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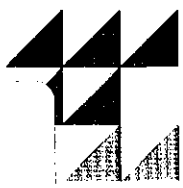
2002 - 2004

TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE

TWIN CITIES METROPOLITAN AREA



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2002 - 2004 TRANSPORTATION IMPROVEMENT PROGRAM

SUMMARY

The Twin Cities Metropolitan Planning Organization's Transportation Improvement Program (TIP) for 2002 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 non-attainment 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 2002-2004 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 2002 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 four years, 2001-2004. This year projects that have had contracts let or in some manner have been authorized were deleted for 2001. This resulted in a TIP for three years (2002-2004).

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 2002-2004 TIP for the Twin Cities Metropolitan Area includes Title I type projects valued at approximately $2,082 million for highway, transit, enhancement, bike and walk projects, of which approximately $900 million is requested of the federal government including High Priority Project funds allocated to regional projects.

The region has assumed it will receive approximately $382 million in federal transit funds (Title III) over the 2002-2004 period. The region will receive $40 million in Title III, Sections 5307 and 5309 in 2001. The region is also requesting $223 million in Section 5309 funds for LRT in 2001. The region will receive $8 million 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 three year period total to approximately $60 million.

The Transportation Advisory Board (TAB) held two public meetings, and a public hearing on the TIP prior to adoption. Over 300 groups are 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 2002-2004 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 January 24, 2001. 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 2002-2004 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.
- Include realistic estimates of total costs and revenues for the program period.
- Fulfill requirements of the final order on Environmental Justice

Figure 1
Twin Cities Metropolitan Area
Political Boundaries

The 2002-2004 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. Two public meetings and a public hearing were held by the Transportation Advisory Board to provide information and to get public reaction to the TIP.

- A public meeting was held on June 27, 2001 to explain the TIP schedule and approval process and to initiate public comment on the draft TIP.
- A public hearing was held on July 26, 2001 beginning at 4 pm to hear comments on the draft TIP.
- The public comment period ended on August 17, 2001.
- A public meeting was held on August 29, 2001 to consider comments submitted, subsequent changes and to adopt the TIP and forward it to the Metropolitan Council for concurrence.

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 2002-2004 by the Metropolitan Council was made in the State Register.

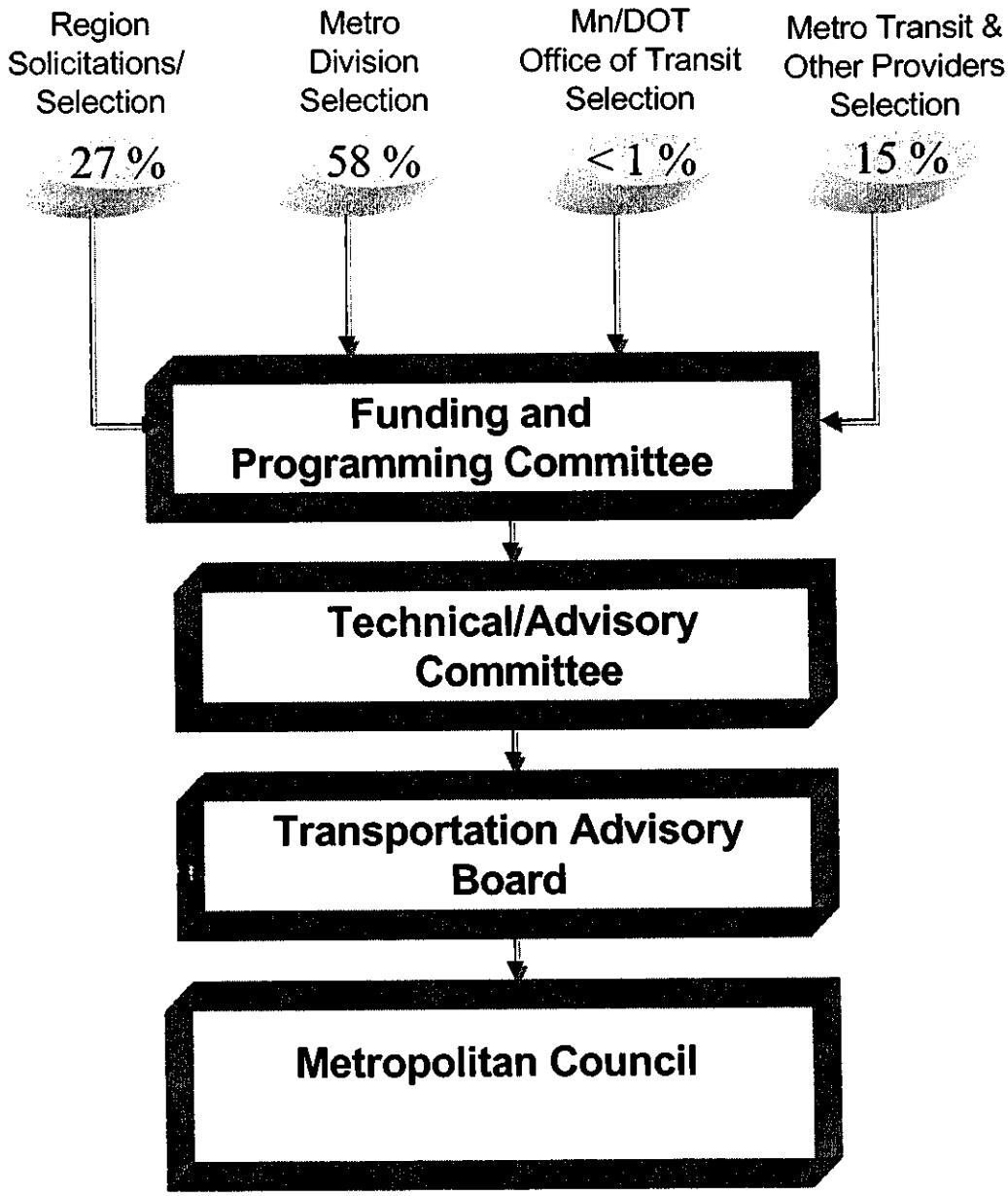
In July 1999 the Transportation Advisory Board conducted a solicitation to allocated TEA-21 and Regional Capital Bond funds. In that process 700 informational packages and applications for projects were sent to cities, counties, agencies and special interest groups. A forum was held to discuss the solicitation process, criteria and answer questions. The projects were approved for a total of $275,000,000 of which $152,000,000 is federal funds.

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

DEVELOPMENT AND CONTENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM

The Twin Cities Capital Funding 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 four year TIP was adopted for 2001-2004. This year a three-year 2002-2004 TIP has been 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 Percentages
(Excludes LRT Funding)



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 2025 Transportation Development Guide/Policy Plan (TPP) sets overall regional transportation policy and details major long-range transportation plans. This plan was adopted in 2001 and addresses all applicable TEA 21 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, 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 non-attainment areas and maintenance for ozone and carbon monoxide (CO). These projects contribute to meeting or maintaining 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 January 24, 2001. The Plan is in balance with forecasted revenues over the 24-year planning period and is in conformity with the CAAA of 1990. The Council held open houses, four focus groups, and a public hearing on the TPP prior to adoption. 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 metropolitan systems plans are defined in Minn. Stat., Sec. 473.852, Subd. 8, as the airports and transportation portions of the metropolitan development guide, and 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 Policy Plan*.

The *Regional Blueprint* presents the overall priorities for regional facilities and services in the Twin Cities metropolitan area. The *Transportation Policy 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 2025. This is the ninth update of the regional transportation plan first adopted by the Council in 1971. It replaces the 1996 version and represents the fifth decade of coordinated effort in planning and implementing this region's metropolitan urban transportation system.

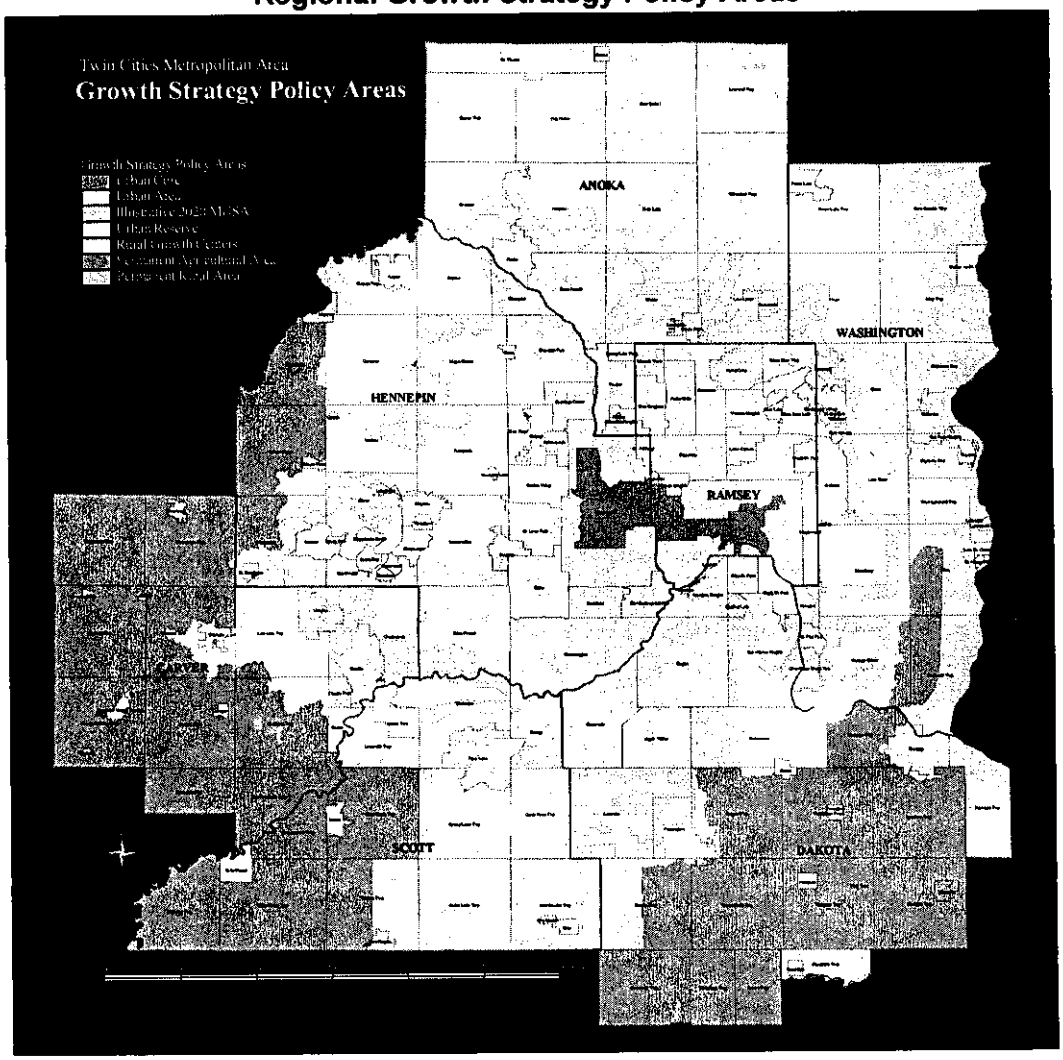
The *Transportation Policy Plan* has been prepared pursuant to the federal Transportation Equity Act for the 21st century (TEA-21) requirements and to Minn. Stat., Sec. 473.145 and 146. Minnesota Statutes require the Council to review and revise the transportation guide at least every five years; TEA-21 requires an update every three years. The plan preparation process includes the involvement of local elected officials through the Council's Transportation Advisory Board (TAB) and the participation of citizens. The roles and responsibilities of all participants in the regional transportation planning process are fully described in the TAB's *Prospectus*. Chapter 6, Federal Requirements, describes how this plan meets the provisions of TEA-21, which have been changed since the 1991 ISTEA guided development of the previous plan.

The *Transportation Policy Plan* conforms to TEA-21 and the 1990 Clean Air Act Amendments (CAAA). The conformity of regional transportation plans and programs to CAAA requirements is determined by the air quality analysis methods as discussed in Appendix K.

The Metropolitan Council's regional growth strategy was adopted as part of its *Regional Blueprint* (see Figure 3 for growth strategy policy areas). 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 system 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.

Figure 3.

Regional Growth Strategy Policy Areas



Public Participation Process

The Council provided a variety of methods for interested parties and the public to participate in the formulation of the region's *Transportation Policy Plan*. Described below are the specific activities undertaken to encourage public participation into the development of this regional transportation plan. These activities are consistent with the Council's proposed *Citizen Participation Plan*, found in Appendix D of this plan.

- Preliminary draft presented and discussed with TAC/TAB committees.
- Public notice of participation process and key dates:
  - October 11, 2000 – Council adopted for purpose of public hearing.
  - November 20, 2000 – Public hearing.
  - December 1, 2000 – Record closed on public comments.
- Four public open houses were held throughout the region.
- Four focus groups were held.

To broaden public participation in development of the policy plan, four focus groups were conducted. Comments were solicited from key stakeholders who would be impacted by the plan. Feedback was also sought from groups of people who rely upon transit but have traditional been underrepresented in the planning process. The Council compiled questions specific to each group and learned much from the responses. The following groups were invited to the focus groups:

City planners, engineers and consultants
Transit and bicycle advocates
Non-traditional stakeholders
Business representatives

- Copies of the draft plan and background material were provided free upon request. The draft plan was sent to area libraries for public access. The executive summary, including the key transit and highway investment maps, was posted on the Council's website.
- The draft policy plan was presented to the TAB Policy Committee and TAB, the TAC Planning and Funding and Programming Committees and TAC. Comments were received from the TAC and TAB.
- Comments were received at the public hearing, open houses via comment cards, focus group meetings, mail, facsimile, a comment telephone line and website postings.
- Copies of all comments received were sent to Council members.
- The Council's Transportation Committee considered the public hearing report at its January 8, 2001, meeting. Subsequently copies of the report and recommended revisions were sent to all those who submitted comments and provided names and mailing addresses.
- The Council considered the public hearing report at its January 24, 2001, meeting and adopted the plan with recommended changes.
- The pending Council action on the plan was officially noticed in the January 2, 2001, *State Register* and advertised in the principal regional newspapers.

Executive Summary

Transportation's challenge is to support regional livability, economic competitiveness and Smart Growth.

Transportation – the link to countless destinations within our metro area and beyond – is a vital tool for keeping our region competitive in the world economy and improving our quality of life. Together with wise land use decisions, transportation helps support attractive, livable communities with thriving businesses, affordable housing and viable neighborhoods.

To keep the region strong and vital, the Metropolitan Council's *Transportation Policy Plan* aims to:

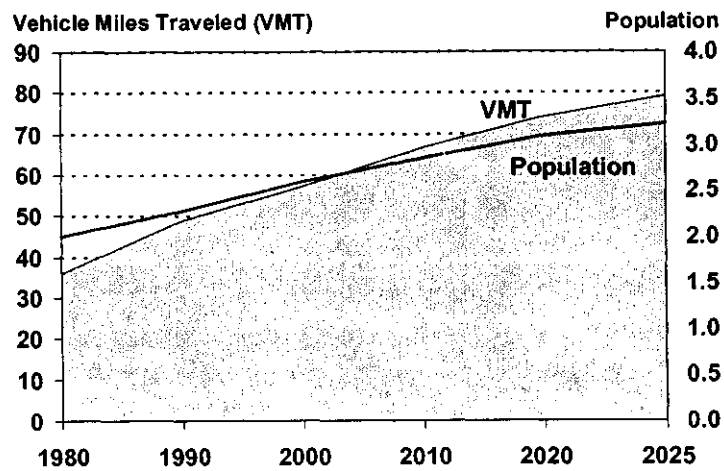
- **Sharpen the regions' economic competitiveness** by ensuring the convenient, affordable movement of people and the timely efficient movement of goods.
- **Enhance community and neighborhood livability** with connected streets, sidewalks and bikeways and convenient development that incorporates offices, homes and retail in ways that are conducive to transit services.
- **Expand mobility options** besides the car to connect jobs, services and housing.
- **Improve environmental quality** of the region's air and water.
- **Promote savings** through cost-effective use of regional and local infrastructure.

Congestion problems will mount in future years.

Keeping the region mobile and livable will become more difficult. According to Metropolitan forecasts, between the years 2000 and 2025 the region will gain approximately 635,000 more people, 320,000 more households and 312,000 more jobs.

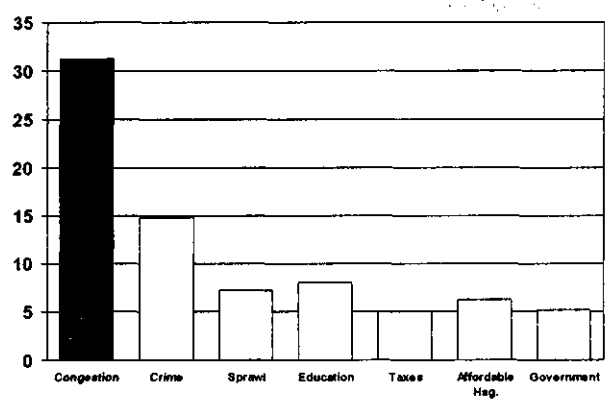
A trip during the morning rush-hour is estimated to take 26 percent longer than the same trip taken in off-peak times. (*Texas Transportation Institute, 1997 data –the most recent available*) And congestion is worsening at a faster rate than in the past. The amount of travel – measured as vehicle miles traveled – is expected to increase faster (+38%) than the population (+28%) over the next 25 years. The result will be an even bigger congestion problem.

Daily Vehicle Miles Traveled, 1980 - 2025

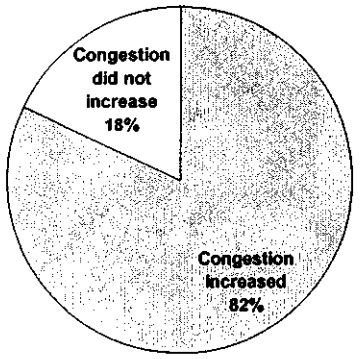


Twin Cities residents are already feeling the effects. Traffic congestion is now the top metro concern (31%). (*Metro State University 2000 Civic Confidence Survey*) Eighty-two percent of Twin Cities area residents think traffic congestion has increased in the last year. (*1999 Twin Cities Area Survey*)

What is the chief problem facing the region?
Metro State University Poll, 2000



Did congestion increase over past year?
Twin Cities Area Survey, 1999



Smart Growth – with transportation and wise land use decisions – can help keep the region livable and mobile.

The issue facing the Twin Cities area is how to grow in ways that make this region more economically competitive and maintain our high quality of life. The Metropolitan Council's response to this challenge is the regional Smart Growth strategy – a pro-growth approach to guiding development into more convenient patterns and into areas where infrastructure allows growth to be sustained over the long term.

Smart Growth envisions developments of complementary land uses, including affordable and lifecycle housing, retail and offices, on interconnected streets amenable to walking, bicycling, or using transit or car to destinations.

The region needs a variety of transportation modes working together, with a stronger role for transit.

Transportation is the business of moving people and freight. Various forms of transportation are necessary to strengthen the region's economy and quality of life – cars on highways, buses on local streets, express buses on bus-only highway shoulders, light rail transit, exclusive busways, commuter rail, truck transport, air freight and water, bikeways and pedestrian facilities.

At the same time, the future transportation system will need to rely more on innovative transit solutions to slow the growth of congestion and support attractive, convenient neighborhoods with a diversity of complementary land uses – housing, retail, business offices and professional services.

High-quality transit service planned for the region will offer new technologies, special transitways, faster express service, more routes, new buses and customer incentives, providing superior transit service to more people. Transit will link development along major transportation corridors, including the downtowns. The building block of Smart Growth neighborhoods will be a network of interconnected streets that promote walking, bicycle use and transit.

Exclusive transitways will provide alternatives to congested highway lanes. Bus-only shoulders on highways, high-occupancy vehicle (HOV) lanes, exclusive busways, LRT and commuter rail will offer a transit-time advantage over single-occupant autos, improve transit service reliability and boost the potential for transit-oriented development.

The regional highway system will see some expansion in capacity but few additional freeway lanes over the next 25 years. The focus will be on maintaining and managing existing highways in ways that move more people without many more vehicles.

Funding, ridership and coordination with land use are the crucial issues confronting transit over the next 25 years.

Transit needs adequate and stable funding sources. The level of funding support from local and state governments is a critical factor in the performance of public transportation. Per capita spending for operating transit in the Twin Cities area (1998) ranks second to last among its 10 peer regions. Most cities with higher spending have a state or local revenue source dedicated to transit. An adequate and dedicated funding source allows lower fares, thus maximizing ridership. The Twin Cities area receives funds from property taxes and state general funds. This arrangement creates pressure to shift more costs to fares, depressing ridership. Without an adequate funding source, the region will not be able to meet its mobility needs and achieve its Smart Growth goals.

Ridership will need to grow enough over the next 25 years to make an impact on highway congestion and provide attractive alternatives to the single-occupant automobile. Expanding ridership will require providing the appropriate type of transit service in terms of location, quality and frequency, within increasingly tight financial constraints. Transit has the greatest long-term potential for ridership in major transportation corridors with concentrations of compact, mixed-use development.

To fully promote Smart Growth, transit decisions will need to be closely tied to questions of land use. This will require close coordination among transit providers, local government, development interests and others. The challenge will be to develop solutions that reconcile diverse needs and viewpoints.

The plan for transit is to greatly expand the bus system, develop exclusive transitways and foster Smart Growth in transit corridors.

The goal over the next 25 years is to develop a regional transit system that:

- More than doubles the capacity of the bus system by 2025 – the backbone of the transit system;
- Includes a network of dedicated transit corridors; and
- Supports Smart Growth by fostering more efficient use of land and public infrastructure.

The 2025 transit system will be capable of carrying more than twice the current number of riders, providing high quality, easy-to-use service. This is the equivalent of capturing 10% of the travel-demand growth in the region over the next 20 years.

The bus system will remain the foundation of future transit services.

- Service will be greatly expanded and reorganized to better meet customer needs and promote more efficient use of public facilities consistent with Smart Growth principles. The Metro Transit vehicle fleet and related public and support facilities – including garages, transit stations and park-and-rides – will be doubled.
- Local routes will benefit from increased frequency, greater coverage and restructuring using a grid-style network, rather than the current radial pattern oriented to the downtowns.
- "Arterial corridors" – selected high-traffic urban and suburban streets – will receive the highest level of local bus service – very frequent, 7-day, up-to-24-hour service, with highly visible facilities at major stops.

A network of dedicated transit corridors will be developed.

- These transitways – consisting of bus-only shoulders, high-occupancy vehicle (HOV) lanes, exclusive busways, LRT and commuter rail – will provide a transit-time advantage over single-occupant autos, improve transit service reliability and boost the potential for transit-oriented development.

- By 2010, these transitways would include 2 LRT lines (Hiawatha and a second line to downtown Saint Paul), at least 1 commuter rail line coming from outside the region, and 2 exclusive busways to Minneapolis and Saint Paul.
- In addition, the current network of bus-only shoulders will be significantly expanded in congested highway corridors and upgraded to improved standards, including wider lanes. Supporting these corridors will be extensive park-and-ride facilities, ramp meter bypasses and transfer points.

Smart Growth development will be fostered along dedicated transit corridors.

- Linked to high-quality transit service, development following Smart Growth principles will include a mix of housing, retail, offices and open space in a pedestrian-friendly environment.
- Transit's support of Smart Growth will strengthen the region's economic competitiveness by maintaining mobility within the area, crucial for commuter travel and goods movement. It will also give people more choices in the way they travel around the region and in their communities.

Other bus services will also be expanded, including the suburban opt-out systems, Metro Mobility and the small urban-rural systems, along with related support facilities.

The future transit system will save public facility costs and reduce auto trips, congestion and land consumption.

Savings in local roads and utilities are estimated at $2 billion.

- $1.48 billion will be saved because of the reduced need for water lines, sewer lines and storm water facilities from concentrating development along transit corridors.
- $538 million in savings will result from the reduced need for local roads because of more compact development patterns.

The savings in congestion costs will total $2 billion.

- More compact development patterns along transit corridors with enhanced transit services will slow the growth in vehicle-miles traveled and congestion on roadways by at least 10%, resulting in an annual average saving of $50 million and a 20-year total saving of $1 billion. Congestion costs an estimated $1 billion now and is estimated to double by 2020.
- It would cost an estimated $1 billion to build highway improvements to relieve unacceptable congestion in the 6 proposed major transit corridors. The transit improvements proposed by this plan will lessen the need for these highway investments.

Travel, fuel consumption and pollution will be reduced.

- 245,000 daily auto trips will be eliminated through expanded transit service and changes in development densities along transit corridors. Transit improvements will be responsible for more than 80% of this reduction – the equivalent of one or two lanes of traffic in each congested corridor.
- 550 million miles in travel per year will be cut.
- 27 million gallons of fuel will be saved annually.
- 6,600 tons of carbon monoxide will be eliminated per year.
- The region's dependency on sometimes volatile energy supplies will be reduced, and greenhouse effects will diminish.

More compact development will reduce auto trips per person by an estimated 30% and produce 100% more transit trips. If just 10% (27,000 units) of the households the region gains between 2000 and 2020 develop at higher densities, it will result in an estimated 45,000 fewer daily auto trips and 17,000 more transit trips.

Affordable housing will increase and land consumption will slow.

- 7,500 additional affordable housing units will be built in transit corridors by 2020.
- 110,500 acres (173 square miles) of rural land will be saved through more compact development patterns along transit corridors.

Transit improvements will be phased over the next 25 years.

- The lower-investment corridors will be constructed early on (2000–2005) to produce the greatest possible benefits as quickly as possible. This will involve enhancing service along major urban/suburban arterial streets, providing bus-only shoulders along major highways, expanding park-and-ride capacity, developing transfer points, and expanding and enhancing high-occupancy vehicle lanes.
- The bus fleet, garages and support facilities will be vigorously expanded and bus service improved year by year so that, by 2020, the system can carry twice the ridership it does today and three times the ridership by 2040.
- Two busways would be constructed in the next 10 years and three more busways between 2010 and 2025 to complete the regional transit plan.
- After completion of the Hiawatha line in 2004, a second LRT line would be built by 2010. Between 2010 and 2025, a third would be completed and a fourth would start construction.
- The non-transitway corridors could be upgraded to busways or busways to LRT after 2010, as appropriate, based on updated ridership forecasts and travel demand.

