1,300,000	0	CO RD 92 TO BAYVIEW DRIVE-SHOULDER IMPROVEMENTS, TURN LANES, ETC	MNDOT	Preserve	E1
2002		TH 7	1004-26	RD	2,600,000	2,080,000	0	0	520,000	0	BAYVIEW DRIVE TO TH 41-SHOULDER IMPROVEMENTS, TURN LANES, ETC	MNDOT	Preserve	S10
2002		TH 7	2704-6714	BI	600,000	0	0	0	600,000	0	OVER SIX MILE CREEK IN ST BONIFACIUS- REPLACE BR 6714, TURN LANES, ETC	MNDOT	Preserve	S19
2003		TH 7	2706-200	RC	80,000	64,000	0	0	16,000	0	AT EXCELSIOR BLVD INTERCHANGE- LANDSCAPING	MNDOT	Replace	O6
2001		TH 8	8213-82001	BI	134,580	0	0	0	134,580	0	OVER CITY ST & TH 61 IN FOREST LAKE- REPAIR OVERLAYS & REHABILITATE RAILING ON BRS 82001, 82002	MNDOT	Preserve	S9

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2001		TH 12	2714-138	SC	500,000	0	0	0	500,000	0	AT CSAH 101 IN WAYZATA-REBUILD SIGNAL & INTERCONNECTION	MNDOT	Manage	E2
2002		TH 12	8825-63	SC	135,000	0	0	0	135,000	0	ON TH 12 FROM W JCT CSAH 15 IN WAYZATA TO I-494 AND ON I-394 FROM I-494 TO RIDGEDALE DRIVE IN MINNETONKA-REPLACE "A" & "OH" SIGNS	MNDOT	Manage	O8
2003	1	TH 12	2713-66	BR	108,500	85,200	0	0	21,300	0	UNDER LUCE LINE TRAIL 4.5 MI W OF TH 494-REPLACE BR 4643	MNDOT	Replace	S19
2003	1	TH 12	2713-75	MC	27,000,000	2,600,000	0	19,000,000	5,400,000	0	CO RD 6 TO WAYZATA BLVD-RELOCATE RR TRACK, RECONSTRUCT TH 12, INTERCHANGES, ETC-STAGES 1 & 2	MNDOT	Expand	A05
2003		TH 12	2713-77	SC	415,000	0	0	0	415,000	0	AT CSAH 29(TOWNLINE RD) IN MAPLE PLAIN-CHANNELIZE, SIGNAL, ETC	MNDOT	Manage	E1
2004	1	TH 12	2713-75A	MC	8,000,000	8,000,000	0	0	0	0	CO RD 6 TO WAYZATA BLVD-RELOCATE RR TRACK, RECONSTRUCT TH 12, INTERCHANGES, ETC-STAGES 1 & 2(AC CONVERSION)	MNDOT	Expand	A05
2001		TH 13	7001-87	AM	75,000	0	0	0	75,000	0	AT 138TH ST IN SAVAGE-ACCESS CLOSURE & FRONTAGE RD CONSTRUCTION	MNDOT	Other	NC
2003		TH 13	1901-142	SH	250,000	225,000	0	0	25,000	0	AT MENDOTA HEIGHTS RD IN MENDOTA HEIGHTS-TRAFFIC SIGNAL INSTALLATION	MNDOT	Manage	S2
2003		TH 13	7001-88	RS	725,000	0	0	0	725,000	0	CSAH 21 TO CSAH 42-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2002		TH 21	7002-38	RD	130,000	0	0	0	130,000	0	FROM MEADOWWOOD COURT TO BROADWAY ST IN JORDAN-CULVERT REPLACEMENT	MNDOT	Preserve	S19
2001		TH 25	1006-0086	BI	100,000	0	0	0	100,000	0	2.0 MI N OF YOUNG AMERICA-REPLACE BOX CULVERT 86	MNDOT	Preserve	S19
2002		TH 25	1007-17	RS	1,920,000	1,536,000	0	0	384,000	0	TH 7 TO CARVER/WRIGHT CO LINE-BITUMINOUS MILL & OVERLAY, ETC	MNDOT	Preserve	S10
2001		I-35	0283-21	SH	450,000	405,000	0	0	45,000	0	AT RAMP TERMINII WITH TH 97-TRAFFIC SIGNAL & CHANNELIZATION	MNDOT	Manage	S2
2002		I-35	1980-19848	BI	300,000	270,000	0	0	30,000	0	NORTHBOUND OVER LAKE MARION-REDECK BR 19848	MNDOT	Preserve	S10
2002		I-35	1980-64	TM	400,000	360,000	0	0	40,000	0	CSAH 70 TO CSAH 46 IN LAKEVILLE-TRAFFIC MANAGEMENT SYSTEM	MNDOT	Manage	S7
2002		I-35	8280-36	RB	50,000	0	0	0	50,000	0	AT THE FOREST LAKE REST AREA-REPLACE LIGHTING	MNDOT	Other	S18
2004		I-35	8280-35	RB	2,200,000	1,760,000	0	0	440,000	0	ON SOUTHBOUND I-35-RECONSTRUCT FOREST LAKE REST AREA	MNDOT	Other	S15
2001		I-35E	1982-132	SC	410,000	369,000	0	0	41,000	0	S JCT I-35W IN BURNSVILLE TO TH 77 IN EAGAN-REPLACE "A", "OH", "C", & "D" SIGNS	MNDOT	Manage	O7
2002		I-35E	1982-129	BR	35,000,000	7,500,000	0	24,000,000	3,500,000	0	TH 13 TO SHEPARD RD-REPLACE MISSISSIPPI RIVER BRIDGE & APPROACHES	MNDOT	Replace	A05
2002		I-35E	1982-133	SC	10,000	0	0	0	10,000	0	AT DIFFLEY RD TO BLACKHAWK RD-INTERCONNECTION	MNDOT	Manage	E3

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2002		I-35E	8825-54	SC	330,000	297,000	0	0	33,000	0	TH 77 IN EAGAN TO GRAND AVE IN ST PAUL- REPLACE "A" & "OH" SIGNING	MNDOT	Manage	O8
2002		I-35E	8825-55	SC	250,000	225,000	0	0	25,000	0	TH 77 IN EAGAN TO GRAND AVE IN ST PAUL- REPLACE "C" & "D" SIGNING	MNDOT	Manage	O8
2003		I-35E	1982-129A	BR	12,000,000	12,000,000	0	0	0	0	TH 13 TO SHEPARD RD-REPLACE MISSISSIPPI RIVER BRIDGE & APPROACHES(AC CONVERSION)	MNDOT	Replace	A05
2003		I-35E	1982-19859	BI	1,020,000	0	0	0	1,020,000	0	UNDER TH 77-OVERLAY BRS 19859 & 19860	MNDOT	Preserve	S10
2003		I-35E	6280-6509	BI	240,000	0	0	0	240,000	0	OVER ROSELAWN, CO RD B, & TH 36-REPAIR OVERLAY ON BRS 6509,6510,9117,9118,9119, 9120	MNDOT	Preserve	S10
2003		I-35E	6280-6509	BI	240,000	0	0	0	240,000	0	OVER ROSELAWN, CO RD B, & TH 36-REPAIR OVERLAY ON BRS 6509,6510,9117,9118,9119, 9120	MNDOT	Preserve	S19
2004		I-35E	1982-129B	BR	12,000,000	12,000,000	0	0	0	0	TH 13 TO SHEPARD RD-REPLACE MISSISSIPPI RIVER BRIDGE & APPROACHES(AC CONVERSION)	MNDOT	Replace	A05
2001	3	I-35W	2782-266	MC	92,000,000	8,800,000	0	74,000,000	9,200,000	0	66TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MINNEAPOLIS-GRADING, SURFACING, BRS, ETC & HOV LANE	MNDOT	Expand	A05
2001		I-35W	2782-273	RS	1,700,000	1,530,000	0	0	170,000	0	LAKE ST TO WASHINGTON AVE-MILL & BITUMINOUS OVERLAY	MNDOT	Preserve	S10
2001		I-35W	2783-27848	BI	3,030,000	2,727,000	0	0	303,000	0	AT I-94, TH 55, WASHINGTON AVE, ETC- PAINT 11 BRIDGES	MNDOT	Preserve	S10
2001		I-35W	6284-130	NO	400,000	0	0	0	400,000	0	CSAH 98 TO MC RY(EAST SIDE) IN ARDEN HILLS-NOISE WALL	MNDOT		O3
2002	3	I-35W	2782-266A	MC	18,000,000	18,000,000	0	0	0	0	66TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MINNEAPOLIS-GRADING, SURFACING, BRS, ETC & HOV LANE(AC CONVERSION)	MNDOT	Expand	A05
2002		I-35W	2782-6652	BI	720,000	648,000	0	0	72,000	0	UNDER CPRR, I-494,82ND,86TH,90TH,98TH- PAINT 7 BRIDGES	MNDOT	Preserve	S10
2003	3	I-35W	2782-265	MC	11,000,000	6,900,000	0	3,000,000	1,100,000	0	MINNEHAHA CREEK TO 42ND ST-GRAD, SURF, ETC & HOV LANE	MNDOT	Expand	A05
2003	3	I-35W	2782-266B	MC	18,000,000	18,000,000	0	0	0	0	66TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MINNEAPOLIS-GRADING, SURFACING, BRS, ETC & HOV LANE(AC CONVERSION)	MNDOT	Expand	A05
2003		I-35W	2783-27893	BI	790,000	711,000	0	0	79,000	0	OVER TH 88,STINSON,INDUSTRIAL,MC RR, 280 RAMPS, 36 OVER CLEVELAND-REPAIR OVERLAYS & REHAB RAIL ON BRS 27893, 27895,27897,27899,62860,62853,9277	MNDOT	Preserve	S10
2004	3	I-35W	2782-265A	MC	3,000,000	3,000,000	0	0	0	0	MINNEHAHA CREEK TO 42ND ST-GRAD, SURF, ETC & HOV LANE(AC CONVERSION)	MNDOT	Expand	A05

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2004	3	I-35W	2782-268C	MC	18,000,000	18,000,000	0	0	0	0	66TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MINNEAPOLIS-GRADING, SURFACING, BRS, ETC & HOV LANE(AC CONVERSION)	MNDOT	Expand	A05
2001		TH 36	6212-144	TM	233,585	0	0	0	233,585	0	SB TH 51 TO WB TH 36 RAMP-CONSTRUCT HOV RAMP METER BYPASS	MNDOT	Manage	S7
2001		TH 36	6212-145	RC	75,000	0	0	0	75,000	0	AT DALE ST INTERCHANGE-LANDSCAPING	MNDOT	Replace	O6
2002		TH 36	6211-80	SC	100,000	0	0	0	100,000	0	I-35E TO WHITE BEAR AVE-REPLACE "A" & "OH" SIGNING	MNDOT	Manage	O8
2002		TH 36	8204-48	SH	250,000	225,000	0	0	12,500	12,500	AT CSAH 17 IN LAKE ELMO-TRAFFIC SIGNAL INSTALLATION	MNDOT	Manage	S2
2002		TH 36	8204-51	SC	10,000	0	0	0	10,000	0	TH 120 TO HADLEY AVE IN OAKDALE-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	TS
2002		TH 36	8217-4654	BI	500,000	0	0	0	500,000	0	OVER ST CROIX RIVER AT STILLWATER-PAINT BR 4654	MNDOT	Preserve	S19
2003	4	TH 36	8214-129	BR	620,000	0	0	0	620,000	0	ST CROIX RIVER BRIDGE DECK DRAINAGE-STORM WATER POND	MNDOT	Replace	A05
2003	4	TH 36	8217-12	BR	75,000,000	2,500,000	0	27,500,000	7,500,000	37,500,000	OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS-REPLACE BR 4654 & APPROACHES	MNDOT	Replace	A05
2003		TH 36	8217-15	BR	440,000	0	0	0	440,000	0	MUSSELL RELOCATION FOR CONSTRUCTION OF ST CROIX RIVER BRIDGE	MNDOT	Replace	NC
2004		TH 36	6212-148	BR	1,300,000	0	0	0	1,300,000	0	OVER LEXINGTON AVE-REPLACE BR 5723	MNDOT	Replace	S19
2004	4	TH 36	8214-114	MC	39,000,000	4,200,000	0	27,000,000	7,800,000	0	FROM WASHINGTON AVE TO ST CROIX RIVER -GRADING, SURFACING, BRS, ETC	MNDOT	Expand	A10
2004	4	TH 36	8214-122	BR	180,000	144,000	0	0	36,000	0	BRIDGE 82011 OVER ST CROIX RIVER-HISTORICAL MITIGATION	MNDOT	Replace	O1
2004	4	TH 36	8217-12A	BR	10,000,000	10,000,000	0	0	0	0	OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS-REPLACE BR 4654 & APPROACHES(AC CONVERSION)	MNDOT	Replace	A05
2001		TH 41	1008-58	AM	1,900,000	0	0	0	1,900,000	0	AT TH 7 IN SHOREWOOD & CHANHASSEN-CHANNELIZATION, WIDENING, TRAFFIC SIGNAL, ETC	MNDOT	Other	E1
2001		TH 41	1008-59	AM	70,000	0	0	0	70,000	0	OVER MINNESOTA RIVER AT SCOTT/CARVER CO LINE-REPAIR BR 9010	MNDOT	Other	S19
2003		TH 41	1008-51	AM	4,000,000	0	0	0	4,000,000	0	TH 212 TO ENGLER RD IN CHASKA-RECONSTRUCT TO 4-LANE ROADWAY(MNDOT PAYBACK)	MNDOT	Other	S10
2003		TH 41	1008-9010	BI	150,000	0	0	0	150,000	0	OVER MINNESOTA RIVER AT CHASKA-OVERLAY BR 9010	MNDOT	Preserve	S19
2003		TH 41	7010-20	SC	550,000	0	0	0	550,000	0	AT TH 169-SIGNAL REVISION, ACCESS CLOSURES, FRONTAGE RD, ETC	MNDOT	Manage	E2
2004		TH 41	1008-51A	AM	4,000,000	0	0	0	4,000,000	0	TH 212 TO ENGLER RD IN CHASKA-RECONSTRUCT TO 4-LANE ROADWAY(MNDOT PAYBACK)	MNDOT	Other	NC

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2001		TH 47	0205-02017	BI	90,000	0	0	0	90,000	0	AT 42ND AVE-REPLACE STAIRWAY ON PEDESTRIAN BR 02017	MNDOT	Preserve	AQ2
2001		TH 47	0205-75	NO	1,000,000	0	0	0	1,000,000	0	FROM 44TH ST TO 53RD ST IN FRIDLEY- NOISE WALL	MNDOT		O3
2001		TH 47	0206-52	BR	330,000	0	0	0	330,000	0	OVER SEELYE BROOK 13.0 MI N OF TH 10- REPLACE BR 6156	MNDOT	Replace	S19
2002		TH 47	0205-78	SC	35,000	0	0	0	35,000	0	MISSISSIPPI ST TO 85TH AVE IN FRIDLEY- TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	TS
2002		TH 47	0205-79	SC	50,000	0	0	0	50,000	0	AT JCT OLD TH 10 IN COON RAPIDS- REPLACE LIGHTING	MNDOT	Manage	S18
2003		TH 47	0206-49A	RC	2,000,000	1,600,000	0	0	400,000	0	ST FRANCIS TO THE N ANOKA CO LINE- RECONSTRUCT, WIDEN SHOULDERS, ETC	MNDOT	Replace	S13
2002		TH 50	1923-08	RS	1,700,000	0	0	0	1,700,000	0	TH 52 TO TH 61-BITUMINOUS MILL & OVERLAY, ETC	MNDOT	Preserve	S10
2001		TH 51	6215-84	SC	90,000	0	0	0	90,000	0	AT GRAND AVE IN ST PAUL-TRAFFIC SIGNAL REVISION	MNDOT	Manage	E2
2001		TH 51	6216-115	TM	300,000	150,000	0	0	90,000	60,000	LARPEUR AVE TO CO RD E-MULTI- JURISDICTIONAL SIGNAL INTEGRATION	MNDOT	Manage	S7
2003		TH 51	6215-85	RS	675,000	0	0	0	675,000	0	DAYTON AVE TO TAYLOR AVE IN ST PAUL- BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2002		TH 52	8825-84	SC	100,000	0	0	0	100,000	0	TH 19 TO I-494 IN INVER GROVE HTS- REPLACE SIGNING	MNDOT	Manage	O8
2003		TH 52	1928-47	RS	1,050,000	0	0	0	1,050,000	0	N JCT TH 55 TO I-494-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2001		TH 55	1909-77	SH	200,000	180,000	0	0	20,000	0	AT ARGENTA TRAIL-SIGNAL INSTALLATION & CROSS STREET CHANNELIZATION	MNDOT	Manage	S2
2001		TH 55	2724-114	TM	300,000	150,000	0	0	90,000	60,000	I-94 TO TH 62-ADAPTIVE URBAN SIGNAL CONTROL /INTEGRATION(AUSCI) EXPANSION(PHASE 1)	MNDOT	Manage	S7
2001	6	TH 55	2725-57	MC	13,500,000	4,800,000	0	6,000,000	2,700,000	0	AT TH 62 FROM 45TH TO TH 5-GRAD, SURF, BR, ETC-CONSTRUCT INTERCHANGE, ETC(AC PROJECT)	MNDOT	Expand	A05
2002	6	TH 55	2725-57A	MC	6,000,000	6,000,000	0	0	0	0	AT TH 62 FROM 45TH TO TH 5-GRAD, SURF, BR, ETC-CONSTRUCT INTERCHANGE, ETC(AC CONVERSION)	MNDOT	Expand	A05
2002		TH 55	CM-21-99	TM	6,875,000	5,500,000	0	0	0	1,375,000	FORT SNELLING MULTI-MODAL TRANSIT STATION	MNDOT	Manage	E6
2003		TH 55	1909-83	SH	250,000	225,000	0	0	25,000	0	AT EAGANDALE BLVD IN EAGAN-TRAFFIC SIGNAL INSTALLATION	MNDOT	Manage	S2
2003		TH 55	1910-38	SC	1,200,000	0	0	0	1,200,000	0	AT E JCT CSAH 42-REALIGN INTERSECTION, ETC	MNDOT	Manage	E1
2003		TH 55	2723-109	RS	1,675,000	0	0	0	1,675,000	0	ROCKFORD RD TO I-494-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2003		TH 55	2724-112	MC	300,000	0	0	0	300,000	0	FROM 46TH ST TO 50TH ST IN MINNEAPOLIS- LANDSCAPING	MNDOT	Expand	O6
2003		TH 55	2724-113	MC	300,000	0	0	0	300,000	0	FROM 50TH ST TO 54TH ST IN MINNEAPOLIS- LANDSCAPING	MNDOT	Expand	O6