Figure 4

Arterial Transit Corridors

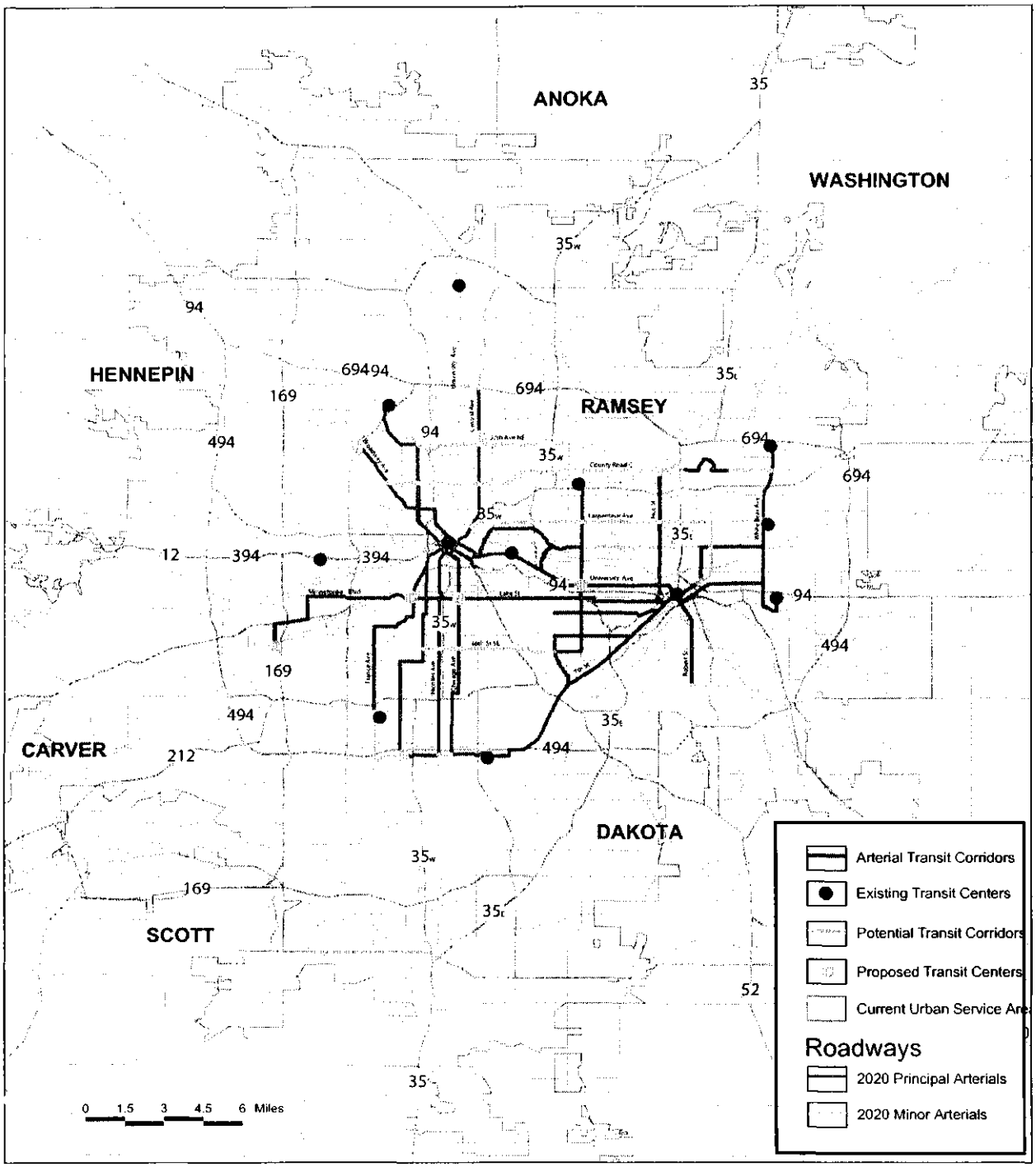


Figure 5

Existing and Proposed Freeway Transit Corridors

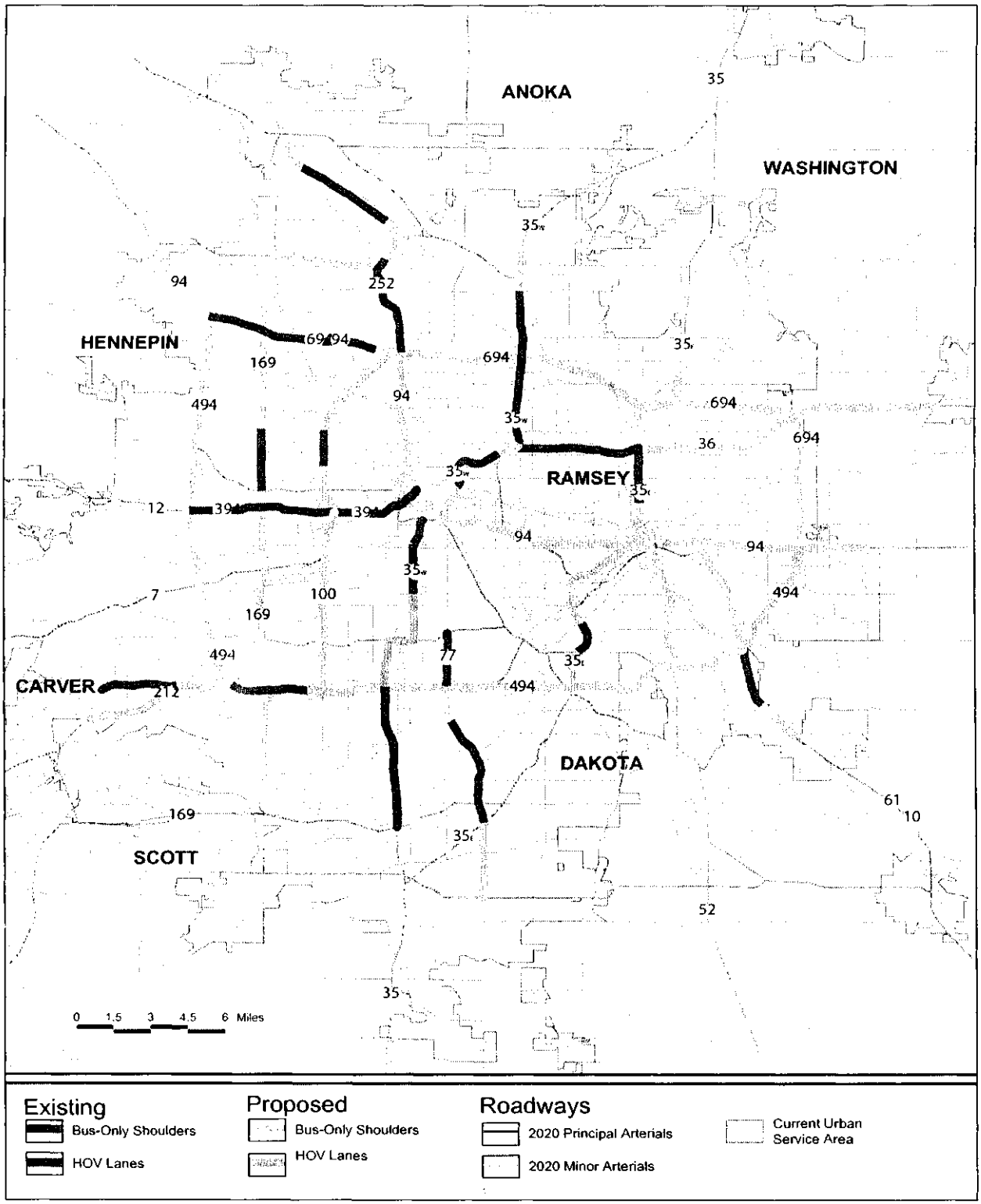


Figure 6

Transitways on Dedicated Rights-of-Way
2025 Plan

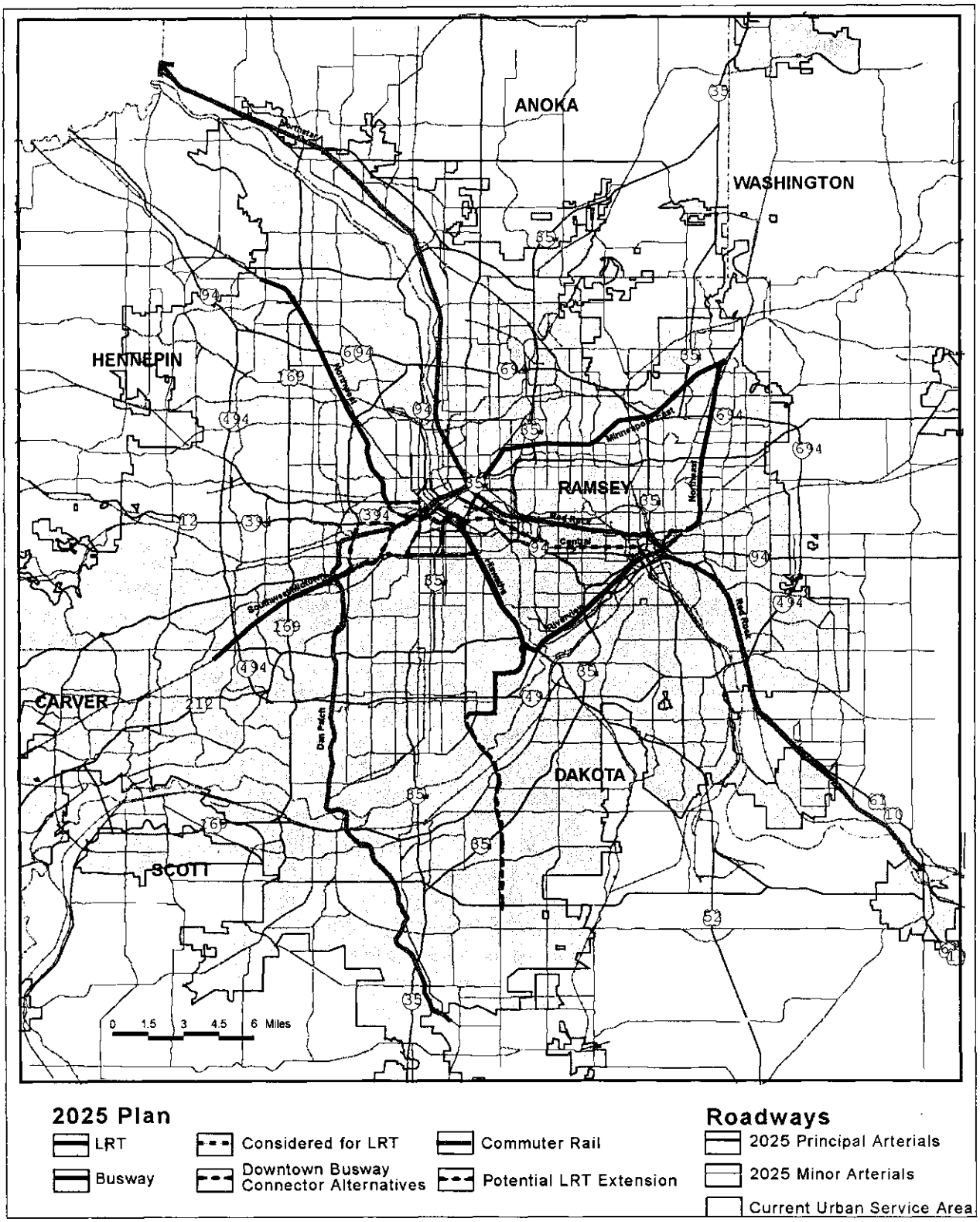
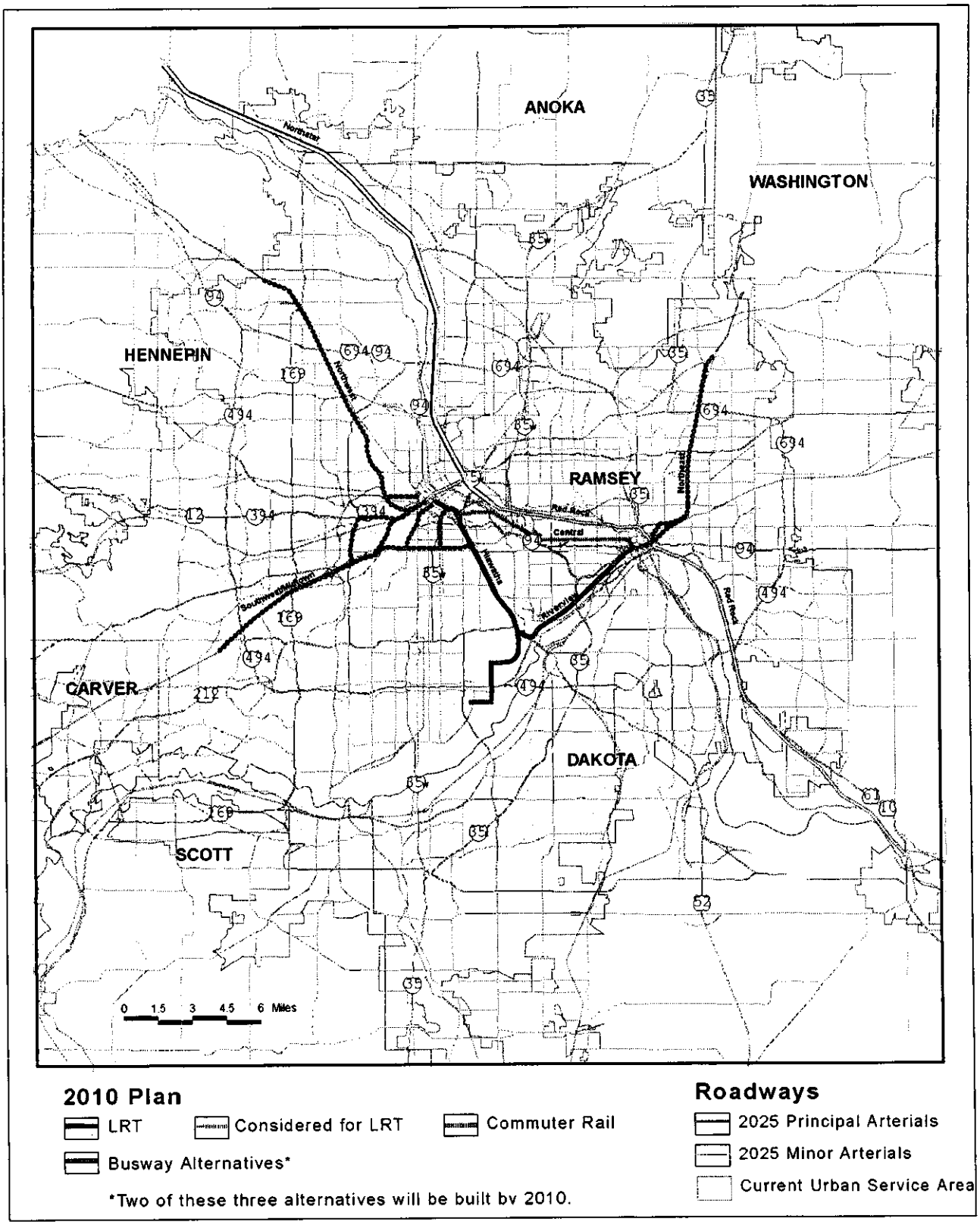


Figure 7

Transitways on Dedicated Rights-of-Way
2010 Plan



Timing of Major Transit Improvements

2000 – 2010	2010 – 2025
Bus System	
• Expansion of bus system by 50%	• Continued expansion of bus system to double size by 2020; continued expansion after 2020 by 3.5% per year
Arterial Corridors	
• Arterial transit corridor improvements	
Freeway Corridors	
• Bus-only shoulders with improved standards • Extension of HOV lane on I-35W from I-494 to 46th Street	
Dedicated Transitways	
Busways	
• Two exclusive busways, with corridor candidates that include: - Riverview - St. Paul Northeast - Mpls. Southwest/Midtown Greenway - Mpls. Northwest	• Three additional busways to complete 2025 transit plan (the other two candidate corridors plus Minneapolis East)
Light Rail Transit	
• Second LRT line will be built along the Central Corridor.	• Extension of Hiawatha into Dakota County and possible conversion of a busway to LRT if ridership is sufficiently high
Commuter Rail	
• At least one commuter rail line, with candidates in order of priority: - Northstar Corridor - Red Rock Corridor to Minneapolis	• Completion of two additional commuter rail lines to include: - The corridor not developed by 2010; - Dan Patch Corridor (after completion of Red Rock)

Two-thirds (66%) of 25-year transit capital costs ($5,814 million) would be spent on maintaining and expanding the regional bus system, constructing dedicated busways and building bus-only shoulders. Another 22% would be spent on LRT and 12% on commuter rail.

Bus System Expansion

The total cost of this program is $1,415 million from 2000 to 2025. This figure includes the cost of new buses, replacement of these new buses after 2012, new garages to house the buses, new public facilities (such as park-and-rides and transit stations), radios, computers, and capital equipment.

These figures also include the capital needs of all providers in the region – Metro Transit, contracted transit services, opt-out communities, rural/small urban programs and Metro Mobility.

Approximately 45% of the cost of expanding the bus system is projected to come from federal sources, 6% from state sources and 14% from Metropolitan Council-issued bonds. The balance of this program – 33% – requires a new funding source.

Existing Bus System

The region's existing bus system – which includes vehicles and extensive support and public facilities – will need to be replaced or rebuilt as equipment and facilities age. Over the next 25 years, these costs are estimated at $1,750 million.

Of this total, approximately 60% can be funded from federal sources and 40% from bonds.

Dedicated Busways

Five busways would be built in the next 25 years – two by 2010 and three more by 2025. Costs through 2025 are projected to be $540 million dollars. Corridors initially identified include Riverview, Midtown Greenway/Southwest, Minneapolis Northwest, St. Paul Northeast, and Minneapolis Northeast.

Half of this program is projected to come from federal sources, 40% from state sources and 10% from local sources.

Light Rail Transit

By 2025, two lines in addition to the Hiawatha corridor would be completed and another would be under construction. The total cost to 2025 would be $1,250 million. Potential corridors include Central, an extension of Hiawatha or any busway that has high enough ridership to justify conversion to LRT.

Fifty percent of the capital cost is projected to come from federal sources, 40% from state sources and 10% from local sources.

Commuter Rail

By 2025, three commuter rail lines would be completed and a fourth under construction, at an estimated cost of $725 million. Potential corridors include Northstar, Red Rock, Dan Patch and Central, which would connect the Northstar and Red Rock lines.

Half of the capital cost is projected to come from federal sources, 40% from state sources and 10% from local sources.

Bus-Only Shoulders

A total of 125 miles of bus-only shoulders would be built by 2010. Construction and reconstruction costs would bring the total to $134 million by 2025. All the capital funding is projected to come from Trunk Highway funds.

Summary of Transit Capital Costs by 2025 (in Millions)

Existing Bus System	Expand Bus System	Busway	LRT	Commuter Rail	Bus-Only Shoulders	TOTAL
$1,750	$1,415	$540	$1,250	$725	$134	$5,814

Added Revenue Needed

The implementation of the Council's transit plan will require more capital and operating funds than are now available. The capital cost for transit improvements will be approximately $5.8 billion. Capital funds estimated to be available for the 21 years 2005 to 2025 are approximately $2 billion. The annual operating cost for the 2025 transit system will be $262 million more than they are now. Assuming fares will make up thirty percent (30%) of the operative cost approximately $180 million annually will need to be attained from other sources. Many highway needs will go unmet over this time period given the funding available.

ADA Plan

- The disabled population is forecasted to increase by 48% from 1990 to 2010 and 70% by 2020.
- The region will need to expand service to accommodate about a 30% increase in ridership by 2010 and about 50% by 2020.
- If Metro Transit extends 24 hour service to first ring suburbs, then Metro Mobility will be required to make a comparable adjustment, thus resulting in the purchase of additional service hours.

The metropolitan highway system faces more travel demand but insufficient funding.

The metropolitan highway system of freeways and expressways carries the majority of vehicle travel in this region and the longest trips at the highest speeds. It faces a number of major problems over the next 25 years:

- Significant increases in travel demand;
- Inefficient use of the highway system by vehicles with only one person;
- Increasing maintenance costs for an aging system of highways;
- Insufficient funding;
- Funding sources that return too little of the revenues to the areas in which they are collected; and
- Funding sources that do not provide incentives to improve the efficiency of the transportation system.

The strategy for metropolitan highways is to focus expansions generally on or inside the I-494/694 ring, increase the efficiency of the highway system and better coordinate highway investments with development.

The goal between now and 2025 is to:

- Focus highway expansions on removing bottlenecks and modest increases in existing capacity, but not major expansions in freeway capacity that could promote the outward spread of unplanned development. (Figure 8)

- Make highways operate more efficiently so they carry more people without a lot more cars. This goal includes:
  - Pursuing the use of tolls, value pricing and new parking policies; and
  - Providing incentives for people and businesses to share rides, schedule commuting time outside the peak periods and to use arterial streets for shorter trips.
- Coordinate highway investments with development decisions in major travel corridors to:
  - Foster Smart Growth projects that include a variety of complementary land uses;
  - Concentrate job locations within and adjacent to the I-494/I-694 ring; and
  - Encourage more compact, convenient development within the urban service area, where regional services are already planned or available.
- Maintain the existing highway system to serve existing and planned development.

A number of freeways and expressways would be expanded to complete the metropolitan highway system. **Expansion** means the addition of one or more through lanes (for high-occupancy vehicles or mixed traffic), expressways rebuilt to freeway design, new principal arterials in new alignments or the construction or substantial increase of transit services. (Table 1) Studies are under way to identify the appropriate type of expansion project.

Other highways are selected for improvements. **Improvements** involve pavement reconstruction and bridge replacement. They also include select intersection and interchange construction or reconstruction, corridor reconstruction, and larger safety management projects. In a few instances, lanes are added for short distances. (Table 2)

Figure 8

2025 Metropolitan Highway System Investment Priorities

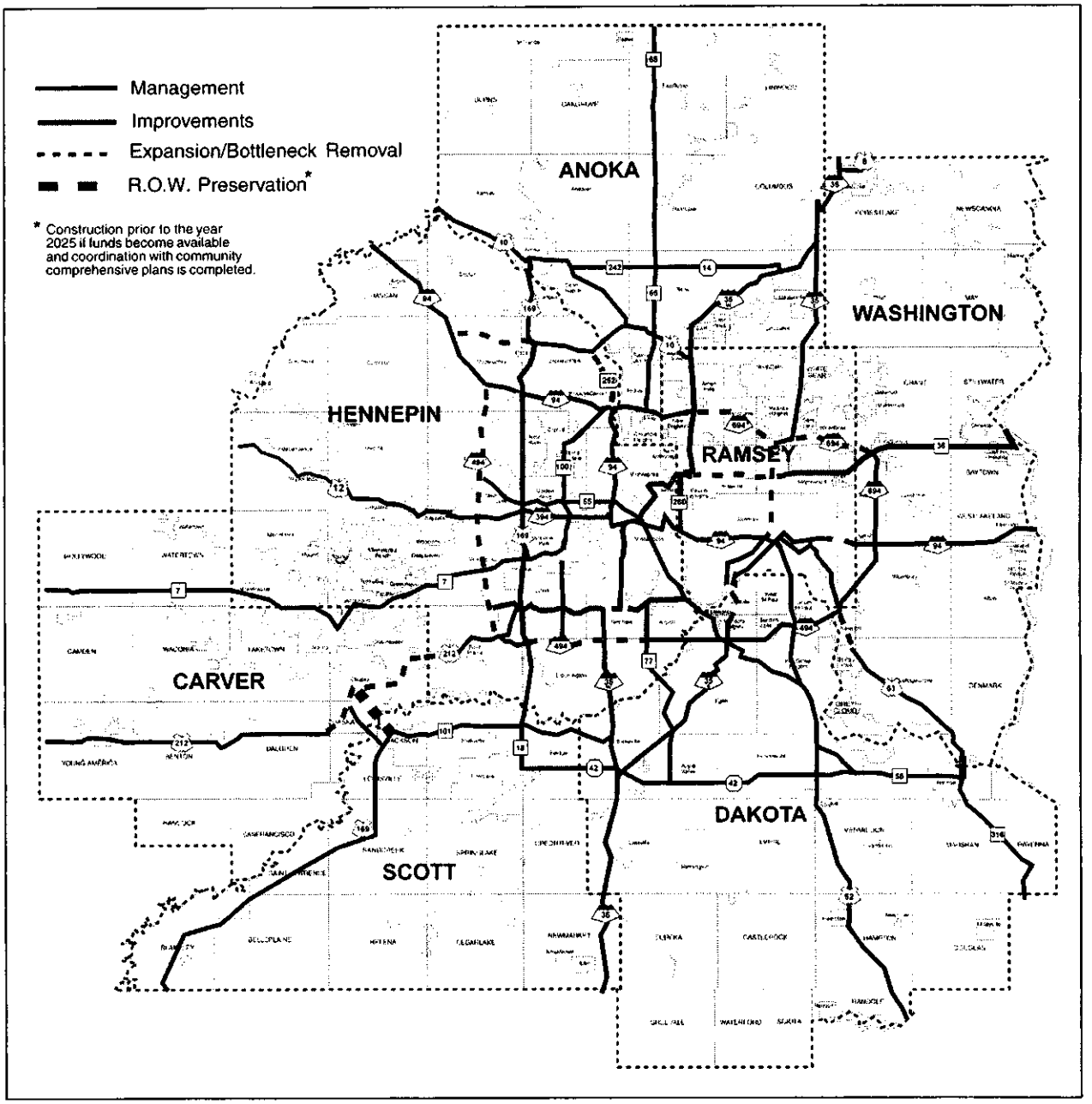


Table 1.
Metropolitan Highway System Expansion Projects, 2001-2025

Highway	From	To	Length (miles)	Status/ Study Type	Subarea or Major Investment Study Alternatives	Preserve (dollars in millions)	Manage (dollars in millions)	Expand (dollars in millions)	Right-of-Way (dollars in millions)	Total (dollars in millions)
I-94	McKnight	TH 120	1.7	Subarea study	HOV, bus shoulder, mixed	20	5	25	5	55
I-35E	TH 110	TH 5	2.3	Corridor improvement to be defined	HOV/ mixed, bus shoulder lanes	30	5	20	15	70
I-35E	I-94	I-694	5.6	North Metro Subarea Study	HOV, bus shoulders, mixed	70	10	80	45	205
I-494	I-394	I-94	5.5		HOV, bus shoulders, mixed	15	15	40	10	80
I-494	TH 212	I-394	7.9		HOV, bus shoulders, mixed	25	10	25	10	70
I-494	TH 77	TH 100	5.1	Major Investment Study/Final EIS completed 1/97	Add HOV, bus shoulders, mixed	20	80	200	100	400
I-694	I-35W	W. Jct. I-35E	5.6			35	15	60	20	130
I-694	E. Jct. I-35E	TH 36	5.5	Corridor Study Needed	HOV, bus shoulders, mixed	40	3	22	5	70
I-694	W. Jct. I-35E	E. Jct. I-35E	1.5			17	3	45	5	70
TH 36	I-35W	I-35E	5.3	North Metro Subarea Study	HOV, bus shoulders, transitway, mixed	45	5	40	20	110
TH 41	TH 169	TH 212	3.0	Right-of-Way Preservation		–	–		5	5
TH 100	36th St.	Cedar Lake Rd.	1.0			7	–	28	10	45
TH 212	CSAH 4	To old align-ment	10.0			–	–	85	15	100
TH 252	73rd Av.	TH 610	2.9	Corridor needs unclear; transit enhancement req.		5	1	9	5	20
TH 610	CR 130	I-94	5.0			2	–	43	15	60
TOTAL			67.9			331	152	722	285	1,490

Table 2.
Metropolitan Highway System Improvement, Replacement and Bottleneck Removal Projects, 2001-2025

Highway	From	To	Length (miles)	Status/Study Type	Alternatives	Preserve (dollars in millions)	Manage (dollars in millions)	Improve (dollars in millions)	Right-of-Way (dollars in millions)	Total (dollars in millions)
I-35W	46th Street	West I-94	5.3	Corridor Design Study		50	10	80	20	160
I-35W	Washing-ton Ave.	TH 36	4.2			35	25	100	25	185
I-35W	TH 36	Ramsey County Line	8.0	Subarea Study	HOV, bus shoulders, mixed	20	5	10	10	45
TH 52	Concord Blvd.	I-94 Lafayette	2.8	Select Interchange Improvements/ Access Control		55		15	20	90
TH 61	Hastings Bridge		0.6			0		20	25	55
TH 169	I-494	I-94	15.8			50	5	55	25	135
TH 169	I-94	TH 610	2.8			15	10	15	15	55
TH 36	I-35E	I-694	6.7			8	1	5	3	18
TH 62	I-494	I-35W	8.1			35	5	20	25	85
TH 62	I-35W	TH 55	3.9			18	2	10	15	45
TH 280	Como	TH 36	2.0			28	2	15	25	70
Total			60.2			314	25	345	208	943

Expansion and improvement projects on the metropolitan highway system are expected to total $2,433 million between 2001 and 2025.

- **Expansion** of metropolitan highway system – freeways and expressways – will cost $1,490 million.
- **Improvements and bottleneck removal** on these highways will cost $943 million.
- **Management** of all trunk highways in the region – which include freeways, expressways and other major highways – will cost $510 million. Management focuses on moving more people, not more vehicles. It provides incentives to those willing to share rides and reduce vehicle travel.

  Funding sources for expansion, improvement and management projects are the state Trunk Highway Trust Fund and federal dollars. Funding for projects scheduled for 2001 to 2004 has been approved.
- **Preservation** of all trunk highways from 2005 to 2025 will be $1,430. Preservation includes pavement and bridge repair.

Unmet Highway needs could cost $9 billion

- Limited expansion of "A" minor arterials are included in this plan.
- Non-MnDOT owned principal arterial improvements or expansions are not funded
- New "A" minor arterials and principal arterials needed to implement the Regional Blueprint and the local and county comprehensive plans are not funded.
- Many interchanges need to be reconstructed.

Bicycling and walking can be feasible alternatives to the automobile for shorter trips.

As the Council works with communities to promote Smart Growth principles in future development patterns, walking and bicycling become increasingly important as means of travel in compact, mixed-use neighborhoods. Continuous, barrier-free bicycle and pedestrian systems are crucial to the success of these Smart Growth developments.

Pedestrian trips, which average one-quarter to one-half mile, can best access transit service in areas where higher frequency service and sidewalks are provided. Bicycle trips, which average two miles, also provide easy access to transit. As light rail, commuter rail and busway corridors are developed, bicycle and pedestrian connections will be important aspects of planning for the region at the local level.

The majority of cities and counties in the seven-county region recognize the need for facilities for bicyclists and pedestrians in their community, and to a varying degree provide plans and policies in their local comprehensive plans to support these transportation and recreational needs.

A high-capacity, cost-effective freight transportation network is a key to the region's economic vitality.

Recommendations from a statewide study of freight movement suggest broad freight policy objectives and project-level specifics to address the needs of freight modes in Minnesota.

Suggestions included closer cooperation between Mn/DOT and the freight industry in sharing of industry-collected data, broader use of intelligent-transportation system technology, removing highway bottlenecks, addressing regulatory control inefficiencies, using statewide performance measures, and greater coordination for planning of and investments into public infrastructure and related freight facilities to increase operational efficiencies and expand capacity.

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 and maintain 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) required 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 cited the area 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 designated the Twin Cities to maintenance status on October 29, 1999. The Conformity Rules of 1993, and as amended in 1995, 1997, 1999 and 2000, 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 maintenance areas, including federally funded or approved projects, as well as non-federal projects which are regionally significant. The MPO prepared the 2002-2004 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 (TPP).

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.

STATE PROCESS TO ALLOCATE FEDERAL AND STATE FUNDS

MN/DOT has developed a process of fund allocation to the Area Transportation Partnership regions in the state to ensure the regional TIPs and the State TIP 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 TIP period year 2002 to 2004. These funding targets are sent to the ATPs for comments.