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2004		TH 55	2725-58	MC	300,000	0	0	0	300,000	0	FROM 54TH ST IN MINNEAPOLIS TO TH 62-LANDSCAPING	MNDOT	Expand	06
2001		TH 61	6222-134	SC	616,979	0	0	0	616,979	0	AT CO RD J-TURN LANES & TRAFFIC SIGNAL	MNDOT	Manage	E1
2002		TH 61	6221-62062	BR	3,500,000	2,800,000	0	0	700,000	0	ARCADE ST OVER C&NW RY-RECONSTRUCT BR 5514	MNDOT	Replace	S19
2002		TH 61	6222-6688	BR	1,600,000	0	0	0	1,600,000	0	OVER RR NE OF JCT TH 244-REPLACE BR 6688	MNDOT	Replace	S19
2002		TH 61	8205-104	RS	560,000	0	0	0	560,000	0	MISSISSIPPI RIVER TO TH 10 NEAR HASTINGS-MILL & OVERLAY,ETC	MNDOT	Preserve	S10
2002	10	TH 61	8205-99	MC	30,000,000	12,000,000	2,300,000	9,700,000	6,000,000	0	ON TH 61 FROM ST PAUL PARK TO CARVER AVE & ON I-494 FROM LAKE RD TO CONCORD ST-GRADING,SURFACING,BRS, ETC -WAKOTA BRIDGE PROJECT	MNDOT	Expand	A10
2002		TH 61	8207-54	SC	340,000	0	0	0	340,000	0	IN FOREST LAKE-ADD 12 TURN LANES	MNDOT	Manage	E1
2003		TH 61	1913-56	RS	1,425,000	0	0	0	1,425,000	0	S JCT TH 316 TO N JCT TH 316-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2003		TH 61	1913-57	SC	50,000	0	0	0	50,000	0	AT 10TH ST IN HASTINGS-RIGHT TURN LANE	MNDOT	Manage	E1
2003		TH 61	1913-5895	BI	1,000,000	0	0	0	1,000,000	0	OVER MISSISSIPPI RIVER AT HASTINGS-REPLACE UNDER DECK SCAFFOLDING ON BR 5895	MNDOT	Preserve	S19
2003		TH 61	6221-40	RS	2,100,000	0	0	0	2,100,000	0	W JCT I-94 TO ROSELAWN AVE-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2003		TH 61	6222-6692	BI	130,000	0	0	0	130,000	0	OVER BIKE TRAIL 1.2 MI S OF TH 36-OVERLAY & JOINTS ON BR 6692	MNDOT	Preserve	S10
2003	10	TH 61	8205-99(UG)	MC	6,875,000	5,500,000	0	0	1,375,000	0	AT GLEN RD IN NEWPORT-GRADING, SURFACING, BRIDGE, ETC AS PART OF NEW INTERCHANGE	MNDOT	Expand	A05
2003	10	TH 61	8205-99A	MC	4,700,000	4,700,000	0	0	0	0	ON TH 61 FROM ST PAUL PARK TO CARVER AVE & ON I-494 FROM LAKE RD TO CONCORD ST-GRADING,SURFACING,BRS, ETC -WAKOTA BRIDGE PROJECT(AC CONVERSION)	MNDOT	Expand	A10
2004	10	TH 61	8205-99B	MC	5,000,000	5,000,000	0	0	0	0	ON TH 61 FROM ST PAUL PARK TO CARVER AVE & ON I-494 FROM LAKE RD TO CONCORD ST-GRADING,SURFACING,BRS, ETC -WAKOTA BRIDGE PROJECT(AC CONVERSION)	MNDOT	Expand	A10
2001		TH 62	2763-39	SC	360,000	0	0	0	360,000	0	I-494 IN EDEN PRAIRIE TO TH 100 IN EDINA-REPLACE "A" & "OH" SIGNS	MNDOT	Manage	O7
2001		TH 62	2774-08	SC	260,000	0	0	0	260,000	0	TH 100 IN EDINA TO I-35W IN RICHFIELD/MPLS-REPLACE "A" & "OH" SIGNS	MNDOT	Manage	O7
2001		TH 62	2775-09	SC	180,000	0	0	0	180,000	0	I-35W IN RICHFIELD/MPLS TO TH 55 IN MPLS-REPLACE "A" & "OH" SIGNS	MNDOT	Manage	O7
2002		TH 62	2774-07	RS	3,200,000	2,560,000	0	0	640,000	0	TH 100 TO I-35W-MILL & BITUMINOUS OVERLAY	MNDOT	Preserve	S10

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Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2002		TH 62	2774-10	SC	380,000	0	0	0	380,000	0	AT XERXES AVE RAMP TERMINII IN RICHFIELD, MINNEAPOLIS, AND EDINA-REBUILD SIGNAL SYSTEM & INTERCONNECTION	MNDOT	Manage	TS
2002		TH 62	2775-11	SC	380,000	0	0	0	380,000	0	AT PORTLAND AVE RAMP TERMINII IN RICHFIELD & MINNEAPOLIS-REBUILD SIGNAL SYSTEM & INTERCONNECTION	MNDOT	Manage	S10
2001		TH 65	0207-67	SH	355,000	319,500	0	0	35,500	0	AT 81ST AVENUE-SIGNAL REBUILD & GRADE CORRECTION	MNDOT	Manage	S2
2001		TH 65	0207-71	SH	50,000	45,000	0	0	5,000	0	AT 51ST STREET IN FRIDLEY-CLOSE MEDIAN	MNDOT	Manage	S2
2001		TH 65	0208-107	SH	450,000	405,000	0	0	45,000	0	AT 117TH ST IN BLAINE-TRAFFIC SIGNAL & CHANNELIZATION	MNDOT	Manage	S2
2001		TH 65	2710-31A	RC	1,750,000	0	0	0	0	1,750,000	TRANSPORTATION REVOLVING LOAN FUND FOR THE RECONSTRUCTION OF TH 65 FROM 27TH AVE TO 37TH AVE NE IN MINNEAPOLIS	MNDOT	Replace	S10
2002		TH 65	0208-102	SH	1,800,000	1,620,000	0	0	180,000	0	89TH AVE TO 93RD AVE IN BLAINE-AUXILIARY LANE;SIGNAL REBUILD W/CROSS STREET CHANNELIZATION AT 89TH	MNDOT	Manage	S2
2003		TH 65	2710-2440	BI	1,670,000	0	0	0	1,670,000	0	OVER MISSISSIPPI RIVER & OVER BNSF RR-OVERLAY & REPAIR JOINTS ON BR 2440; REPAIR JOINTS ON BR 27164	MNDOT	Preserve	S19
2001		TH 77	2758-9195A	BI	150,000	0	0	0	150,000	0	UNDER 68TH ST-OVERLAY, REPLACE JOINTS, REPAIR RAILINGS, ETC	MNDOT	Preserve	S19
2002		TH 77	2758-9600	BI	200,000	0	0	0	200,000	0	OVER MINNESOTA RIVER-PARTIAL PAINT BR 9600	MNDOT	Preserve	S10
2002		TH 77	8825-51	SC	250,000	0	0	0	250,000	0	FROM CSAH 38 IN APPLE VALLEY TO OLD SHAKOPEE RD IN BLOOMINGTON-REPLACE SIGNING	MNDOT	Manage	O8
2003		TH 77	2758-60	RS	2,150,000	0	0	0	2,150,000	0	MINNESOTA RIVER IN BLOOMINGTON TO TH 62-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2003		TH 77	2758-9600	BI	150,000	0	0	0	150,000	0	OVER MINNESOTA RIVER-REHABILITATE MODULAR JOINTS ON BR 9600	MNDOT	Preserve	S10
2001		I-94	2781-337	RD	1,800,000	1,620,000	0	0	180,000	0	LOWRY HILL TUNNEL-REPLACE LIGHTING, ETC	MNDOT	Preserve	O8
2001		I-94	2786-109	SC	480,000	432,000	0	0	48,000	0	CSAH 61 IN MAPLE GROVE TO TH 252-REPLACE "A", "OH", "C", & "D" SIGNS	MNDOT	Manage	O8
2001	7	I-94	2786-114	MC	6,300,000	0	0	0	0	6,300,000	AT CR 61 IN MAPLE GROVE-RECONSTRUCT INTERCHANGE	MNDOT	Expand	A05
2001	7	I-94	2786-119	MC	700,000	0	0	0	700,000	0	AT CSAH 61 INTERCHANGE IN MAPLE GROVE-CONSTRUCT CROSSOVERS, TEMPORARY RAMPS & LOOPS, ETC	MNDOT	Expand	
2001		I-94	6282-179	TM	1,700,000	0	0	0	1,700,000	0	TH 280 TO WB I-94-HOV RAMP METER BYPASS	MNDOT	Manage	S7
2001		I-94	6282-183	SC	579,039	0	0	0	579,039	0	DALE ST TO U OF M INTERCHANGE-TOWER LIGHTING	MNDOT	Manage	

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2001		I-94	6283-62869	BI	80,000	72,000	0	0	8,000	0	AT HAZELWOOD-REPLACE STAIRWAY ON PEDESTRIAN BR 62869	MNDOT	Preserve	AQ2
2001		I-94	8282-92	RS	4,000,000	3,600,000	0	0	400,000	0	TH 120 TO ST CROIX RIVER-CONCRETE RETROFIT	MNDOT	Preserve	S10
2001		I-94	8282-93	RB	250,000	0	0	0	250,000	0	AT ST CROIX WEIGH STATION-EXPAND PARKING, ETC	MNDOT	Other	E5
2002		I-94	2780-27967A	BI	2,350,000	2,115,000	0	0	235,000	0	OVER ELM CREEK & RICE LAKE-WIDEN & REDECK BRS 27967, 27968, 27969 & 27970	MNDOT	Preserve	S19
2002		I-94	2780-53	RS	1,200,000	1,080,000	0	0	120,000	0	CROW RIVER TO W JCT I-494-SHOULDER REPLACEMENT	MNDOT	Preserve	S10
2002		I-94	2781-400	SC	80,000	0	0	0	80,000	0	IN PORTLAND TUNNEL IN MINNEAPOLIS-REPLACE LIGHTING	MNDOT	Manage	S18
2002	7	I-94	2788-112	BI	2,000,000	0	0	0	2,000,000	0	AT BROADWAY & AT CSAH 81-WIDEN BRS 27917, 27919 & APPROACHES	MNDOT	Preserve	S19
2002	7	I-94	2788-113	BR	8,000,000	0	0	0	8,000,000	0	AT BROADWAY & AT CSAH 81-REPLACE & REDECK BRIDGES, APPROACHES, CROSSOVERS, ETC	MNDOT	Replace	S19
2002		I-94	2788-118	SC	260,000	0	0	0	260,000	0	AT CSAH 81 IN BROOKLYN PARK-REPAIR & RELOCATE LIGHTING FIXTURES	MNDOT	Manage	S18
2002		I-94	6282-181	NO	500,000	0	0	0	500,000	0	VICTORIA TO ST ALBANS(NORTH SIDE) IN ST PAUL-NOISE WALL	MNDOT		O3
2002		I-94	6282-182	NO	600,000	0	0	0	600,000	0	MILTON ST TO ST ALBANS(SOUTH SIDE) IN ST PAUL-NOISE WALL	MNDOT		O3
2002		I-94	8282-94	SC	175,000	157,500	0	0	17,500	0	FROM I-694 TO ST CROIX RIVER-REPLACE "A" & "OH" SIGNING	MNDOT	Manage	O8
2002		I-94	8282-95	SC	150,000	135,000	0	0	15,000	0	FROM I-694 TO ST CROIX RIVER-REPLACE "C" & "D" SIGNING	MNDOT	Manage	O8
2002		I-94	8282-96	RB	480,000	384,000	0	0	96,000	0	AT ST CROIX TRAFFIC INFO CENTER-SITE REHABILITATION, SIGNING, LIGHTING, ETC	MNDOT	Other	S15
2003		I-94	2780-27906	BI	2,000,000	0	0	0	2,000,000	0	UNDER CSAH 144, CSAH 81, BNSF RR, CSAH 101, 101ST, CSAH 30, ELM CREEK, RICE LAKE, 494 RAMPS-PAINT BRS 27944, 27947, 27948, 27946, 27959, 27949, 27969, 27970, 27967, 27968, 27907, 27906	MNDOT	Preserve	S10
2003	7	I-94	2788-115	MC	23,000,000	3,550,000	0	16,000,000	3,450,000	0	TH 169 TO ZANE AVE N-TEMP WIDEN OUTSIDE, REPLACE PAVEMENT AND ADD 3RD LANE	MNDOT	Expand	A05
2003		I-94	6282-9377	BI	1,440,000	0	0	0	1,440,000	0	UNDER SNELLING, PASCUAL, HAMLINE, LEXINGTON, VICTORIA, DALE ST, 4 PED BRS-PAINT BRS 62849, 9377, 9379, 9381, 9382, 9383, 9736, 9663, 9773, 9387, & 9737	MNDOT	Preserve	S10
2004	7	I-94	2780-54	MC	22,000,000	2,000,000	0	16,700,000	3,300,000	0	FROM WEAVER LAKE RD TO TH 169-TEMP WIDEN, REPLACE PAVEMENT, ADD 3RD LANE, ETC	MNDOT	Expand	A05
2004	7	I-94	2788-115A	MC	8,000,000	8,000,000	0	0	0	0	TH 169 TO ZANE AVE N-TEMP WIDEN OUTSIDE, REPLACE PAVEMENT AND ADD 3RD LANE(AC CONVERSION)	MNDOT	Expand	A05

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Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2004	7	I-94	2786-116	MC	18,000,000	3,300,000	0	12,000,000	2,700,000	0	ZANE AVE TO TH 100-TEMP WIDEN OUTSIDE, REPLACE PAVEMENT & ADD 3RD LANE FROM ZANE TO CSAH 152	MNDOT	Expand	A05
2001	8	TH 100	2735-134A	MC	16,000,000	16,000,000	0	0	0	0	GLENWOOD AVE TO GOLDEN VALLEY RD-GRADING, SURFACING, BRIDGES, ETC(AC CONVERSION)	MNDOT	Expand	A05
2001		TH 100	2735-175	MC	750,000	600,000	0	0	150,000	0	AT BROADWAY AVE AND AT BN RAILROAD OVER TH 100 IN ROBBINSDALE-REMOVE BRIDGES 5523 & 5885 & CONSTRUCT EMBANKMENT FOR SHOO-FLY	MNDOT	Expand	A05
2001	8	TH 100	2735-99173	MC	500,000	400,000	0	0	100,000	0	UNDER SHOO-FLY AT BN RR-TEMPORARY BRIDGE 99173	MNDOT	Expand	A05
2002		TH 100	2733-81	SC	25,000	0	0	0	25,000	0	AT W 50TH ST RAMP TERMINII IN EDINA-TRAFFIC SIGNAL INTERCONNECTION & MASTER MONITOR SYSTEM	MNDOT	Manage	TS
2002	8	TH 100	2735-134B	MC	8,000,000	8,000,000	0	0	0	0	GLENWOOD AVE TO GOLDEN VALLEY RD-GRADING, SURFACING, BRIDGES, ETC(AC CONVERSION)	MNDOT	Expand	A05
2002	8	TH 100	2735-159	MC	30,000,000	4,000,000	0	20,000,000	6,000,000	0	39TH AVE N TO INDIANA AVE-RECONSTRUCT EXPRESSWAY, NEW INTERCHANGE AT CSAH 81, ETC	MNDOT	Expand	E3
2002		TH 100	2735-174	SC	25,000	0	0	0	25,000	0	AT GLENWOOD AVE RAMP TERMINII IN GOLDEN VALLEY-TRAFFIC SIGNAL INTERCONNECTION & MASTER MONITOR SYSTEM	MNDOT	Manage	TS
2003	8	TH 100	2735-159A	MC	20,000,000	20,000,000	0	0	0	0	39TH AVE N TO INDIANA AVE-RECONSTRUCT EXPRESSWAY, NEW INTERCHANGE AT CSAH 81, ETC(AC CONVERSION)	MNDOT	Expand	E3
2003	8	TH 100	2755-75	MC	15,000,000	2,000,000	0	10,000,000	3,000,000	0	INDIANA AVENUE TO 50TH AVE N-GRAD, SURF, BRS, ETC-UPGRADE TO FREEWAY	MNDOT	Expand	A05
2004	8	TH 100	2735-172	MC	15,000,000	5,000,000	0	7,000,000	3,000,000	0	GOLDEN VALLEY RD TO N OF DULUTH ST IN GOLDEN VALLEY-GRADING, SURFACING, BRIDGE, ETC	MNDOT	Expand	A05
2004	8	TH 100	2755-75A	MC	5,000,000	5,000,000	0	0	0	0	INDIANA AVENUE TO 50TH AVE N-GRAD, SURF, BRS, ETC-UPGRADE TO FREEWAY(AC CONVERSION)	MNDOT	Expand	A05
2003		TH 101	1009-1822	BI	300,000	0	0	0	300,000	0	OVER BLUFF CREEK NEAR TH 212-REPLACE BR 1822	MNDOT	Preserve	S19
2002		TH 120	6227-56	SC	580,000	0	0	0	580,000	0	AT I-894 & AT JOY ROAD-TURN LANES, TRAFFIC SIGNAL, WIDEN ROADWAY, ETC	MNDOT	Manage	E1
2002		TH 120	6227-57	SC	1,300,000	0	0	0	1,300,000	0	I-94 TO CONWAY AVE IN MAPLEWOOD-FRONTAGE RD EXTENSION, SIGNAL REVISION, ETC	MNDOT	Manage	E2
2003		TH 120	6227-58	SC	750,000	0	0	0	750,000	0	AT LOWER AFTON RD IN WOODBURY/MAPLEWOOD-SIGNAL INSTALLATION & CHANNELIZATION	MNDOT	Manage	E1

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Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2003		TH 149	6223-62090	BI	250,000	0	0	0	250,000	0	OVER MISSISSIPPI RIVER & RR-REHABILITATE MODULAR JOINTS ON HIGH BRIDGE 62090	MNDOT	Preserve	S10
2004		TH 149	1916-21	SC	350,000	0	0	0	350,000	0	AT WESCOTT RD IN EAGAN/INVER GROVE HEIGHTS-REALIGN INTERSECTION, RESTRIPIING, TURN LANES, ETC	MNDOT	Manage	E1
2001		TH 169	0209-22	RC	4,000,000	0	0	0	4,000,000	0	MISSISSIPPI RIVER TO TH 10 IN ANOKA-RECONSTRUCT, WIDEN, ETC	MNDOT	Replace	S19
2001		TH 169	2772-35	SC	450,000	0	0	0	450,000	0	AT 36TH AVE N IN PLYMOUTH/NEW HOPE-REBUILD SIGNAL & INTERCONNECTION	MNDOT	Manage	E2
2001		TH 169	2772-36	TM	1,000,000	624,000	0	0	376,000	0	I-494 TO I-94-SHOULDER REHABILITATION FOR BUS USE	MNDOT	Manage	A05
2001		TH 169	7007-24	RS	5,000,000	4,000,000	0	0	1,000,000	0	1.0 MI N OF TH 19 TO TH 41-BITUMINOUS OVERLAY, ETC	MNDOT	Preserve	S10
2002		TH 169	2772-37	SC	25,000	0	0	0	25,000	0	AT BETTY CROCKER DRIVE IN PLYMOUTH & GOLDEN VALLEY-TRAFFIC SIGNAL INTERCONNECTION & DIAL-UP SYSTEM	MNDOT	Manage	TS
2002		TH 169	2772-38	NO	600,000	0	0	0	600,000	0	ON EAST SIDE OF TH 169 FROM 30TH AVE N TO 36TH AVE N IN NEW HOPE-NOISE ABATEMENT	MNDOT		O3
2002		TH 169	2772-39	NO	900,000	0	0	0	900,000	0	ON EAST SIDE OF TH 169 FROM PLYMOUTH AVE TO MENDELSSOHN LANE IN GOLDEN VALLEY-NOISE ABATEMENT	MNDOT		O3
2002		TH 169	7008-42	SC	750,000	0	0	0	750,000	0	AT CO RD 64 IN BELLE PLAINE-MEDIAN CLOSURE, FRONTAGE ROAD, ETC	MNDOT	Manage	E1
2003		TH 169	2750-6890	BI	100,000	0	0	0	100,000	0	OVER ELM CREEK-OVERLAY BRS 6890 & 6891	MNDOT	Preserve	S19
2001		TH 212	2745-28	RS	1,500,000	1,200,000	0	0	300,000	0	I-494 TO TH 62-BITUMINOUS OVERLAY	MNDOT	Preserve	S10
2002		TH 212	2744-54	RS	775,000	0	0	0	775,000	0	S OF CSAH 1(PIONEER TRAIL) TO I-494 IN EDEN PRAIRIE-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2002	9	TH 212	2762-16	MC	325,000	260,000	0	0	65,000	0	CSAH 4 TO 0.5 MI E OF MITCHELL RD-LANDSCAPING	MNDOT	Expand	O6
2002	9	TH 212	2762-22	MC	230,000	184,000	0	0	46,000	0	MITCHELL RD TO I-494-LANDSCAPING	MNDOT	Expand	O6
2003		TH 212	1012-20	RS	775,000	0	0	0	775,000	0	W JCT TH 25 TO CO RD 134-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2003		TH 212	2745-29	SC	200,000	0	0	0	200,000	0	AT VALLEY VIEW RD IN EDEN PRAIRIE-CHANNELIZATION, RESTRIPIING, ETC	MNDOT	Manage	E1
2002		TH 242	0212-40	RC	7,100,000	5,680,000	0	0	1,420,000	0	TH 10 TO THRUSH ST IN COON RAPIDS-GRAD, SURF, BRIDGE, RECONSTRUCT INTERCHANGE AND CONSTRUCT LAND BRIDGE, ETC(PAYBACK FOR FY 2000 AC PROJECT)	MNDOT	Replace	E3
2003		TH 242	0212-41	RC	6,000,000	0	0	0	6,000,000	0	FROM COON CREEK BLVD TO THRUSH ST-RECONSTRUCT, LAND BRIDGE, ETC	MNDOT	Replace	S19
2001		TH 244	8219-19	RS	710,000	0	0	0	710,000	0	TH 61 TO ASH ST(CO RD 79)-MILL & BITUMINOUS OVERLAY	MNDOT	Preserve	S10

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Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2001		TH 280	6242-62844	BI	750,000	0	0	0	750,000	0	NB OVER 2 RAMPS AT JCT I-94-REDECK BR 62844	MNDOT	Preserve	S19
2003		TH 280	6241-41	RC	6,875,000	5,500,000	0	0	1,375,000	0	N OF LARPEUR AVE IN LAUDERDALE TO TH 36/I-35W IN ROSEVILLE-GRADING, SURFACING, ACCESS MANAGEMENT, ETC	MNDOT	Replace	A05
2003		TH 280	6241-47	SH	200,000	180,000	0	0	20,000	0	HENNEPIN AVE TO I-35W-INSTALL LIGHTING AND CONTINUOUS MEDIAN	MNDOT	Manage	S2
2003		TH 280	6241-48	SC	500,000	0	0	0	500,000	0	AT BROADWAY ST IN LAUDERDALE & AT CO RD B IN ROSEVILLE-REBUILD SIGNALS	MNDOT	Manage	S7
2002		TH 316	1926-16	SH	400,000	380,000	0	0	40,000	0	AT 190TH STREET IN RAVENNA TWP- REALIGN INTERSECTION & ADD TURN LANES	MNDOT	Manage	S2
2002		TH 316	1926-17	RD	4,300,000	3,440,000	0	0	860,000	0	S JCT TH 61 TO N JCT TH 61 IN HASTINGS- MILL & OVERLAY, SHOULDER WIDENING, ETC	MNDOT	Preserve	S10
2001		I-494	2785-316	RS	2,000,000	1,800,000	0	0	200,000	0	TH 212 TO TH 55-MILL & BITUMINOUS OVERLAY	MNDOT	Preserve	S10
2001		I-494	2785-318	SC	1,500,000	1,350,000	0	0	150,000	0	PORTLAND AVE TO FRANCE AVE-REPLACE LIGHTING	MNDOT	Manage	S18
2001		I-494	2785-324	SC	100,000	90,000	0	0	10,000	0	TH 77 TO PENN AVE IN BLOOMINGTON- REPLACE "C" & "D" SIGNS	MNDOT	Manage	O7
2001		I-494	8285-88	AM	1,050,000	0	0	0	1,050,000	0	VALLEY CREEK RD TO I-94-AUXILLIARY LANES AGREEMENT	MNDOT	Other	S10
2001		I-494	8825-42	SC	150,000	135,000	0	0	15,000	0	CONCORD AVE IN SO ST PAUL TO 34TH AVE IN BLOOMINGTON-REPLACE "C" & "D" SIGNS	MNDOT	Manage	O7
2002		I-494	1986-31	SC	50,000	0	0	0	50,000	0	AT PILOT KNOB RD RAMP TERMINII IN EAGAN & MENDOTA HEIGHTS-SIGNAL REVISIONS	MNDOT	Manage	E2
2002		I-494	2785-325	RS	2,500,000	2,250,000	0	0	250,000	0	TH 55 IN PLYMOUTH TO W JCT I-94 IN MAPLE GROVE-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2003	11	I-494	2785-27V37	BR	3,000,000	2,400,000	0	0	600,000	0	OVER TH 100-REPLACE BRS 9130 & 9131	MNDOT	Replace	A05
2003	11	I-494	2785-301	MC	15,000,000	3,500,000	0	10,000,000	1,500,000	0	TH 100 TO TH 212-GRADING, SURFACING, BRS, ETC 3RD LANE EACH DIRECTION(STAGE 1)	MNDOT	Expand	A05
2003		I-494	2785-306	TM	250,000	0	0	0	250,000	0	UPGRADE TMS ON I494 FROM I35W TO BUSH LAKE RD & ON TH 100 AT 494/77TH ST	MNDOT	Manage	S7
2003		I-494	2785-317	RS	5,000,000	4,500,000	0	0	500,000	0	34TH AVE TO TH 100-OVERLAY, GUARDRAIL, MEDIAN BARRIER, CULVERTS, ETC	MNDOT	Preserve	S19
2003		I-494	2785-9132	BI	600,000	0	0	0	600,000	0	UNDER E BUSH LAKE RD & UNDER W BUSH LAKE RD-REHABILITATE BRS 9132 & 9135	MNDOT	Preserve	S19
2003	10	I-494	8285-60	MC	100,000,000	0	6,000,000	84,000,000	10,000,000	0	ON TH 61 FROM ST PAUL PARK TO CARVER AVE & ON I-494 FROM LAKE RD TO CONCORD ST-GRADING, SURFACING, BRS, ETC -WAKOTA BRIDGE PROJECT	MNDOT	Expand	A10
2004	11	I-494	2785-301(2)	MC	25,000,000	10,000,000	0	11,000,000	4,000,000	0	TH 100 TO TH 212-GRADING, SURFACING, BRIDGES, 3RD LANE EACH DIRECTION(STAGE 2)	MNDOT	Expand	A05

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Year	Pri	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	ACS	State \$	Other \$	Description	Agency	Category	AQ
2004	11	I-494	2785-301A	MC	5,000,000	5,000,000	0	0	0	0	TH 100 TO TH 212-GRADING, SURFACING, BRS, ETC 3RD LANE EACH DIRECTION(STAGE 1 AC CONVERSION)	MNDOT	Expand	A05
2004	10	I-494	8285-80A	MC	16,000,000	10,000,000	6,000,000	0	0	0	ON TH 61 FROM ST PAUL PARK TO CARVER AVE & ON I-494 FROM LAKE RD TO CONCORD ST-GRADING, SURFACING, BRS, ETC -WAKOTA BRIDGE PROJECT(AC CONVERSION)	MNDOT	Expand	A10
2001	12	TH 610	0217-02023A	MC	290,000	232,000	0	0	58,000	0	OVER CSAH 1(E RIVER RD)-WIDEN OUTSIDE BRS 02023 & 02024; RESURFACE BR 02024	MNDOT	Expand	A05
2001	12	TH 610	0217-02025A	MC	210,000	168,000	0	0	42,000	0	OVER BNSF RR-WIDEN OUTSIDE AND RESURFACE BR 02025 & 02026	MNDOT	Expand	A05
2001	12	TH 610	0217-02027A	MC	400,000	320,000	0	0	80,000	0	OVER COON RAPIDS BLVD-WIDEN AND RESURFACE OURSIDE BRS 02027 & 02028	MNDOT	Expand	A05
2001	11	TH 610	0217-16	MC	9,000,000	8,240,000	0	0	1,560,000	240,000	TH 252 TO TH 10-GRAD, SURF, APPROACHES TO NEW MISS RIVER BR, ETC	MNDOT	Expand	A00
2001	11	TH 610	2771-24	MC	189,290	151,432	0	0	37,858	0	E OF NOBLE AVE TO W OF REGENT AVE IN BROOKLYN PARK-LANDSCAPING	MNDOT	Expand	O6
2001	12	TH 610	2771-27239A	MC	90,000	72,000	0	0	18,000	0	WB OVER MISSISSIPPI RIVER-BARRIER REMOVAL & RESTRIPIING	MNDOT	Expand	A05
2001	12	TH 610	2771-29	MC	2,500,000	0	2,000,000	0	500,000	0	TH 169 TO I-94-R/W ACQUISITION	MNDOT	Expand	O4
2002	11	TH 610	2771-25	RB	340,000	0	0	0	340,000	0	W RIVER RD TO E OF NOBLE AVE IN BROOKLYN PARK-LANDSCAPING	MNDOT	Other	O6
2002	11	TH 610	2771-26	RB	250,000	0	0	0	250,000	0	W OF REGENT AVE TO W OF W BROADWAY- LANDSCAPING	MNDOT	Other	O6
2002	11	TH 610	2771-27	RB	175,000	0	0	0	175,000	0	W OF W BROADWAY TO JEFFERSON IN BROOKLYN PARK-LANDSCAPING	MNDOT	Other	O6
2003		TH 610	0217-18	MC	465,000	0	0	0	465,000	0	W RIVER RD TO COON RAPIDS BLVD- LANDSCAPING	MNDOT	Expand	S10
2002		I-694	6285-119	RS	1,500,000	0	0	0	1,500,000	0	I-35W TO TH 49-MILLING & BITUMINOUS OVERLAY	MNDOT	Preserve	S10
2002		I-694	6285-9209	BI	830,000	747,000	0	0	83,000	0	OVER ISLAND LAKE CHAIN-WIDEN & REDECK BRS 9209 & 9210	MNDOT	Preserve	S19
2002		I-694	6285-9301	BI	800,000	720,000	0	0	80,000	0	EB OVER NB TH 51 & OVER SB TH 51 RAMP- REHAB DECK ON BRS 9301,9302	MNDOT	Preserve	S19
2002		I-694	8286-82804A	BI	390,000	351,000	0	0	39,000	0	UNDER STILLWATER BLVD, RR, 10TH ST- PAINT BRS 82804, 82805, 82806, & 82818	MNDOT	Preserve	S10
2003	2	I-694	6285-120	RC	10,000,000	5,000,000	0	4,000,000	1,000,000	0	RICE ST TO E JCT I-35E-GRADING, SURFACING, BRS, ETC AS PART OF WEAVE CORRECTION W/I35E	MNDOT	Replace	A05
2003		I-694	6286-62825	BI	560,000	0	0	0	560,000	0	AT WHITE BEAR AVE, TH 61, TH 36, TRAIL, 50TH ST, TH 5 & UP RR-OVERLAY REPAIR & RAILING REHAB ON BRS 62825,26,51,52; 82805,06,07,08,09,10,11,12,13,14	MNDOT	Preserve	S10
2004	2	I-694	6285-120A	RC	4,000,000	4,000,000	0	0	0	0	RICE ST TO E JCT I-35E-GRADING, SURFACING, BRS, ETC AS PART OF WEAVE CORRECTION W/I35E(AC CONVERSION)	MNDOT	Replace	A05