- The regions develop their draft TIPs using these funding targets. The regions can include funding for additional projects or programs for consideration by OIM.

- OIM assembles the regional TIPs 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 fiscal constraint analysis to Mn/DOT in April 2001.

RESOURCES AVAILABLE 2002-2004

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 $2,082 million/year over the 2002 to 2004 period (See Tables 3, 4 and 5). 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 55 percent of the funds available, while Federal Title III and other state and local taxes represent the remaining 45%. 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.

Recorded in Table 4 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 three years are $1,538 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 three years is $438 million. The target for State Trunk Highway funds is $339 million.

Additional funds are made available to the region in various ways. Over the past years, the region has requested and received additional allocations through the Mn/DOT process described above. At this time, there are $31 million still available to the region for specific projects. The 2000 Minnesota State Legislature made $205 million of new resources available to the region. High priority projects have received federal funds earmarked by congress. At present, $81 million is available over the three-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 that 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 are 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 $249 million is recorded in Table 4 as funds available to the region during the TIP period 2002 to 2004, approximately $132 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 two years of this TIP and the next four years. The specific amounts to be paid by year is as follows:

	Advance Construction	AC Pay Back
2000	$ 31 M	-
2001	44 M	16 M
2002	102 M	48 M
2003	140 M	50 M
2004	7 M	78 M
2005-08	-	132 M
Totals	**$ 324 M**	**$ 324 M**

The last category of funds included in Table 4 is 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 $171 million over three years. The TRL funds are allocated annually by MnDOT.

Table 3
Twin Cities Transportation Program
Source of Funds
3 Year Summary

Federal Title I		$ 519 Million
• *Target*	*438*	
• *High Priority*	*81*	
Federal Title III		382 Million
• *Formula/Discretionary*	*159*	
• *LRT*	*223*	
Property Tax and Other State Taxes		548 Million
• *Local and TRLF*	*171*	
• *Local Share LRT*	*106*	
• *Regional Bonds*	*66*	
• *Legislative Allocation*	*205*	
Trunk Highway		619 Million
• *Target*	*339*	
• *Advance Construction*	*249*	
• *Additional Allocation*	*31*	
Anticipated Lapsed Projects	*14*	14 Million
TOTAL:	*2,082*	$ 2,082 Million

Table 4
FEDERAL TITLE 1 AND STATE HIGHWAY FUNDS AVAILABLE TO REGION - 2002-2004
(Millions)

	2002	2003	2004	Total
Federal Title I Funds	$ 146	$ 146	$146	$ 438
State Funds	113	113	113	339
Target for Region	**259**	**259**	**259**	**777**
Additional MN/DOT Allocations	28	10	3	41
Legislative Allocation and Anticipated Lapsed Projects	119	93	7	219
High Priority Projects	35	8	38	81
Total Funds	**$ 441**	**$ 370**	**$ 307**	**$1,118**
Advance Construction	102	140	7	249
Local and TRLF	0	0	0	$171
Total	**$543**	**$510**	**$ 314**	**$1,538***

*Includes $10 M of high priority projects, $6 M of federal and $5 M of state and $6 M of local funds for Chisago Co. Projects.

Table 5
FEDERAL TITLE III AND MATCHING FUNDS AVAILABLE AND REQUESTED BY REGION 2001-2004
(Millions)

	2002	2003	2004	Total
Section 5307 Formula	34.0	35.0	35.0	104.0
Section 5307 – Fixed Guideway	6.9	8.4	8.4	23.7
Section 5309 – Discretionary	9.0	9.0	9.0	27.0
Section 5310	.6	--	--	.6
Section 5311	1.2	1.3	1.3	3.8
LRT/Fed Share	78.0	70.0	75.0	223.0*
Total Federal Funds	**129.7**	**123.7**	**128.7**	**382.1**
LRT Local Share	83.0	22.6	0	105.6
Regional Capital Bonds	39.4	19.5	7.1	66.0
Total Local	**122.4**	**42.1**	**7.1**	**171.6**
Total Local and Federal	**$ 252.1**	**$ 165.8**	**$ 135.8**	**$ 553.7**

* Includes $28 Million contributions from Table 4 sources.

Transit funds available to the region in 2002-2004 are recorded in Table 5. 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 Tables 7 and 8. 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 $382 million in Title III funds will be received by the region in the next three years. This includes approximately $223 million for LRT

Section 5307 is capital formula funds provided to Metro Transit and other transit operators as the region's major transit providers. 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 $104 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 three years, these funds total almost $24 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 $9 million 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 5. The first is the federal funds and the second is the local share of the project. Over the three year period, the region has estimated approximately $328.5 million will be allocated for and spent on the project. This is not the total cost of the project since some of the funds have already been authorized 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 $66 million will be used to match federal Title I and Title III funds as well as fund 100% of various capital transit investment. 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.

Funding Category	Project Selection Process Followed
Title I Federal Funds (Traditional Highways Fund)	
• STP Urban Guarantees, Enhancement, Congestion Mitigation/Air Quality, Bridge	Competitive Regional Solicitation Process conducted by the Transportation Advisory Board (TAB)
• Improvement/Replacement, Railroad Surface and Signals, and Hazard Elimination/Safety funds	Competitive regional solicitation process conducted by Mn/DOT and TAB
• 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	
• Sections 5307 and 5309	Metropolitan Transit Selected
• Section 5310	MN/DOT Office of Transit/Statewide Competitive Process
• 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).
- 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 6 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 MN/DOT staff evaluated the projects, 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 7 and 8 for two reasons. Only federal amounts are shown in Table 6. Projects selected in the 1997 solicitation could have already been authorized or dropped and therefore would not show in Table 7 or 8, which summarize 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 than 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 6
SUMMARY OF PROJECTS SELECTED COMPETITIVELY IN 1997 and 2000*
(Federal Funds/in millions)

	2002		2003	2004	Total
	Selected 1997	Selected 2000	Selected 2000	Selected 2000	
PROGRAM CATEGORY					
Hazard Elimination/Safety (HES)	1.668	--	1.480	1.880	5.028
Railroad Surface & Signals (RRSS)	2.435	--	0.962	1.102	4.499
Bridge Improvement/Replacement (BIR)	6.661	--	1.598	0.828	9.087
Enhancements (EN)	5.857	2.52	6.729	6.484	21.590
Congestion Mitigation Air Quality (CMAQ)	6.731	18.244	17.407	11.904	54.286
Surface Transportation Program (STP)	29.172	10.372	23.882	33.36	96.786
TOTALS	**52.254**	**31.136**	**52.058**	**55.558**	**191.276**

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 2002 to 2004 closely match the funds available. 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 7 for the three-year TIP period. 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 7 with the resource recorded in Table 4 illustrates the use of Title I and State Trunk Highway funds.

The total Title I, Trunk Highway and Local funds allocated over three years is $1,538. The use of the advance construction process in the 2002-2004 period (total $249 million) brings forward $132 million of federal funds from years 2005 to 2008. The high priority project funds allocated by congress represent $81 million in resources but they do not fully fund the projects. The region has allocated $81 million to these projects to fully fund them. (Due to rounding on Table 7, the Federal share is shown as $80 million)

In Table 8 the 2002 funds are allocated to various expenditures categories. By comparing this total to the 2002 figure from Table 4 it can be seen revenues generally balances with expenditures.

Federal guidance only requires Title III funds have to match the approved projects in the first year of the TIP. The 2002 projects funded with Title III have a total value of approximately $200 million. This compares to the approximated $252 million (from Table 5).

Table 7
DISTRIBUTION OF TITLE 1, STATE TRUNK HIGHWAY
AND MATCHING FUNDS (000S)
2002 - 2004

	TOTAL	FEDERAL	STATE	Advance Construction	OTHER
CMAQ	$77	$ 60	1	0	$ 16
Enhancements	29	22	0	0	7
STP Urban Guarantee	137	96	1	9	31
STP Non-Urban	52	43	4	0	5
Mn/DOT & State Aid Bridge	41	16	3	5	17
HPP*	162	80	15	10	57
MN Interstate Maintenance	400	140	21	200	39
ITS	2	0	2	0	0
NHS	132	65	3	24	40
TRLF	56	0	0	0	56
Chisago County	27	16	5	0	6
Section 5309	28	28	0	0	0
100% State Funded	395	0	298	0	97
TOTAL	**$1538**	**$566**	**$353**	**$248**	**$371**

Table 8
DISTRIBUTION OF TITLE 1, STATE TRUNK HIGHWAY
AND MATCHING FUNDS (millions)
2002 Annual Element

	TOTAL	FEDERAL	STATE	Advance Construction	OTHER
CMAQ	28	23	1	0	4
Enhancements	12	9	0	0	3
STP Urban Guarantee	60	36	0	10	14
STP Non-Urban	29	25	1	0	3
MnDOT & State Aid Bridge	17	10	1	1	5
HPP*	57	31	1	0	25
MN Interstate Maintenance	116	17	11	88	0
ITS	1	0	1	0	0
NHS	65	31	1	4	29
TRLF	56	0	0	0	56
Chisago County	17	10	2	0	5
Section 5309	18	18	0	0	0
100% State Funded	188	0	106	0	82
TOTAL	**$664**	**$210**	**$125**	**$103**	**$226**

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 9.) Funds assigned to preservation projects are $252 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 23 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 $141 million or 13% 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 24% or $270 million of the three-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 $130 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 9 includes agreements with local governments, enhancements and transit projects. These projects represent 10 percent or $120 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

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 9
2002-2004 ALLOCATION OF FEDERAL TITLE I AND STATE TRUNK HIGHWAY FUNDS BY WORK TYPE
(in millions)

	2002	2003	2004	TOTAL	
Preservation	$ 83	$ 74	$ 95	$ 252	23%
Manage	57	48	36	141	13%
Expansion	85	74	111	270	24%
Set Asides for R/W, Cost Overruns, Supplement Agreements	52	40	38	130	12%
Other (agreements, enhancements, transit)	57	37	26	120	10%
Legislation Appropriations	107	98	0	205	18%
TARGET TOTALS	**$441**	**$371**	**$306**	**$1,118**	**100%**
Local Match & TRLF				$171	
Total Target, Match, and TRLF				$1,289	

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 10. For each project a summary has been provided. The current letting year, cost and comments on the status of the project are included. Table 4 records the major transit projects.

All of the major projects are included in the TPP and recorded in this document in Tables 1, 2 and 3, and on Figures 5,6,7 and 8. These tables and maps also show major projects programmed or not. In the coming years, these projects can be expected to move into the TIP as the projects now under construction are completed.

TH 610 from TH 252 to TH 169 opened in 2000. This project was taken off the list of projects that are included in Table 10. No major projects have been added to the list in the past year.

A number of project costs have increased in cost. These include: TH 12, I-35E Bridge, I-35W HOV lane, I-35E/I-694 common area, and I-494/TH 61 interchange projects.

The status of major transit projects appears in Table 11. This table records Federal Title I and Title III funded projects, which exceed $1,000,000. The replacement of the Snelling garage is now under construction and was taken off the list since last year. The Hiawatha LRT lane design/build contract was signed in 2001. Replacement bus contracts have been regularly let. Other major projects include various bus facilities and park and ride locations.

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 2001-2004 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 10 and 11), illustrate the progress made toward implementing the region's 2025 Transportation Plan.

The total value of these projects is approximately $366 million, with $130 million of federal funds, $5 million federal demonstration funds, $107 million state funds, $73 million advance construction, and $51 million other sources.

Table 10
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	$55,000	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.	$35,000	2002	2001	2003	Replace and Expand Miss. River Bridge
3. I-35W, HOV lane, I-494 to 42nd St.	$132,000	2001-2004	No change	2003	Reconstruct TH 62 and I-35W and add the HOV lane. Stage 1 (I-494 to 60th St.) contracts let 4/99
4.. TH 36, St. Croix Bridge	$124,000	2004	2003		New 4-lane bridge and approaches. Negotiation process underway. $43.5M will be paid by Wis.
5. TH 55, Hiawatha Av.	$124,000	1998, 1999	No change	2002	Reconstruct the 4-lane arterial from Crosstown to I-94.
6. TH 100, Glenwood Av. to CSAH 152	$107,500	2000	1999	2003	Construction Underway, to rebuild as 6 lane freeway.
7. TH 212, Eden Prairie to CSAH 4	$57,200	1999	1999	2002	Construct 4/6 lane freeway from TH 5 to CSAH 4. All contracts let.
8. I-494/TH 61 interchange, TH 61/local access	$210,000	2002	2002	2009	Replace and widen I-494 bridge, reconstruct interchange, reconstruct TH 61. Provide local access.
9. TH 610 2nd River Bridge and Approaches	$20,000	2001	1999	2002	Add second 3-lane bridge, project has been advanced
10. I-35E/694 Commons area, unweave the weave	$80,000	2002	2000	2003	Stage 1 will reconstruct 3 bridges. Stage 2 to complete the project is scheduled for 2004 letting at $30 million. Open to traffic 2007.
11. I-94 Weaver Lake Rd. to Humbolt Av.	$80,000	2001	2003	2005	Reconstruct, add general use 3rd lane from Hemlock to Brooklyn Blvd.
12. I-494 TH 5 to TH 100	$60,000	2002	2003	2004	Add 3rd lane and meter bypasses.

Table 11
STATUS OF MAJOR TRANSIT CAPITAL PROJECTS

Project	Project Title	Total Project Cost	Federal Participation	Grant Application	Type	Project Status
Not assigned	800 Mhz Communication System	16,000,000	12,800,000	*To be applied*	5307/5309	Ongoing in 1999
	Hiawatha LRT from Downtown Mpls. To Mall of America	440,000,000	223,000,000	*To be applied*	5309	Ongoing. Design/build contract signed in 2001
Not assigned	I-35W North Corridor Operating Assistance	4,216,014	3,372,811	*To be applied*	CMAQ	Program Year 2002
Not assigned	New Bus Purchases	25,000,000	20,000,000	*To be applied*	5307/5309	Annual Expense
Not assigned	Engines, Transmissions, Lifts, Tire Leases	4,000,000	3,000,000	*To be applied*	5307/5309	Annual Expense
To be assigned	St. Paul, West End Area Downtown Multi-Modal Hub	11,000,000	5,500,000	*To be applied*	STP	Program Year 2002
To be assigned	Fort Snelling Multi-Modal Transit Station	6,875,000	5,500,000	*To be applied*	CMAQ	Program Year 2002
To be assigned	Lake & Chicago Hub	3,700,000	2,960,000	*To be applied*	5309	Program Year 2002
To be assigned	Maplewood Park & Ride lot	2,810,000	2,248,000	*To be applied*	5309	Program Year 2002
To be assigned	Maple Grove Transit Hub	6,875,000	5,500,000	*To be applied*	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

Appendix A

KEY TO TABLES

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

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

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

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

MN/DOT Metro Division Construction Projects
2002-2004 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.

Twin Cities Metropolitan Area
2002-2004 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
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	090-080-010	TM	3,500,000	2,800,000	0	0	700,000	CONSTRUCT WOODBURY PARK AND RIDE LOT	MET COUNCIL-MT	Manage	E6
2002		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	MET COUNCIL-MT	Manage	E6
2002		CMAQ	CM-15-99A	TM	377,344	301,875	0	0	75,469	WOODBURY PARK & RIDE SERVICE EXPANSION	MET COUNCIL-MT	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	MET COUNCIL-MT	Manage	A05
2002		CMAQ	CM-52-99A	TM	625,000	500,000	0	0	125,000	SECTOR 7 - WEST METRO SUBURBAN SERVICE EXPANSION	MET COUNCIL-MT	Manage	A05
2002		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
2002		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
2002		CMAQ	TRS-3115-02	TM	976,536	781,229	0	0	195,307	PURCHASE 2 ADDITIONAL LARGE VEHICLES	SOUTHWEST METRO TRANSIT AUTH	Manage	T10
2002		TH 169	2772-36	TM	1,897,190	800,000	0	1,097,190	0	I-494 TO I-94-SHOULDER REHABILITATION FOR BUS USE	MNDOT	Manage	A05
2002		TH 999	6200-25AC	TM	5,500,000	5,500,000	0	0	0	REGIONAL TRAFFIC MANAGEMENT CENTER-CONSTRUCT BUILDING & EQUIPMENT(AC PAYBACK)	MNDOT	Manage	NC
2003		CMAQ	CM-25-99	TM	187,885	150,310	0	0	37,575	I-494 CORRIDOR COMMISSION TRANSPORTATION DEMAND MANAGEMENT	I-494 CORRIDOR COMMISSION	Manage	AQ1
2003		CMAQ	189-595-001	TM	7,287,500	5,830,000	0	0	1,457,500	CONSTRUCT MAPLE GROVE TRANSIT HUB AT I-94 AND HEMLOCK LANE	MAPLE GROVE	Manage	E6
2003		CMAQ	90-070-13	TM	4,468,975	3,575,180	0	0	893,795	I-35W NORTH CORRIDOR-TRANSIT SERVICE EXPANSION PLAN	MET COUNCIL-MT	Manage	T1
2003		CMAQ	CM-10-99	TM	970,850	776,680	0	0	194,170	SECTOR 5C - I-35W SOUTH CORRIDOR SERVICE EXPANSION	MET COUNCIL-MT	Manage	A05
2003		CMAQ	CM-11-99	TM	764,020	611,220	0	0	152,800	SECTOR 5B - HIAWATHA CORRIDOR SERVICE EXPANSION	MET COUNCIL-MT	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-12-99	TM	991,700	793,360	0	0	198,340	SECTOR 5A - WESTERN ST PAUL SERVICE EXPANSION	MET COUNCIL-MT	Manage	A05
2003		CMAQ	CM-15-99B	TM	399,985	319,985	0	0	80,000	WOODBURY PARK & RIDE SERVICE EXPANSION	MET COUNCIL-MT	Manage	A05
2003		CMAQ	CM-16-99B	TM	927,500	742,000	0	0	185,500	SECTOR 1 AND 2 - TRANSIT SERVICE RESTRUCTURING PLAN	MET COUNCIL-MT	Manage	A05
2003		CMAQ	CM-52-99B	TM	795,000	636,000	0	0	159,000	SECTOR 7 - WEST METRO SUBURBAN SERVICE EXPANSION	MET COUNCIL-MT	Manage	A05
2003		CMAQ	CM-3-99	TM	2,082,900	1,666,320	0	0	416,580	REGIONAL TRAVEL DEMAND MANAGEMENT & COMMUTER ALTERNATIVES PROGRAM	METROPOLITAN COUNCIL	Manage	AQ1
2003		CMAQ	CM-20-99	TM	341,320	273,055	0	0	68,265	DOWNTOWN MINNEAPOLIS TRANSPORTATION MANAGEMENT ORGANIZATION	MINNEAPOLIS	Manage	AQ1
2003		CMAQ	CM-49-99B	TM	1,035,125	828,100	0	0	207,025	PURCHASE 2 ADDITIONAL LARGE VEHICLES	SOUTHWEST METRO TRANSIT AUTH	Manage	T10
2003		TH 55	CM-21-99	TM	7,287,500	5,830,000	0	257,500	1,200,000	FORT SNELLING MULTI-MODAL TRANSIT STATION	MNDOT	Manage	E6
2004		CMAQ	CM-25-99A	TM	199,158	159,326	0	0	39,832	I-494 CORRIDOR COMMISSION TRANSPORTATION DEMAND MANAGEMENT	I-494 CORRIDOR COMMISSION	Manage	AQ1
2004		CMAQ	090-595-005	TM	2,809,000	2,247,200	0	0	561,800	AT I-694 AND RICE ST-CONSTRUCT TRANSIT HUB AND PARK AND RIDE LOT	MET COUNCIL-MT	Manage	E6
2004		CMAQ	CM-10-99A	TM	3,792,150	3,033,720	0	0	758,430	SECTOR 5C - I-35W SOUTH CORRIDOR SERVICE EXPANSION	MET COUNCIL-MT	Manage	A05
2004		CMAQ	CM-11-99A	TM	3,230,350	2,584,280	0	0	646,070	SECTOR 5B - HIAWATHA CORRIDOR SERVICE EXPANSION	MET COUNCIL-MT	Manage	A05
2004		CMAQ	CM-12-99A	TM	1,544,950	1,235,960	0	0	308,990	SECTOR 5A - WESTERN ST PAUL SERVICE EXPANSION	MET COUNCIL-MT	Manage	A05
2004	5	CMAQ	TRS-LRT-04	OB	6,000,000	3,000,000	0	0	3,000,000	HIAWATHA CORRIDOR LRT-OPERATING ASSISTANCE	MET COUNCIL-MT	Transit	T1
2004		CMAQ	CM-20-99A	TM	378,653	302,923	0	0	75,730	DOWNTOWN MINNEAPOLIS TRANSPORTATION MANAGEMENT ORGANIZATION	MINNEAPOLIS	Manage	AQ1
2004		CMAQ	CM-49-99C	TM	1,097,236	877,789	0	0	219,447	PURCHASE 2 ADDITIONAL LARGE VEHICLES	SOUTHWEST METRO TRANSIT AUTH	Manage	T10
2004		CMAQ	CM-3-99A	TM	2,320,234	1,856,187	0	0	464,047	REGIONAL TRAVEL DEMAND MANAGEMENT & COMMUTER ALTERNATIVES PROGRAM	UNIVERSITY OF MINNESOTA	Manage	AQ1
					77,228,811	60,188,299	0	1,354,690	15,685,822				

Tuesday, August 21, 2001

Twin Cities Metropolitan Area
2002-2004 Transportation Improvement Program

TABLE A-2
Enhancement Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	AC$	State $	Other $	Description	Agency	Category	AQ
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	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	19-090-05	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-I35E PROJECT	DAKOTA COUNTY	Other	O9
2002		EN	92-090-14	EN	800,975	640,780	0	0	160,195	BLOOMINGTON FERRY BRIDGE TO SHAKOPEE-MINNESOTA VALLEY TRAIL	DNR	Other	O9
2002		EN	091-595-012	EN	875,000	446,500	0	0	428,500	JACKSON STREET ROUNDHOUSE POWERHOUSE RESTORATION	MINN TRANSPORTATION MUSEUM	Other	O9
2002		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
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	1,350,000	1,080,000	0	0	270,000	MILL RUINS PARK PLANK ROADWAY, TUNNEL, LANDSCAPING, LIGHTING, ETC(LIVABLE COMMUNITIES PROJECT)	MINNEAPOLIS PARK/REC BOARD	Other	O9
2002	10	EN	8205-99(EN)	EN	895,700	716,560	0	89,570	89,570	IN NEWPORT AS PART OF THE WAKOTA BRIDGE PROJECT-CONSTRUCT PEDETRIAN/BIKE TRAIL SYSTEM & AMENITIES	MNDOT	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	167-090-05	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	1,700,000	1,200,000	0	0	500,000	FORT SNELLING STATE PARK TO MUNSTER ST-LANDSCAPE, LIGHTING, ETC	ST PAUL	Other	O9
2002		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

TABLE A-2
Enhancement Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	AC$	State $	Other $	Description	Agency	Category	AQ
2003		EN	107-090-003	EN	909,480	727,584	0		181,896	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	1,321,820	742,000	0	0	579,820	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	318,000	254,400	0	0	63,600	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	583,000	466,400	0	0	116,600	COMO-HARRIET STREETCAR LINE EXTENSION & IMPROVEMENTS	MINN TRANSPORTATION MUSEUM	Other	O9
2003		EN	141-090-002	EN	1,353,620	1,082,896	0	0	270,724	FROM 5TH AVE SE TO MISS RIVER IN MINNEAPOLIS-MIDTOWN GREENWAY SAFETY ELEMENTS FOR PHASES 2 & 3(LIVABLE COMMUNITIES PROJECT)	MINNEAPOLIS	Other	O9
2003		EN	141-090-017	EN	927,500	742,000	0	0	185,500	ON 3RD AVE IN MINNEAPOLIS-CONSTRUCT RIVERFRONT PLAZA & BIKE/WALKWAY	MINNEAPOLIS COMM DEV AGENCY	Other	O9
2003		EN	091-090-026	EN	894,640	715,712	0	0	178,928	GRAND ROUNDS WAYFINDING IMPROVEMENTS FOR PEDESTRIANS & BICYCLISTS	MINNEAPOLIS PARK/REC BOARD	Other	O9
2003		EN	091-090-027	EN	858,600	686,880	0	0	171,720	MILL RUINS PARK PEDESTRIAN CIRCULATION SYSTEM/LANDSCAPING, LIGHTING, ETC	MINNEAPOLIS PARK/REC BOARD	Other	O9
2003		TH 169	166-090-001	EN	481,876	385,501	0	0	96,375	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	460,676	368,541	0	0	92,135	OVER TH 169 ON CSAH 17 FROM ST FRANCIS AVE TO VIERLING DR IN SHAKOPEE-CONSTRUCT PED/BIKE BRIDGE & TRAIL	SHAKOPEE	Other	O9
2003		EN	209-090-002	EN	804,904	643,923	0	0	160,981	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	1,114,611	786,520	0	0	328,091	OVER TH 169 BETWEEN 114TH AVE & 117TH AVE IN CHAMPLIN-CONSTRUCT PEDESTRIAN/BIKE TRAIL BRIDGE	CHAMPLIN	Other	O9
2004		EN	019-090-006	EN	623,598	498,878	0	0	124,720	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	091-595-015	EN	1,320,230	786,520	0	0	533,710	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	337,080	269,664	0	0	67,416	AT THE GREAT LAKE CENTER NEAR LAKE ST AND CHICAGO AVE IN MINNEAPOLIS-BICYCLE STATION	MINNEAPOLIS	Other	O9

TABLE A-2
Enhancement Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	AC$	State $	Other $	Description	Agency	Category	AQ
2004		EN	141-090-015	EN	1,101,128	786,520	0	0	314,608	NEAR NORTHSIDE REDEVELOPMENT PROJECT-PEDESTRIAN/BICYCLE TRAILS	MINNEAPOLIS	Other	O9
2004		EN	141-090-016	EN	1,544,950	1,235,960	0	0	308,990	FROM GROVELAND TO VINELAND AND THE WEDGE TRIANGLE-LORING PARK BIKEWAY(PHASE 2-LIVABLE COMMUNITIES PROJECT)	MINNEAPOLIS	Other	O9
2004		EN	164-090-008	EN	1,815,738	1,235,960	0	0	579,778	LINKING PHALEN CREEK TRAIL, SWEDE HOLLOW PARK, & INDIAN MOUNDS PARK TO LOWERTOWN/GREAT RIVER RD TRAIL IN ST PAUL-CONSTRUCT LOWER PHALEN CREEK TRAIL(LIVABLE COMMUNITIES PROJECT)	ST PAUL PARK/REC	Other	O9
					28,601,450	21,432,819	0	89,570	7,079,061				

Twin Cities Metropolitan Area
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TABLE A-3
STP Urban Guarantee Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	AC$	State $	Other $	Description	Agency	Category	AQ
2002		CSAH 17	02-617-13	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		CSAH 17	02-617-17AC	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(AC PAYBACK)	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	107-399-26	RC	6,900,000	5,500,000	0	0	1,400,000	79TH/80TH ST OVER I-35W-CONSTRUCT BRIDGE	BLOOMINGTON	Replace	A05
2002		MSAS 415	107-415-021	RC	3,072,452	2,232,000	0	0	840,452	FROM W 78TH ST TO W 82ND ST IN BLOOMINGTON -RECONSTRUCT & GEOMETRIC IMPROVEMENTS(LIVABLE COMMUNITIES PROJECT)	BLOOMINGTON	Replace	E1
2002		CSAH 31	19-631-29AC	RC	1,958,000	1,958,000	0	0	0	CR 58 IN LAKEVILLE TO CSAH 46 IN APPLE VALLEY-RECONSTRUCT TO 4-LANE ROADWAY,ETC-LIV COMM PROJECT(AC PAYBACK)	DAKOTA COUNTY	Replace	A05
2002		CSAH 19	27-619-17	RC	4,980,000	0	3,984,000	0	996,000	FROM TH 55 TO CO RD 117-RECONSTRUCTION(AC PROJECT)	HENNEPIN COUNTY	Replace	S19
2002		CSAH 130	169-020-06	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
2002		PED/BIKE	141-090-09	BT	1,482,400	1,185,920	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	222,440	FROM HIAWATHA TO W RIVER RD-MIDTOWN GREENWAY TRAIL(PHASE III)	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		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(BRIDGE 27106)	ST LOUIS PARK	Preserve	E1
2002		CITY	164-080-09	TR	11,000,000	0	5,500,000	0	5,500,000	WEST END AREA OF DOWNTOWN ST PAUL-MULTI-MODAL HUB(AC PROJECT)	ST PAUL	Transit	E6
2002		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
2002		CSAH	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	192-102-06AC	MC	3,520,000	3,520,000	0	0	0	TAMARACK RD INTERCHANGE WITH I-494 IN WOODBURY(AC PAYBACK)	WOODBURY	Expand	A05
2002	10	TH 61	8205-99(UG)	MC	6,875,000	5,500,000	0		1,375,000	AT GLEN RD IN NEWPORT-GRADING, SURFACING, BRIDGE, ETC AS PART OF NEW INTERCHANGE	MNDOT	Expand	A05