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Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2004		I-694	6285-125	RC	7,500,000	0	0	0	7,500,000	0	AT TH 49(RICE ST) IN VADNAIS HEIGHTS/SHOREVIEW-REPLACE BR 6580, APPROACHES, ETC	MNDOT	Replace	A10
2001		ITS	ITS-ORION-	TM	4,800,000	0	0	0	4,800,000	0	ORION(METRO ITS) MODEL DEPLOYMENT	MNDOT	Manage	S7
2002		ITS	DIST-M-ITS-	TM	500,000	0	0	0	500,000	0	NEW ITS PROJECTS FOR FY 2002	MNDOT	Manage	S7
2003		ITS	DIST-M-ITS-	TM	500,000	0	0	0	500,000	0	NEW ITS PROJECTS FOR FY 2003	MNDOT	Manage	S7
2004		ITS	DIST-M-ITS-	TM	500,000	0	0	0	500,000	0	NEW ITS PROJECTS FOR FY 2004	MNDOT	Manage	S7
2001		TH 999	1000-07	RW	42,098	0	0	0	42,098	0	IN CARVER CO NEAR KNIGHT AVE IN LAKETOWN TOWNSHIP-LANDSCAPE WETLAND	MNDOT	Other	O6
2001		TH 999	8200-25	TM	12,300,000	4,000,000	0	5,500,000	2,800,000	0	REGIONAL TRAFFIC MANAGEMENT CENTER- CONSTRUCT BUILDING & EQUIPMENT	MNDOT	Manage	NC
2001		TH 999	8200-25A	TM	3,900,000	0	0	0	1,200,000	2,700,000	REGIONAL TRAFFIC MANAGEMENT CENTER- PARKING LOT, EQUIPMENT, ETC	MNDOT	Manage	NC
2001		TH 999	7000-04	RB	15,000	0	0	0	15,000	0	STATEWIDE SETASIDE FOR WETLAND RIGHT OF WAY & CONSTRUCTION- REISGRAF	MNDOT	Other	NC
2001		TH 999	880M-BI-01	BI	900,000	0	0	0	900,000	0	METRO SET ASIDE FOR BRIDGE IMPROVEMENTS FOR FY 2001	MNDOT	Preserve	S19
2001		TH 999	880M-PF-01	RB	40,000	0	0	0	40,000	0	METRO SET ASIDE FOR PRAIRIE TO FOREST FOR FY 2001	MNDOT	Other	O6
2001		TH 999	880M-RB-01	RB	100,000	0	0	0	100,000	0	METRO SET ASIDE FOR LANDSCAPE PARTNERSHIPS FOR FY 2001	MNDOT	Other	O6
2001		TH 999	880M-RW-01	RW	35,000,000	0	0	0	35,000,000	0	METRO SET ASIDE FOR RIGHT OF WAY FOR FY 2001	MNDOT	Other	NC
2001		TH 999	880M-RX-01	RX	1,500,000	0	0	0	1,500,000	0	METRO SET ASIDE FOR ROAD REPAIR FOR FY 2001	MNDOT	Preserve	S10
2001		TH 999	880M-SA-01	SA	10,000,000	0	0	0	10,000,000	0	METRO SET ASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2001	MNDOT	Other	NC
2001		TH 999	880M-TR-01	TR	500,000	0	0	0	500,000	0	METRO SET ASIDE FOR TRANSIT/RIDESHARE FOR FY 2001	MNDOT	Transit	AQ1
2001		TH 999	8825-40	SC	317,577	0	0	0	317,577	0	ON I694 AT VICTORIA & FROM TH 61 TO I-94; ON I494 FROM I-94 TO TH 61-SIGNING REPLACEMENT	MNDOT	Manage	O8
2001		TH 999	8825-43	SC	150,000	135,000	0	0	15,000	0	ON I694 FROM TH 61 TO E JCT I-94 & ON I-494 FROM E JCT I-94 TO TH 61-REPLACE "C" & "D" SIGNS	MNDOT	Manage	O7
2001		TH 999	8825-65	TM	60,000	0	0	0	60,000	0	ON METRO AREA FREEWAYS-REPLACE LOOP DETECTORS	MNDOT	Manage	S7
2001		TH 999	8825-66	TM	1,140,000	0	0	0	1,140,000	0	ON METRO AREA FREEWAYS-REPLACE CHANGEABLE MESSAGE SIGNS	MNDOT	Manage	S7
2001		TH 999	8825-67	TM	100,000	0	0	0	100,000	0	METROWIDE-REPLACE RAMP CONTROL SIGNALS	MNDOT	Manage	S7
2001		TH 999	8825-68	TM	100,000	0	0	0	100,000	0	METROWIDE-UPGRADE SKYLINE CMS CONTROLLERS	MNDOT	Manage	S7

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Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2001		TH 999	8825-69	TM	200,000	0	0	0	200,000	0	METROWIDE-PURCHASE TMS CABINETS	MNDOT	Manage	S7
2001		TH 999	TRLF-RW-0	RW	241,800	193,440	0	0	48,360	0	REPAYMENT IN FY 2001 OF TRLF LOAN USED FOR RIGHT OF WAY PURCHASE ON TH'S 12, 100,212, OR 610	MNDOT	Other	NC
2002		TH 999	6200-25B	TM	6,500,000	0	0	0	2,500,000	4,000,000	REGIONAL TRAFFIC MANAGEMENT CENTER-EQUIPMENT, ETC	MNDOT	Manage	NC
2002		TH 999	6200-25C	TM	5,500,000	5,500,000	0	0	0	0	REGIONAL TRAFFIC MANAGEMENT CENTER-CONSTRUCT BUILDING & EQUIPMENT(AC CONVERSION)	MNDOT	Manage	NC
2002		TH 999	880M-AM-02	AM	3,000,000	0	0	0	3,000,000	0	METRO SET ASIDE FOR MUNICIPAL AGREEMENTS FOR FY 2002	MNDOT	Other	NC
2002		TH 999	880M-BI-02	BI	2,260,000	0	0	0	2,260,000	0	METRO SET ASIDE FOR BRIDGE IMPROVEMENTS FOR FY 2002	MNDOT	Preserve	S19
2002		TH 999	880M-PF-02	RB	40,000	0	0	0	40,000	0	METRO SET ASIDE FOR PRAIRIE TO FOREST FOR FY 2002	MNDOT	Other	O6
2002		TH 999	880M-RB-02	RB	100,000	0	0	0	100,000	0	METRO SET ASIDE FOR LANDSCAPE PARTNERSHIPS FOR FY 2002	MNDOT	Other	O6
2002		TH 999	880M-RW-02	RW	38,500,000	0	0	0	38,500,000	0	METRO SET ASIDE FOR RIGHT OF WAY/ACCESS MANAGEMENT FOR FY 2002	MNDOT	Other	NC
2002		TH 999	880M-RX-02	RX	1,500,000	0	0	0	1,500,000	0	METRO SET ASIDE FOR ROAD REPAIR FOR FY 2002	MNDOT	Preserve	S10
2002		TH 999	880M-SA-02	SA	10,000,000	0	0	0	10,000,000	0	METRO SET ASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2002	MNDOT	Other	NC
2002		TH 999	880M-TE-02	SC	2,900,000	0	0	0	2,900,000	0	METRO SET ASIDE FOR TRAFFIC ENGINEERING & HYDRAULICS PRESERVATION(LIGHTING, SIGNING, SIGNALS, CULVERTS, ETC) FOR FY 2002	MNDOT	Manage	NC
2002		TH 999	880M-TM-02	TM	1,500,000	0	0	0	1,500,000	0	METRO SET ASIDE FOR TRAFFIC MANAGEMENT FOR FY 2002	MNDOT	Manage	S7
2002		TH 999	880M-TR-02	TR	2,000,000	0	0	0	2,000,000	0	METRO SET ASIDE FOR TRANSIT/RIDESHARE FOR FY 2002	MNDOT	Transit	AQ1
2002		TH 999	8825-52	SC	540,000	0	0	0	540,000	0	NORTHEAST QUADRANT OF METRO AREA-RELAMP LIGHTING FIXTURES	MNDOT	Manage	S18
2002		TH 999	8825-53	SC	300,000	0	0	0	300,000	0	METROWIDE-REPLACE & UPGRADE ADVANCE WARNING FLASHERS	MNDOT	Manage	S7
2002		TH 999	8825-56	SC	80,000	0	0	0	80,000	0	METROWIDE-LIGHTING CABINET REPLACEMENTS	MNDOT	Manage	S7
2002		TH 999	8825-57	SC	90,000	0	0	0	90,000	0	METROWIDE-UPGRADE AUTOSCOPE CAMERAS(4-6 LOCATIONS)	MNDOT	Manage	S7
2002		TH 999	8825-58	SC	400,000	0	0	0	400,000	0	METROWIDE-REPLACE TRAFFIC SIGNAL CONTROLLERS	MNDOT	Manage	S7
2002		TH 999	8825-59	SC	80,000	0	0	0	80,000	0	METROWIDE-RELOCATE REOCCURRING LIGHTING KNOCKDOWNS	MNDOT	Manage	S7
2002		TH 999	8825-60	SC	20,000	0	0	0	20,000	0	METROWIDE-TRAFFIC SIGNAL LED INDICATION REPLACEMENTS	MNDOT	Manage	S7
2002		TH 999	8825-62	SC	200,000	0	0	0	200,000	0	METROWIDE-PAINT TRAFFIC SIGNAL SYSTEMS	MNDOT	Manage	S7

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Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2002		TH 999	8825-70	SC	60,000	0	0	0	60,000	0	ON METRO AREA FREEWAYS-REPLACE LOOP DETECTORS	MNDOT	Manage	S7
2002		TH 999	8825-72	SC	100,000	0	0	0	100,000	0	METOWIDE-FIBER OPTIC NETWORK REPAIRS	MNDOT	Manage	S7
2002		TH 999	8825-73	SC	250,000	0	0	0	250,000	0	METROWIDE-UPGRADE FIBER OPTIC NETWORK	MNDOT	Manage	S7
2002		TH 999	8825-74	SC	200,000	0	0	0	200,000	0	METROWIDE-PURCHASE TMS CABINETS	MNDOT	Manage	S7
2002		TH 999	TRLF-RW-01	RW	3,468,000	2,774,400	0	0	693,600	0	REPAYMENT IN FY 2002 OF TRLF LOAN USED FOR RIGHT OF WAY PURCHASE ON TH'S 12, 100,212, OR 610	MNDOT	Other	NC
2003		TH 999	8809-75	TM	5,000,000	0	0	0	5,000,000	0	ON I-494 FROM PILOT KNOB TO MISS RIVER, AND ON TH 52 FROM TH 55 TO I-94-TRAFFIC MANAGEMENT SYSTEM	MNDOT	Manage	S7
2003		TH 999	880M-AM-03	AM	3,000,000	0	0	0	3,000,000	0	METRO SET ASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2003	MNDOT	Other	NC
2003		TH 999	880M-BI-03	BI	2,000,000	0	0	0	2,000,000	0	AT VARIOUS LOCATIONS IN METRO DIVISION-BRIDGE REPAIRS	MNDOT	Preserve	S19
2003		TH 999	880M-NO-03	NO	1,500,000	0	0	0	1,500,000	0	METRO SET ASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2003	MNDOT		O3
2003		TH 999	880M-PF-03	RB	40,000	0	0	0	40,000	0	METRO SET ASIDE FOR PRAIRIE TO FOREST FOR FY 2003	MNDOT	Other	O6
2003		TH 999	880M-RB-03	RB	100,000	0	0	0	100,000	0	METRO SET ASIDE FOR LANDSCAPE PARTNERSHIPS FOR FY 2003	MNDOT	Other	O6
2003		TH 999	880M-RS-03	RS	4,000,000	3,200,000	0	0	800,000	0	METRO SET ASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2003	MNDOT	Preserve	S10
2003		TH 999	880M-RW-03	RW	25,000,000	0	0	0	25,000,000	0	METRO SET ASIDE FOR RIGHT OF WAY/ACCESS MANAGEMENT FOR FY 2003	MNDOT	Other	NC
2003		TH 999	880M-RX-03	RX	1,500,000	0	0	0	1,500,000	0	METRO SET ASIDE FOR ROAD REPAIR FOR FY 2003	MNDOT	Preserve	S10
2003		TH 999	880M-SA-03	SA	10,000,000	0	0	0	10,000,000	0	METRO SET ASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2003	MNDOT	Other	NC
2003		TH 999	880M-SC-03	SC	1,000,000	0	0	0	1,000,000	0	METRO SET ASIDE FOR TURN LANE PROJECTS FOR FY 2003	MNDOT	Manage	E1
2003		TH 999	880M-TE-03	SC	8,500,000	0	0	0	8,500,000	0	METRO SET ASIDE FOR TRAFFIC ENGINEERING & HYDRAULICS PRESERVATION(LIGHTING,SIGNING, SIGNALS,CULVERTS,ETC) PROJECTS FOR FY 2003	MNDOT	Manage	NC
2003		TH 999	880M-TM-03	TM	2,000,000	0	0	0	2,000,000	0	METRO SET ASIDE FOR TRAFFIC MANAGEMENT PROJECTS FOR FY 2003	MNDOT	Manage	S7
2003		TH 999	880M-TR-03	TM	2,000,000	0	0	0	2,000,000	0	METRO SET ASIDE FOR TRANSIT/RIDESHARE FOR FY 2003	MNDOT	Manage	S7
2003		TH 999	8825-75	SC	50,000	0	0	0	50,000	0	AT 5 RURAL LOCATIONS IN METRO-INTERSECTION LIGHTING	MNDOT	Manage	S18
2003		TH 999	TRLF-RW-01	RW	3,374,400	2,699,520	0	0	674,880	0	REPAYMENT IN FY 2003 OF TRLF LOAN USED FOR RIGHT OF WAY PURCHASE ON TH'S 12, 100,212, OR 610	MNDOT	Other	NC

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Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2004		TH 999	8809-71	TM	4,000,000	0	0	0	4,000,000	0	I-694 FROM I-35W TO TH 36 & I-35E FROM TH 36 TO TH 96-TRAFFIC MANAGEMENT SYSTEM	MNDOT	Manage	S7
2004		TH 999	880M-AM-04	AM	3,000,000	0	0	0	3,000,000	0	METRO SET ASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2004	MNDOT	Other	NC
2004		TH 999	880M-BI-04	BI	13,000,000	0	0	0	13,000,000	0	METRO SET ASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2004	MNDOT	Preserve	S19
2004		TH 999	880M-NO-04	NO	1,500,000	0	0	0	1,500,000	0	METRO SET ASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2004	MNDOT		O3
2004		TH 999	880M-PF-04	RB	40,000	0	0	0	40,000	0	METRO SET ASIDE FOR PRAIRIE TO FOREST FOR FY 2004	MNDOT	Other	O6
2004		TH 999	880M-RB-04	RB	100,000	0	0	0	100,000	0	METRO SET ASIDE FOR LANDSCAPE PARTNERSHIPS FOR FY 2004	MNDOT	Other	O6
2004		TH 999	880M-RS-04	RS	19,500,000	0	0	0	19,500,000	0	METRO SET ASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2004	MNDOT	Preserve	S10
2004		TH 999	880M-RW-04	RW	25,000,000	0	0	0	25,000,000	0	METRO SET ASIDE FOR RIGHT OF WAY/ACCESS MANAGEMENT FOR FY 2004	MNDOT	Other	NC
2004		TH 999	880M-RX-04	RX	1,500,000	0	0	0	1,500,000	0	METRO SET ASIDE FOR ROAD REPAIR FOR FY 2004	MNDOT	Preserve	S10
2004		TH 999	880M-SA-04	SA	10,000,000	0	0	0	10,000,000	0	METRO SET ASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2004	MNDOT	Other	NC
2004		TH 999	880M-SC-04	SC	2,150,000	0	0	0	2,150,000	0	METRO SET ASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2004	MNDOT	Manage	S6
2004		TH 999	880M-TE-04	SC	8,500,000	0	0	0	8,500,000	0	METRO SET ASIDE FOR TRAFFIC ENGINEERING & HYDRAULICS PRESERVATION(LIGHTING,SIGNING, SIGNALS,CULVERTS,ETC) PROJECTS FOR FY 2004	MNDOT	Manage	NC
2004		TH 999	880M-TM-04	TM	3,000,000	0	0	0	3,000,000	0	METRO SET ASIDE FOR TRAFFIC MANAGEMENT PROJECTS FOR FY 2004	MNDOT	Manage	S7
2004		TH 999	880M-TR-04	TM	2,000,000	0	0	0	2,000,000	0	METRO SET ASIDE FOR TRANSIT/RIDESHARE FOR FY 2004	MNDOT	Manage	S7
2004		TH 999	TRLF-RW-04	RW	3,280,800	2,624,640	0	0	656,160	0	REPAYMENT IN FY 2004 OF TRLF LOAN USED FOR RIGHT OF WAY PURCHASE ON TH'S 12, 100,212, OR 610	MNDOT	Other	NC
2001		I-694	6285-126	AM	216,000	0	0	0	216,000	0	NEAR PIKE LAKE IN NEW BRIGHTON- CONSTRUCT STORM WATER DETENTION BASIN	NEW BRIGHTON	Other	NC
2001		TH 21	7002-37	AM	54,000	0	0	0	54,000	0	IN NEW PRAGUE-BITUMINOUS MILL & OVERLAY	NEW PRAGUE	Other	S10
2001		TH 51	6216-114	AM	285,000	0	0	0	285,000	0	AT CO RD C-NORTHBOUND DUAL LEFT TURN LANE	RAMSEY COUNTY	Other	E1
2001		TH 62	2774-11	AM	81,000	0	0	0	81,000	0	FROM PENN AVE TO W JCT I-35W- CONSTRUCT SAFETY WALL	RICHFIELD	Other	S9
2001		TH 101	2738-17	AM	275,000	0	0	0	275,000	0	FRONTAGE RD CONSTRUCTION IN ROGERS	ROGERS	Other	NC

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Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	Demo \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2001		TH 3	1921-72	AM	108,000	0	0	0	108,000	0	145TH TO 143RD IN ROSEMOUNT- RECONSTRUCT PARK AND RIDE, MILL & OVERLAY, SIDEWALK, ETC	ROSEMOUNT	Other	S10
2001		TH 13	7001-89	AM	270,000	0	0	0	270,000	0	AT QUENTIN/123RD IN SAVAGE- CHANNELIZATION, TRAFFIC SIGNAL, ETC	SAVAGE	Other	E1
2001		TH 7	2708-204	AM	54,000	0	0	0	54,000	0	AT FREEMAN PARK IN SHOREWOOD-CLOSE PARK ACCESS TO TH 7	SHOREWOOD	Other	NC
2001		TH 5	6201-77	AM	108,000	0	0	0	108,000	0	ST PETER STREET IN ST PAUL-STORM SEWER OUTLET	ST PAUL	Other	NC
2001		TH 999	8825-48	AM	700,000	0	0	0	700,000	0	AT VARIOUS LOCATIONS IN ST PAUL- FRONTAGE ROAD RELEASE	ST PAUL	Other	NC
2001		TH 7	1004-27	AM	50,760	0	0	0	50,760	0	AT ZUMBRA LANE AND AT VIRGINIA SHORES IN VICTORIA-ACCESS CLOSURE & IMPROVEMENT	VICTORIA	Other	E1
2001		I-94	8282-97	AM	54,000	0	0	0	54,000	0	AT CSAH 13 N RAMP TERMINII IN WOODBURY-TRAFFIC SIGNAL INSTALLATION	WASHINGTON COUNTY	Other	E2

1,765,313,418 658,614,800 48,450,000 390,400,000 505,698,676 161,889,938

Thursday, August 24, 2000

Twin Cities Metropolitan Area
2001-2004 Transportation Improvement Program

TABLE A-21
Federal Scenic Byway Projects

Year	Prt	Route	Prj Number	Prg	Total \$	Fed \$	AC\$	State \$	Other \$	Description	Agency	Category	AQ
2001		CITY	91-060-02	EN	160,200	128,100	0	0	32,100	GRAND ROUNDS GATEWAY HOSPITALITY PROJECT	MINNEAPOLIS	Other	NC
2001		CITY	91-060-04	EN	206,300	165,000	0	0	41,300	GRAND ROUNDS INTERPRETIVE SITE DEVELOPMENT	MINNEAPOLIS	Other	S15
					366,500	293,100	0	0	73,400				

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

APPENDIX B
CONFORMITY DOCUMENTATION

OF THE 2001 - 2004 Transportation Improvement Program (TIP)
TO THE 1990 CLEAN AIR ACT AMENDMENTS

The United States Environmental Protection Agency's (EPA's) *40 CFR PARTS 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rules* for determining conformity to state or federal implementation plans of transportation plans, programs, and projects funded or approved Under Title 23 U.S.C. or the Federal Transit Act (Conformity Rule), requires the Metropolitan Council to prepare a conformity analysis of the region's Transportation Plans and Transportation Improvement Program. Based on the air quality analysis, the Council must determine the conformity of the transportation plan to meet the 1990 Clean Air Act Amendments (CAAA) schedule to attain carbon monoxide (CO) standards. This appendix describes the procedures used to perform the analysis on the Transportation Improvement Program, and lists the findings and conclusions to support the Metropolitan Council's (Council) determination that the 2001 - 2004 Transportation Improvement Program (TIP) conforms to the requirements of the CAAA.

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I. CONFORMITY OF THE 2001 -2004 TRANSPORTATION IMPROVEMENT PROGRAM

FINDINGS AND CONCLUSIONS

- A. Pursuant to Section 93.110 of the Conformity Rule, the Council reviewed the TIP and certifies that it conforms to the recent estimates of mobile source emissions based on the most current transportation models using population, employment, travel and congestion forecasts:
1. The Council is required by Minnesota statute to prepare regional population and employment forecasts for the Seven County Twin Cities Metropolitan Area. The air quality analysis of CO emissions for Wright County is prepared under the guidance of the Council as part of an intergovernmental agreement with the county, MN/DOT and the Council.
 2. The published source of socioeconomic data is in the Metropolitan Council's *Regional Blueprint*. The planning document adopted, in December 1996, provides the Council with the latest socio-economic data (planning assumptions) to develop long range forecasts of regional highway and transit facilities needs.
- B. The Minnesota Pollution Control Agency (MPCA), Minnesota Department of Transportation (Mn/DOT) and Federal Highway Administration (FHWA) were consulted during the preparation of the TIP and its conformity review and documentation.
- C. A quantitative analysis of CO emissions impact using the latest emission estimation models was prepared using the TIP projects listed in Tables 2 through 5. The 1996 emissions budget analysis conducted used the MOBILE5A and EMIS mobile source emissions models. The analysis shows daily CO emissions in tons/day in the analysis years of 2005, 2010 and 2020 are less than the CO emission budget if the Action" (build) scenario of the TIP is implemented (see Table 1). The CO emissions are estimated to be sustained below the budget for a reasonable period beyond the analysis year 2005.
- D. No regionally significant projects are planned or programmed for the City of New Prague. A regionally significant project was identified for Wright County and is included in the air quality analysis. Both areas are also in the attainment area, but are outside the Council jurisdiction.
- E. Exempt projects not included in the regional air quality analysis were identified and classified in accordance with the EPA guidance in Section 93.126 of the Conformity Rule.
- F. The quantitative analysis includes all known federal and nonfederal regionally significant projects as defined in Section 93.101 of the Conformity Rule.
- G. The TIP addresses the requirements of the TEA-21 metropolitan planning rule 23CFR part 450, Section 450.324 and Section 93.108 of the Conformity Rule, to be fiscally constrained. Section 3 of the TIP document demonstrates the consistency of proposed transportation investments with already available and projected sources of revenue.
- H. The Council reviewed the TIP and certifies that the TIP does not conflict with the implementation of the State Implementation Plan (SIP) for air quality, and conforms to the requirement to

implement the Transportation System Management Strategies which are the adopted Transportation Control Measures for the region.

- I. There are no TIP projects that are not specifically listed in the Transportation Policy/Guide Plan.
- J. The TIP includes a status of major transit projects programmed in the time frame of the 2001-2004 TIP.
- K. There are no projects in the TIP which have received National Environmental Policy Act (NEPA) approval and have not progressed within three years of approval.
- L. Although a small portion of the Twin Cities Metropolitan Area is a nonattainment area for PM-10, the designation is due to non-transportation sources.

RESPONSES TO THE CRITERIA IN THE EPA TRANSPORTATION CONFORMITY RULE

1.Consistent with the long-range transportation comprehensive plan	The 2001-2004 TIP is consistent with the Council's Transportation Policy Plan (TPP)
2.Consistent with the State Implementation Plan (SIP) for Air Quality	The TIP does not conflict with the implementation of the SIP
3. Status of all Transportation Control Measures (TCM's) officially adopted as part of the SIP	Section V in Appendix B describes the status of the TCM's listed in the SIP
4.The TIP is based on the most recent planning estimates adopted by the Council	The TIP air quality modeling is based on the most current socioeconomic data adopted in the Council's <i>Blueprint</i> for regional development and investments.
5. The TIP air quality analysis uses the most recent EPA approved air quality models.	The CO emission estimates in Table 1 of Appendix B of the TIP were developed using the latest EPA approved air quality models . A description of the models is in Section III of the appendix and samples of the modeling outputs are in Exhibit 2.
6. Demonstrates that regional emissions resulting from implementation of projects of regional significance are less than those in the emissions budget established by the emissions inventory	The results of the TIP air quality modeling shown in Table 1 demonstrates that future CO emissions, if regionally significant projects are built, will remain below the emissions budget.
7.Includes emissions from nonfederal funded regionally significant project in the TIP emission analysis.	The nonfederal funded regionally significant projects included in the emissions analysis are identified in Section III E.

8. Appropriately classify TIP projects as exempt of needing regional emissions analysis , or in a category in which they may need a hotspot analysis	Exempt projects listed in the TIP tables are identified and categorized using the codes listed in Exhibit 3 of Appendix B.
9.The TIP is fiscally constrained for the first two years.	The TIP is fiscally constrained as documented on pages 36 and 37 of the 2001-2004 TIP document.
10. Leads to no increases in the number or severity of violations at any monitored site currently violating federal air quality standards.	TIP air quality modeling demonstrates that CO emissions will remain below the emissions budget; further , there have been no officially measured violations of the CO standards at any monitored site since 1991.
11. Demonstrates it meets public involvement requirements of TEA-21.	TIP meets the TEA-21 public involvement requirements. Public involvement activities relative to the adoption of the TIP are described in Section IV of Appendix B. The notice of proposed action by the TAB and Council to adopt the TIP were announced in regular Council publication of meeting notices and on its web site.
13. Include all Title 23 (FHWA) and Transit Act (FTA) projects	All Title 23 and FTA projects are listed in the TIP.
14. Identify all projects which have received National Environmental Policy Act (NEPA) approval, but have not progressed within three years.	There are no projects which have received TIP approval and have not progressed within three years.

II. 2001-2004 TIP CONTRIBUTION TO EMISSION REDUCTIONS IN THE TWIN CITIES CARBON MONOXIDE NON-ATTAINMENT AREA

The EPA in response to a MPCA request, redesignated the Twin Cities seven-county Metropolitan Area and Wright County as in attainment for CO in October 1999. A 1996 motor vehicle emissions budget submitted by the MPCA as part of the redesignation request establishes a not-to-exceed threshold of CO emissions for the analysis years of 2005, 2010 and 2020.. The results of the emissions analysis is shown in Table 1 . A description of the methods and models used to prepare the CO calculations are in Section III of this appendix.

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

NETWORK	2005	2010	2020
1996 BASELINE EMISSIONS BUDGET	1,114	1,114	1,114
ACTION (BUILD) SCENARIO	905	940	1056
CO EMISSIONS BELOW THE EMISSIONS BUDGET	209	174	58

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

A. 2001 - 2004 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

- in-place regionally significant highway or transit facilities, services, and activities;
- regionally significant projects (regardless of funding sources) which are currently:
 - under construction, or;
 - undergoing right-of-way acquisition, or;
 - come from the first year of a previously conforming TIP (2000-2002), or;
 - have completed the NEPA process.

Projects used in the year 2005 network (Table 2) is a revised network of the 2005 action scenario projects in the 2000 - 2002 TIP plus new projects identified in the 2001-2004 TIP. The projects used in the Action Scenarios for the years 2010 and 2020 networks are the same used in the TPP and are listed in Tables 3 and 4. There are no regionally significant projects included in the scenarios that are funded from non-federal sources. The networks for the 2010 and 2020 analysis years were developed by adding the projects or making the changes noted listed in the tables 3 and 4 respectively to the year 2005 action scenario network. .

Conformity Emissions Budget Test: The conformity test as defined in Section 93.118 requires that the CO emissions calculated in the conformity analysis for the TPP and the TIP must be equal to or less than the CO emissions budget established for the region. MPCA's submittal to the EPA for redesignation established a conformity daily emissions budget of 1,114 tons/day. The budget remains constant throughout the programming period of the TIP and the 20 year planning period of the TPP.

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

The results of the emissions budget conformity test for the TIP are shown in Table 1. CO emissions for the analysis years 2005, 2010 and 2020 remain below the emissions budget. The emissions can be reasonably expected to remain below the emissions budget for the following reasons:

1. Continued improvement in auto emissions controls systems and the implementation of an oxygenated gasoline program as required by the modeling assumptions used in the redesignation request to the EPA.
2. A regional commitment to continue capital investments to maintain and improve the operational efficiencies of the highway and transit systems.
3. A regional commitment to provide customer oriented transit service, seek alternative methods to reduce congestion and the rate of growth of vehicle miles traveled such as the use of congestion pricing, promoting higher density and mixed use development through the Council's authority to periodically review local comprehensive plans, and capital investment for the regional sewer collection and distribution system .
4. Extensive CO air quality emissions modeling by the MPCA and accepted by the EPA as part of the documentation for the redesignation request indicated that the National Ambient Air Quality standards can be met without the operation of a regional VIM program.
5. Adoption of a regional long-term (year 2040) growth management strategy to contain growth in the urban fringe, limit growth in the rural areas while promoting higher densities in the urban core, and;
6. The continued involvement of local governmental units in the regional 3C transportation planning process to address local congestion and promote transit supportive land uses and development patterns as part of a regional smart growth strategy.

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

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

B. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) HIGHWAY PROJECTS

EPA Transportation Exempt Projects

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

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

C. REGIONALLY SIGNIFICANT PROJECTS

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

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

D. WRIGHT COUNTY AND THE CITY OF NEW PRAGUE PROJECTS

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

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

Table 2

**REGIONALLY SIGNIFICANT TIP PROJECTS
2001-2004 TIP – 2005 ACTION SCENARIO**

(2000-2002 TIP ,the previous TIP, 2005 Action Scenario projects with changes as noted plus regionally significant projects that can be modeled that are listed in the 2001-2004 TIP)

				2005 TIP Emissions
TH 169	2001	Widening from Mississippi River to TH 10	MnDOT	*
CR28	2003	From TH149 in Eagan to CSAH 63 in Inver Grove Heights - Construct 4-lane roadway .	Dakota Co.	*
CSAH17	2002	Lexington Ave. - From Main St. to Pheasant Ridge DR. & From North Road to Lake Drive- Reconstruct & widen to 4-lane roadway	Anoka Co.	*
CHAH31	2002	CR 58 in Lakeville to CSAH 42 in Apple valley - Reconstruct to 4-lane Roadway	Dakota Co.	*

Table 2

**REGIONALLY SIGNIFICANT TIP PROJECTS
2001-2004 TIP – 2005 ACTION SCENARIO**

(2000-2002 TIP ,the previous TIP, 2005 Action Scenario projects with changes as noted plus regionally significant projects that can be modeled that are listed in the 2001-2004 TIP)

Route	Year	Project Description	County	Notes
CSAH 61	2003	North of Bren Road to South of CSAH 3 - Reconstruct to 4-lane roadway	Hennepin Co.	*
CR13A	2002	Hinton Avenue/Tower Drive: 4 Lane Divided Arterial	Washington	
TH 100	2000	Glenwood Ave. to Duluth St.; construct freeway.	MnDOT	
TH 100	2000	29 th Ave. N to 39 th Ave. N.; construct freeway.	MnDOT	
TH 100	2001	39 th Ave. to Twin Lakes; construct freeway	MnDOT	
TH100	2003	Indiana Ave. to 50 th N. - Grading ,surfacing, Bridge- Upgrade to Freeway	MnDOT	*
TH 100	2002	Twin Lakes . to 50th Ave. N.; construct freeway	MnDOT	
I-494	2002	Tamarack Road/I-494 Construct new interchange	Woodbury	
I-35W	2001	Add HOV lane from 66th St. To Minnehaha Creek	MnDOT	
I-35W	2000	Add HOV lane from Minnehaha Creek to 46th St.	MnDOT	
I-494	2000, 2002	Add 3rd Lane from TH 100 to TH 212	MnDOT	
TH 12		CR6 to Wayzata Blvd. – Construct new 2-lane freeway	MnDOT	Moved to 2010 Action Scenario
I-35E	2000, 2003	Weave Correction from west Junction I-694 to east junction with I-694 – add auxillary lane.	MnDOT	Moved to 2010 Action Scenario
I-35E	2004	I-94 to Maryland; One lane added in each direction.	MnDOT	
I-35E	2001, 2002	TH 13 to Sheppard Rd.; Add auxillary third lane – Replace Mississippi River Bridge (Stage 2).	MnDOT	

Table 2

**REGIONALLY SIGNIFICANT TIP PROJECTS
2001-2004 TIP – 2005 ACTION SCENARIO**

(2000-2002 TIP ,the previous TIP, 2005 Action Scenario projects with changes as noted plus regionally significant projects that can be modeled that are listed in the 2001-2004 TIP)

Project	Year	Description	Agency	Notes
79th St.	2001	79TH/80TH over I-35W - Construct bridge	City of Bloomington	
79th St.	2002	On E. 79th St. From Cedar to 24th Ave. – Grading, surfacing, signals	City of Bloomington	
TH 36	-	Stillwater/Holton -New river crossing over the St. Croix River (replace bridge 6724 river spans and east abutment)	MnDOT	Moved to 2010 Action Scenario
CSAH 78	2002	Reconstruct and widen Hanson Blvd. From Coon Rapids Blvd. To Robinson Dr.	Anoka Co.	
CSAH 130	2000	Reconstruct and widen CSAH 130 from Hemlock Lane to TH 169	City of Maple Grove	
CSAH 19	2000	Reconstruct and widen CSAH 19 from Hudson Rd. To CSAH 16	Washington Co.	
TH 5	2000	From Th 41 to CSAH 17 - Grading, surfacing, widen to 4-lanes	MnDOT	
I-94	2005	From Weaver Lake Road to Humboldt Ave.; reconstruction and 3 rd lane addition	MnDOT	
CSAH 96	2000	Bramblewood to Centerville Rd. and Mackubin to Rice St. – Reconstruct 2 lane to 4 lane urban divided.	Ramsey Co.	
TH 77	99	Construct 77 th St. underpass at TH 77	City of Richfield	
TH 13	99	Reconstruct 2 lanes to 4 lanes divided (approximately 1.5 miles)	City of Eagan	
TH 610	2000	TH252 to TH 10- Grade, surface, New Mississippi River Bridge (second bridge)	MnDOT	
CSAH 30	2000	Reconstruct 2.73 mile 2 lane rural roadway to 4 lane urban highway between I-94 to CSAH 81	Hennepin Co.	
CSAH 116	2000	Construct a divided 2.5 mile, 4 lane section just east of CSAH 9 to approximately 525 feet west of CSAH 78.	Anoka Co.	