TABLE A-3
STP Urban Guarantee Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	AC$	State $	Other $	Description	Agency	Category	AQ
2003		CITY	107-399-25	RC	4,1..4,000	3,307,200	0	0	826,800	ON E 79TH ST FROM CEDAR TO 24TH AVE-GRAD, SURF, SIGNALS, ETC	BLOOMINGTON	Replace	A05
2003		MSAS 385	107-385-018	RC	2,056,400	1,645,120	0	0	411,280	PENN AVE TO KNOX AVE IN BLOOMINGTON-RECONSTRUCT & GEOMETRIC IMPROVEMENTS	BLOOMINGTON	Replace	A05
2003		CR 28	019-596-003	MC	3,180,000	2,544,000	0	0	636,000	FROM TH 149 IN EAGAN TO CSAH 63 IN INVER GROVE HTS-CONSTRUCT 4-LANE RDWY, ETC	DAKOTA COUNTY	Expand	A05
2003		CSAH 31	019-631-031	MC	3,125,000	2,500,000	0	0	625,000	CSAH 46 TO CSAH 42 IN APPLE VALLEY-RECONSTRUCT TO 4-LANE RDWY, TRANSIT CENTER, ETC(LIVABLE COMMUNITIES PROJECT)	DAKOTA COUNTY	Expand	A05
2003		PED/BIKE	027-090-004	BT	1,657,840	1,326,272	0	0	331,568	FROM HENNEPIN COUNTY PUBLIC SAFETY FACILITY TO MINNEAPOLIS MUNICIPAL PARKING RAMP-CONSTRUCT SKYWAY	HENNEPIN COUNTY	Trails	AQ2
2003		PED/BIKE	027-090-005	BT	1,244,440	995,552	0	0	248,888	FROM HENNEPIN COUNTY PUBLIC SAFETY FACILITY TO HAAF PARKING RAMP IN MINNEAPOLIS-CONSTRUCT SKYWAY	HENNEPIN COUNTY	Trails	AQ2
2003		CSAH 19	27-619-17AC	RC	3,984,000	3,984,000	0	0	0	FROM TH 55 TO CO RD 117-RECONSTRUCTION(AC PAYBACK)	HENNEPIN COUNTY	Replace	S19
2003		CSAH 61	027-661-034	MC	3,392,000	2,713,600	0	0	678,400	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	3,498,000	2,798,400	0	0	699,600	TH 7 TO CSAH 5 IN MINNETONKA-RECONSTRUCT TO 4-LANE ROADWAY	HENNEPIN COUNTY	Expand	A05
2003		PED/BIKE	141-090-14	BT	1,451,140	1,160,912	0	0	290,228	LORING PARK BICYCLE/PED CONNECTION FOR UPTOWN TO DOWNTOWN	MINNEAPOLIS	Trails	AQ2
2003		CR C	62-623-41	RC	2,120,000	1,696,000	0	0	424,000	FROM SNELLING AVE TO OXFORD ST-RECONSTRUCTION	RAMSEY COUNTY	Replace	E1
2003		PED/BIKE	160-090-007	BT	2,040,500	1,632,400	0	0	408,100	ALONG CO RD B2 FROM RICE ST TO WALNUT ST THEN NORTH TO BURLINGTON NORTHERN RAIL CORRIDOR-CONSTRUCT PATHWAY	ROSEVILLE	Trails	AQ2
2003		CITY	164-080-09AC	TR	5,500,000	5,500,000	0	0	0	WEST END AREA OF DOWNTOWN ST PAUL-MULTI-MODAL HUB(AC PAYBACK)	ST PAUL	Transit	E6
2003	8	TH 100	2755-75	MC	9,500,000	4,330,000	0	0	5,170,000	INDIANA AVENUE TO 50TH AVE N-GRAD, SURF, BRS, ETC- UPGRADE TO FREEWAY	MNDOT	Expand	A05
2004		TH 5	010-596-001	RC	5,618,000	4,494,400	0	1,123,600	0	TH 5 E OF WACONIA NEAR LAKE WACONIA-RECONSTRUCT, RELOCATE, ETC	CARVER COUNTY	Replace	E4
2004		BB	TC-158-99(P)	TR	4,691,030	3,752,824	0	0	938,206	REBUILD ENGINES IN 2004	MET COUNCIL-MT	Transit	T3
2004		PED/BIKE	141-090-019	BT	862,925	690,340	0	0	172,585	FROM 11TH AVE S TO HENNEPIN AVE S IN MINNEAPOLIS-BIKE TRAIL CONNECTION	MINNEAPOLIS	Trails	AQ2
2004		TH 36	151-248-013	RC	8,988,800	6,179,800	0	0	2,809,000	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
2004		CSAH 78	062-678-010	RC	5,168,560	4,134,848	0	0	1,033,712	FROM TH 280/35W INTERCHANGE TO FULHAM ST IN ROSEVILLE-REALIGN & RECONSTRUCT TERMINAL RD/CO RD B2	RAMSEY COUNTY	Replace	E2

TABLE A-3
STP Urban Guarantee Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	AC$	State $	Other $	Description	Agency	Category	AQ
2004		CSAH 8	082-608-007	MC	5,056,200	4,044,960	0	0	1,011,240	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 RDWY, PARK/RIDE, ETC	WASHINGTON COUNTY	Expand	A05
					137,743,887	95,876,308	9,484,000	1,363,600	31,019,979				

Twin Cities Metropolitan Area
2002-2004 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
2002		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
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		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
2002		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
2002		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
2002		CSAH 122	27-722-01	BI	5,580,626	4,464,501	0	0	1,116,125	WASHINGTON AVE OVER MISSISSIPPI RIVER-PAINT & REPLACE RAIL ON BRIDGE	HENNEPIN COUNTY	Preserve	S19
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
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 66TH 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	27-00244	SR	75,000	67,500	0	0	7,500	W 98TH ST AT CP RR IN BLOOMINGTON-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1
2002		RR	27-00246	SR	200,000	180,000	0	0	20,000	GREENHAVEN DRIVE AT BNSF RR IN BROOKLYN PARK-NEW SIGNALS & INTERCONNECTION	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	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	27-00253	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 999	62-030-09(A)	TR	7,125,000	4,500,000	0	0	1,125,000	RIVERVIEW/CENTRAL CORRIDOR TRANSIT IMPROVEMENTS & STUDY	RAMSEY COUNTY	Transit	O1
2002		TH 5	1002-61AC	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 PAYBACK)	MNDOT	Expand	A05
2002		I-35	0283-21	SH	550,000	405,000	0	145,000	0	AT RAMP TERMINII WITH TH 97-TRAFFIC SIGNAL & CHANNELIZATION; REPAIR BR 02806	MNDOT	Manage	S2
2002		TH 36	8204-48	SH	375,000	337,500	0	25,000	12,500	AT CSAH 17 IN LAKE ELMO-TRAFFIC SIGNAL INSTALLATION	MNDOT	Manage	S2
2002		TH 65	0207-67	SH	355,000	319,500	0	35,500	0	AT 81ST AVENUE-SIGNAL REBUILD & GRADE CORRECTION	MNDOT	Manage	S2
2002		TH 65	0207-71	SH	50,000	45,000	0	5,000	0	AT 51ST STREET IN FRIDLEY-CLOSE MEDIAN	MNDOT	Manage	S2
2002		TH 65	0208-102	SH	2,000,000	1,800,000	0	200,000	0	89TH AVE TO 93RD AVE IN BLAINE-AUXILIARY LANE;SIGNAL REBUILD W/CROSS STREET CHANNELIZATION AT 89TH	MNDOT	Manage	S2
2002		TH 65	0208-107	SH	450,000	405,000	0	45,000	0	AT 117TH ST IN BLAINE-TRAFFIC SIGNAL & CHANNELIZATION	MNDOT	Manage	S2
2002		TH 999	TRLF-RW-02	RW	3,500,000	2,800,000	0	700,000	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
2002		TH 999	UYC-02	RX	250,000	200,000	0	50,000	0	URBAN YOUTH CORPS-MISCELLANEOUS MAINTENANCE TASKS	MNDOT	Preserve	NC
2003		CSAH 1	002-601-040	SH	530,000	477,000	0	0	53,000	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 $	AC$	State $	Other $	Description	Agency	Category	AQ
2003		CSAH 51	002-610-011	SH	530,000	477,000	0	0	53,000	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	371,000	333,900	0	0	37,100	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	185,500	166,950	0	0	18,550	STUBBS BAY RD/BNSF RAILROAD IN ORONO-INSTALL NEW SIGNALS	MNDOT	Manage	S1
2003		RR	62-00183	SR	424,000	381,600	0	0	42,400	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	185,500	166,950	0	0	18,550	TWP RD 212, NORTHBROOK BLVD IN N BAYTOWN TOWNSHIP-INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2003		RR	82-00127	SR	318,000	286,200	0	0	31,800	MUN 34, LACOSTA DRIVE & MUN 1, APPLE ORCHARD DRIVE IN DELLWOOD-INSTALL SIGNALS	MNDOT	Manage	S1
2003		TH 7	2706-200	RC	84,800	67,840	0	16,960	0	AT EXCELSIOR BLVD INTERCHANGE-LANDSCAPING	MNDOT	Replace	O6
2003		TH 13	1901-142	SH	265,000	238,500	0	26,500	0	AT MENDOTA HEIGHTS RD IN MENDOTA HEIGHTS-TRAFFIC SIGNAL INSTALLATION	MNDOT	Manage	S2
2003		TH 47	0206-49A	RC	2,120,000	1,696,000	0	424,000	0	ST FRANCIS TO THE N ANOKA CO LINE-RECONSTRUCT, WIDEN SHOULDERS, ETC	MNDOT	Replace	S13
2003		TH 55	1909-77	SH	212,000	190,800	0	21,200	0	AT ARGENTA TRAIL-SIGNAL INSTALLATION & CROSS STREET CHANNELIZATION	MNDOT	Manage	S2
2003		TH 55	1909-83	SH	265,000	238,500	0	26,500	0	AT EAGANDALE BLVD IN EAGAN-TRAFFIC SIGNAL INSTALLATION	MNDOT	Manage	S2
2003		TH 55	2723-109	RS	1,775,500	1,420,400	0	355,100	0	ROCKFORD RD TO I-494-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2003		TH 316	1926-16	SH	424,000	381,600	0	42,400	0	AT 190TH STREET IN RAVENNA TWP-REALIGN INTERSECTION & ADD TURN LANES	MNDOT	Manage	S2
2003		TH 999	880M-RS-03	RS	1,500,000	1,200,000	0	300,000	0	METRO SET ASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2003	MNDOT	Preserve	S10
2003		TH 999	TRLF-RW-03	RW	3,800,000	3,040,000	0	760,000	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
2003		TH 999	UYC-03	RX	250,000	200,000	0	50,000	0	URBAN YOUTH CORPS-MISCELLANEOUS MAINTENANCE TASKS	MNDOT	Preserve	NC
2004		CSAH 9	002-609-013	SH	449,440	404,496	0	0	44,944	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	561,800	505,620	0	0	56,180	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	404,496	364,047	0	0	40,449	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

TABLE A-4
STP Non Urban Guarantee Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	AC$	State $	Other $	Description	Agency	Category	AQ
2004		CSAH 116	002-716-006	SH	561,800	505,620	0	0	56,180	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	561,800	505,620	0	0	56,180	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	196,630	176,967	0	0	19,663	MSAS 245, E 33RD ST IN MINNEAPOLIS-SAFETY IMPROVEMENT	MNDOT	Manage	S1
2004		RR	27-00259	SR	196,630	176,967	0	0	19,663	CSAH 150, MAIN STREET IN ROGERS-INSTALL NEW SIGNALS & GATES	MNDOT	Manage	S1
2004		RR	62-00184	SR	168,540	151,686	0	0	16,854	CNTY 152, EAGLE AVE IN WHITE BEAR LAKE-INSTALL NEW SIGNALS & GATES	MNDOT	Manage	S1
2004		RR	82-00128	SR	196,630	176,967	0	0	19,663	MUN 100, IRONWOOD AVE N IN GRANT TOWNSHIP-SAFETY IMPROVEMENT	MNDOT	Manage	S1
2004		RR	82-00129	SR	196,630	176,967	0	0	19,663	MUN 89, IRISH AVE N IN GRANT TOWNSHIP-SAFETY IMPROVEMENT	MNDOT	Manage	S1
2004		RR	82-00130	SR	196,630	176,967	0	0	19,663	CSAH 21, STAGECOACH TRAIL N IN WASHINGTON COUNTY-INSTALL NEW SIGNALS & GATES	MNDOT	Manage	S1
2004		RR	82-00132	SR	196,630	176,967	0	0	19,663	MSAS 121, HADLEY AVE, OAKDALE-INSTALL NEW GATES AND CANTS	MNDOT	Manage	S1
2004		TH 999	TRLF-RW-04	RW	3,600,000	2,880,000	0	720,000	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
2004		TH 999	UYC-04	RX	250,000	200,000	0	50,000	0	URBAN YOUTH CORPS-MISCELLANEOUS MAINTENANCE TASKS	MNDOT	Preserve	NC
					51,689,522	42,643,228	0	3,998,160	3,548,134				

Tuesday, August 21, 2001

Twin Cities Metropolitan Area
2002-2004 Transportation Improvement Program

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
2002		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
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	141-080-23	BR	529,000	421,500	0	0	107,500	ST ANTHONY PARKWAY OVER BN RR-REHAB BR 90664	MINNEAPOLIS	Replace	S19
2002		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
2002		CITY	141-165-15	BR	1,855,000	805,000	0	0	1,050,000	CHICAGO AVE OVER HCRRA RR-REPLACE BR 92349	MINNEAPOLIS	Replace	S19
2002		CITY	141-291-001	BR	2,035,000	0	775,000	0	1,260,000	ROYALSTON AVE OVER THE BNSF RR-BR 27699(REPLACE BR 92339)(AC PROJECT)	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	4,000,000	3,200,000	0	800,000	0	ARCADE ST OVER C&NW RY-RECONSTRUCT BR 5514	MNDOT	Replace	S19
2003		CITY	141-190-014	BR	1,981,000	872,000	0	0	1,109,000	FIRST AVE S OVER THE HCRRA FROM E LAKE ST TO E 28TH ST-REPLACE BR 92347	MINNEAPOLIS	Replace	S19
2003		CITY	141-291-01AC	BR	775,000	775,000	0	0	0	ROYALSTON AVE OVER THE BNSF RR-BR 27699(REPLACE BR 92339)AC PAYBACK	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
2004		CSAH 35	027-635-025	BR	505,620	404,496	0	0	101,124	CSAH 35(PORTLAND AVE) OVER MINNEHAHA CREEK-REPLACE BR 90493	HENNEPIN COUNTY	Replace	S19
2004		CITY	141-080-028	BR	947,195	525,845	0	0	421,350	EAST RIVER PARKWAY OVER BRIDAL VEIL FALLS NEAR SUPERIOR ST-REPLACE BR L5761	MINNEAPOLIS	Replace	S19
2004	4	TH 36	8217-12	BR	20,000,000	3,000,000	5,000,000	2,000,000	10,000,000	OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS-REPLACE BR 4654 & APPROACHES	MNDOT	Replace	A05
					41,313,315	15,988,041	5,775,000	2,821,300	16,728,974				

Twin Cities Metropolitan Area
2002-2004 Transportation Improvement Program

TABLE A-6
Demo/High Priority/TCSP Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	AC$	State $	Other $	Description	Agency	Category	AQ
2002		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
2002		PED/BIKE	90-080-12	BT	4,924,375	939,500	3,000,000	0	0	984,875	HENNEPIN COUNTY BIKEWAY-HUMBOLDT GREENWAY PED/BIKE IMPROVEMENT(INCLUDES TCSP FUNDING OF $939,500)	HENNEPIN COUNTY	Trails	AQ2
2002		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	Other	O1
2002	12	TH 610	2771-TCSP	MC	1,937,719	1,550,175	0	0	0	387,544	TH 169 TO I-94-TH 610 ENGINEERING(TCSP FUNDING)	MNDOT	Expand	A00
2002	10	CITY	98-080-15	PL	155,000	0	124,000	0	0	31,000	ON GLEN RD FROM 10TH AVE TO CENTURY AVE-PRELIMINARY ENGINEERING FOR RECONSTRUCTION	NEWPORT	Other	O1
2002	10	CITY	98-080-16	RW	220,000	0	176,000	0	0	44,000	ON GLEN RD FROM 10TH AVE TO CENTURY AVE-RIGHT OF WAY FOR RECONSTRUCTION	NEWPORT	Other	NC
2002	10	CITY	98-080-17	PL	26,000	0	20,800	0	0	5,200	ON 2ND ST FROM 4TH AVE TO 7TH AVE-PRELIMINARY ENGINEERING FOR RECONSTRUCTION	NEWPORT	Other	O1
2002	10	CITY	98-080-18	RW	33,000	0	26,400	0	0	6,600	ON 2ND ST FROM 4TH AVE TO 7TH AVE-RIGHT OF WAY FOR RECONSTRUCTION	NEWPORT	Other	NC
2002	10	CITY	98-080-19	PL	97,200	0	77,760	0	0	19,440	ON 7TH AVE IN NEWPORT FROM 12TH ST TO 1ST ST-PRELIMINARY ENGINEERING FOR RECONSTRUCTION	NEWPORT	Other	O1
2002	10	CITY	98-080-20	RW	330,000	0	264,000	0	0	66,000	ON 7TH AVE IN NEWPORT FROM 12TH ST TO 1ST ST-RIGHT OF WAY FOR RECONSTRUCTION	NEWPORT	Other	NC
2002		CITY	157-020-20	MC	27,000,000	0	7,400,000	0	0	19,600,000	PENN AVE OVER I-494-REPLACE BRIDGE & APPROACHES-RECONSTRUCT RAMPS	RICHFIELD	Expand	S19
2002		CITY	164-288-01	MC	15,312,500	0	12,250,000	0	0	3,062,500	JOHNSON PKWY TO I-35E(PHALEN BLVD)-GRAD,SURF,RIGHT OF WAY,ETC	ST PAUL	Expand	A05
2002	10	CITY	184-080-02	PL	233,500	0	186,800	0	46,700		ON 7TH AVE IN ST PAUL PARK-PRELIMINARY ENGINEERING FOR RECONSTRUCTION	ST PAUL PARK	Other	O1
2002	10	CITY	184-080-03	RW	110,000	0	88,000	0	0	22,000	ON 7TH AVE IN ST PAUL PARK-RIGHT OF WAY FOR RECONSTRUCTION	ST PAUL PARK	Other	NC
2002	10	CSAH 38	82-638-10	RW	1,756,000	0	1,405,000	0	39,000	312,000	ON CSAH 38-RIGHT OF WAY FOR RECONSTRUCTION	WASHINGTON COUNTY	Other	NC
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
2003	10	MUN	98-080-07	MC	1,705,000	0	1,364,000	0	0	341,000	ON GLEN RD IN NEWPORT-RECONSTRUCT & WIDEN(INCLUDES CONST ENG)	NEWPORT	Expand	A10

TABLE A-6
Demo/High Priority/TCSP Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	AC$	State $	Other $	Description	Agency	Category	AQ
2003	10	CITY	98-080-11	MC	1,070,000	0	856,000	0	0	214,000	ON 7TH AVE IN NEWPORT FROM 12TH ST TO 1ST ST-RECONSTRUCTION & CONSTRUCTION ENGINEERING	NEWPORT	Expand	A10
2003	10	CITY	98-080-13	MC	289,000	0	231,200	0	0	57,800	ON 2ND ST FROM 4TH AVE TO 7TH AVE-RECONSTRUCTION & CONSTRUCTION ENGINEERING	NEWPORT	Expand	A10
2003	10	CITY	184-080-01	MC	2,569,000	0	2,055,000	0	89,000	425,000	ON 7TH AVE IN ST PAUL PARK-RECONSTRUCTION & CONSTRUCTION ENGINEERING	ST PAUL PARK	Expand	A10
2003	10	I-494	8285-79	MC	34,800,000	0	800,000	7,900,000	100,000	26,000,000	VICINITY OF WAKOTA BRIDGE-CONSTRUCT NORTH RING ROAD, BAILEY, MAXWELL, TH 61, 11 BRIDGES	MNDOT	Expand	A10
2004	10	CITY	98-080-14	MC	1,345,000	0	1,076,000	0	0	269,000	ON 4TH AVE FROM 20TH ST TO 2ND ST-RECONSTRUCTION & CONSTRUCTION ENGINEERING	NEWPORT	Expand	A10
2004	10	CITY	98-080-23	MC	122,000	0	97,600	0	0	24,400	ON 4TH AVE FROM 20TH ST TO 2ND ST-PRELIMINARY ENGINEERING FOR RECONSTRUCTION	NEWPORT	Expand	O1
2004		CITY	157-363-18A	BR	20,000,000	0	9,700,000	0	5,500,000	4,800,000	LYNDALE AVE OVER I-494(REPLACE BRIDGE)-RIGHT OF WAY & CONSTRUCTION	RICHFIELD	Replace	S19
2004	10	TH 61	8205-100	MC	16,145,000	5,000,000	5,475,000	2,440,000	3,230,000	0	VICINITY OF WAKOTA BRIDGE-RECONSTRUCT TH 61 AND ST PAUL PARK INTERCHANGE, FR RDS, BRS, ETC(AC PROJECT)	MNDOT	Expand	A10
2004	12	TH 610	2771-31	MC	9,000,000	0	7,200,000	0	1,800,000	0	REALIGN CSAH 81 IN THE VICINITY OF TH 610-GRADING, SURFACING, BR, ETC	MNDOT	Expand	A10
2004	12	TH 610	2771-32	MC	17,750,000	0	14,200,000	0	3,550,000	0	AT CSAH 130, RANCHVIEW, ZACHARY LN, JEFFERSON, PED BR, REVERE LN, HEMLOCK, FERNBROOK-CONSTRUCT OVERPASSES & APPROACHES, ETC	MNDOT	Expand	A10
					162,055,294	7,489,675	72,173,560	10,340,000	14,954,700	57,097,359				

Twin Cities Metropolitan Area
2002-2004 Transportation Improvement Program

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-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	500,000	450,000	0	50,000	0	CSAH 46 TO CRYSTAL LAKE RD IN LAKEVILLE-INCIDENT MANAGEMENT SYSTEM	MNDOT	Manage	S7
2002		I-35E	1982-129AC1	BR	7,500,000	7,500,000	0	0	0	TH 13 TO SHEPARD RD-REPLACE MISSISSIPPI RIVER BRIDGE & APPROACHES(AC PAYBACK)	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	2782-266	MC	97,500,000	0	87,750,000	9,750,000	0	66TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MINNEAPOLIS-GRADING, SURFACING, BRS, ETC & HOV LANE(AC PROJECT)	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
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	2781-337	RD	1,800,000	1,620,000	0	180,000	0	LOWRY HILL TUNNEL-REPLACE LIGHTING, ETC	MNDOT	Preserve	O6
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-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		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	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	1982-129AC2	BR	12,000,000	12,000,000	0	0	0	TH 13 TO SHEPARD RD-REPLACE MISSISSIPPI RIVER BRIDGE & APPROACHES(AC PAYBACK)	MNDOT	Replace	A05
2003	3	I-35W	2782-266AC1	MC	13,750,000	13,750,000	0	0	0	66TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MINNEAPOLIS-GRADING, SURFACING, BRS, ETC & HOV LANE(AC PAYBACK)	MNDOT	Expand	A05
2003		I-35W	2783-27893	BI	837,400	753,660	0	83,740	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
2003	7	I-94	2786-116	MC	18,000,000	6,000,000	9,000,000	0	3,000,000	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	Prt	Route	Prj Number	Prg	Total $	Fed $	AC$	State $	Other $	Description	Agency	Category	AQ
2003	7	I-94	2786-117	MC	22,000,000	2,000,000	16,700,000	3,300,000		FROM W JCT I-494 TO TH 169-TEMP WIDEN, REPLACE PAVEMENT, ADD 3RD LANE, ETC(AC PROJECT)	MNDOT	Expand	A05
2003	7	I-94	2786-120	RS	2,500,000	2,250,000	0	250,000	0	BROOKLYN BLVD TO TH 252-BITUMINOUS OVERLAY	MNDOT	Preserve	S10
2003		I-94	8282-92	RS	4,240,000	3,816,000	0	424,000	0	TH 120 TO ST CROIX RIVER-CONCRETE RETROFIT	MNDOT	Preserve	S10
2003	11	I-494	2785-301	MC	27,000,000	1,350,000	0	0	25,650,000	E OF W BUSH LAKE RD TO TH 100-GRADING, SURFACING, BRS, ETC 3RD LANE EACH DIRECTION	MNDOT	Expand	A05
2003	10	I-494	8285-80	MC	104,300,000	3,700,000	85,000,000	5,000,000	10,600,000	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 PROJECT)	MNDOT	Expand	A10
2003	2	I-694	6285-120	RC	3,000,000	1,200,000	1,500,000	300,000	0	RICE ST TO E JCT I-35E-GRADING, SURFACING, BRS, ETC AS PART OF WEAVE CORRECTION W/I35E(AC PROJECT)	MNDOT	Replace	A05
2003		I-694	6285-9209	BI	879,800	791,820	0	87,980	0	OVER ISLAND LAKE CHAIN-WIDEN & REDECK BRS 9209 & 9210	MNDOT	Preserve	S19
2003		I-694	6285-9301	BI	848,000	763,200	0	84,800	0	EB OVER NB TH 51 & OVER SB TH 51 RAMP-REHAB DECK ON BRS 9301,9302	MNDOT	Preserve	S19
2004		I-35E	1982-129AC3	BR	12,000,000	12,000,000	0	0	0	TH 13 TO SHEPARD RD-REPLACE MISSISSIPPI RIVER BRIDGE & APPROACHES(AC PAYBACK)	MNDOT	Replace	A05
2004	3	I-35W	2782-266AC2	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 PAYBACK)	MNDOT	Expand	A05
2004	7	I-94	2786-116AC	MC	9,000,000	9,000,000	0	0	0	ZANE AVE TO TH 100-TEMP WIDEN OUTSIDE, REPLACE PAVEMENT & ADD 3RD LANE FROM ZANE TO CSAH 152(AC PAYBACK)	MNDOT	Expand	A05
2004	7	I-94	2786-117AC1	MC	8,700,000	8,700,000	0	0	0	FROM W JCT I-494 TO TH 169-TEMP WIDEN, REPLACE PAVEMENT, ADD 3RD LANE, ETC(AC PAYBACK)	MNDOT	Expand	A05
2004		I-94	6283-167	RS	2,510,000	2,259,000	0	251,000	0	MOUNDS BLVD TO 0.5 MI E OF TH 61 IN ST PAUL-CONCRETE PAVEMENT REPAIR	MNDOT	Preserve	S10
2004		I-494	2785-317	RS	5,618,000	5,056,200	0	561,800	0	34TH AVE TO TH 100-OVERLAY, GUARDRAIL, MEDIAN BARRIER, CULVERTS, ETC	MNDOT	Preserve	S19
2004	10	I-494	8285-80AC1	MC	17,000,000	17,000,000	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 PAYBACK)	MNDOT	Expand	A10
2004	2	I-694	6285-120AC	RC	1,500,000	1,500,000	0	0	0	RICE ST TO E JCT I-35E-GRADING, SURFACING, BRS, ETC AS PART OF WEAVE CORRECTION W/I35E(AC PAYBACK)	MNDOT	Replace	A05
					399,828,200	139,372,380	199,950,000	21,255,820	39,250,000				

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Twin Cities Metropolitan Area
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TABLE A-8
Intelligent Transportation Systems Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Other Fed $	State $	Other $	Description	Agency	Category	AQ
2002		ITS	8816-75	TM	200,000	60,000	60,000	0	40,000	PHASE 2 OF COMPUTER ASSISTED DISPATCHING AND AUTOMATIC VEHICLE LOCATION IN THE TWIN CITIES METRO	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		TH 51	8816-ITS	TM	200,000	60,000	60,000	0	40,000	TH 51 MULTI-JURISDICTIONAL PHASE 2	MNDOT	Manage	S7
2003		ITS	DIST-M-ITS-03	TM	500,000	0	0	500,000		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
					1,900,000	120,000	120,000	1,500,000	80,000				