Table 3
REGIONALLY SIGNIFICANT PLAN PROJECTS INCLUDED IN THE
AIR QUALITY ANALYSIS IN THE 2001-2004 TIP- YEAR 2010 ACTION SCENARIO
 (Projects added to the 2001-2004 TIP- 2005 Action Scenario)

Route	Year	Description	Agency	Comments
I-694	--	From I-35W to I-35E add additional lanes in each direction	MnDOT	Added to Scenario
I-35E	--	From I-94 to I-694 add lane in each direction		
I-494	--	From TH 212 to I-394 add lane in each direction		
I-494	--	Wakota Bridge from TH 61 to TH 56 - replace bridge and add lane in each direction		
TH 61	--	From 60 th St. to I-494 - reconstruction and add interchange		
I-94	--	From Mcknight Road to TH 120 complete alternative investment study to consider HOV, Transitway, adding mixed use lanes in each direction options.		
I-35W	--	From TH 36 to Ramsey County Line - Metered freeway.		
TH 52	--	From Ramsey County Line to University Ave. Replace Lafayette Bridge.		Moved to 2020 Action Scenerio
TH 61	--	Hastings Bridge replacement.		
TH 169	--	From I-494 to I-94 corridor; complete alternative investment study to evaluate needed improvements.	MnDOT	
TH 169	--	From I-94 to TH 610 corridor; complete alternative investment study to evaluate needed improvements.	MnDOT	

Table 3
REGIONALLY SIGNIFICANT PLAN PROJECTS INCLUDED IN THE
AIR QUALITY ANALYSIS IN THE 2001-2004 TIP- YEAR 2010 ACTION SCENARIO
 (Projects added to the 2001-2004 TIP- 2005 Action Scenario)

TH62	--	From I-494 to I-35W corridor; complete alternative investment study to evaluate needed improvements.	MnDOT	
TH 100	--	From 36 th St. to Cedar Lake Rd. corridor; complete alternative investment study to evaluate needed improvements.	MnDOT	
TH 252	--	From 73 rd Ave. to TH 610 corridor; complete alternative investment study to evaluate needed expansion.	MnDOT	
TH 280	--	From Como Ave. To TH 36; reconstruct interchanges.	MnDOT	
TH 100	--	From Duluth St. to 29 th Ave. N.; construct new freeway.	MnDOT	
Phalen Blvd.	2004	From I-35E to Maryland Ave. -- construct new urban arterial.	City of St. Paul	

Table 4
REGIONALLY SIGNIFICANT PLAN PROJECTS
INCLUDED IN THE
AIR QUALITY ANALYSIS IN THE 2001-2004 TIP-YEAR
2020 ACTION SCENARIO
 (projects added to the 2001-2004 TIP - 2010 Action Scenario)

I-35W	--	From Washington Ave. to TH 36 corridor; complete alternative investment study to evaluate expansion needs	MnDOT
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Table 4
REGIONALLY SIGNIFICANT PLAN PROJECTS
INCLUDED IN THE
AIR QUALITY ANALYSIS IN THE 2001-2004 TIP-YEAR
2020 ACTION SCENARIO
 (projects added to the 2001-2004 TIP - 2010 Action Scenario)

Route	Priority	Project Description	Agency
I-494	--	From I-394 to I-94 corridor; complete alternative investment study to evaluate expansion needs	MnDOT
I-494	--	From TH 77 to TH 100 Major Investment Study/Final EIS identified alternatives; add HOV, staged implementation.	MnDOT
TH 36	--	From I-35W to I-35E corridor; complete alternative investment study to evaluate expansion needs.	MnDOT
TH 610	--	From TH 169 to I-94 corridor; Right-of-way preservation.	MnDOT
I-694	--	From east of junction with I-35E to TH 36 corridor; complete alternative investment study to evaluate improvement needs.	MnDOT
TH 36	--	From I-35E to I-694 corridor; complete alternative investment study to evaluate improvement needs.	MnDOT
TH 62	--	From I-35W to TH 55 corridor; complete alternative investment study to evaluate improvement needs	MnDOT

E. PROJECTS NOT LISTED IN THE TRANSPORTATION POLICY PLAN

There are no new regionally significant projects included in the 2001-2004 TIP, but not in the TPP that are in the air quality analysis

F. TRAVEL FORECASTING AND TRAFFIC ASSIGNMENT DOCUMENTATION

The traffic forecasts used to calculate the CO emissions listed in Table 1 are based on the most recent socioeconomic data prepared by the Council for the Regional Blueprint and the TPP. The following provides a summary of the traffic forecast models used in the air quality analysis. Detailed technical information on the models are found in technical memorandums 1-11 as part of the 1990 Travel Behavior Inventory. The information is available through the Council's Data Center. Changes were made to modeling procedures for the transit network used in previous TIP conformity analysis to more accurately reflect the goals and future investment priorities contained in the Regional 2020 Transit Master Plan adopted by the Council in February 2000. These goals include:

- Doubling the capacity of the region's bus system which is the equivalent of capturing 10% of the travel-demand growth in the region over the next 20 years
- Building a network of dedicated transit corridors
- Creating more efficient use of land and public infrastructure as part of a region wide "Smart Growth" initiative

The changes to the modeling procedures are described in "Transit Network" subsection below.

Highway Model Network

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

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

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

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

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

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

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

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

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

The Trip Generation Model

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

Trip Distribution Model

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

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

Mode Choice Model

The Mode Choice Model applies a logit model to home-based work, home-base other and non-home based trips. In addition, non-home based trips are further divided into work-related and non-work related. Home-based University of Minnesota trips are dealt with separately, using the work model. The

mode choice models use the travel times and costs of the highway and transit systems to estimate the proportion of trips which are allocated to the transit system, single occupancy vehicle trips and high occupancy vehicle trips. Two surveys prepared by the Council provided data for calibrating the mode choice model, the 1990 Travel Behavior Inventory Home Interview Survey and the 1990 Transit Onboard Survey.

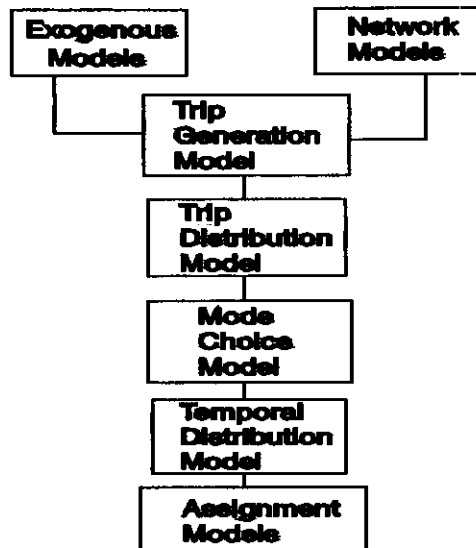
Temporal Distribution Model

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

Assignment Model

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

FIGURE 1
GENERAL FLOW DESCRIPTION OF THE TRIP GENERATION MODELS



Transit Network

The transit network used in the forecast model was updated to include CMAQ funded projects for the Hiawatha Corridor Service Expansion Plan and the Western Saint Paul Service Expansion Plan . Sufficient detail was available such as routes, headways, and bus speeds to allow coding into the transit network. Other CMAQ funded projects were judged to have sufficient information to be included in the air quality analysis by using a manual process to applied to the results of the modeling. These projects were:

- 35W Corridor Service Expansion Plan
- Woodbury Park & Ride service expansion
- Transit service Sectors 1&2 Transit Redesign Plan
- Bus only shoulders on TH 269 from I-494 to I-394
- West Metro suburban Services Expansion Plan

1.

The manual process used the following method. Adjustments to the CO emissions derived through modeling was based on the VMT reductions as indicated in the project's CMAQ application submitted in the region's 1999 TEA-21 solicitation process for project funding. The CO emission reductions for projects requesting CMAQ funding are evaluated for reasonableness as part of the project selection process . The VMT reduction projected for the projects first year was further projected into the 2005, 2010 and 2020 timeframes based on the annualized VMT growth rates derived from the regional travel demand model. The appropriate CO emission rate from a Mobile5A derived table was then applied to the projected VMT reduction and converted to tons per day. The amount of CO reduction was then subtracted from the modeled CO total for the region plus the Wright County total CO emissions.

G. AIR QUALITY MODELING

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

- ! Read the capacity-restrained link loadings, speeds, area types, facility types, and number of lanes.
- ! Read the intrazonal vehicle trips, and allocate them to Centroid connectors in proportion to interzonal trip loading on the Centroid connectors.
- ! For each link, pick the CO emission rate from the MOBILE 5A run. Rates are picked on the basis of area type, facility type, and capacity restrained speed. Linear interpolation is used to calculate emission rates that fall between the speed increments developed by MOBILE 5A
- ! Multiply the link distance by the loading to obtain VMT for the link.
- ! Accumulate VMT, VHT and emissions by geographic area, facility type, area type and number of lanes.
- ! Outside of EMIS, the emissions for each time period of the regional forecast are aggregated to a daily total and in tons per day.

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

Table 5
MOBILE5A INPUT VALUES

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

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

IV. CONSULTATION

A. PUBLIC INVOLVEMENT PROCESS

DRAFT 6/12/00; revised 6/16/00

A. PUBLIC INVOLVEMENT PROCESS

The Council remains committed to a proactive public involvement process used in the development and adoption of the TIP as required by the Council's Citizen Participation Plan (Appendix D of the TPP). Policies and procedures adopted in 1998 for public communication and involvement, to formally solicit comments on documents adopted by the Council further refines the goals and strategies of the Citizen Participation Plan. The Citizen Participation Plan will be updated as part of the revisions to the TPP scheduled to be adopted by the end of December 2000. Revisions to the Citizen Participation Plan will bring it into full compliance with the public involvement process as defined in 23 CFR 450.316(b) and the most current revisions to the EPA conformity rules. The following is the current status of the Council's public involvement efforts relative the 23 CFR 450.316(b) provisions.

23CFR 450.316(B) PROVISIONS

COMMENT

(i) <i>Require a minimum public comment period of 45 days before the public involvement process is initially adopted or revised;</i>	The Council's administrative procedures to adopt and amend policy plans require a minimum of 45 days public comment period on drafts of the TPP and the TIP prior to their initial adoption or revisions.
(ii) <i>Provide timely information about transportation issues and processes to citizens, agencies, providers, interested parties and segments of the community affected by transportation plans, programs and projects ;</i>	The Council maintains an extensive communication network and applies its resources that are dedicated to its public involvement efforts. The direction and resources for public involvement are determined by the Council in its annual work and budget programs , and the Unified Planning Work Program for the Twin Cities Metropolitan Area . A Data Center formed in 1986, maintains an extensive mailing list of identified stakeholders and public interest groups. These lists are used for the timely distribution of transportation information.
(iii) <i>Provide reasonable public access to technical and policy information used in the development of the TIP's and open public meetings.....;</i>	As part of the announcements of public comment periods, information is provided where draft documents, technical and policy materials can be obtained and public inquiries directed. Goals and strategies to solicit public comments are in the Citizen Participation Plan.
(iv) <i>Require adequate public notice of public involvement activities and time for public review and comment at key decision points, including, but not limited to, approval of plans and TIP's...;</i>	Adopted Council administrative procedures that governs the conduct of public hearings and meetings meet this requirement.

<p>(v) <i>Demonstrate explicit consideration and response to public input received during the planning and program development process;</i></p>	<p>The Council and the TAB have established committees and advisory groups to assist in the development of regional policies, plans and programs. All the Council and TAB meetings are announced and open to the public. The public is encouraged to attend ,offer comments, or respond to the materials provided to these committees which is also available through requests or being on committee mailing lists. Prior to undertaking any plan preparation or revision process a schedule is announced and adopted by Council and the TAB.</p>
<p>(vi) <i>Seek out and consider the needs of those traditionally underserved by existing transportation systems, including but not limited to low-income and minority households;</i></p>	<p>The Council has identified a need to renew its efforts to broaden public participation and constituent involvement in regional policy-making by building a constituency within the region's inner cities of communities that are largely poor and disproportionately of racial or ethnic minority populations. The Citizen Participation Plan public outreach strategies also targets public information to the region's minority news media and community-based newsletters and newspapers to communicate regional issues and strengthen involvement in regional policy making by the region's community of color, Hispanics, and neighborhood organizations.</p>
<p>(vii) <i>When significant written and oral comments are received on the draft transportation plan or TIP (including the financial plan) as a result of the public involvement process or interagency consultation required under the U.S. EPA's conformity regulations, a summary, analysis, and report on the disposition of comments shall be made part of the final plan and TIP;</i></p>	<p>See response to (v) approve.</p>
<p>(viii) <i>If the final transportation plan or TIP differs significantly from the one which was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment on the revised plan or TIP shall be made available</i></p>	<p>Prior to taking action for final adoption of the TPP or TIP, the Council makes a determination as to the adequacy of the public involvement process to solicit comments. In the event responses to the public comments result in significant changes to the TPP and TIP, an additional opportunity for public comment will be provided. The Citizen Participation Plan revision will address this provision.</p>
<p>(ix) <i>Public involvement processes shall be periodically reviewed by the MPO 's in terms of their effectiveness in assuring that the process provides full and open process to all;</i></p>	<p>The Council periodically reviews its public involvement process. The process for reviews will be reviewed as part of the update to the Citizen Participation Plan.</p>

(x) <i>These procedures will be reviewed by the FHWA and FTA during certification reviews for TMA's and as otherwise necessary for all MPO's to assure full and open access is provided to MPO decision-making processes;</i>	Upon the adoption of the revised TPP in December 2000, the updated Citizen Participation Plan will be forwarded to the FHWA and FTA for their review.
(xi) <i>Metropolitan public involvement processes shall be coordinated with statewide public involvement processes wherever possible to enhance public consideration of the issues, plans and programs and reduce redundancies and costs;</i>	The Council carries out an extensive interagency consultative process in the development of its TPP, TIP and programs. A network of advisory committees such as the Transportation Advisory Board provide assistance to the Council in its decision-making. This board consists of local elected officials , citizens and representatives of government agencies with transportation responsibility.

In addition, the Council continues to develop, refine and test public involvement tools and techniques as part of extensive ongoing public involvement activities that provide information, timely notices and full public access to key decisions and supports early and continuing involvement to the development of plans and programs such as the TIP . For example, in the preparation of the Regional Transit Master Plan adopted in January 2000, open houses, comment mail-in cards, emails, letters, internet bulletin board and voice messages were successfully used to attract participation at the open houses and solicit public comments. Similar techniques will be used in the adoption of revisions to the TPP this year. In specific corridors where a rail transit system is to be constructed such as the Hiawatha LRT Corridor, the Council in partnership with other local governmental units and MnDOT, adopted a communication plan with a strong emphasis on ongoing neighborhood outreach and involvement .

The TIP is adopted after extensive public involvement in its review. A public hearing was held by the Council on the TIP with a 45-day public comment period provided. During the comment period, copies of the TIP are available at over 20 public libraries throughout the Twin Cities Metropolitan Area. The draft document for public comment and technical information are available at no charge to the public through requests to the Council's Data Center. The Data Center serves approximately 12,000 clients annually.