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TABLE A-9
NHS Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	AC$	State $	Other $	Description	Agency	Category	AQ
2002	6	TH 55	2725-57AC	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	S19
2002	10	TH 61	8205-99	MC	25,578,870	6,883,440	0	910,430	17,785,000	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 PROJECT)	MNDOT	Expand	A10
2002	8	TH 100	2735-134AC2	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	2735-159AC1	MC	10,000,000	10,000,000	0	0	0	39TH AVE N TO INDIANA AVE-RECONSTRUCT EXPRESSWAY, NEW INTERCHANGE AT CSAH 81, ETD(AC PAYBACK)	MNDOT	Expand	E3
2002	8	TH 100	2735-172	MC	15,000,000	0	4,000,000	0	11,000,000	GOLDEN VALLEY RD TO N OF DULUTH ST IN GOLDEN VALLEY-GRADING, SURFACING, BRIDGE, ETC	MNDOT	Expand	A05
2002	9	TH 212	2762-22	MC	230,000	184,000	0	46,000	0	MITCHELL RD TO I-494-LANDSCAPING	MNDOT	Expand	O6
2003	1	TH 12	2713-75	MC	34,000,000	2,500,000	20,000,000	0	11,500,000	CO RD 6 TO WAYZATA BLVD-RELOCATE RR TRACK, RECONSTRUCT TH 12, INTERCHANGES, ETC-STAGE 1(AC PROJECT)	MNDOT	Expand	A05
2003	8	TH 100	2735-159AC2	MC	10,000,000	10,000,000	0	0	0	39TH AVE N TO INDIANA AVE-RECONSTRUCT EXPRESSWAY, NEW INTERCHANGE AT CSAH 81, ETC(AC PAYBACK)	MNDOT	Expand	E3
2003	8	TH 100	2735-172AC	MC	4,000,000	4,000,000	0	0	0	GOLDEN VALLEY RD TO N OF DULUTH ST IN GOLDEN VALLEY-GRADING, SURFACING, BRIDGE, ETC(AC PAYBACK)	MNDOT	Expand	A05
2003		TH 316	1926-17	RD	4,558,000	3,646,400	0	911,600	0	S JCT TH 61 TO N JCT TH 61 IN HASTINGS-MILL & OVERLAY, SHOULDER WIDENING, ETC(GOODHUE CO PORTION BEING PAID OUT OF ATP 6)	MNDOT	Preserve	S10
2004	1	TH 12	2713-75AC1	MC	12,000,000	12,000,000	0	0	0	CO RD 6 TO WAYZATA BLVD-RELOCATE RR TRACK, RECONSTRUCT TH 12, INTERCHANGES, ETC-STAGE 1(AC PAYBACK)	MNDOT	Expand	A05
2004		I-35	8280-35	RB	2,471,920	1,977,536	0	494,384	0	ON SOUTHBOUND I-35-RECONSTRUCT FOREST LAKE REST AREA	MNDOT	Other	S15
					131,838,790	65,191,376	24,000,000	2,362,414	40,285,000				

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2002-2004 Transportation Improvement Program

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	AC$	State $	Other $	Description	Agency	Category	AQ
2002	7	I-94	2786-27V46	MC	1,300,000	0	0	1,300,000	0	UNDER ZANE AVE IN BROOKLYN PARK-BRIDGE 27V46(REPLACE BR 27921)	BROOKLYN PARK	Expand	S19
2002		I-35W	0280-50	AM	2,400,000	0	0	1,400,000	1,000,000	AT 95TH AVE IN BLAINE-INTERCHANGE CONSTRUCTION, PARK/RIDE, HOV RAMP METER BYPASS, ETC(MNDOT PORTION)	ANOKA COUNTY	Other	E6
2002		TH 242	0212-42	AM	503,280	0	0	503,280	0	AT JEFFERSON ST IN BLAINE-ACCESS CLOSURES, TRAFFIC SIGNAL INSTALLATION	ANOKA COUNTY	Other	E2
2002		TH 242	0212-43	AM	135,000	0	0	135,000	0	EAST OF FOLEY TO FLINTWOOD IN COON RAPIDS-ACCESS CLOSURES, FRONTAGE ROAD CONSTRUCTION	ANOKA COUNTY	Other	NC
2002		TH 252	2748-48	AM	86,400	0	0	86,400	0	AT 85TH AVE IN BROOKLYN PARK-ADDITIONAL THRU LANE, SIDEWALK REMOVAL	BROOKLYN PARK	Other	S19
2002		TH 610	2771-30	AM	300,000	0	0	300,000	0	UNDER W RIVER RD-PAINT BR 27244, FENCING, ETC	BROOKLYN PARK	Other	S19
2002		TH 5	1002-76	AM	365,040	0	0	365,040	0	AT CSAH 32 IN WACONIA-TRAFFIC SIGNAL INSTALLATION & TURN LANE CONSTRUCTION	CARVER COUNTY	Other	E2
2002		I-35	1980-65	AM	288,360	0	0	288,360	0	AT CSAH 60 IN LAKEVILLE-FRONTAGE ROAD RELOCATION	DAKOTA COUNTY	Other	A05
2002		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
2002		TH 65	0208-114	AM	32,400	0	0	32,400	0	AT CSAH 24 IN EAST BETHEL-FRONTAGE ROAD RECONSTRUCTION	EAST BETHEL	Other	A05
2002		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
2002		TH 55	2722-57	AM	216,000	0	0	216,000	0	NEAR CSAH 92 IN GREENFIELD-NEW FRONTAGE ROAD	GREENFIELD	Other	E1
2002		TH 55	2722-60	AM	378,000	0	0	378,000	0	IN GREENFIELD-CONSTRUCT FRONTAGE RD IN COMMERCIAL/INDUSTRIAL AREA	GREENFIELD	Other	E1
2002		TH 61	1913-57	AM	22,680	0	0	22,680	0	AT 10TH ST IN HASTINGS-RIGHT TURN LANE	HASTINGS	Other	E1
2002		TH 61	1913-58	AM	54,000	0	0	54,000	0	AT CANNON ST IN HASTINGS-ACCESS RELOCATION	HASTINGS	Other	NC
2002		TH 282	7011-21	AM	270,000	0	0	270,000	0	FROM SAND CREEK TO MILL ST IN JORDAN-RECONSTRUCTION INCLUDING TURN LANES & TRAFFIC SIGNAL IMPROVEMENTS	JORDAN	Other	E2
2002	7	I-94	2786-114	MC	11,500,000	0	0	0	11,500,000	AT CR 61 IN MAPLE GROVE-RECONSTRUCT INTERCHANGE	MAPLE GROVE	Expand	A05
2002		TH 55	2722-61	AM	540,000	0	0	540,000	0	AT WILLOW DRIVE IN MEDINA-FRONTAGE ROAD, SIGNAL, ETC	MEDINA	Other	E2

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	AC$	State $	Other $	Description	Agency	Category	AQ
2002		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
2002		TH 77	2758-9195A	AM	150,000	0	0	150,000	0	UNDER 66TH ST-OVERLAY, REPLACE JOINTS, REPAIR RAILINGS, ETC	METRO AIRPORT COMMISSION	Other	S19
2002		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
2002		TH 7	2706-205	AM	265,000	0	0	265,000	0	AT CSAH 73 & AT MINNETONKA MILLS IN MINNETONKA-REVISE SIGNAL, WIDEN TURN LANES, ETC	MINNETONKA	Other	E2
2002		TH 7	2706-207	AM	324,000	0	0	324,000	0	AT WILLISTON ROAD IN MINNETONKA-FRONTAGE ROAD RECONSTRUCTION & ACCESS RELOCATION	MINNETONKA	Other	NC
2002		TH 999	8825-74	SC	200,000	0	0	200,000	0	METROWIDE-PURCHASE TMS CABINETS	MNDOT	Manage	S7
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 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	1004-26	RD	2,600,000	0	0	2,600,000	0	BAYVIEW DRIVE TO TH 41-SHOULDER IMPROVEMENTS, TURN LANES, ETC	MNDOT	Preserve	S10
2002		TH 7	2704-27R07	BI	600,000	0	0	600,000	0	OVER SIX MILE CREEK IN ST BONIFACIUS-REPLACE BR 6714, TURN LANES, ETC	MNDOT	Preserve	S19
2002		TH 12	2714-138	SC	500,000	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	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	400,000	0	0	400,000	0	FROM MEADOWWOOD COURT TO MILL ST IN JORDAN-CULVERT REPLACEMENT & MILL/OVERLAY 1.0 MILE	MNDOT	Preserve	S19
2002		I-35E	1982-133	SC	10,000	0	0	10,000	0	AT DIFFLEY RD TO BLACKHAWK RD-INTERCONNECTION	MNDOT	Manage	E3
2002		I-35E	1982-19859	BI	1,081,200	0	0	1,081,200	0	UNDER TH 77-OVERLAY BRS 19859 & 19860	MNDOT	Preserve	S10
2002		I-35W	6284-130	NO	510,657	0	0	510,657	0	CSAH 96 TO MC RY(EAST SIDE) IN ARDEN HILLS-NOISE WALL	MNDOT	Other	O3
2002		TH 36	6211-80	SC	100,000	0	0	100,000	0	I-35E TO WHITE BEAR AVE-REPLACE "A" & "OH" SIGNING	MNDOT	Manage	O8
2002		TH 36	8214-9116	BI	100,000	0	0	100,000	0	UNDER CSAH 23 IN OAK PARK HEIGHTS-REPAIR BR 9116	MNDOT	Preserve	S19
2002		TH 36	8217-4654B	BI	500,000	0	0	500,000	0	OVER ST CROIX RIVER AT STILLWATER-PAINT BR 4654	MNDOT	Preserve	S19
2002		TH 41	1008-59	AM	108,000	0	0	108,000	0	OVER MINNESOTA RIVER AT SCOTT/CARVER CO LINE-REPAIR BR 9010	MNDOT	Other	S19
2002		TH 41	1008-9010	BI	159,000	0	0	159,000	0	OVER MINNESOTA RIVER AT CHASKA-OVERLAY BR 9010	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 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	1907-63	MC	17,200,000	0	0	0	17,200,000	AT 117TH ST IN INVER GROVE HEIGHTS-CONSTRUCT NEW INTERCHANGE, BRIDGE, FR RD, ETC	MNDOT	Expand	A05
2002		TH 52	1907-63RW	RW	1,000,000	0	0	0	1,000,000	AT 117TH ST IN INVER GROVE HEIGHTS-RIGHT OF WAY FOR NEW INTERCHANGE, ETC	MNDOT	Other	NC
2002		TH 52	1928-47	RS	1,100,000	0	0	1,100,000	0	N JCT TH 55 TO I-494-BITUMINOUS MILL & OVERLAY	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	1913-56	RS	1,510,500	0	0	1,510,500	0	S JCT TH 316 TO N JCT TH 316-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2002		TH 61	6221-40	RS	2,226,000	0	0	2,226,000	0	W JCT I-94 TO ROSELAWN AVE-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2002		TH 61	8205-104	RS	850,000	0	0	850,000	0	MISSISSIPPI RIVER TO TH 10 NEAR HASTINGS-MILL & OVERLAY,ETC	MNDOT	Preserve	S10
2002		TH 61	8206-31	RS	88,254	0	0	88,254	0	NEAR 152ND ST N IN HUGO-REPLACE CULVERT	MNDOT	Preserve	A05
2002		TH 62	2774-07	RS	3,280,000	0	0	3,280,000	0	TH 100 TO I-35W-MILL & BITUMINOUS OVERLAY	MNDOT	Preserve	S10
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	2775-09	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
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	2758-60	RS	2,150,000	0	0	2,150,000	0	MINNESOTA RIVER IN BLOOMINGTON TO TH 62-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2002		TH 77	2758-9600	BI	400,000	0	0	400,000	0	OVER MINNESOTA RIVER-PARTIAL PAINT BR 9600	MNDOT	Preserve	S10
2002		TH 77	2758-9600A	BI	156,000	0	0	156,000	0	OVER MINNESOTA RIVER-REHABILITATE MODULAR JOINTS ON BR 9600	MNDOT	Preserve	S19
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		I-94	2781-401	RD	50,000	0	0	50,000	0	AT BROADWAY IN MINNEAPOLIS-DRAINAGE AND SLOPE CORRECTIONS	MNDOT	Preserve	E4
2002	7	I-94	2786-115	MC	23,000,000	0	0	0	23,000,000	TH 169 TO ZANE AVE N-TEMP WIDEN OUTSIDE, REPLACE PAVEMENT AND ADD 3RD LANE	MNDOT	Expand	A05
2002		I-94	6282-179	TM	1,800,000	0	0	1,800,000	0	TH 280 TO WB I-94-HOV RAMP METER BYPASS	MNDOT	Manage	S7

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100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	AC$	State $	Other $	Description	Agency	Category	AQ
2002		I-94	6282-181	NO	2,000,000	0	0	2,000,000	0	VICTORIA TO ST ALBANS(NORTH SIDE) IN ST PAUL-NOISE WALL	MNDOT	Other	O3
2002		TH 95	8825-88	RD	420,000	0	0	420,000	0	ON TH 95 FROM I-94 TO TAYLORS FALLS-CULVERT REPLACEMENT	MNDOT	Preserve	A05
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	8	TH 100	2755-76	MC	4,770,000	0	0	0	4,770,000	CP RR OVER TH 100 NEAR FRANCE AVE-BR 27281(REPLACE BR 6446) & TRACK APPROACH	MNDOT	Expand	A05
2002	8	TH 100	2755-77	MC	1,060,000	0	0	0	1,060,000	FRANCE AVENUE FRONTAGE RD CONNECTION-GRADE & SURFACE	MNDOT	Expand	A05
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	2772-39	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	Other	O3
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	1986-31	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	I-494	2785-327	MC	18,350,000	0	0	0	18,350,000	TH 5 TO E OF W BUSH LAKE RD-GRADING, SURFACING, BRS, ETC 3RD LANE EACH DIRECTION	MNDOT	Expand	A05
2002		I-494	8285-87	MC	1,500,000	0	0	0	1,500,000	ON RED ROCK RD IN NEWPORT-RELOCATE CONNECTION TO MAXWELL AVENUE	MNDOT	Expand	NC
2002	12	TH 610	2771-27	RB	171,570	0	0	171,570	0	W OF W BROADWAY TO JEFFERSON IN BROOKLYN PARK-LANDSCAPING	MNDOT	Other	O6
2002		I-694	6286-62825	BI	593,600	0	0	593,600	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
2002		TH 999	6200-25B	TM	7,900,000	0	0	5,000,000	2,900,000	REGIONAL TRAFFIC MANAGEMENT CENTER-EQUIPMENT, ETC	MNDOT	Manage	NC
2002		TH	6200-26	TM	1,000,000	0	0	1,000,000	0	REGIONAL TRAFFIC MANAGEMENT CENTER-FIBER OPTIC INSTALLATION	MNDOT	Manage	S7
2002		TH 999	880M-AM-02	AM	1,000,000	0	0	1,000,000	0	METRO SETASIDE - COOPERATIVE AGREEMENTS - 2002	MNDOT	Other	NC
2002		TH 999	880M-BI-02	BI	2,060,000	0	0	2,060,000	0	METRO SET ASIDE FOR BRIDGE IMPROVEMENTS FOR F7 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	35,000,000	0	0	35,000,000	0	METRO SET ASIDE FOR RIGHT OF WAY 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

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	AC$	State $	Other $	Description	Agency	Category	AQ
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	2,000,000	0	0	2,000,000	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	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 REOCCURING 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	200,000	0	0	200,000	0	ON METRO AREA FREEWAYS-REPLACE LOOP DETECTORS	MNDOT	Manage	S7
2002		TH 999	8825-71	SC	1,650,000	0	0	1,650,000	0	ON METRO AREA FREEWAYS-REPLACE CHANGEABLE MESSAGE SIGNS	MNDOT	Manage	S7
2002		TH 21	7002-38	AM	540,000	0	0	540,000	0	FROM TH 19 TO CSAH 37 IN NEW PRAGUE-ACCESS CLOSURES, CURB & GUTTER, MILL & OVERLAY, REALIGNMENT	NEW PRAGUE	Other	E2
2002		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
2002		I-494	2785-329	AM	158,760	0	0	158,760	0	AT PENN AVE IN RICHFIELD-NORTH FRONTAGE ROAD EXTENSION	RICHFIELD	Other	E2
2002		TH 7	2706-204	AM	75,600	0	0	75,600	0	AT FREEMAN PARK IN SHOREWOOD-CLOSE PARK ACCESS TO TH 7	SHOREWOOD	Other	NC
2002		TH 156	1912-53	AM	64,800	0	0	64,800	0	NEAR SIMON'S RAVINE IN SOUTH ST PAUL-STORM SEWER CONSTRUCTION(PHASE 2)	SOUTH ST PAUL	Other	NC
2002		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
2002		TH 7	1004-27	AM	70,200	0	0	70,200	0	AT ZUMBRA LANE AND AT VIRGINIA SHORES IN VICTORIA-ACCESS CLOSURE & IMPROVEMENT	VICTORIA	Other	E1
2002		I-94	8282-98	AM	626,400	0	0	626,400	0	AT CSAH 13 & N FRONTAGE ROAD IN WOODBURY-TRAFFIC SIGNAL INSTALLATION, FRONTAGE RD IMPROVEMENTS	WASHINGTON COUNTY	Other	E2

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	AC$	State $	Other $	Description	Agency	Category	AQ
2002		TH 95	8209-43	AM	324,000	0	0	324,000	0	AT PICKETT AVE/56TH STREET IN BAYPORT & OAK PARK HEIGHTS-ACCESS REALIGNMENT, CURB & GUTTER, STORM SEWER, ETC	WASHINGTON COUNTY	Other	NC
2003		TH 55	2722-62	AM	501,120	0	0	501,120	0	FROM DOGWOOD TO GREENFIELD CITY LIMITS-ACCESS CLOSURES AND FRONTAGE ROAD CONSTRUCTION(ACCESS MGMT $$)	GREENFIELD	Other	NC
2003		TH 3	1920-3913	BR	600,000	0	0	600,000	0	OVER DITCH & CHUB CREEK S OF FARMINGTON-REPLACE BRS 3913 & 3914	MNDOT	Replace	S19
2003		TH 3	1921-6696	BR	1,100,000	0	0	1,100,000	0	OVER VERMILLION RIVER N OF FARMINGTON-REPLACE BR 6696	MNDOT	Replace	S19
2003		TH 5	1002-74	SC	500,000	0	0	500,000	0	AT ARBORETUM DRIVE IN CHANHASSEN-INTERSECTION REVISIONS	MNDOT	Manage	E1
2003		TH 5	6201-9300	BI	127,200	0	0	127,200	0	OVER MISSISSIPPI RIVER-REHABILITATE MODULAR JOINTS ON BR 9300	MNDOT	Preserve	S10
2003		TH 5	6201-9489	BI	106,000	0	0	106,000	0	W 7TH ST UNDER MISSISSIPPI BLVD-REHABILITATE RAILING & COPING ON BRS 9489 & 9490	MNDOT	Preserve	S9
2003		TH 10	0215-9700	BI	770,000	0	0	770,000	0	OVER RUM RIVER & OVER BNSF RR IN ANOKA-DECK REPAIR & RAIL REHAB ON BRS 9700 & 9717	MNDOT	Preserve	NC
2003		TH 12	2713-77	SC	915,000	0	0	915,000	0	AT CSAH 29(TOWNLINE RD) IN MAPLE PLAIN-CHANNELIZE, SIGNAL, ETC($0.5M OF ACCESS MGMT $$)	MNDOT	Manage	E1
2003		TH 13	7001-88	RS	768,500	0	0	768,500	0	CSAH 21 TO CSAH 42-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2003		I-35E	6280-316	SC	360,000	0	0	360,000	0	FROM PENNSYLVANIA IN ST PAUL TO ROSELAWN IN MAPLEWOOD-REPLACE LIGHTING SYSTEM	MNDOT	Manage	S18
2003		I-35E	6280-6509	BI	254,400	0	0	254,400	0	OVER ROSELAWN, CO RD B, & TH 36-REPAIR OVERLAY ON BRS 6509,6510,9117,9118,9119,9120	MNDOT	Preserve	S19
2003		I-35W	2782-279	SC	750,000	0	0	750,000	0	FROM I-494 IN BLOOMINGTON TO WASHINGTON AVE IN MPLS-REPLACE SIGNING	MNDOT	Manage	S7
2003		I-35W	2783-103	RX	90,000	0	0	90,000	0	OUTLET STRUCTURE OF I-35W STORM SEWER NEAR THE I-35W/MISS RIVER BRIDGE-REPAIR SHORELINE ON MISSISSIPPI RIVER	MNDOT	Preserve	O9
2003		I-35W	2783-104	RS	2,650,000	0	0	2,650,000	0	STINSON BLVD IN MINNEAPOLIS TO TH 36 IN ROSEVILLE-CONCRETE PAVEMENT REPAIR	MNDOT	Preserve	S10
2003		I-35W	2783-105	SC	210,000	0	0	210,000	0	AT 1ST ST S & AT 2ND ST SE IN MINNEAPOLIS-REPLACE LIGHTING SYSTEM	MNDOT	Manage	S18
2003	4	TH 36	8217-15	BR	42,400	0	0	42,400	0	MUSSELL RELOCATION FOR CONSTRUCTION OF ST CROIX RIVER BRIDGE	MNDOT	Replace	NC
2003		TH 41	1008-51	AM	4,800,000	0	0	4,800,000	0	TH 212 TO ENGLER RD IN CHASKA-RECONSTRUCT TO 4-LANE ROADWAY(MNDOT PAYBACK)	MNDOT	Other	S10
2003		TH 41	7010-20	SC	901,000	0	0	901,000	0	AT TH 169-SIGNAL REVISION, ACCESS CLOSURES, FRONTAGE RD, ETC	MNDOT	Manage	E2
2003		TH 51	6215-85	RS	715,500	0	0	715,500	0	DAYTON AVE TO TAYLOR AVE IN ST PAUL-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2003		TH 51	6216-117	SC	60,000	0	0	60,000	0	AT CO RD E IN ARDEN HILLS-REPLACE LIGHTING SYSTEM	MNDOT	Manage	S18

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	AC$	State $	Other $	Description	Agency	Category	AQ
2003		TH 55	1910-38	SC	1,590,000	0	0	1,590,000	0	AT E JCT CSAH 42-REALIGN INTERSECTION, ETC	MNDOT	Manage	E1
2003		TH 55	2724-112	MC	318,000	0	0	318,000	0	FROM 46TH ST TO 50TH ST IN MINNEAPOLIS-LANDSCAPING	MNDOT	Expand	O6
2003		TH 55	2724-113	MC	318,000	0	0	318,000	0	FROM 50TH ST TO 54TH ST IN MINNEAPOLIS-LANDSCAPING	MNDOT	Expand	O6
2003		TH 61	1913-5895	BI	1,060,000	0	0	1,060,000	0	OVER MISSISSIPPI RIVER AT HASTINGS-REPLACE UNDER DECK SCAFFOLDING ON BR 5895	MNDOT	Preserve	S19
2003		TH 61	6222-6692	BI	137,800	0	0	137,800	0	OVER BIKE TRAIL 1.2 MI S OF TH 36-OVERLAY & JOINTS ON BR 6692	MNDOT	Preserve	S10
2003		TH 65	0207-77	SC	220,000	0	0	220,000	0	AT MISSISSIPPI ST IN FRIDLEY-TRAFFIC SIGNAL REBUILD	MNDOT	Manage	E2
2003		TH 65	0208-115	SC	250,000	0	0	250,000	0	AT CROSSTOWN BLVD(CSAH 18) IN HAM LAKE-TRAFFIC SIGNAL REBUILD & INTERCONNECT	MNDOT	Manage	E2
2003		TH 65	2710-2440	BI	1,770,200	0	0	1,770,200	0	OVER MISSISSIPPI RIVER & OVER BNSF RR-OVERLAY & REPAIR JOINTS ON BR 2440; REPAIR JOINTS ON BR 27164	MNDOT	Preserve	S19
2003		I-94	2780-27906	BI	2,120,000	0	0	2,120,000	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	2786-118	SC	260,000	0	0	260,000	0	AT CSAH 81 IN BROOKLYN PARK-REPAIR & RELOCATE LIGHTING FIXTURES	MNDOT	Manage	S18
2003		I-94	6282-184	NO	700,000	0	0	700,000	0	ON THE SOUTH SIDE OF I-94 FROM CRETIN AVE TO WILDER-NOISE ABATEMENT	MNDOT	Other	O3
2003		I-94	6282-9377	BI	1,526,400	0	0	1,526,400	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		I-94	6283-155	TM	2,800,000	0	0	2,800,000	0	MOUNDS BLVD TO W JCT TH 95-INCIDENT MANAGEMENT SYSTEM	MNDOT	Manage	S7
2003		I-94	8282-93	RB	250,000	0	0	250,000	0	AT ST CROIX WEIGH STATION-EXPAND PARKING, ETC	MNDOT	Other	E5
2003		TH 100	2734-39	SC	440,000	0	0	440,000	0	AT W 50TH ST E & AT W RAMPS IN EDINA-TRAFFIC SIGNAL REBUILD	MNDOT	Manage	E2
2003		TH 100	2755-78	SC	190,000	0	0	190,000	0	AT CSAH 152 & AT CSAH 10 IN BROOKLYN CENTER-REPLACE LIGHTING SYSTEM	MNDOT	Manage	S18
2003		TH 101	1009-1822	BI	318,000	0	0	318,000	0	OVER BLUFF CREEK NEAR TH 212-REPLACE BR 1822	MNDOT	Preserve	S19
2003		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
2003		TH 120	6227-58	SC	795,000	0	0	795,000	0	AT LOWER AFTON RD IN WOODBURY/MAPLEWOOD-SIGNAL INSTALLATION & CHANNELIZATION	MNDOT	Manage	E1
2003		TH 149	1916-23	SC	85,000	0	0	85,000	0	AT OPPERMAN/BECKER RD(CO RD 73) IN EAGAN-TRAFFIC SIGNAL REVISION	MNDOT	Manage	E2
2003		TH 149	6223-62090	BI	265,000	0	0	265,000	0	OVER MISSISSIPPI RIVER & RR-REHABILITATE MODULAR JOINTS ON HIGH BRIDGE 62090	MNDOT	Preserve	S10

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	AC$	State $	Other $	Description	Agency	Category	AQ
2003		TH 169	2750-6890	BI	106,000	0	0	106,000	0	OVER ELM CREEK-OVERLAY BRS 6890 & 6891	MNDOT	Preserve	S19
2003		TH 169	2772-38	NO	600,000	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	Other	O3
2003		TH 169	2776-02	RW	10,000,000	0	0	0	10,000,000	AT ANDERSON LAKES PARKWAY & AT PIONEER TRAIL-R/W ACQUISITION FOR FUTURE INTERCHANGE CONSTRUCTION	MNDOT	Other	O4
2003		TH 169	7008-45	RW	5,000,000	0	0	0	5,000,000	IN BELLE PLAINE-R/W ACQUISITION FOR FUTURE INTERCHANGE CONSTRUCTION	MNDOT	Other	O4
2003		TH 212	1012-20	RS	821,500	0	0	821,500	0	W JCT TH 25 TO CO RD 134-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2003		TH 212	2745-29	SC	212,000	0	0	212,000	0	AT VALLEY VIEW RD IN EDEN PRAIRIE-CHANNELIZATION, RESTRIPING, ETC	MNDOT	Manage	E1
2003		TH 242	0212-41	RC	6,360,000	0	0	6,360,000	0	FROM COON CREEK BLVD TO THRUSH ST-RECONSTRUCT, LAND BRIDGE, ETC	MNDOT	Replace	S19
2003		I-394	2789-117	SC	120,000	0	0	120,000	0	AT RIDGEDALE DRIVE RAMP TERMINII & S FRONTAGE RD IN MINNETONKA-TRAFFIC SIGNAL REVISIONS	MNDOT	Manage	E2
2003		I-494	2785-331	SC	80,000	0	0	80,000	0	E JCT TH 5 TO W JCT I-94-CAMERA & END EQUIPMENT PRESERVATION	MNDOT	Manage	S7
2003	12	TH 610	0217-18	MC	492,900	0	0	492,900	0	W RIVER RD TO COON RAPIDS BLVD-LANDSCAPING	MNDOT	Expand	S10
2003		TH 610	0217-20	SC	50,000	0	0	50,000	0	AT E RIVER RD RAMPS IN COON RAPIDS-TRAFFIC SIGNAL REVISION/REBUILD & INTERCONNECT	MNDOT	Manage	E2
2003		I-694	0285-61	SC	35,000	0	0	35,000	0	AT E RIVER RD S RAMP IN FRIDLEY-TRAFFIC SIGNAL REVISION/REBUILD & INTERCONNECT	MNDOT	Manage	E2
2003		I-694	6285-128	TM	800,000	0	0	800,000	0	I-35W IN NEW BRIGHTON & ARDEN HILLS TO RICE ST IN SHOREVIEW & VADNAIS HTS-INCIDENT MANAGEMENT SYSTEM	MNDOT	Manage	S7
2003		I-694	6285-129	SC	75,000	0	0	75,000	0	AT VICTORIA ST IN SHOREVIEW-REPLACE LIGHTING SYSTEM	MNDOT	Manage	S18
2003		I-694	8286-58	NO	400,000	0	0	400,000	0	ON THE WEST SIDE OF I-694 FROM UPPER 36TH ST TO 38TH ST IN OAKDALE-NOISE ABATEMENT	MNDOT	Other	O3
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	4,900,000	0	0	4,900,000	0	AT VARIOUS LOCATIONS IN METRO DIVISION-BRIDGE REPAIRS	MNDOT	Preserve	S19
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	23,500,000	0	0	23,500,000	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

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	AC$	State $	Other $	Description	Agency	Category	AQ
2003		TH 999	880M-SC-03	SC	1,450,000	0	0	1,450,000	0	METRO SET ASIDE FOR TURN LANE & TRAFFIC ENGINEERING PRESERVATION PROJECTS FOR FY 2003	MNDOT	Manage	E1
2003		TH 999	880M-TE-03	SC	1,500,000	0	0	1,500,000	0	METRO SET ASIDE FOR HYDRAULICS & GUARDRAIL PRESERVATION PROJECTS FOR FY 2003	MNDOT	Manage	NC
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	8825-100	SC	100,000	0	0	100,000	0	METROWIDE-TRAFFIC SIGNAL CONTROLLER/CABINET REPLACEMENT	MNDOT	Manage	E2
2003		TH 999	8825-101	SC	1,000,000	0	0	1,000,000	0	METROWIDE-REPLACE CROSS STREET & RAMP SIGNING AT NUMEROUS LOCATIONS ON THE I-494/I-694 RING	MNDOT	Manage	O8
2003		TH 999	8825-72	TM	30,000	0	0	30,000	0	METOWIDE-INDIVIDUALIZE JOINED RAMP METERS	MNDOT	Manage	S7
2003		TH 999	8825-73	TM	200,000	0	0	200,000	0	METROWIDE-REPLACE DETECTOR CARDS	MNDOT	Manage	S7
2003		TH 999	8825-75	SC	53,000	0	0	53,000	0	AT 5 RURAL LOCATIONS IN METRO-INTERSECTION LIGHTING	MNDOT	Manage	S18
2003		TH 999	8825-89	TM	200,000	0	0	200,000	0	DIVISIONWIDE-UPGRADE/ADDITIONAL VIDEO EQUIPMENT FOR INCIDENT MANAGEMENT	MNDOT	Manage	S7
2003		TH 999	8825-90	TM	1,000,000	0	0	1,000,000	0	METROWIDE-FURNISH & INSTALL CHANGEABLE MESSAGE SIGNS	MNDOT	Manage	S7
2003		TH 999	8825-91	TM	250,000	0	0	250,000	0	METROWIDE-REPLACE LOOP DETECTORS	MNDOT	Manage	S7
2003		TH 999	8825-92	TM	400,000	0	0	400,000	0	METROWIDE-PURCHASE TMS CABINETS	MNDOT	Manage	S7
2003		TH 999	8825-99	SC	540,000	0	0	540,000	0	METROWIDE-RELAMP LIGHTING FIXTURES(ONE METRO QUADRANT)	MNDOT	Manage	S7
2003		TH 3	1921-73	AM	540,000	0	0	540,000	0	FROM CSAH 42 TO 145TH ST IN ROSEMOUNT-ACCESS CLOSURES, CURB & GUTTER, STREET SCAPING(ACCESS MGMT $$)	ROSEMOUNT	Other	E1
2004		TH 25	1006-23	RS	2,170,000	0	0	2,170,000	0	TH 212 IN NORWOOD YOUNG AMERICA TO TH 7 IN WATERTOWN TWP-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2004		I-35	1980-19807	BI	230,000	0	0	230,000	0	OVER CSAH 50 & UNDER 195TH ST IN LAKEVILLE-PAINT BRS 19807, 19808, & 19841	MNDOT	Preserve	S10
2004		I-35	8280-36	RB	50,000	0	0	50,000	0	AT THE FOREST LAKE REST AREA-REPLACE LIGHTING	MNDOT	Other	S18
2004		I-35E	6280-6515	BI	700,000	0	0	700,000	0	OVER CAYUGA, BNSF RR, & ARCH-PENN-DECK REPAIR ON BRS 6515, 6517, 9265	MNDOT	Preserve	S19
2004		TH 36	6212-9212	BI	790,000	0	0	790,000	0	UNDER CP RAIL, EDGERTON & ARCADE; OVER CLEVELAND-PAINT BRS 9212,62006,62007,9276 & 9277	MNDOT	Preserve	S10
2004		TH 36	8214-9115	BI	500,000	0	0	500,000	0	EB TH 36 OVER TH 95 OAK PARK HEIGHTS-REPAIR BR 9115	MNDOT	Preserve	NC
2004		TH 41	1008-51A	AM	4,500,000	0	0	4,500,000	0	TH 212 TO ENGLER RD IN CHASKA-RECONSTRUCT TO 4-LANE ROADWAY(MNDOT PAYBACK)	MNDOT	Other	NC
2004		TH 51	6216-116	SC	100,000	0	0	100,000	0	AT CO RD B IN ROSEVILLE-INSTALL RIGHT TURN LANES	MNDOT	Manage	E3

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	AC$	State $	Other $	Description	Agency	Category	AQ
2004		TH 52	6244-62026	BI	1,020,000	0	0	1,020,000	0	OVER RR & EATON ST,PLATO,CONCORD, & MISSISSIPPI RIVER IN ST PAUL-DECK REPAIR ON BRS 62026, 62027, 62045, & 9800	MNDOT	Preserve	NC
2004		TH 55	1909-84	RS	735,000	0	0	735,000	0	MENDOTA HEIGHTS RD IN MENDOTA HEIGHTS TO ARGENTA TRAIL IN INVER GROVE HEIGHTS-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S19
2004		TH 55	1910-39	RS	585,000	0	0	585,000	0	0.3 MI W OF HASTINGS CITY LIMITS TO TH 61 IN HASTINGS-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2004		TH 55	2723-6721	BI	100,000	0	0	100,000	0	WB OVER UP RR IN PLYMOUTH & OVER CP RR IN GOLDEN VALLEY-PAINT BR 6721 & PARTIAL PAINT BR 5891	MNDOT	Preserve	S10
2004		TH 55	2725-58	MC	337,080	0	0	337,080	0	FROM 54TH ST IN MINNEAPOLIS TO TH 62-LANDSCAPING	MNDOT	Expand	06
2004		TH 56	1911-19	RS	1,230,000	0	0	1,230,000	0	CSAH 88 IN RANDOLPH TO TH 50 IN HAMPTON-BITUMINOUS SEAL COAT	MNDOT	Preserve	S10
2004		TH 61	6220-65	SC	100,000	0	0	100,000	0	AT LOWER AFTON ROAD IN ST PAUL-INSTALL DUAL LEFT TURN LANES	MNDOT	Manage	E1
2004		TH 61	6222-62092	BR	1,696,000	0	0	1,696,000	0	OVER RR NE OF JCT TH 244-REPLACE BR 6688	MNDOT	Replace	S19
2004		TH 61	8205-9071	BI	240,000	0	0	240,000	0	UNDER CHEMOLITE RD & CSAH 22; CSAH 22 OVER CP RAIL-PAINT BRS 9071, 9410 & 9411	MNDOT	Preserve	S10
2004		TH 61	8207-54	SC	382,024	0	0	382,024	0	IN FOREST LAKE-ADD 12 TURN LANES	MNDOT	Manage	E1
2004		TH 61	8207-55	SC	1,250,000	0	0	1,250,000	0	AT S JCT TH 97 IN FOREST LAKE TOWNSHIP-REALIGNMENT, TURN LANES, SIGNAL INSTALLATION	MNDOT	Manage	E1
2004		I-94	2780-57	TM	900,000	0	0	900,000	0	FROM 95TH IN MAPLE GROVE TO TH 101 IN ROGERS-INCIDENT MANAGEMENT SYSTEM	MNDOT	Manage	S7
2004		I-94	2781-27727	BI	100,000	0	0	100,000	0	ON RAMP OVER GLENWOOD & RR IN MINNEAPOLIS-PARTIAL PAINT BRS 27727B & 27728	MNDOT	Preserve	S10
2004		I-94	6282-62808	BI	1,380,000	0	0	1,380,000	0	WB OVER TH 280 RAMPS & TH 280 UNDER MC RR & WABASH; NB OVER RAMPS-PAINT BRS 62808, 62812,62842,62843, & 62844	MNDOT	Preserve	S10
2004		I-94	6283-168	RS	1,670,000	0	0	1,670,000	0	0.2 MI E OF RUTH ST IN ST PAUL TO 0.3 MI E OF RAMSEY/WASHINGTON CO LINE IN WOODBURY	MNDOT	Preserve	S10
2004		TH 100	2735-5598	BI	100,000	0	0	100,000	0	UNDER MINNETONKA BLVD IN ST LOUIS PARK-DECK REPAIR & RAIL REHAB ON BR 5598	MNDOT	Preserve	S19
2004		TH 120	6227-60	RS	1,285,000	0	0	1,285,000	0	4TH ST N.IN MAPLEWOOD TO 0.2 MI N OF CO RD D IN WHITE BEAR LAKE-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2004		TH 120	8220-9883	BI	500,000	0	0	500,000	0	OVER I-494 IN WOODBURY-REHABILITATE BRS 9883 & 82017	MNDOT	Preserve	S19
2004		TH 149	1916-21	SC	393,260	0	0	393,260	0	AT WESCOTT RD IN EAGAN/INVER GROVE HEIGHTS-REALIGN INTERSECTION, RESTRIPING, TURN LANES, ETC	MNDOT	Manage	E1
2004		TH 149	1916-22	SC	75,000	0	0	75,000	0	AT S JCT TH 55 IN EAGAN-INSTALL FREE-RIGHT TURN FROM EB TH 149 TO SB TH 55	MNDOT	Manage	E1
2004		TH 169	2772-27079	BI	225,000	0	0	225,000	0	OVER TH 62/212 & OVER MINNETONKA BLVD-DECK REPAIR ON BRS 27079, 27080, & 27531	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
2004		TH 244	8219-20	RS	000,000	0	0	1,000,000	0	RIDGE WAY IN MAHTOMEDI TO TH 96 IN DELLWOOD-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2004		TH 280	6241-62853	BI	310,000	0	0	310,000	0	NB UNDER I-35W RAMP IN ROSEVILLE-PAINT BR 62853	MNDOT	Preserve	S10
2004		TH 282	7011-20	RS	2,000,000	0	0	2,000,000	0	TH 21 IN JORDAN TO TH 13 IN SPRING LAKE TWP-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2004		I-494	1985-124	SC	70,000	0	0	70,000	0	ON RAMP FROM SB TH 52 TO WB I-494-INSTALLATION OF SLOTTED VANE DRAINS	MNDOT	Manage	S2
2004		I-494	2785-27906	BI	350,000	0	0	350,000	0	AT W JCT I-94, 49TH AVE N, CP RAIL, & CO RD 47 IN MAPLE GROVE & PLYMOUTH-DECK REPAIR ON BRS 27906, 27907, 27973, 27974, 27975, 27976, 27977, & 27978	MNDOT	Preserve	S19
2004		I-494	2785-9834	BI	630,000	0	0	630,000	0	UNDER CHESIRE LN, CSAH 9, & FISH LAKE RD; OVER 49TH AVE N & CP RAIL-PAINT BRS 9834, 27972, 27905, 27973, 27974, 27975 & 27976	MNDOT	Preserve	S10
2004		I-694	6285-125	RC	8,427,000	0	0	8,427,000	0	AT TH 49(RICE ST) IN VADNAIS HEIGHTS/SHOREVIEW-REPLACE BR 6580, APPROACHES, ETC	MNDOT	Replace	A10
2004		I-694	6286-46	SC	200,000	0	0	200,000	0	EB I-694 OFF RAMP TO TH 61 IN MAPLEWOOD-WIDEN RAMP FOR DUAL RIGHT TURN LANES	MNDOT	Manage	E1
2004		TH 999	8809-75	TM	3,200,000	0	0	3,200,000	0	ON I-494 FROM PILOT KNOB TO CONCORD, AND ON TH 52 FROM I-494 TO I-94-INCIDENT 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	2,600,000	0	0	2,600,000	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	Other	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	1,800,000	0	0	1,800,000	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-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-TR-04	TM	2,000,000	0	0	2,000,000	0	METRO SET ASIDE FOR TRANSIT/RIDESHARE FOR FY 2004	MNDOT	Manage	S7

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	AC$	State $	Other $	Description	Agency	Category	AQ
2004		TH 999	8825-93	TM	200,000	0	0	200,000	0	DIVISIONWIDE-UPGRADE/ADDITIONAL VIDEO EQUIPMENT FOR INCIDENT MANAGEMENT	MNDOT	Manage	S7
2004		TH 999	8825-94	TM	800,000	0	0	800,000	0	METROWIDE-FURNISH & INSTALL CHANGEABLE MESSAGE SIGNS	MNDOT	Manage	S7
2004		TH 999	8825-95	TM	250,000	0	0	250,000	0	METROWIDE-REPLACE LOOP DETECTORS	MNDOT	Manage	S7
2004		TH 999	8825-96	TM	400,000	0	0	400,000	0	METROWIDE-PURCHASE TMS CABINETS	MNDOT	Manage	S7
2004		TH 999	8825-97	TM	120,000	0	0	120,000	0	METROWIDE-REPLACE RAMP CONTROL SIGNALS	MNDOT	Manage	S7
2004		TH 999	8825-98	TM	500,000	0	0	500,000	0	METROWIDE-CABINET UPGRADES FOR ITS	MNDOT	Manage	S7
					395,581,385	0	0	298,301,385	97,280,000				

Twin Cities Metropolitan Area
2002-2004 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
2001		BIKE/WA	106-090-02	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		CSAH 31	019-631-029	MC	3,375,000	0	0	2,700,000	0	675,000	CR 58 IN LAKEVILLE TO CSAH 46 IN APPLE VALLEY-RECONSTRUCT TO 4-LANE ROADWAY, ETC(AC PROJECT)	DAKOTA COUNTY	Expand	A05
2001		TH 13	195-010-04	MC	3,389,679	0	1,514,423	0	1,196,825	678,431	SILVER BELL RD TO YANKEE DOODLE RD-GRAD,SURF,WIDEN, TRAFFIC SIGNAL,ETC	EAGAN	Expand	A05
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
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 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
2001		CMAQ	CM-15-99	TM	377,344	301,875	0	0	0	75,469	WOODBURY PARK & RIDE SERVICE EXPANSION	MET COUNCIL-MT	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	MET COUNCIL-MT	Manage	A05
2001		CMAQ	CM-52-99	TM	503,408	402,726	0	0	0	100,682	SECTOR 7 - WEST METRO SUBURBAN SERVICE EXPANSION	MET COUNCIL-MT	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	MET COUNCIL-MT	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	MET COUNCIL-MT	Manage	T10
2001		BB	TC-39-99(H)	TM	800,000	640,000	0	0	0	160,000	ADA BUS STOP COMPLIANCE CONSTRUCTION	MET COUNCIL-MT	Manage	T8
2001	5	BB	TRS-LRTD-(	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	MET COUNCIL-MT	Transit	NC
2001		CMAQ	090-595-001	TM	3,480,000	2,784,000	0	0	0	696,000	MVTA BURNSVILLE TRANSIT STATION-PHASE 3(LIVABLE COMMUNITIES PROJECT)	MINN VALLEY TRANSIT AUTHORITY	Manage	E6

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
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
2001		CMAQ	141-070-14B	TM	325,000	244,000	0	0	0	81,000	DOWNTOWN MINNEAPOLIS TMO	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		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	206,300	165,000	0	0	0	41,300	GRAND ROUNDS INTERPRETIVE SITE DEVELOPMENT	MINNEAPOLIS	Other	S15
2001		EN	94-080-01	EN	102,000	81,600	0	0	0	20,400	MARINE MILL TRAILS & RUIN STABALIZATION	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-TURNTABLE	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
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
2001		RR	27-00234	SR	55,000	49,500	0	0	0	5,500	63RD AVE AT BNSF RR IN BROOKLYN PARK-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1
2001		RR	27-00235	SR	55,000	49,500	0	0	0	5,500	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	55,000	49,500	0	0	0	5,500	BASS LAKE ROAD AT BNSF RR IN CRYSTAL-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1
2001		RR	27-00238	SR	55,000	49,500	0	0	0	5,500	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

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
2001		RR	62-00179	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	62-00180	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
2001		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
2001		EN	145-090-01	EN	638,000	497,640	0	0	0	140,360	LOST LAKE MULTI-MODAL TRANSIT FACILITY	MOUND	Other	O9
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		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	T10
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	T10
2001		CSAH 60	62-597-02	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		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
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/HENNEPIN CO	Replace	S19
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
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-3115-0	TM	1,953,071	1,562,457	0	0	0	390,614	PURCHASE 4 ADDITIONAL LARGE VEHICLES	SOUTHWEST METRO TRANSIT COMM	Manage	T10
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		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		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

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	AC$	State $	Other $	Description	Agency	Category	AQ
2001		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
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	T1
2001		CITY	192-102-06	MC	4,400,000	0	0	3,520,000	0	880,000	TAMARACK RD INTERCHANGE WITH I-494 IN WOODBURY(AC PROJECT)	WOODBURY	Expand	A05
2001		TH 10	0202-79	AM	0	0	0	0	0	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
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	800,000	0	0	0	800,000	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 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	75,012	0	0	0	75,012	0	AT 11 LOCATIONS IN EDEN PRAIRIE-EVP INSTALLATION	EDEN PRAIRIE	Other	E2
2001		TH 7	2706-206	AM	100,000	0	0	0	85,000	15,000	NEAR GALPIN LAKE IN EXCELSIOR-STORM SEWER	EXCELSIOR	Other	S2
2001		TH 65	0207-74	AM	0	0	0	0	0	0	FROM I-694 TO 63RD AVE-ACCESS CLOSURES	FRIDLEY	Other	NC
2001		TH 999	8825-77	AM	15,578	0	0	0	15,578	0	TH 100 @ CSAH 40, I-394 @ XENIA, TH 55 @ THEO WIRTH PKWY IN GOLDEN VALLEY-EVP SYSTEMS	GOLDEN VALLEY	Other	S7
2001		I-94	2786-97	AM	625,888	0	0	0	625,888	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	0	0	0	0	0	0	AT BOUNDARY AVE IN MAPLE PLAIN-TURN LANES, CHANNELIZATION	MAPLE PLAIN	Other	E1
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 999	8825-49	AM	240,000	0	0	0	240,000	0	AT VARIOUS LOCATIONS IN MINNEAPOLIS-FRONTAGE ROAD RELEASE	MINNEAPOLIS	Other	NC

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	AC$	State $	Other $	Description	Agency	Category	AQ
2001		I-394	2789-112	AM	18,061	0	0	0	18,061	0	AT CSAH 61(PLYMOUTH RD) RAMPS IN MINNETONKA-EVP INSTALLATIONS	MINNETONKA	Other	S7
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
2001		TH 5	1002-61	MC	13,299,105	6,403,283	0	4,000,000	2,147,715	748,107	TH 41 TO CSAH 17-GRADING, SURFACING, BRIDGES, ETC TO A 4-LANE ROADWAY(AC PROJECT)	MNDOT	Expand	A05
2001		TH 5	2732-90	SC	350,000	0	0	0	350,000	0	E JCT I-494 TO TH 55, WB I-494 FROM PILOT KNOB TO 34TH, ON I-35W FROM 82ND TO I-494-SIGNING TO INTERNATIONAL AIRPORT	MNDOT	Manage	O8
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	2,650,000	2,104,000	0	0	526,000	20,000	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
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
2001		TH 12	2714-27655	BI	125,421	0	0	0	125,421	0	AT CARLSON PARKWAY-REPAIR BR 27655	MNDOT	Preserve	S19
2001		TH 13	7001-87	AM	84,395	0	0	0	84,395	0	AT 138TH ST IN SAVAGE-ACCESS CLOSURE & FRONTAGE RD CONSTRUCTION	MNDOT	Other	NC
2001		TH 25	1006-22	BI	150,000	0	0	0	150,000	0	2.0 MI N OF YOUNG AMERICA-REPLACE BOX CULVERT 86	MNDOT	Preserve	S19
2001		TH 25	1007-17	RS	1,800,000	1,440,000	0	0	360,000	0	TH 7 TO CARVER/WRIGHT CO LINE-BITUMINOUS MILL & OVERLAY, ETC	MNDOT	Preserve	S10
2001		I-35E	1982-129	BR	35,000,000	0	0	31,500,000	3,500,000	0	TH 13 TO SHEPARD RD-REPLACE MISSISSIPPI RIVER BRIDGE & APPROACHES(AC PROJECT)	MNDOT	Replace	A05
2001		I-35E	1982-132	SC	93,412	84,071	0	0	9,341	0	S JCT I-35W IN BURNSVILLE TO TH 77 IN EAGAN-REPLACE "A". "OH", "C", & "D" SIGNS	MNDOT	Manage	O7

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	AC$	State $	Other $	Description	Agency	Category	AQ
2001		I-35E	6280-315	TM	150,000	0	0	0	150,000	0	SHEPARD RD TO KELLOGG BLVD-SHOULDER REHABILITATION	MNDOT	Manage	A05
2001		I-35W	2782-273	RS	2,200,000	1,980,000	0	0	220,000	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	2783-9340C	BI	500,000	0	0	0	500,000	0	OVER MISSISSIPPI RIVER IN MINNEAPOLIS-DECK REPAIR	MNDOT	Preserve	S19
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
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 47	0205-02017	BI	79,246	0	0	0	79,246	0	AT 42ND AVE-REPLACE STAIRWAY ON PEDESTRIAN BR 02017	MNDOT	Preserve	AQ2
2001		TH 47	0205-75	NO	1,597,173	0	0	0	1,597,173	0	FROM 44TH ST TO 53RD ST IN FRIDLEY-NOISE WALL	MNDOT	Other	O3
2001		TH 47	0206-52	BR	550,000	0	0	0	550,000	0	OVER SEELYE BROOK 13.0 MI N OF TH 10-REPLACE BR 6156	MNDOT	Replace	S19
2001		TH 47	0206-53	RX	28,800	0	0	0	28,800	0	AT RAIL CROSSING IN ANOKA-RESURFACE	MNDOT	Preserve	S10
2001		TH 50	1904-15	RX	78,743	0	0	0	78,743	0	FROM FARMINGTON TO 3 MILES WEST-MATERIALS FOR MAINTENANCE OVERLAY	MNDOT	Preserve	S10
2001		TH 51	6215-84	SC	51,782	0	0	0	51,782	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	LARPENTEUR AVE TO CO RD E-MULTI-JURISDICTIONAL SIGNAL INTEGRATION	MNDOT	Manage	S7
2001		TH 52	1905-27	RS	1,700,000	0	0	0	1,700,000	0	TH 19 TO 0.3 MI N OF CSAH 86-BITUMINOUS OVERLAY, GUARDRAIL, ETC	MNDOT	Preserve	S10
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	15,996,929	5,794,199	817,925	6,000,000	3,158,033	226,772	AT TH 62 FROM 45TH TO TH 5-GRAD,SURF, BR,ETC-CONSTRUCT INTERCHANGE, ETC(AC PROJECT)	MNDOT	Expand	S19
2001		TH 61	6222-134	SC	616,979	0	0	0	501,414	115,565	AT CO RD J-TURN LANES & TRAFFIC SIGNAL	MNDOT	Manage	E1
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		I-94	2786-108	SC	320,000	288,000	0	0	32,000	0	CSAH 61 IN MAPLE GROVE TO TH 252-REPLACE "A" & "OH" SIGNS	MNDOT	Manage	O8
2001	7	I-94	2786-113	BR	10,000,000	0	0	0	0	10,000,000	AT BROADWAY & AT CSAH 81-REPLACE & REDECK BRIDGES, APPROACHES, CROSSOVERS, ETC	MNDOT	Replace	S19

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Year	Prt	Route	Prj Number	Prg	T al $	Fed $	Demo $	AC$	State $	Other $	Description	Agency	Category	AQ
2001	7	I-94	2786-119	MC	966,816	0	0	0	0	966,816	AT CSAH 61 INTERCHANGE IN MAPLE GROVE-CONSTRUCT CROSSOVERS, TEMPORARY RAMPS & LOOPS, ETC	MNDOT	Expand	E3
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	S18
2001		I-94	6283-62869	BI	46,872	42,185	0	0	4,687	0	AT HAZELWOOD-REPLACE STAIRWAY ON PEDESTRIAN BR 62869	MNDOT	Preserve	AQ2
2001		TH 100	2734-38	NO	291,660	0	0	0	291,660	0	41ST ST TO 0.11 MI N OF 41ST ST IN ST LOUIS PARK-NOISE ABATEMENT(EAST SIDE)	MNDOT	Other	NC
2001		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	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
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
2001		TH 100	2735-99173A	MC	77,407	0	0	0	77,407	0	UNDER SHOO-FLY AT BN RR-STEEL FOR TEMPORARY BRIDGE 99173	MNDOT	Expand	S19
2001		TH 169	0209-22	RC	5,500,000	0	0	0	4,300,000	1,200,000	MISSISSIPPI RIVER TO TH 10 IN ANOKA-RECONSTRUCT, WIDEN, ETC	MNDOT	Replace	S19
2001		TH 169	2750-60	SC	555,556	0	0	0	555,556	0	FROM 0.25 MI S OF CSAH 12 TO 0.25 MI N OF CSAH 12 IN CHAMPLIN-INTERSECTION IMPROVEMENTS	MNDOT	Manage	E1
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	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
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
2001		TH 242	0212-40	RC	7,482,783	5,986,226	0	0	1,496,557	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
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
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
2001		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
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

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	AC$	State $	Other $	Description	Agency	Category	AQ
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	8285-86	AM	1,650,000	0	0	0	1,650,000	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
2001	12	TH 610	0217-02023A	MC	569,416	455,533	0	0	113,883	0	OVER CSAH 1(E RIVER RD)-WIDEN OUTSIDE BRS 02023 & 02024; RESURFACE BR 02024	MNDOT	Expand	S19
2001	12	TH 610	0217-02025A	MC	310,233	111,774	0	0	27,944	34,103	OVER BNSF RR-WIDEN OUTSIDE AND RESURFACE BR 02025 & 02026	MNDOT	Expand	S19
2001	12	TH 610	0217-02027A	MC	695,741	556,593	0	0	139,148	0	OVER COON RAPIDS BLVD-WIDEN AND RESURFACE OURSIDE BRS O2027 & 02028	MNDOT	Expand	S19
2001	11	TH 610	0217-16	MC	9,562,449	6,851,462	0	0	1,706,097	216,393	TH 252 TO TH 10-GRAD, SURF, APPROACHES TO NEW MISS RIVER BR, ETC	MNDOT	Expand	S19
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	11	TH 610	2771-25	RB	293,532	0	0	0	293,532	0	W RIVER RD TO E OF NOBLE AVE IN BROOKLYN PARK-LANDSCAPING	MNDOT	Other	O6
2001	11	TH 610	2771-26	RB	195,960	0	0	0	195,960	0	W OF REGENT AVE TO W OF W BROADWAY-LANDSCAPING	MNDOT	Other	O6
2001	12	TH 610	2771-27239A	MC	141,854	113,483	0	0	28,371	0	WB OVER MISSISSIPPI RIVER-BARRIER REMOVAL & RESTRIPING	MNDOT	Expand	S19
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
2001		I-694	6285-119	RS	2,500,000	2,250,000	0	0	250,000	0	I-35W TO TH 49-MILLING & BITUMINOUS OVERLAY	MNDOT	Preserve	S10
2001		I-694	8286-57	RS	1,733,934	0	0	0	1,733,934	0	I-94 TO TH 120-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
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	6200-25	TM	8,980,000	1,684,000	0	5,500,000	0	1,796,000	REGIONAL TRAFFIC MANAGEMENT CENTER-CONSTRUCT BUILDING & EQUIPMENT	MNDOT	Manage	NC
2001		TH 999	6200-25A	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	39,302	0	0	0	39,302	0	STATEWIDE SETASIDE FOR WETLAND RIGHT OF WAY & CONSTRUCTION-REISGRAF	MNDOT	Other	NC
2001		TH 999	880M-BI-01	BI	0	0	0	0	0	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	1,315,000	0	0	0	1,315,000	0	METRO SET ASIDE FOR ROAD REPAIR FOR FY 2001	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
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	135,810	0	0	0	135,810	0	ON METRO AREA FREEWAYS-REPLACE LOOP DETECTORS	MNDOT	Manage	S7
2001		TH 999	8825-66	TM	1,800,000	0	0	0	1,800,000	0	ON METRO AREA FREEWAYS-REPLACE CHANGEABLE MESSAGE SIGNS	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
2001		TH 999	8825-69	TM	200,000	0	0	0	200,000	0	METROWIDE-PURCHASE TMS CABINETS	MNDOT	Manage	S7
2001		TH 999	8825-84	RX	12,321	0	0	0	12,321	0	ON VARIOUS HIGHWAYS IN DIVISION-WALKWAY SAFETY CABLE	MNDOT	Preserve	S9
2001		ITS	ITS-ORION-	TM	4,600,000	0	0	0	4,600,000	0	ORION(METRO ITS) MODEL DEPLOYMENT	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
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 101	2738-17	AM	0	0	0	0	0	0	FRONTAGE RD CONSTRUCTION IN ROGERS	ROGERS	Other	NC
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 999	8825-48	AM	674,044	0	0	0	674,044	0	AT VARIOUS LOCATIONS IN ST PAUL-FRONTAGE ROAD RELEASE	ST PAUL	Other	NC
2001		I-94	8282-97	AM	135,000	0	0	0	135,000	0	AT CSAH 13 N RAMP TERMINII IN WOODBURY-TRAFFIC SIGNAL INSTALLATION	WASHINGTON COUNTY	Other	E2
					366,886,460	130,423,159	4,932,348	73,220,000	106,603,537	50,782,507				