B. INTERAGENCY CONSULTATION PROCESS

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

The Council, MPCA and MnDOT confer on the application of the latest air quality emission models, the review and selection of projects exempted from a conformity air quality analysis, and regionally significant projects that must be included in the conformity analysis of the TIP. In response to concerns raised by the MPCA and to improve the interagency consultative process relative to the conformity determination of the TIP, an interagency conformity work group was formed. The work group has representatives from the Council, MPCA, MnDOT and FHWA. The following is a list of interagency meetings held and scheduled to consult during the preparation and adoption of the TIP document.

<u>DATE</u>	<u>ACTIVITY</u>
January-February, 2000	Interagency conformity group (Council, MPCA, MnDOT and FHWA) work sessions to develop conformity review schedule and TIP revision guidelines for public review process.
March, 2000	TIP revision guidelines and conformity review schedule adopted by the TAB's Technical Advisory Committee Funding and Programming Committee.
June, 2000	MPCA reviews TAC draft of the conformity section of the draft TIP and provides comments to the Council for inclusion to the TIP public review document adopted by the TAB
July, 2000	TIP public comment period conducted by the TAB .
August, 2000	TAB responds to public comments received and forwards TIP document to the Council. If major issues are raised during the comment period, the adoption process would be extended and a conformity determination made as may be required.
September, 2000	Council approves TIP and forwards it to MnDOT for inclusion in the State TIP for submittal to the U.S. Department of Transportation

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

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

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

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

Table 6 lists two TCM's that are traffic flow amendments to the SIP. The MPCA added them to the SIP since its original adoption. These include a one-way pair in Minneapolis to address air quality problems at a permanent monitoring site at Hennepin Avenue and Lake Street, and in St. Paul, a CO Traffic Management System at the Snelling and University Avenue monitoring site. While not control measures, the MPCA added two additional revisions to the SIP which reduce CO: a vehicle emissions inspection/maintenance program, implemented in 1991, to correct the region-wide carbon monoxide problem, and a federally mandated four-month oxygenated gasoline program implemented in November 1992. In December 1999 the vehicle emissions inspection/maintenance program was eliminated.

The MPCA requested that the U.S. EPA add a third revision to the SIP, a contingency measure consisting of a year-round oxygenated gasoline program if the CO standards were violated after 1995. The U.S. EPA has approved this proposal. Because of current state law which remains in effect, however, the Twin Cities area has had a year-round program starting in 1995, regardless of any U.S. EPA rulemaking.

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

TWIN CITIES AREA TSM STRATEGIES	STATUS
Vehicle Inspection/Maintenance (listed in Transportation Control Plan as a TSM Strategy)	
! Establish VIM Program	! Program became operational in July 1991 and was terminated in December 1999
Exclusive Bus/Carpool Lane	
! I-35W Bus/Metered Freeway Project	! Metered freeway access locations have bus and carpool bypass lanes at strategic intersections on I-35W and I-394.
! Reserved transit lanes in 3rd Ave. distributor in Minneapolis	! 3rd Ave. distributor project including exclusive bus/carpool lanes was completed in 1992.
Alternative Fuels or Engines	
! Gasohol demonstration project	! Council implemented an alternatives fuel testing program for buses initiated in 1992; completed in 1996.
Cold Start Emissions Reductions	
! Auto plug-in program for cold-start reductions	! The measure was studied and found not to be feasible.
Staggered Work Hours	
! Variable work hours implemented by various agencies	! City, county and state employees have flex time programs available. Other employers allow flextime and help support van and carpooling programs. These programs are actively promoted and financially supported by employers.
Improved Public Transit	
! Reduced Metro Transit fares	! Special marketing concepts such as Metro Pass was implemented in 1998 and targeted to employers and SOV users, Fare concepts to increase ridership continue to be introduced and tested by Metro Transit.
! Metro Transit Downtown Fare Zone	! Special reduced fares for Mpls. and St. Paul downtowns implemented and ongoing.
! Community Centered Transit	! "Opt-out" provisions now allow communities to develop local service. Several community-focused transit hubs were developed.

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

TWIN CITIES AREA TSM STRATEGIES		STATUS
! Flexible Transit		! Alternative modes introduced to provide specialized transit service.
! Total Community Service Demonstration (elderly, persons with disabilities service)		! An accessible route service implemented in addition to ongoing Metro Mobility service.
! Responsibleness in Routing and Scheduling		! Transit agencies have implemented active planning and communication programs with communities such as restructuring service through a regional Transit Redesign program.
! CBD Parking Shuttle		! Shuttle service incorporated with the CBD regular route special fare zone.
! Simplified Fare Structure		! Council implemented a simplified fare structure that consists of a base rate with a rush hour and express service supplemental rates. Structure further revised in 1996.
! Bus Shelters		! Established ongoing program of installing and retrofitting bus shelters with ADA access.
! Rider Information		! Region-wide transit information is available through CBD Transit Stores, the Council's web site and a computerized phone system.
! Transit Marketing		! Transit marketing is ongoing and remains an integral part of transit planning and the provision of services by the Council.
! Cost Accounting Transit Performance Funding		! Operation computer models developed to monitor and assess transit costs and develop performance measures.
! Transit Maintenance Program		! Construction of new maintenance garages facilities. in St. Paul begun in 2000
! "Real-time" Monitoring		! ITS "real time" programs implemented on I-394 corridor.
! Park and Ride		! Joint Metro Transit-Mn/DOT program for the planning and construction of park-and-ride facilities throughout the region is ongoing through a "Team Transit" program.
Area-wide Carpool Programs		
! Expand Existing Area-wide Shared-ride Programs		! Commuter Services (rideshare) program is actively marketed by the Council and was redesigned and expanded in 1994.
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		

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

TWIN CITIES AREA TSM STRATEGIES	STATUS
! CBD Fringe Parking Programs in Mpls. and St. Paul	! Mpls. And St. Paul developed and are implementing ongoing programs for fringe parking and incentives to encourage carpooling.
Pedestrian Malls	
! Nicollet Mall (Mpls.)	! Nicollet Mall renovations and extension completed.
! Pedestrian Facilities/skyway Systems	! Extension of Mpls. Skyway system to the fringe parking in the 3rd Ave. distributor is completed.
! CBD Housing and Related Pedestrian Way	! Mpls. And St. Paul continue to promote the expansion of their skyway systems as part of this CBD development process.
Employer Programs for Transit, Paratransit and Bicycles	
! Shared-ride Programs Implemented and Underway in the Metropolitan Area	! A number of Twin Cities employers have van and carpool programs and participate in Minnesota Rideshare program. Technical assistance is provided by the Council .to implement local TSM programs.
	! Transportation Management Organizations established in the downtowns of Minneapolis, St. Paul and I-494 Strip in Bloomington.
Bicycle Lanes and Storage	
! Bicycle Facilities Implemented by Various Cities in Metropolitan Area	! Provisions for bicycle parking are included in fringe parking facilities for downtown Minneapolis. TEA-21 and regional transit capital funds are used to develop bicycle facilities such as trails and storage areas.
Traffic Flow Improvements	
! Minneapolis Computerized Traffic Management System	! Minneapolis system installed. New hardware and software installation completed in 1992. System has be significantly extended since 1995 using CMAQ funding
! St. Paul Computerized Traffic Management System	! St. Paul system completed in 1991.
! New Construction - Minneapolis; 3rd Ave. Distributor, I-35E, St. Paul	! 3rd Ave. distributor in Minneapolis with computerized signals completed. I-35E through the downtown St. Paul reconstructed.
! University and Snelling Avenues, St. Paul; traffic flow improvements	! Improvements completed in 1990 and became fully operational in 1991.