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TABLE A-12
Transit Section 5309

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	FTA $	State $	Other $	Description	Agency	Category	AQ
2002		BB	TRF-TCMT-02S	B3	3,500,000	0	2,800,000	0	700,000	SECT 5309: TWIN CITIES METRO TRANSIT-FARE BOX REFURBISHMENT	MET COUNCIL-MT	Transit	T5
2002		BB	TRF-TCMT-02T	B3	2,810,000	0	2,248,000	0	562,000	SECT 5309: TWIN CITIES METRO TRANSIT-MAPLEWOOD PARK & RIDE	MET COUNCIL-MT	Transit	O9
2002		BB	TRF-TCMT-02U	B3	3,700,000	0	2,960,000	0	740,000	SECT 5309: TWIN CITIES METRO TRANSIT-LAKE & CHICAGO HUB	MET COUNCIL-MT	Transit	O9
2002		BB	TRF-TCMT-02V	B3	250,000	0	200,000	0	50,000	SECT 5309: TWIN CITIES METRO TRANSIT-AUTOMATED TIMEKEEPING	MET COUNCIL-MT	Transit	T5
2002		BB	TRF-TCMT-02W	B3	450,000	0	360,000	0	90,000	SECT 5309: TWIN CITIES METRO TRANSIT-POLICE INFORMATION SYSTEM	MET COUNCIL-MT	Transit	T5
2002		BB	TRF-NCDA-02	B3	6,191,513	0	4,953,210	0	1,238,303	SECT 5309: NORTHSTAR, RIVERVIEW, & RED ROCK CORRIDORS-PLANNING, ENGINEERING, ETC	MNDOT	Transit	O1
2002		BB	TRF-TCMT-02	B3	12,900,000	0	10,320,000	0	2,580,000	SECT 5309: TWIN CITIES METRO TRANSIT-PURCHASE 40-FOOT BUSES	MET COUNCIL-MT	Transit	T10
2002		BB	TRF-TCMT-02B	B3	3,156,250	0	2,525,000	0	631,250	SECT 5309: TWIN CITIES METRO TRANSIT-PURCHASE/REBUILD BUS ENGINES, TRANSMISSIONS, LIFTS, ETC	MET COUNCIL-MT	Transit	T3
2002		BB	TRF-TCMT-02H	B3	9,750,000	0	7,800,000	0	1,950,000	SECT 5309: TWIN CITIES METRO TRANSIT-PURCHASE 40-FOOT BUSES(FALL, 2002)	MET COUNCIL-MT	Transit	T10
2002	5	BB	TRF-TCMT-02M	B3	140,955,000	18,000,000	50,000,000	0	72,955,000	SECT 5309: HIAWATHA CORRIDOR-LIGHT RAIL TRANSIT	MET COUNCIL-MT	Transit	A05
2002		BB	TRF-NCDA-02A	B3	3,721,250	0	2,977,000	0	744,250	SECT 5309: NORTHSTAR, RIVERVIEW, & RED ROCK CORRIDORS-PLANNING, ENGINEERING, ETC	MNDOT	Transit	O1
2002		BB	TRF-NCDA-02B	B3	1,375,000	0	1,100,000	0	275,000	SECT 5309: NORTHSTAR CORRIDOR-MINNEAPOLIS TO ST CLOUD-BUSES & FACILITIES	MNDOT	Transit	T10
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	MET COUNCIL-MT	Transit	T10
2003	5	BB	TRF-TCMT-03K	B3	92,616,000	10,000,000	60,000,000	0	22,616,000	SECT 5309: HIAWATHA CORRIDOR-LIGHT RAIL TRANSIT	MET COUNCIL-MT	Transit	A05
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	MET COUNCIL-MT	Transit	T10
2004	5	BB	TRF-TCMT-04K	B3	74,980,000	0	74,980,000	0	0	SECT 5309-HIAWATHA CORRIDOR-LIGHT RAIL TRANSIT	MET COUNCIL-MT	Transit	A05
					380,355,013	28,000,000	241,223,210	0	111,131,803				

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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-02J	B9	275,000	0	220,000	0	55,000	SECT 5307: TWIN CITIES METRO TRANSIT-RAIL SAFETY PROJECT-PUBLIC OUTREACH	MET COUNCIL-MT	Transit	O1
2002	5	BB	TRF-TCMT-02K	B9	1,800,000	0	1,440,000	0	360,000	SECT 5307: TWIN CITIES METRO TRANSIT-SCHEDULING SOFTWARE	MET COUNCIL-MT	Transit	O1
2002		BB	TRF-TCMT-02L	B9	3,500,000	0	2,800,000	0	700,000	SECT 5307: TWIN CITIES METRO TRANSIT-FARE COLLECTION	MET COUNCIL-MT	Transit	T5
2002		BB	TRF-TCMT-02N	B9	5,250,000	0	4,200,000	0	1,050,000	SECT 5307: TWIN CITIES METRO TRANSIT-ROOF REHAB FOR 5TH, NICOLLET & SOUTH GARAGES	MET COUNCIL-MT	Transit	T8
2002		BB	TRF-TCMT-02R	B9	170,000	0	136,000	0	34,000	SECT 5307: TWIN CITIES METRO TRANSIT-DIGITAL SECURITY CONVERSION PROJECT	MET COUNCIL-MT	Transit	T6
2002		BB	TRF-TCMT-02X	B9	1,411,250	0	1,129,000	0	282,250	SECT 5307: TWIN CITIES METRO TRANSIT-BUS MAINTENANCE EQUIPMENT-HOISTS,BUS WASH RACK,ETC	MET COUNCIL-MT	Transit	T4
2002		BB	TRF-TCMT-02Y	B9	937,500	0	750,000	0	187,500	SECT 5307: TWIN CITIES METRO TRANSIT-BIKE RACKS(ENHANCEMENT PROJECT)	MET COUNCIL-MT	Transit	AQ2
2002		BB	TRF-TCMT-02A	B9	3,750,000	0	3,000,000	0	750,000	SECT 5307: TWIN CITIES METRO TRANSIT-PURCHASE RIVERVIEW CORRIDOR HYBRID ELECTRIC BUSES	MET COUNCIL-MT	Transit	T10
2002		BB	TRF-TCMT-02C	B9	9,750,000	0	7,800,000	0	1,950,000	SECT 5307: TWIN CITIES METRO TRANSIT-VEHICLE PREVENTIVE MAINTENANCE	MET COUNCIL-MT	Transit	T3
2002		BB	TRF-TCMT-02D	B9	5,000,000	0	4,000,000	0	1,000,000	SECT 5307: TWIN CITIES METRO TRANSIT-FACILITY PREVENTIVE MAINTENANCE	MET COUNCIL-MT	Transit	T8
2002		BB	TRF-TCMT-02E	B9	900,000	0	720,000	0	180,000	SECT 5307: TWIN CITIES METRO TRANSIT-FIRE ALARM SYSTEM	MET COUNCIL-MT	Transit	T6
2002		BB	TRF-TCMT-02F	B9	1,500,000	0	1,200,000	0	300,000	SECT 5307: TWIN CITIES METRO TRANSIT-HEYWOOD SECONDARY HEAT SOURCE	MET COUNCIL-MT	Transit	T4
2002		BB	TRF-TCMT-02G	B9	3,500,000	0	2,800,000	0	700,000	SECT 5307: TWIN CITIES METRO TRANSIT-HUMAN RESOURCE INFORMATION SOFTWARE SYSTEM	MET COUNCIL-MT	Transit	O1
2002		BB	TRF-TCMT-02Q	B9	8,750,000	0	7,000,000	0	1,750,000	SECT 5307: TWIN CITIES METRO TRANSIT & TRANSPORTATION DEVELOPMENT-METRO MOBILITY OPERATIONS & BUS PURCHASE	MET COUNCIL-T & TD	Transit	T10
2003		BB	TRF-TCMT-03	B9	18,150,000	0	14,520,000	0	3,630,000	SECT 5307: TWIN CITIES METRO TRANSIT-PURCHASE 40-FOOT BUSES	MET COUNCIL-MT	Transit	T10
2003		BB	TRF-TCMT-03A	B9	4,489,000	0	3,591,000	0	898,000	SECT 5307: TWIN CITIES METRO TRANSIT-PURCHASE/REBUILD BUS ENGINES, TRANSMISSIONS, LIFTS, ETC	MET COUNCIL-MT	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	MET COUNCIL-MT	Transit	T8

TABLE A-13
Transit Section 5307

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	FTA $	State $	Other $	Description	Agency	Category	AQ
2003		BB	TRF-TCMT-03C	B9	4,823,000	0	3,859,000	0	964,000	SECT 5307: TWIN CITIES METRO TRANSIT-CAPITALIZE MAINTENANCE ACTIVITY	MET COUNCIL-MT	Transit	T3
2003		BB	TRF-TCMT-03D	B9	2,413,000	0	1,930,000	0	483,000	SECT 5307: TWIN CITIES METRO TRANSIT-PUBLIC FACILITY IMPROVEMENTS	MET COUNCIL-MT	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	MET COUNCIL-MT	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	MET COUNCIL-MT	Transit	T4
2003		BB	TRF-TCMT-03L	B9	3,750,000	0	3,000,000	0	750,000	SECT 5307: TWIN CITIES METRO TRANSIT-FIXED GUIDEWAY IMPROVEMENTS	MET COUNCIL-MT	Transit	T9
2003		BB	TRF-TCMT-03J	B9	8,750,000	0	7,000,000	0	1,750,000	SECT 5307: TWIN CITIES METRO TRANSIT &TRANPORTATION DEVELOPMENT -METRO MOBILITY OPERATION & BUS PURCHASE	MET COUNCIL-T & TD	Transit	T10
2004		BB	TRF-TCMT-04	B9	8,250,000	0	6,600,000	0	1,650,000	SECT 5307: TWIN CITIES METRO TRANSIT-PURCHASE 40-FOOT BUSES	MET COUNCIL-MT	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	MET COUNCIL-MT	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	MET COUNCIL-MT	Transit	T8
2004		BB	TRF-TCMT-04C	B9	5,250,000	0	4,200,000	0	1,050,000	SECT 5307: TWIN CITIES METRO TRANSIT-CAPITALIZE MAINTENANCE ACTIVITY	MET COUNCIL-MT	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	MET COUNCIL-MT	Transit	T8
2004		BB	TRF-TCMT-04E	B9	6,250,000	0	5,000,000	0	1,250,000	SECT 5307: TWIN CITIES METRO TRANSIT-SUPPORT FACILITY IMPROVEMENTS	MET COUNCIL-MT	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	MET COUNCIL-MT	Transit	T9
2004		BB	TRF-TCMT-04H	B9	1,250,000	0	1,000,000	0	250,000	SECT 5307: TWIN CITIES METRO TRANSIT-COMPUTERS AND COMPUTER SYSTEMS	MET COUNCIL-MT	Transit	T10
2004		BB	TRF-TCMT-04J	B9	8,750,000	0	7,000,000	0	1,750,000	SECT 5307: TWIN CITIES METRO TRANSIT & TRANSPORTATION DEVELOPMENT-METRO MOBILITY OPERATION & BUS PURCHASE	MET COUNCIL-T & TD	Transit	T10
					157,993,750	0	126,395,000	0	31,598,750				

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TABLE A-14
Transit Section 5310

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	FTA $	State $	Other $	Description	Agency	Category	AQ
2002		BB	TRF-0514-02	NB	47,000	0	37,600	0	9,400	SECT 5310: LIFEWORKS-BUS PURCHASE	MNDOT	Transit	T10
2002		BB	TRF-1180-02	NB	47,000	0	37,600	0	9,400	SECT 5310: LITTLE BROTHERS FRIENDS OF THE ELDERLY-BUS PURCHASE	MNDOT	Transit	T10
2002		BB	TRF-1251-02	NB	47,000	0	37,600	0	9,400	SECT 5310: MARTIN LUTHER MANOR-BUS PURCHASE	MNDOT	Transit	T10
2002		BB	TRF-1282-02	NB	42,500	0	34,000	0	8,500	SECT 5310: MERRICK, INC-BUS PURCHASE	MNDOT	Transit	T10
2002		BB	TRF-1630-02	NB	42,500	0	34,000	0	8,500	SECT 5310: OPPORTUNITY PARTNERS-BUS PURCHASE	MNDOT	Transit	T10
2002		BB	TRF-2918-02	NB	47,000	0	37,600	0	9,400	SECT 5310: HUMAN SERVICES, INC-BUS PURCHASE	MNDOT	Transit	T10
2002		BB	TRF-6851-02	NB	47,000	0	37,600	0	9,400	SECT 5310: SOJOURN ADULT DAY SERVICES-BUS PURCHASE	MNDOT	Transit	T10
2002		BB	TRF-8829-02	NB	47,000	0	37,600	0	9,400	SECT 5310: MN MASONIC HOME-SENIOR OUTREACH SERVICES-BUS PURCHASE	MNDOT	Transit	T10
					367,000	0	293,600	0	73,400				

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TABLE A-15
Transit Section 5311

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	FTA $	State $	Other $	Description	Agency	Category	AQ
2002		BB	TRF-0009-02	OB	380,000	0	85,000	0	295,000	SECT 5311: CARVER COUNTY TRANSIT OPERATING ASSISTANCE	CARVER COUNTY	Transit	T1
2002		BB	TRF-3703-02	OB	220,000	0	45,000	0	175,000	SECT 5311: HASTINGS TRANSIT OPERATING ASSISTANCE	HASTINGS	Transit	T1
2002		BB	TRF-3004-01	OB	6,500	0	5,200	0	1,300	SECT 5311F: JEFFERSON BUS LINES: PURCHASE ELECTRONIC TICKETING SYSTEM FOR BURNSVILLE TRANSIT STATION	MNDOT	Transit	T1
2002		BB	TRF-7337-01B	OB	199,704	0	124,548	0	75,156	SECT 5311F: GREYHOUND: SOUTH DAKOTA ROUTE OP PRESERVATION	MNDOT	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	391,400	0	85,000	0	306,400	SECT 5311: CARVER COUNTY TRANSIT OPERATING ASSISTANCE	CARVER COUNTY	Transit	T1
2003		BB	TRF-3703-03	OB	226,600	0	45,000	0	181,600	SECT 5311: CITY OF HASTINGS TRANSIT OPERATING ASSISTANCE	HASTINGS	Transit	T1
2003		BB	TRF-0051-03	OB	597,400	0	95,000	0	502,400	SECT 5311: SCOTT COUNTY TRANSIT OPERATING ASSISTANCE	SCOTT COUNTY	Transit	T1
2004		BB	TRF-0009-04	OB	403,142	0	85,000	0	318,142	SECT 5311: CARVER COUNTY TRANSIT OPERATING ASSISTANCE	CARVER COUNTY	Transit	T1
2004		BB	TRF-3703-04	OB	233,398	0	45,000	0	188,398	SECT 5311: CITY OF HASTINGS TRANSIT OPERATING ASSISTANCE	HASTINGS	Transit	T1
2004		BB	TRF-0051-04	OB	615,322	0	95,000	0	520,322	SECT 5311: SCOTT COUNTY TRANSIT OPERATING ASSISTANCE	SCOTT COUNTY	Transit	T1
					3,853,466	0	804,748	0	3,048,718				

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TABLE A-16
Transportation Revolving Loan Fund Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	AC$	State $	Other $	Description	Agency	Category	AQ
2002		I-35W	TRLF-02-4	MC	4,903,500	0	0	0	4,903,500	79TH/80TH OVER I-35W-CONSTRUCT BRIDGE	BLOOMINGTON	Expand	AQ2
2002		CSAH	TRLF-02-9	RC	3,079,000	0	0	0	3,079,000	TH 610 TO 109TH AVE-RECONSTRUCT & REALIGN TO ACCOMMODATE OUTDOOR AMPHITHEATER	BROOKLYN PARK	Replace	AQ2
2002		PED/BIKE	027-090-004A	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
2002		PED/BIKE	027-090-005A	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
2002		PED/BIKE	027-090-006	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
2002	10	TH 61	TRLF-02-13	MC	2,517,900	0	0	0	2,517,900	AT TH 61 & WAKOTA BRIDGE PROJECT-DESIGN, R/W, AGREEMENTS, ETC	NEWPORT	Expand	AQ2
2002		I-494	TRLF-02-11	MC	6,700,000	0	0	0	6,700,000	AT PENN AVE IN RICHFIELD-RECONSTRUCT INTERCHANGE	RICHFIELD	Expand	AQ2
2002	8	TH 100	TRLF-02-1	RC	1,400,000	0	0	0	1,400,000	39TH AVE TO INDIANA AVE-RECONSTRUCTION OF TH 100(LOCAL SHARE-STORM SEWER, SANITARY, WATER, ETC)	ROBBINSDALE	Replace	AQ2
2002		I-494	192-102-06A	MC	18,250,000	0	0	0	18,250,000	AT TAMARACK RD IN WOODBURY-CONSTRUCT NEW INTERCHANGE, ETC	WOODBURY	Expand	A05
2002		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
2002	9	TH 212	TRLF-02-5	RW	15,000,000	0	0	0	15,000,000	CSAH 4 IN HENNEPIN COUNTY TO COLOGNE-R/W ACQUISITION	MNDOT	Other	AQ2
					55,995,400	0	0	0	55,995,400				

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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		CSAH 35	02-635-09	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	530,000	477,000	0	0	0	53,000	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	449,440	404,496	0	0	0	44,944	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	561,800	505,620	0	0	0	56,180	CR 16(ANDOVER BLVD) AT TH 65 IN HAM LAKE-TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC	ANOKA COUNTY	Manage	S2
2002		CSAH 17	02-617-13	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
2002		CSAH 17	02-617-17AC	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(AC PAYBACK)	ANOKA COUNTY	Expand	A05
2004		CSAH 23	002-623-014	SH	404,496	364,047	0	0	0	40,449	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	530,000	477,000	0	0	0	53,000	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 11	002-716-006	SH	561,800	505,620	0	0	0	56,180	CSAH 116(BUNKER LAKE BLVD NE) AT JEFFERSON ST IN HAM LAKE-TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC	ANOKA COUNTY	Manage	S2
2004		CSAH 11	002-716-007	SH	561,800	505,620	0	0	0	56,180	CSAH 116(INDUSTRY AVE NW) AT DYSPROSIUM ST/THURSTON AVE IN ANOKA-TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC	ANOKA COUNTY	Manage	S2

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Year	Prt	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
2002		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	BLOOMINGTON	Replace	A05
2003		CITY	107-399-25	RC	4,134,000	3,307,200	0	0	0	826,800	ON E 79TH ST FROM CEDAR TO 24TH AVE-GRAD, SURF, SIGNALS, ETC	BLOOMINGTON	Replace	A05
2003		EN	107-090-003	EN	909,480	727,584	0	0		181,896	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	1,321,820	742,000	0	0	0	579,820	ALONG E BUSH LAKE RD FROM 84TH ST TO 106TH ST IN BLOOMINGTON-CONSTRUCT PED/BIKE TRAIL	BLOOMINGTON	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	BLOOMINGTON	Manage	S2
2002		I-35W	TRLF-02-4	MC	4,903,500	0	0	0	0	4,903,500	79TH/80TH OVER I-35W-CONSTRUCT BRIDGE	BLOOMINGTON	Expand	AQ2
2003		MSAS 38	107-385-018	RC	2,056,400	1,645,120	0	0	0	411,280	PENN AVE TO KNOX AVE IN BLOOMINGTON-RECONSTRUCT & GEOMETRIC IMPROVEMENTS	BLOOMINGTON	Replace	A05
2002		MSAS 41	107-415-021	RC	3,072,452	2,232,000	0	0	0	840,452	FROM W 78TH ST TO W 82ND ST IN BLOOMINGTON -RECONSTRUCT & GEOMETRIC IMPROVEMENTS(LIVABLE COMMUNITIES PROJECT)	BLOOMINGTON	Replace	E1
2002	7	I-94	2786-27V46	MC	1,300,000	0	0	0	1,300,000	0	UNDER ZANE AVE IN BROOKLYN PARK-BRIDGE 27V46(REPLACE BR 27921)	BROOKLYN PARK	Expand	S19
2002		CSAH	TRLF-02-9	RC	3,079,000	0	0	0	0	3,079,000	TH 610 TO 109TH AVE-RECONSTRUCT & REALIGN TO ACCOMMODATE OUTDOOR AMPHITHEATER	BROOKLYN PARK	Replace	AQ2
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	5,618,000	4,494,400	0	0	1,123,600	0	TH 5 E OF WACONIA NEAR LAKE WACONIA-RECONSTRUCT, RELOCATE, ETC	CARVER COUNTY	Replace	E4
2002		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		TH 169	198-090-001	EN	1,114,611	786,520	0	0	0	328,091	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

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	AC$	State $	Other $	Description	Agency	Category	AQ
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
2002		EN	19-090-05	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-I35E PROJECT	DAKOTA COUNTY	Other	O9
2004		EN	019-090-006	EN	623,598	498,878	0	0	0	124,720	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	371,000	333,900	0	0	0	37,100	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	3,180,000	2,544,000	0	0	0	636,000	FROM TH 149 IN EAGAN TO CSAH 63 IN INVER GROVE HTS-CONSTRUCT 4-LANE RDWY, ETC	DAKOTA COUNTY	Expand	A05
2002		CSAH 31	19-631-29AC	RC	1,958,000	1,958,000	0	0	0	0	CR 58 IN LAKEVILLE TO CSAH 46 IN APPLE VALLEY-RECONSTRUCT TO 4-LANE ROADWAY,ETC-LIV COMM PROJECT(AC PAYBACK)	DAKOTA COUNTY	Replace	A05
2003		CSAH 31	019-631-031	MC	3,125,000	2,500,000	0	0	0	625,000	CSAH 46 TO CSAH 42 IN APPLE VALLEY-RECONSTRUCT TO 4-LANE RDWY, TRANSIT CENTER, ETC(LIVABLE COMMUNITIES PROJECT)	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 90810(CARSONS BAY BR)	DEEPHAVEN	Replace	S19
2002		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
2002		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
2003		CSAH 47	130-090-003	EN	318,000	254,400	0	0	0	63,600	UNDER TH 61 ADJACENT TO THE VERMILLION RIVER IN HASTINGS-CONSTRUCT PED/BIKE UNDERPASS & TRAIL IMPROVEMENTS	HASTINGS	Other	O9
2002		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
2002		PED/BIKE	027-090-004	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

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	AC$	State $	Other $	Description	Agency	Category	AQ
2002		PED/BIKE	027-090-005	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
2002		PED/BIKE	027-090-006	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
2002		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
2002		PED/BIKE	90-080-12	BT	4,924,375	939,500	3,000,000	0	0	984,875	HENNEPIN COUNTY BIKEWAY-HUMBOLDT GREENWAY PED/BIKE IMPROVEMENT(INCLUDES TCSP FUNDING OF $939,500)	HENNEPIN COUNTY	Trails	AQ2
2003		PED/BIKE	027-090-004	BT	1,657,840	1,326,272	0	0	0	331,568	FROM HENNEPIN COUNTY PUBLIC SAFETY FACILITY TO MINNEAPOLIS MUNICIPAL PARKING RAMP-CONSTRUCT SKYWAY	HENNEPIN COUNTY	Trails	AQ2
2003		PED/BIKE	027-090-005	BT	1,244,440	995,552	0	0	0	248,888	FROM HENNEPIN COUNTY PUBLIC SAFETY FACILITY TO HAAF PARKING RAMP IN MINNEAPOLIS-CONSTRUCT SKYWAY	HENNEPIN COUNTY	Trails	AQ2
2002		CSAH 19	27-619-17	RC	4,980,000	0	0	3,984,000	0	996,000	FROM TH 55 TO CO RD 117-RECONSTRUCTION(AC PROJECT)	HENNEPIN COUNTY	Replace	S19
2003		CSAH 19	27-619-17AC	RC	3,984,000	3,984,000	0	0	0	0	FROM TH 55 TO CO RD 117-RECONSTRUCTION(AC PAYBACK)	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	505,620	404,496	0	0	0	101,124	CSAH 35(PORTLAND AVE) OVER MINNEHAHA CREEK-REPLACE BR 90493	HENNEPIN COUNTY	Replace	S19
2002		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	Other	O1
2003		CSAH 61	027-661-034	MC	3,392,000	2,713,600	0	0	0	678,400	NORTH OF BREN RD TO SOUTH OF CSAH 3-RECONSTRUCT TO 4-LANE ROADWAY	HENNEPIN COUNTY	Expand	A05
2002		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	3,498,000	2,798,400	0	0	0	699,600	TH 7 TO CSAH 5 IN MINNETONKA-RECONSTRUCT TO 4-LANE ROADWAY	HENNEPIN COUNTY	Expand	A05
2002		CSAH 11	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		CSAH 12	27-722-01	BI	5,580,626	4,464,501	0	0	0	1,116,125	WASHINGTON AVE OVER MISSISSIPPI RIVER-PAINT & REPLACE RAIL ON BRIDGE	HENNEPIN COUNTY	Preserve	S19

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	AC$	State $	Other $	Description	Agency	Category	AQ
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	187,885	150,310	0	0	0	37,575	I-494 CORRIDOR COMMISSION TRANSPORTATION DEMAND MANAGEMENT	I-494 CORRIDOR COMMISSION	Manage	AQ1
2004		CMAQ	CM-25-99A	TM	199,158	159,326	0	0	0	39,832	I-494 CORRIDOR COMMISSION TRANSPORTATION DEMAND MANAGEMENT	I-494 CORRIDOR COMMISSION	Manage	AQ1
2003		CMAQ	189-595-001	TM	7,287,500	5,830,000	0	0	0	1,457,500	CONSTRUCT MAPLE GROVE TRANSIT HUB AT I-94 AND HEMLOCK LANE	MAPLE GROVE	Manage	E6
2002		CSAH 13(	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
2004		BB	TC-158-99(P	TR	4,691,030	3,752,824	0	0	0	938,206	REBUILD ENGINES IN 2004	MET COUNCIL-MT	Transit	T3
2002		CMAQ	090-080-010	TM	3,500,000	2,800,000	0	0	0	700,000	CONSTRUCT WOODBURY PARK AND RIDE LOT	MET COUNCIL-MT	Manage	E6
2002		CMAQ	090-080-011	TM	3,300,000	2,640,000	0	0	0	660,000	CONSTRUCT PARK AND RIDE LOT AT I-35W AND 95TH AVE IN BLAINE	MET COUNCIL-MT	Manage	E6
2002		CMAQ	CM-15-99A	TM	377,344	301,875	0	0	0	75,469	WOODBURY PARK & RIDE SERVICE EXPANSION	MET COUNCIL-MT	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	MET COUNCIL-MT	Manage	A05
2002		CMAQ	CM-52-99A	TM	625,000	500,000	0	0	0	125,000	SECTOR 7 - WEST METRO SUBURBAN SERVICE EXPANSION	MET COUNCIL-MT	Manage	A05
2003		CMAQ	90-070-13	TM	4,468,975	3,575,180	0	0	0	893,795	I-35W NORTH CORRIDOR-TRANSIT SERVICE EXPANSION PLAN	MET COUNCIL-MT	Manage	T1
2003		CMAQ	CM-10-99	TM	970,850	776,680	0	0	0	194,170	SECTOR 5C - I-35W SOUTH CORRIDOR SERVICE EXPANSION	MET COUNCIL-MT	Manage	A05
2003		CMAQ	CM-11-99	TM	764,020	611,220	0	0	0	152,800	SECTOR 5B - HIAWATHA CORRIDOR SERVICE EXPANSION	MET COUNCIL-MT	Manage	A05
2003		CMAQ	CM-12-99	TM	991,700	793,360	0	0	0	198,340	SECTOR 5A - WESTERN ST PAUL SERVICE EXPANSION	MET COUNCIL-MT	Manage	A05
2003		CMAQ	CM-15-99B	TM	399,985	319,985	0	0	0	80,000	WOODBURY PARK & RIDE SERVICE EXPANSION	MET COUNCIL-MT	Manage	A05
2003		CMAQ	CM-16-99B	TM	927,500	742,000	0	0	0	185,500	SECTOR 1 AND 2 - TRANSIT SERVICE RESTRUCTURING PLAN	MET COUNCIL-MT	Manage	A05