VI. EXHIBITS

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

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

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

Sample of MOBILE 5A Input File for 2005 Forecast Year

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1 PROMPT 1=NO PROMPT,2=PROMPT VERT,3=NO PROMPT HORIZ,4=PROMPT HORIZ
MOBILE 5A EMISSION RATES FOR 2005 (1990 Registration Data) NO I/M, with OXY Fuel
1 TAMFLG 1=DEFAULT TAMPERING RATES,2=USER'S RATES
1 SPDFLG 1=1 SPD,2=8 SPDS 3=1+trip length per scenario 4=1+1trip l.
1 VMFLAG VMT MIX:1=DEFAULT,2=1 CARD PER SCENARIO.,3=1 CARD FOR ALL
3 MYMRFG % AGE,1=DEFAULT,2=MILE ACCUM,3=REGISTRATION,4=BOTH
1 NEWFLG 1=Def,2=mod,3=def+evap,4=mod+evap,5=def+no CAAA,6=mod+no CAAA
1 IMFLAG 1=NONE,2=I/M PROG,3=2 I/M programs
1 ALHFLG AIR COND,LOAD,HUM,1=DEFAULT,2=6 INPUTS,3=10 INPUTS
1 ATPFLG 1=NONE,2=ATP,3=press,4=purge,5=ATP+press,6=ATP+rurge,7=press+purge,8=ATP+press+purge
5 RLFLAG 1=UNCONTROLLED REFUEL,2=STAGE II,3=ONBOARD,4=BOTH,5=NO EM
1 LOCLFG 1=LOCAL AREA PARAMETER FOR EACH SCENARIO,2=1 LAP FOR ALL
1 TEMFLG 1=USE MIN. & MAX. TEMP,2=USE 1 VALUE FOR AMBIENT TEMPERATURE
4 OUTFMT 1=221(NUM),2=140(NUM),3=112(DES),4=80(DES),5=mod yr,6=Spread
4 PRTFLG 1=HC ONLY,2=CO ONLY,3=NOX ONLY,4=ALL THREE POLLUTANTS
2 IDLFLG 1=NO IDLE,2=IDLE IS OUTPUT
3 NMHFLG 1=TOT HC,2=NMHC 3=VOC 4=TOG 5=NMOG
3 HCFLAG 1=TOT HC only,2=Tot with Rfl & Comp,3=Tot without Rfl & Comp
.052 .075 .083 .085 .092 .088 .084 .058 .052 .052 JULMYR.LDGV..my ages 1-10
.052 .056 .046 .035 .020 .070 .000 .000 .000 .000 .LDGV..my ages 11-20
.000 .000 .000 .000 .000 .LDGV..my ages 21-25
.063 .084 .084 .084 .084 .069 .059 .044 .036 .031 .LDGT1.my ages 1-10
.030 .053 .047 .046 .036 .028 .017 .022 .017 .014 .LDGT1.my ages 11-20
.009 .008 .008 .005 .025 .LDGT1.my ages 21-25
.054 .072 .072 .072 .072 .052 .050 .034 .054 .031 .LDGT2.my ages 1-10
.028 .080 .084 .049 .039 .030 .018 .023 .018 .015 .LDGT2.my ages 11-20
.009 .008 .009 .006 .026 .LDGT2.my ages 21-25
.023 .047 .047 .047 .047 .038 .033 .021 .026 .029 HDGV..my ages 1-10
.034 .064 .054 .058 .051 .038 .043 .041 .035 .029 HDGV..my ages 11-20
.021 .022 .022 .014 .117 HDGV..my ages 21-25
.052 .075 .083 .085 .092 .088 .084 .058 .052 .052 JULMYR.LDDV..my ages 1-10
.052 .056 .046 .035 .020 .070 .000 .000 .000 .000 .LDDV..my ages 11-20
.000 .000 .000 .000 .000 .LDDV..my ages 21-25
.063 .084 .084 .084 .084 .069 .059 .044 .036 .031 .LDDT .my ages 1-10
.030 .053 .047 .046 .036 .028 .017 .022 .017 .014 .LDDT .my ages 11-20
.009 .008 .008 .005 .025 .LDDT .my ages 21-25
.034 .067 .067 .067 .067 .073 .061 .040 .041 .051 .HDDV..my ages 1-10
.053 .066 .055 .057 .045 .019 .023 .028 .024 .016 .HDDV..my ages 11-20
.011 .009 .007 .005 .016 .HDDV..my ages 21-25
.144 .168 .135 .109 .088 .070 .056 .045 .036 .029 .MC....my ages 1-10
.023 .097 .000 .000 .000 .000 .000 .000 .000 .000 .MC....my ages 11-20
.000 .000 .000 .000 .000 .MC....my ages 21-25
Mpls Stpaull 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 05 3.0 31.0 20.6 27.3 20.6 01
1 05 6.0 31.0 20.6 27.3 20.6 01
1 05 9.0 31.0 20.6 27.3 20.6 01
1 05 12.0 31.0 20.6 27.3 20.6 01
1 05 15.0 31.0 20.6 27.3 20.6 01
1 05 18.0 31.0 20.6 27.3 20.6 01
1 05 21.0 31.0 20.6 27.3 20.6 01
1 05 24.0 31.0 20.6 27.3 20.6 01
1 05 27.0 31.0 20.6 27.3 20.6 01
1 05 30.0 31.0 20.6 27.3 20.6 01
1 05 33.0 31.0 20.6 27.3 20.6 01
1 05 36.0 31.0 20.6 27.3 20.6 01
1 05 39.0 31.0 20.6 27.3 20.6 01
1 05 42.0 31.0 20.6 27.3 20.6 01
1 05 45.0 31.0 20.6 27.3 20.6 01
1 05 48.0 31.0 20.6 27.3 20.6 01
1 05 51.0 31.0 20.6 27.3 20.6 01
1 05 54.0 31.0 20.6 27.3 20.6 01
1 05 57.0 31.0 20.6 27.3 20.6 01
1 05 60.0 31.0 20.6 27.3 20.6 01
1 05 63.0 31.0 20.6 27.3 20.6 01
1 05 65.0 31.0 20.6 27.3 20.6 01

```

Sample of MOBILE 5A Output File for 2005 Forecast Year

SCENARIO 1

SPEED = 3.0

VOC	HC:	7.98	11.52	16.25	12.97	11.04	1.00	1.48	4.48	12.02	9.21
Exhst	HC:	7.97	11.51	16.24	12.96	11.03	1.00	1.48	4.48	12.02	9.20
Evap.	HC:	.01	.01	.01	.01	.01				.00	.01
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	94.28	118.16	157.63	130.26	103.61	4.22	4.86	34.54	169.50	100.32
Exhst	NOX:	2.31	2.93	4.03	3.27	3.98	1.77	2.13	13.53	1.14	3.45

SPEED = 6.0

VOC	HC:	4.51	6.37	8.97	7.17	8.44	.85	1.27	3.84	7.14	5.33
Exhst	HC:	4.50	6.36	8.96	7.16	8.43	.85	1.27	3.84	7.14	5.32
Evap.	HC:	.01	.01	.01	.01	.01				.00	.01
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	53.76	67.48	89.49	74.23	79.54	3.32	3.82	27.18	92.13	58.35
Exhst	NOX:	1.91	2.43	3.33	2.70	4.11	1.56	1.88	11.94	1.02	2.94

SPEED = 9.0

VOC	HC:	3.36	4.65	6.54	5.23	6.55	.74	1.10	3.32	4.96	3.98
Exhst	HC:	3.35	4.65	6.53	5.22	6.54	.74	1.10	3.32	4.96	3.97
Evap.	HC:	.01	.01	.01	.01	.01				.00	.01
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	40.25	50.59	66.78	55.56	62.29	2.66	3.06	21.75	59.57	43.82
Exhst	NOX:	1.78	2.26	3.10	2.52	4.23	1.40	1.68	10.68	.96	2.71

SPEED = 12.0

VOC	HC:	2.78	3.80	5.33	4.27	5.16	.64	.96	2.90	3.84	3.28
Exhst	HC:	2.77	3.79	5.32	4.26	5.15	.64	.96	2.90	3.84	3.27
Evap.	HC:	.01	.01	.01	.01	.01				.00	.01
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	33.50	42.15	55.42	46.22	49.75	2.16	2.49	17.69	43.50	36.33
Exhst	NOX:	1.72	2.17	2.99	2.42	4.36	1.26	1.52	9.67	.95	2.58

SPEED = 15.0

VOC	HC:	2.43	3.28	4.60	3.69	4.13	.57	.84	2.55	3.20	2.84
Exhst	HC:	2.42	3.27	4.59	3.68	4.12	.57	.84	2.55	3.20	2.83
Evap.	HC:	.01	.01	.01	.01	.01				.00	.01
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	29.45	37.08	48.61	40.62	40.54	1.79	2.06	14.62	34.45	31.75
Exhst	NOX:	1.68	2.12	2.92	2.37	4.48	1.16	1.40	8.87	.97	2.48

SPEED = 18.0

VOC	HC:	2.20	2.94	4.12	3.30	3.35	.50	.75	2.25	2.80	2.55
Exhst	HC:	2.19	2.93	4.11	3.29	3.34	.50	.75	2.25	2.80	2.54
Evap.	HC:	.01	.01	.01	.01	.01				.00	.01
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	26.74	33.70	44.06	36.88	33.69	1.50	1.73	12.29	28.72	28.65
Exhst	NOX:	1.65	2.09	2.87	2.33	4.60	1.08	1.30	8.24	1.02	2.41

SPEED = 21.0

VOC	HC:	1.96	2.63	3.69	2.96	2.76	.45	.67	2.01	2.51	2.27
Exhst	HC:	1.95	2.63	3.68	2.95	2.75	.45	.67	2.01	2.51	2.26
Evap.	HC:	.01	.01	.01	.01	.01				.00	.01
Refuel	HC:	.00	.00	.00	.00	.00					.00
Runing	HC:	.00	.00	.00	.00	.00					.00
Rsting	HC:	.00	.00	.00	.00	.00				.00	.00
Exhst	CO:	23.54	30.02	39.26	32.85	28.55	1.28	1.48	10.50	24.67	25.26
Exhst	NOX:	1.66	2.07	2.85	2.31	4.73	1.01	1.22	7.75	1.08	2.38

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

PEED = 45.0

VOC HC:	.97	1.46	2.05	1.64	1.01	.24	.36	1.08	1.49	1.17
Exhst HC:	.96	1.45	2.04	1.63	1.00	.24	.36	1.08	1.49	1.16
Evap. HC:	.01	.01	.01	.01	.01				.00	.01
Refuel HC:	.00	.00	.00	.00	.00					.00
Runing HC:	.00	.00	.00	.00	.00					.00
Rsting HC:	.00	.00	.00	.00	.00				.00	.00
Exhst CO:	8.45	12.93	17.29	14.26	15.52	.66	.75	5.37	10.85	10.05
Exhst NOX:	1.77	2.12	2.92	2.37	5.72	.99	1.19	7.54	1.44	2.48

SPEED = 48.0

VOC HC:	.91	1.39	1.96	1.57	.95	.23	.34	1.03	1.47	1.11
Exhst HC:	.91	1.38	1.95	1.56	.94	.23	.34	1.03	1.47	1.10
Evap. HC:	.01	.01	.01	.01	.01				.00	.01
Refuel HC:	.00	.00	.00	.00	.00					.00
Runing HC:	.00	.00	.00	.00	.00					.00
Rsting HC:	.00	.00	.00	.00	.00				.00	.00
Exhst CO:	7.62	11.99	16.09	13.25	15.72	.65	.75	5.32	10.35	9.26
Exhst NOX:	1.77	2.12	2.93	2.37	5.84	1.04	1.25	7.96	1.47	2.52

SPEED = 51.0

VOC HC:	.91	1.39	1.96	1.57	.91	.22	.33	1.00	1.47	1.10
Exhst HC:	.91	1.38	1.95	1.56	.90	.22	.33	1.00	1.47	1.10
Evap. HC:	.01	.01	.01	.01	.01				.00	.01
Refuel HC:	.00	.00	.00	.00	.00					.00
Runing HC:	.00	.00	.00	.00	.00					.00
Rsting HC:	.00	.00	.00	.00	.00				.00	.00
Exhst CO:	7.62	11.99	16.09	13.25	16.25	.65	.75	5.35	10.35	9.28
Exhst NOX:	1.93	2.37	3.26	2.64	5.96	1.11	1.34	8.51	1.61	2.73

SPEED = 54.0

VOC HC:	.91	1.39	1.96	1.57	.89	.22	.32	.97	1.47	1.10
Exhst HC:	.91	1.38	1.95	1.56	.87	.22	.32	.97	1.47	1.09
Evap. HC:	.01	.01	.01	.01	.01				.00	.01
Refuel HC:	.00	.00	.00	.00	.00					.00
Runing HC:	.00	.00	.00	.00	.00					.00
Rsting HC:	.00	.00	.00	.00	.00				.00	.00
Exhst CO:	7.62	11.99	16.09	13.25	17.12	.67	.77	5.47	10.35	9.32
Exhst NOX:	2.08	2.61	3.60	2.91	6.09	1.20	1.45	9.22	1.76	2.96

SPEED = 57.0

VOC HC:	.98	1.48	2.09	1.67	.87	.21	.32	.96	1.68	1.17
Exhst HC:	.97	1.47	2.08	1.66	.86	.21	.32	.96	1.68	1.16
Evap. HC:	.01	.01	.01	.01	.01				.00	.01
Refuel HC:	.00	.00	.00	.00	.00					.00
Runing HC:	.00	.00	.00	.00	.00					.00
Rsting HC:	.00	.00	.00	.00	.00				.00	.00
Exhst CO:	9.01	14.29	19.34	15.84	18.40	.69	.80	5.69	15.33	10.97
Exhst NOX:	2.23	2.85	3.93	3.18	6.21	1.32	1.59	10.11	1.90	3.20

SPEED = 60.0

VOC HC:	1.08	1.62	2.29	1.82	.87	.21	.31	.95	1.99	1.27
Exhst HC:	1.07	1.61	2.28	1.81	.86	.21	.31	.95	1.99	1.26
Evap. HC:	.01	.01	.01	.01	.01				.00	.01
Refuel HC:	.00	.00	.00	.00	.00					.00
Runing HC:	.00	.00	.00	.00	.00					.00
Rsting HC:	.00	.00	.00	.00	.00				.00	.00
Exhst CO:	11.11	17.74	24.22	19.73	20.18	.73	.85	6.01	22.81	13.45
Exhst NOX:	2.39	3.09	4.27	3.45	6.33	1.47	1.77	11.23	2.04	3.45

SPEED = 63.0

VOC HC:	1.17	1.75	2.49	1.98	.89	.21	.31	.94	2.30	1.38
Exhst HC:	1.16	1.74	2.48	1.97	.88	.21	.31	.94	2.30	1.37
Evap. HC:	.01	.01	.01	.01	.01				.00	.01
Refuel HC:	.00	.00	.00	.00	.00					.00
Runing HC:	.00	.00	.00	.00	.00					.00
Rsting HC:	.00	.00	.00	.00	.00				.00	.00
Exhst CO:	13.20	21.19	29.10	23.62	22.57	.79	.91	6.46	30.28	15.96
Exhst NOX:	2.54	3.33	4.60	3.72	6.46	1.65	1.99	12.64	2.19	3.73

SPEED = 65.0

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

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

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

INPUT CARD ECHO

SCENARIO 1 MOBILE.TEM

THE FOLLOWING IS A MATRIX WHICH ASSIGNS A SCENARIO TO EACH FT/AT COMBINATION

AT=> 1 2 3 4 5

FT	1	2	3	4	5
1	1	1	1	1	1
2	1	1	1	1	1
3	1	1	1	1	1
4	1	1	1	1	1
5	1	1	1	1	1
6	1	1	1	1	1

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

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

EMISSIONS IN GRAMS PER DAY

GEOGRAPHIC LOCATION NO		1						
FT	AT	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	1	388816.	387334.	2348.	0.	0.	3893364.	574084.
1	2	327184.	325665.	2004.	0.	0.	3324862.	503288.
1	3	502748.	500288.	3768.	0.	0.	4685474.	987670.
1	4	267732.	266140.	1933.	0.	0.	2511633.	478492.
1	5	157731.	156889.	1014.	0.	0.	1539832.	251996.
2	1	355844.	353407.	2966.	0.	0.	3241138.	824605.
2	2	393362.	391056.	3116.	0.	0.	3786918.	925587.
2	3	492386.	490109.	4235.	0.	0.	4255044.	1118073.
2	4	111775.	111187.	844.	0.	0.	1027001.	209355.
2	5	95221.	94660.	690.	0.	0.	871877.	172429.
3	1	20839.	20739.	100.	0.	0.	225535.	23807.
3	2	2084.	2072.	12.	0.	0.	21174.	2941.
3	3	18450.	18357.	93.	0.	0.	198067.	22090.
3	4	10867.	10815.	52.	0.	0.	117032.	12503.
3	5	5702.	5673.	28.	0.	0.	61424.	6754.
4	1	37124.	36938.	186.	0.	0.	398541.	44345.
4	2	16770.	16671.	99.	0.	0.	170376.	23655.
4	3	46783.	46546.	237.	0.	0.	501122.	56452.
4	4	30559.	30415.	143.	0.	0.	332677.	34209.
4	5	16759.	16677.	83.	0.	0.	180431.	19724.
5	1	350230.	348976.	2769.	0.	0.	3168077.	699951.
5	2	421604.	418984.	3400.	0.	0.	3754207.	839591.
5	3	172270.	171580.	1292.	0.	0.	1594202.	313595.
5	4	63211.	63073.	425.	0.	0.	615260.	101884.
5	5	88197.	88035.	596.	0.	0.	855957.	143018.
6	1	606451.	601705.	5090.	0.	0.	5274824.	1272913.
6	2	524599.	522789.	3892.	0.	0.	4884805.	944116.
6	3	251939.	251020.	1734.	0.	0.	2414502.	418151.
6	4	112690.	112167.	523.	0.	0.	1233329.	124749.
6	5	83100.	82715.	385.	0.	0.	909039.	91837.
GL	TOTAL	5973029.	5942700.	44058.	0.	0.	56047716.	11241852.
(TONS)		6.58	6.54	.05	.00	.00	61.73	12.38

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

EMISSIONS IN GRAMS PER DAY

ALL GEOGRAPHIC LOCATIONS

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

FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE --
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
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EMISSIONS IN GRAMS PER DAY

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

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

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

FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE --
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DAILY VEHICLE MILES

DAILY VMT - GEOGRAPHIC LOCATION NO					1
-----					-----
					AREA TYPES
-----					-----
FT	1	2	3	4	5

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

FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE --
 EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
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DAILY VEHICLE MILES

DAILY VMT - ALL GEOGRAPHIC LOCATIONS

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

DAILY VMT
 FACILITY
 TYPE

1	1107040.
2	1185071.
3	28534.
4	74864.
5	848227.
6	1169023.
TOTAL	4412766.

DAILY VMT
 AREA
 TYPE

1	1352562.
2	1252660.
3	1135882.
4	392038.
5	279619.
TOTAL	4412766.

DAILY VMT
 NUMBER
 LANES

1	1463886.
2	1762971.
3	838703.
4	273477.
5	73731.
TOTAL	4412766.

FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE --
 EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
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DAILY VEHICLE HOURS

DAILY VHT - GEOGRAPHIC LOCATION NO					1
-----					-----
FT	1	2	3	4	5

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

FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE --
 EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
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DAILY VEHICLE HOURS

DAILY VHT - ALL GEOGRAPHIC LOCATIONS

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

DAILY VHT
 FACILITY
 TYPE

1	32612.
2	25987.
3	1212.
4	3066.
5	21240.
6	54608.
TOTAL	138724.

DAILY VHT
 AREA
 TYPE

1	57262.
2	31817.
3	28464.
4	11989.
5	9192.
TOTAL	138724.

DAILY VHT
 NUMBER
 LANES

1	68347.
2	44551.
3	18531.
4	5760.
5	1535.
TOTAL	138724.

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

AVERAGE CONGESTED SPEED (mph)

AVERAGE SPEED - GEOGRAPHIC LOCATION NO 1					
----- AREA TYPES -----					
FT	1	2	3	4	5
1	29.13	31.04	39.47	36.52	31.23
2	47.79	47.80	46.53	38.42	35.12
3	22.70	29.28	24.34	22.58	24.05
4	24.22	29.26	24.57	22.26	23.69
5	41.34	41.87	38.06	33.65	33.79
6	14.70	37.67	34.16	22.14	22.01
GL TOTAL	23.62	39.37	39.91	32.70	30.42

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

AVERAGE CONGESTED SPEED (mph)

AVERAGE SPEED - ALL GEOGRAPHIC LOCATIONS

----- AREA TYPES -----
 FT 1 2 3 4 5

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

AVERAGE SPEED
 FACILITY
 TYPE

1	33.95
2	45.60
3	23.55
4	24.42
5	39.93
6	21.41
TOTAL	31.81

AVERAGE SPEED
 AREA
 TYPE

1	23.62
2	39.37
3	39.91
4	32.70
5	30.42
TOTAL	31.81

AVERAGE SPEED
 NUMBER
 LANES

1	21.42
2	39.57
3	45.26
4	47.48
5	48.03
TOTAL	31.81

EXHIBIT 3

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

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

Following is a list of "exempt" projects and their corresponding codes used in column "AQ" of the 2001-2004 TIP. The coding system is revised from previous TIPs to be consistent with the coding system for exempt projects in the proposed Minnesota Pollution Control Agency (MPCA) revision to the State Implementation Plan for Air Quality for Transportation Conformity.

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

SAFETY

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

MASS TRANSIT

Operating assistance to transit agencies.....	T-1
Purchase of support vehicles.....	T-2
Rehabilitation of transit vehicles.....	T-3
Purchase of office, shop, and operating equipment for existing facilities.....	T-4

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

AIR QUALITY

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

OTHER

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

Planning and technical studies	
Grants for training and research programs	
Planning activities conducted pursuant to titles 23 and 49 U.S.C.	
Federal-aid systems revisions.....	O-1
Engineering to assess social, economic and environmental effects of the proposed action or alternatives to that action.....	O-2
Noise attenuation.....	O-3
Advance land acquisitions (23 CFR 712 or 23 CRF 771).....	O-4
Acquisition of scenic easements.....	O-5
Plantings, landscaping, etc.	O-6
Sign removal.....	O-7
Directional and informational signs.....	O-8
Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).....	O-9
Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or capacity changes.....	O-10

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

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

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

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

Projects Exempt from Regional Emissions Analyses

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

Regionally significant projects

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

Baseline - Year 2000	B-00
Action - Year 2000	A-00
Action - Year 2005	A-05
Action - Year 2010	A-10

Non-Classifiable Projects

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

Traffic Signal Synchronization

Traffic signal synchronization projects (Sec. 83.128 of the Conformity Rules, Federal Register, August 15, 1997) may be approved, funded, and implemented without satisfying the requirements of this subpart. However, all subsequent regional emissions analysis required by subparts 93.118 and 93.119 for transportation plans, TIPS, or projects not from a conforming plan and TIP must include such regionally significant traffic signal synchronization projects.

APPENDIX C

PRIVATE TRANSIT PROVIDERS INVOLVEMENT IN THE PREPARATION OF THE TRANSPORTATION IMPROVEMENT PROGRAM

As requested by the Federal Transit Act (Sec. 3012) and Circular 7005.1, the following describes the process by which private transit providers were involved in developing the 2001-2004 Transportation Improvement Program (TIP).

The Metropolitan Council is legislatively authorized to enter into and administer financial assistance agreements with transit providers in the metropolitan area. These transit service programs are classified as small urban, rural, replacement (opt-out) and regular route. The Council distributes state appropriations and/or regional property tax funds to these programs.

The Metropolitan Council identifies the anticipated capital needs of the regional public transit provider (Metro Transit). Private and public sector providers, numbering twenty-five, who operate regular route, dial-a-ride, paratransit and ADA services also require capital assistance. Transit projects which are proposed for inclusion in the TIP are reviewed and recommended for approval by the Metropolitan Council's Transit Providers' Advisory Committee.

In 1994, the *Guidelines for Procurement of Service* was revised. The guidelines provide uniform standards and procedures permitting public transit services to be procured consistently and equitably in the Twin Cities Metropolitan Area, and they are applied whenever services are contracted.

APPENDIX D

REGIONAL TRANSPORTATION FINANCIAL PLAN

Financial Outlook

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

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

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

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

REGIONAL TRANSPORTATION FINANCIAL PLAN

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

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

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

ADEQUACY OF FINANCIAL RESOURCES FOR MAINTAINING EXISTING HIGHWAY SYSTEM

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

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

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

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

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

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

Table 1

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

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

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

Table 2

County Total CSAH Allocations 1995

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

ADEQUACY OF TRANSIT SYSTEM OPERATING COSTS FUNDING

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

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

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

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

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

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

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

Table 3
1996 Transit System Operating Costs
(\$ millions)

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

*Only the subsidy level is shown here.

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

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

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

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

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

Table 4
1996 Transit System Funding Sources
(\$ millions)

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

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

ALLOCATION OF CAPITAL RESOURCES WITH REGIONAL CAPITAL PRIORITIES

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

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

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

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

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

Competitive regional processes are used to allocate the fund categories of selected regional projects (using STP regional guarantee funds), Enhancements and CMAQ. The Council and TAB conduct this selection process annually or semi-annually. Project types selected include: principal arterial-non freeway, "A" minor arterials, transit, pedestrian, bicycle, transportation demand management, air quality, and historic and scenic enhancements to the transportation system. The region's congestion management system plan is used as a tool to define criteria and projects in this process. The criteria now used to prioritize these funds are regularly modified. Changes are needed to reflect new regional policy direction record in the *Blueprint* and this Guide.

Mn/DOT uses a number of different methods to identify specific projects for funding. The bridge, pavement, safety and congestion management systems are the principal technical tools used for identifying preservation, and management projects. (As noted above, specific projects have been identified for most of the replace and improvement and expansion funds.) The Department also uses the ATP process (described in the Prospectus) to identify specific projects and their timing. Competitive selection is used for some of the safety hazard elimination, bridge, rail safety and cooperative agreement funds.

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

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

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

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

TABLE 6

TRANSPORTATION GUIDE FINANCIAL ALLOCATIONS 2001-2020

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

HE310.T85 M47ax 2001/2004
Metropolitan Council of the
Twin Cities Area.
Transportation improvement

HE310.T85 M47ax 2001/2004
Metropolitan Council of the
Twin Cities Area.
Transportation improvement

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