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2003		CMAQ	CM-52-99B	TM	795,000	636,000	0	0	0	159,000	SECTOR 7 - WEST METRO SUBURBAN SERVICE EXPANSION	MET COUNCIL-MT	Manage	A05
2004		CMAQ	090-595-005	TM	2,809,000	2,247,200	0	0	0	561,800	AT I-694 AND RICE ST-CONSTRUCT TRANSIT HUB AND PARK AND RIDE LOT	MET COUNCIL-MT	Manage	E6
2004		CMAQ	CM-10-99A	TM	3,792,150	3,033,720	0	0	0	758,430	SECTOR 5C - I-35W SOUTH CORRIDOR SERVICE EXPANSION	MET COUNCIL-MT	Manage	A05
2004		CMAQ	CM-11-99A	TM	3,230,350	2,584,280	0	0	0	646,070	SECTOR 5B - HIAWATHA CORRIDOR SERVICE EXPANSION	MET COUNCIL-MT	Manage	A05
2004		CMAQ	CM-12-99A	TM	1,544,950	1,235,960	0	0	0	308,990	SECTOR 5A - WESTERN ST PAUL SERVICE EXPANSION	MET COUNCIL-MT	Manage	A05
2004	5	CMAQ	TRS-LRT-04	OB	6,000,000	3,000,000	0	0	0	3,000,000	HIAWATHA CORRIDOR LRT-OPERATING ASSISTANCE	MET COUNCIL-MT	Transit	T1
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		CMAQ	CM-3-99	TM	2,082,900	1,666,320	0	0	0	416,580	REGIONAL TRAVEL DEMAND MANAGEMENT & COMMUTER ALTERNATIVES PROGRAM	METROPOLITAN COUNCIL	Manage	AQ1
2002		EN	091-595-012	EN	875,000	446,500	0	0	0	428,500	JACKSON STREET ROUNDHOUSE POWERHOUSE RESTORATION	MINN TRANSPORTATION MUSEUM	Other	O9
2003		EN	091-595-014	EN	583,000	466,400	0	0	0	116,600	COMO-HARRIET STREETCAR LINE EXTENSION & IMPROVEMENTS	MINN TRANSPORTATION MUSEUM	Other	O9
2004		EN	091-595-015	EN	1,320,230	786,520	0	0	0	533,710	AT THE SITE OF HISTORIC MURPHY'S INN & LANDING-RECONSTRUCT INN, BOAT & FERRY LANDING, TRAILS, ETC	MINN VALLEY RESTORATION PROJ	Other	O9
2002		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
2002		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
2002		CITY	141-080-25	BR	2,464,000	1,339,000	0	0	0	1,125,000	CEDAR LAKE PARKWAY OVER BN RR & CANAL-REPLACE BR 90470	MINNEAPOLIS	Replace	S19
2002		CITY	141-165-15	BR	1,855,000	805,000	0	0	0	1,050,000	CHICAGO AVE OVER HCRRA RR-REPLACE BR 92349	MINNEAPOLIS	Replace	S19
2002		CITY	141-291-001	BR	2,035,000	0	0	775,000	0	1,260,000	ROYALSTON AVE OVER THE BNSF RR-BR 27699(REPLACE BR 92339)(AC PROJECT)	MINNEAPOLIS	Replace	S19
2003		CITY	141-190-014	BR	1,981,000	872,000	0	0	0	1,109,000	FIRST AVE S OVER THE HCRRA FROM E LAKE ST TO E 28TH ST-REPLACE BR 92347	MINNEAPOLIS	Replace	S19

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	AC$	State $	Other $	Description	Agency	Category	AQ
2003		CITY	141-291-01A	BR	775,000	775,000	0	0	0	0	ROYALSTON AVE OVER THE BNSF RR-BR 27699(REPLACE BR 92339)AC PAYBACK	MINNEAPOLIS	Replace	S19
2004		CITY	141-080-028	BR	947,195	525,845	0	0	0	421,350	EAST RIVER PARKWAY OVER BRIDAL VEIL FALLS NEAR SUPERIOR ST-REPLACE BR L5761	MINNEAPOLIS	Replace	S19
2002		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
2003		CMAQ	CM-20-99	TM	341,320	273,055	0	0	0	68,265	DOWNTOWN MINNEAPOLIS TRANSPORTATION MANAGEMENT ORGANIZATION	MINNEAPOLIS	Manage	AQ1
2004		CMAQ	CM-20-99A	TM	378,653	302,923	0	0	0	75,730	DOWNTOWN MINNEAPOLIS TRANSPORTATION MANAGEMENT ORGANIZATION	MINNEAPOLIS	Manage	AQ1
2002		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	1,353,620	1,082,896	0	0	0	270,724	FROM 5TH AVE SE TO MISS RIVER IN MINNEAPOLIS-MIDTOWN GREENWAY SAFETY ELEMENTS FOR PHASES 2 & 3(LIVABLE COMMUNITIES PROJECT)	MINNEAPOLIS	Other	O9
2004		EN	141-080-027	EN	337,080	269,664	0	0	0	67,416	AT THE GREAT LAKE CENTER NEAR LAKE ST AND CHICAGO AVE IN MINNEAPOLIS-BICYCLE STATION	MINNEAPOLIS	Other	O9
2004		EN	141-090-015	EN	1,101,128	786,520	0	0	0	314,608	NEAR NORTHSIDE REDEVELOPMENT PROJECT-PEDESTRIAN/BICYCLE TRAILS	MINNEAPOLIS	Other	O9
2004		EN	141-090-016	EN	1,544,950	1,235,960	0	0	0	308,990	FROM GROVELAND TO VINELAND AND THE WEDGE TRIANGLE-LORING PARK BIKEWAY(PHASE 2-LIVABLE COMMUNITIES PROJECT)	MINNEAPOLIS	Other	O9
2002		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
2003		PED/BIKE	141-090-14	BT	1,451,140	1,160,912	0	0	0	290,228	LORING PARK BICYCLE/PED CONNECTION FOR UPTOWN TO DOWNTOWN	MINNEAPOLIS	Trails	AQ2
2004		PED/BIKE	141-090-019	BT	862,925	690,340	0	0	0	172,585	FROM 11TH AVE S TO HENNEPIN AVE S IN MINNEAPOLIS-BIKE TRAIL CONNECTION	MINNEAPOLIS	Trails	AQ2
2003		EN	141-090-017	EN	927,500	742,000	0	0	0	185,500	ON 3RD AVE IN MINNEAPOLIS-CONSTRUCT RIVERFRONT PLAZA & BIKE/WALKWAY	MINNEAPOLIS COMM DEV AGENCY	Other	O9
2002		EN	091-090-028	EN	1,350,000	1,080,000	0	0	0	270,000	MILL RUINS PARK PLANK ROADWAY, TUNNEL, LANDSCAPING, LIGHTING, ETC(LIVABLE COMMUNITIES PROJECT)	MINNEAPOLIS PARK/REC BOARD	Other	O9

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	AC$	State $	Other $	Description	Agency	Category	AQ
2003		EN	091-090-026	EN	894,640	715,712	0	0	0	178,928	GRAND ROUNDS WAYFINDING IMPROVEMENTS FOR PEDESTRIANS & BICYCLISTS	MINNEAPOLIS PARK/REC BOARD	Other	O9
2003		EN	091-090-027	EN	858,600	686,880	0	0	0	171,720	MILL RUINS PARK PEDESTRIAN CIRCULATION SYSTEM/LANDSCAPING, LIGHTING, ETC	MINNEAPOLIS PARK/REC BOARD	Other	O9
2002		CITY	91-060-17	PL	31,200	24,960	0	0	0	6,240	GRAND ROUNDS CORRIDOR MANAGEMENT PLAN ADMINISTRATION-VOLUNTEER MGMT(SEED FUNDS)	MINNEAPOLIS PARK/REC BOARD	Other	NC
2002		CITY	91-060-19	PL	30,000	24,000	0	0	0	6,000	GRAND ROUNDS SCENIC BYWAY-A GRAND JOURNEY OF LEARNING:HISTORIC FIGURES AND STORIES OF THE GRAND ROUNDS	MINNEAPOLIS PARK/REC BOARD	Other	NC
2002	10	EN	8205-99(EN)	EN	895,700	716,560	0	0	89,570	89,570	IN NEWPORT AS PART OF THE WAKOTA BRIDGE PROJECT-CONSTRUCT PEDETRIAN/BIKE TRAIL SYSTEM & AMENITIES	MNDOT	Other	O9
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 66TH 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	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	27-00244	SR	75,000	67,500	0	0	0	7,500	W 98TH ST AT CP RR IN BLOOMINGTON-TRAFFIC SIGNAL INTERCONNECTION	MNDOT	Manage	S1
2002		RR	27-00246	SR	200,000	180,000	0	0	0	20,000	GREENHAVEN DRIVE AT BNSF RR IN BROOKLYN PARK-NEW SIGNALS & INTERCONNECTION	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	27-00253	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

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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	185,500	166,950	0	0	0	18,550	STUBBS BAY RD/BNSF RAILROAD IN ORONO-INSTALL NEW SIGNALS	MNDOT	Manage	S1
2003		RR	62-00183	SR	424,000	381,600	0	0	0	42,400	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	185,500	166,950	0	0	0	18,550	TWP RD 212, NORTHBROOK BLVD IN N BAYTOWN TOWNSHIP-INSTALL SIGNALS & GATES	MNDOT	Manage	S1
2003		RR	82-00127	SR	318,000	286,200	0	0	0	31,800	MUN 34, LACOSTA DRIVE & MUN 1, APPLE ORCHARD DRIVE IN DELLWOOD-INSTALL SIGNALS	MNDOT	Manage	S1
2004		RR	27-00258	SR	196,630	176,967	0	0	0	19,663	MSAS 245, E 33RD ST IN MINNEAPOLIS-SAFETY IMPROVEMENT	MNDOT	Manage	S1
2004		RR	27-00259	SR	196,630	176,967	0	0	0	19,663	CSAH 150, MAIN STREET IN ROGERS-INSTALL NEW SIGNALS & GATES	MNDOT	Manage	S1
2004		RR	62-00184	SR	168,540	151,686	0	0	0	16,854	CNTY 152, EAGLE AVE IN WHITE BEAR LAKE-INSTALL NEW SIGNALS & GATES	MNDOT	Manage	S1
2004		RR	82-00128	SR	196,630	176,967	0	0	0	19,663	MUN 100, IRONWOOD AVE N IN GRANT TOWNSHIP-SAFETY IMPROVEMENT	MNDOT	Manage	S1
2004		RR	82-00129	SR	196,630	176,967	0	0	0	19,663	MUN 89, IRISH AVE N IN GRANT TOWNSHIP-SAFETY IMPROVEMENT	MNDOT	Manage	S1
2004		RR	82-00130	SR	196,630	176,967	0	0	0	19,663	CSAH 21, STAGECOACH TRAIL N IN WASHINGTON COUNTY-INSTALL NEW SIGNALS & GATES	MNDOT	Manage	S1
2004		RR	82-00132	SR	196,630	176,967	0	0	0	19,663	MSAS 121, HADLEY AVE, OAKDALE-INSTALL NEW GATES AND CANTS	MNDOT	Manage	S1
2002	12	TH 610	2771-TCSP	MC	1 937,719	1,550,175	0	0	0	387,544	TH 169 TO I-94-TH 610 ENGINEERING(TCSP FUNDING)	MNDOT	Expand	A00
2002	10	CITY	98-080-15	PL	155,000	0	124,000	0	0	31,000	ON GLEN RD FROM 10TH AVE TO CENTURY AVE-PRELIMINARY ENGINEERING FOR RECONSTRUCTION	NEWPORT	Other	O1
2002	10	CITY	98-080-16	RW	220,000	0	176,000	0	0	44,000	ON GLEN RD FROM 10TH AVE TO CENTURY AVE-RIGHT OF WAY FOR RECONSTRUCTION	NEWPORT	Other	NC
2002	10	CITY	98-080-17	PL	26,000	0	20,800	0	0	5,200	ON 2ND ST FROM 4TH AVE TO 7TH AVE-PRELIMINARY ENGINEERING FOR RECONSTRUCTION	NEWPORT	Other	O1
2002	10	CITY	98-080-18	RW	33,000	0	26,400	0	0	6,600	ON 2ND ST FROM 4TH AVE TO 7TH AVE-RIGHT OF WAY FOR RECONSTRUCTION	NEWPORT	Other	NC
2002	10	CITY	98-080-19	PL	97,200	0	77,760	0	0	19,440	ON 7TH AVE IN NEWPORT FROM 12TH ST TO 1ST ST-PRELIMINARY ENGINEERING FOR RECONSTRUCTION	NEWPORT	Other	O1

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2002	10	CITY	98-080-20	RW	330,000	0	264,000	0	0	66,000	ON 7TH AVE IN NEWPORT FROM 12TH ST TO 1ST ST-RIGHT OF WAY FOR RECONSTRUCTION	NEWPORT	Other	NC
2003	10	CITY	98-080-11	MC	1,070,000	0	856,000	0	0	214,000	ON 7TH AVE IN NEWPORT FROM 12TH ST TO 1ST ST-RECONSTRUCTION & CONSTRUCTION ENGINEERING	NEWPORT	Expand	A10
2003	10	CITY	98-080-13	MC	289,000	0	231,200	0	0	57,800	ON 2ND ST FROM 4TH AVE TO 7TH AVE-RECONSTRUCTION & CONSTRUCTION ENGINEERING	NEWPORT	Expand	A10
2004	10	CITY	98-080-14	MC	1,345,000	0	1,076,000	0	0	269,000	ON 4TH AVE FROM 20TH ST TO 2ND ST-RECONSTRUCTION & CONSTRUCTION ENGINEERING	NEWPORT	Expand	A10
2004	10	CITY	98-080-23	MC	122,000	0	97,600	0	0	24,400	ON 4TH AVE FROM 20TH ST TO 2ND ST-PRELIMINARY ENGINEERING FOR RECONSTRUCTION	NEWPORT	Expand	O1
2003	10	MUN	98-080-07	MC	1,705,000	0	1,364,000	0	0	341,000	ON GLEN RD IN NEWPORT-RECONSTRUCT & WIDEN(INCLUDES CONST ENG)	NEWPORT	Expand	A10
2002	10	TH 61	TRLF-02-13	MC	2,517,900	0	0	0	0	2,517,900	AT TH 61 & WAKOTA BRIDGE PROJECT-DESIGN, R/W, AGREEMENTS, ETC	NEWPORT	Expand	AQ2
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	8,988,800	6,179,800	0	0	0	2,809,000	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
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
2003		CR C	62-623-41	RC	2,120,000	1,696,000	0	0	0	424,000	FROM SNELLING AVE TO OXFORD ST-RECONSTRUCTION	RAMSEY COUNTY	Replace	E1
2002		CSAH 37	164-060-01	EN	195,321	156,257	0	0	0	39,064	RENOVATION OF SHEPARD ROAD/MISSISSIPPI RIVER OVERLOOK	RAMSEY COUNTY	Other	S15
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	5,168,560	4,134,848	0	0	0	1,033,712	FROM TH 280/35W INTERCHANGE TO FULHAM ST IN ROSEVILLE-REALIGN & RECONSTRUCT TERMINAL RD/CO RD B2	RAMSEY COUNTY	Replace	E2
2002		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
2002		CITY	157-020-20	MC	27,000,000	0	7,400,000	0	0	19,600,000	PENN AVE OVER I-494-REPLACE BRIDGE & APPROACHES-RECONSTRUCT RAMPS	RICHFIELD	Expand	S19
2004		CITY	157-363-18A	BR	20,000,000	0	9,700,000	0	5,500,000	4,800,000	LYNDALE AVE OVER I-494(REPLACE BRIDGE)-RIGHT OF WAY & CONSTRUCTION	RICHFIELD	Replace	S19
2002		I-494	TRLF-02-11	MC	6,700,000	0	0	0	0	6,700,000	AT PENN AVE IN RICHFIELD-RECONSTRUCT INTERCHANGE	RICHFIELD	Expand	AQ2

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	AC$	State $	Other $	Description	Agency	Category	AQ
2002	8	TH 100	TRLF-02-1	RC	1,400,000	0	0	0	0	1,400,000	39TH AVE TO INDIANA AVE-RECONSTRUCTION OF TH 100(LOCAL SHARE-STORM SEWER, SANITARY, WATER, ETC)	ROBBINSDALE	Replace	AQ2
2003		PED/BIKE	160-090-007	BT	2,040,500	1,632,400	0	0	0	408,100	ALONG CO RD B2 FROM RICE ST TO WALNUT ST THEN NORTH TO BURLINGTON NORTHERN RAIL CORRIDOR-CONSTRUCT PATHWAY	ROSEVILLE	Trails	AQ2
2003		TH 169	166-090-001	EN	481,876	385,501	0	0	0	96,375	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	460,676	368,541	0	0	0	92,135	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	TRS-3115-02	TM	976,536	781,229	0	0	0	195,307	PURCHASE 2 ADDITIONAL LARGE VEHICLES	SOUTHWEST METRO TRANSIT AUTH	Manage	T10
2003		CMAQ	CM-49-99B	TM	1,035,125	828,100	0	0	0	207,025	PURCHASE 2 ADDITIONAL LARGE VEHICLES	SOUTHWEST METRO TRANSIT AUTH	Manage	T10
2004		CMAQ	CM-49-99C	TM	1,097,236	877,789	0	0	0	219,447	PURCHASE 2 ADDITIONAL LARGE VEHICLES	SOUTHWEST METRO TRANSIT AUTH	Manage	T10
2002		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(BRIDGE 27106)	ST LOUIS PARK	Preserve	E1
2002		CITY	164-080-09	TR	11,000,000	0	0	5,500,000	0	5,500,000	WEST END AREA OF DOWNTOWN ST PAUL-MULTI-MODAL HUB(AC PROJECT)	ST PAUL	Transit	E6
2002		CITY	164-288-01	MC	15,312,500	0	12,250,000	0	0	3,062,500	JOHNSON PKWY TO I-35E(PHALEN BLVD)-GRAD,SURF,RIGHT OF WAY,ETC	ST PAUL	Expand	A05
2003		CITY	164-080-09A	TR	5,500,000	5,500,000	0	0	0	0	WEST END AREA OF DOWNTOWN ST PAUL-MULTI-MODAL HUB(AC PAYBACK)	ST PAUL	Transit	E6
2002		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	1,700,000	1,200,000	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
2002	10	CITY	184-080-02	PL	233,500	0	186,800	0	46,700		ON 7TH AVE IN ST PAUL PARK-PRELIMINARY ENGINEERING FOR RECONSTRUCTION	ST PAUL PARK	Other	O1

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2002	10	CITY	184-080-03	RW	110,000	0	88,000	0	0	22,000	ON 7TH AVE IN ST PAUL PARK-RIGHT OF WAY FOR RECONSTRUCTION	ST PAUL PARK	Other	NC
2003	10	CITY	184-080-01	MC	2,569,000	0	2,055,000	0	89,000	425,000	ON 7TH AVE IN ST PAUL PARK-RECONSTRUCTION & CONSTRUCTION ENGINEERING	ST PAUL PARK	Expand	A10
2004		EN	164-090-008	EN	1,815,738	1,235,960	0	0	0	579,778	LINKING PHALEN CREEK TRAIL, SWEDE HOLLOW PARK, & INDIAN MOUNDS PARK TO LOWERTOWN/GREAT RIVER RD TRAIL IN ST PAUL-CONSTRUCT LOWER PHALEN CREEK TRAIL(LIVABLE COMMUNITIES PROJECT)	ST PAUL PARK/REC	Other	O9
2002		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
2004		CMAQ	CM-3-99A	TM	2,320,234	1,856,187	0	0	0	464,047	REGIONAL TRAVEL DEMAND MANAGEMENT & COMMUTER ALTERNATIVES PROGRAM	UNIVERSITY OF MINNESOTA	Manage	AQ1
2003		EN	209-090-002	EN	804,904	643,923	0	0	0	160,981	ALONG CENTERVILLE RD FROM HORIZON AVE S TO EDGERTON ST-CONSTRUCT CENTERVILLE ROAD TRAIL	VADNAIS HEIGHTS	Other	O9
2004		CSAH 8	082-608-007	MC	5,056,200	4,044,960	0	0	0	1,011,240	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 RDWY, PARK/RIDE, ETC	WASHINGTON COUNTY	Expand	A05
2002		CSAH	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
2002	10	CSAH 38	82-638-10	RW	1,756,000	0	1,405,000	0	39,000	312,000	ON CSAH 38-RIGHT OF WAY FOR RECONSTRUCTION	WASHINGTON COUNTY	Other	NC
2002		CITY	192-102-06A	MC	3,520,000	3,520,000	0	0	0	0	TAMARACK RD INTERCHANGE WITH I-494 IN WOODBURY(AC PAYBACK)	WOODBURY	Expand	A05
2002		I-494	192-102-06A	MC	18,250,000	0	0	0	0	18,250,000	AT TAMARACK RD IN WOODBURY-CONSTRUCT NEW INTERCHANGE, ETC	WOODBURY	Expand	A05
2002		I-35W	0280-50	AM	2,400,000	0	0	0	1,400,000	1,000,000	AT 95TH AVE IN BLAINE-INTERCHANGE CONSTRUCTION, PARK/RIDE, HOV RAMP METER BYPASS, ETC(MNDOT PORTION)	ANOKA COUNTY	Other	E6
2002		TH 242	0212-42	AM	503,280	0	0	0	503,280	0	AT JEFFERSON ST IN BLAINE-ACCESS CLOSURES, TRAFFIC SIGNAL INSTALLATION	ANOKA COUNTY	Other	E2
2002		TH 242	0212-43	AM	135,000	0	0	0	135,000	0	EAST OF FOLEY TO FLINTWOOD IN COON RAPIDS-ACCESS CLOSURES, FRONTAGE ROAD CONSTRUCTION	ANOKA COUNTY	Other	NC
2002		TH 252	2748-48	AM	86,400	0	0	0	86,400	0	AT 85TH AVE IN BROOKLYN PARK-ADDITIONAL THRU LANE, SIDEWALK REMOVAL	BROOKLYN PARK	Other	S19

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	AC$	State $	Other $	Description	Agency	Category	AQ
2002		TH 610	2771-30	AM	300,000	0	0	0	300,000	0	UNDER W RIVER RD-PAINT BR 27244, FENCING, ETC	BROOKLYN PARK	Other	S19
2002		TH 5	1002-76	AM	365,040	0	0	0	365,040	0	AT CSAH 32 IN WACONIA-TRAFFIC SIGNAL INSTALLATION & TURN LANE CONSTRUCTION	CARVER COUNTY	Other	E2
2002		I-35	1980-65	AM	288,360	0	0	0	288,360	0	AT CSAH 60 IN LAKEVILLE-FRONTAGE ROAD RELOCATION	DAKOTA COUNTY	Other	A05
2002		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
2002		TH 65	0208-114	AM	32,400	0	0	0	32,400	0	AT CSAH 24 IN EAST BETHEL-FRONTAGE ROAD RECONSTRUCTION	EAST BETHEL	Other	A05
2002		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
2002		TH 55	2722-57	AM	216,000	0	0	0	216,000	0	NEAR CSAH 92 IN GREENFIELD-NEW FRONTAGE ROAD	GREENFIELD	Other	E1
2002		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
2003		TH 55	2722-62	AM	501,120	0	0	0	501,120	0	FROM DOGWOOD TO GREENFIELD CITY LIMITS-ACCESS CLOSURES AND FRONTAGE ROAD CONSTRUCTION(ACCESS MGMT $$)	GREENFIELD	Other	NC
2002		TH 61	1913-57	AM	22,680	0	0	0	22,680	0	AT 10TH ST IN HASTINGS-RIGHT TURN LANE	HASTINGS	Other	E1
2002		TH 61	1913-58	AM	54,000	0	0	0	54,000	0	AT CANNON ST IN HASTINGS-ACCESS RELOCATION	HASTINGS	Other	NC
2002		TH 282	7011-21	AM	270,000	0	0	0	270,000	0	FROM SAND CREEK TO MILL ST IN JORDAN-RECONSTRUCTION INCLUDING TURN LANES & TRAFFIC SIGNAL IMPROVEMENTS	JORDAN	Other	E2
2002	7	I-94	2786-114	MC	11,500,000	0	0	0	0	11,500,000	AT CR 61 IN MAPLE GROVE-RECONSTRUCT INTERCHANGE	MAPLE GROVE	Expand	A05
2002		TH 55	2722-61	AM	540,000	0	0	0	540,000	0	AT WILLOW DRIVE IN MEDINA-FRONTAGE ROAD, SIGNAL, ETC	MEDINA	Other	E2
2002		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
2002		TH 77	2758-9195A	AM	150,000	0	0	0	150,000	0	UNDER 66TH ST-OVERLAY, REPLACE JOINTS, REPAIR RAILINGS, ETC	METRO AIRPORT COMMISSION	Other	S19
2002		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
2002		TH 7	2706-205	AM	265,000	0	0	0	265,000	0	AT CSAH 73 & AT MINNETONKA MILLS IN MINNETONKA-REVISE SIGNAL, WIDEN TURN LANES, ETC	MINNETONKA	Other	E2

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2002		TH 7	2706-207	AM	324,000	0	0	0	324,000	0	AT WILLISTON ROAD IN MINNETONKA-FRONTAGE ROAD RECONSTRUCTION & ACCESS RELOCATION	MINNETONKA	Other	NC
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		ITS	8816-75	TM	200,000	160,000	0	0	0	40,000	PHASE 2 OF COMPUTER ASSISTED DISPATCHING AND AUTOMATIC VEHICLE LOCATION IN THE TWIN CITIES METRO	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 3	8825-61	SC	150,000	0	0	0	150,000	0	RICE/DAKOTA COUNTY LINE TO I-494-REPLACE SIGNING	MNDOT	Manage	O8
2003		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
2003		TH 3	1921-6696	BR	1,100,000	0	0	0	1,100,000	0	OVER VERMILLION RIVER N OF FARMINGTON-REPLACE BR 6696	MNDOT	Replace	S19
2002		TH 5	1002-61AC	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 PAYBACK)	MNDOT	Expand	A05
2003		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	127,200	0	0	0	127,200	0	OVER MISSISSIPPI RIVER-REHABILITATE MODULAR JOINTS ON BR 9300	MNDOT	Preserve	S10
2003		TH 5	6201-9489	BI	106,000	0	0	0	106,000	0	W 7TH ST UNDER MISSISSIPPI BLVD-REHABILITATE RAILING & COPING ON BRS 9489 & 9490	MNDOT	Preserve	S9
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	0	0	0	2,600,000	0	BAYVIEW DRIVE TO TH 41-SHOULDER IMPROVEMENTS, TURN LANES, ETC	MNDOT	Preserve	S10
2002		TH 7	2704-27R07	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	84,800	67,840	0	0	16,960	0	AT EXCELSIOR BLVD INTERCHANGE-LANDSCAPING	MNDOT	Replace	O6
2003		TH 10	0215-9700	BI	770,000	0	0	0	770,000	0	OVER RUM RIVER & OVER BNSF RR IN ANOKA-DECK REPAIR & RAIL REHAB ON BRS 9700 & 9717	MNDOT	Preserve	NC
2002		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	106,500	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	34,000,000	2,500,000	0	20,000,000	0	11,500,000	CO RD 6 TO WAYZATA BLVD-RELOCATE RR TRACK, RECONSTRUCT TH 12, INTERCHANGES, ETC-STAGE 1(AC PROJECT)	MNDOT	Expand	A05

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	AC$	State $	Other $	Description	Agency	Category	AQ
2003		TH 12	2713-77	SC	915,000	0	0	0	915,000	0	AT CSAH 29(TOWNLINE RD) IN MAPLE PLAIN-CHANNELIZE, SIGNAL, ETC($0.5M OF ACCESS MGMT $$)	MNDOT	Manage	E1
2004	1	TH 12	2713-75AC1	MC	12,000,000	12,000,000	0	0	0	0	CO RD 6 TO WAYZATA BLVD-RELOCATE RR TRACK, RECONSTRUCT TH 12, INTERCHANGES, ETC-STAGE 1(AC PAYBACK)	MNDOT	Expand	A05
2003		TH 13	1901-142	SH	265,000	238,500	0	0	26,500	0	AT MENDOTA HEIGHTS RD IN MENDOTA HEIGHTS-TRAFFIC SIGNAL INSTALLATION	MNDOT	Manage	S2
2003		TH 13	7001-88	RS	768,500	0	0	0	768,500	0	CSAH 21 TO CSAH 42-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2002		TH 21	7002-36	RD	400,000	0	0	0	400,000	0	FROM MEADOWWOOD COURT TO MILL ST IN JORDAN-CULVERT REPLACEMENT & MILL/OVERLAY 1.0 MILE	MNDOT	Preserve	S19
2004		TH 25	1006-23	RS	2,170,000	0	0	0	2,170,000	0	TH 212 IN NORWOOD YOUNG AMERICA TO TH 7 IN WATERTOWN TWP-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2002		I-35	0283-21	SH	550,000	405,000	0	0	145,000	0	AT RAMP TERMINII WITH TH 97-TRAFFIC SIGNAL & CHANNELIZATION; REPAIR BR 02806	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	500,000	450,000	0	0	50,000	0	CSAH 46 TO CRYSTAL LAKE RD IN LAKEVILLE-INCIDENT MANAGEMENT SYSTEM	MNDOT	Manage	S7
2004		I-35	1980-19807	BI	230,000	0	0	0	230,000	0	OVER CSAH 50 & UNDER 195TH ST IN LAKEVILLE-PAINT BRS 19807, 19808, & 19841	MNDOT	Preserve	S10
2004		I-35	8280-35	RB	2 471,920	1,977,536	0	0	494,384	0	ON SOUTHBOUND I-35-RECONSTRUCT FOREST LAKE REST AREA	MNDOT	Other	S15
2004		I-35	8280-36	RB	50,000	0	0	0	50,000	0	AT THE FOREST LAKE REST AREA-REPLACE LIGHTING	MNDOT	Other	S18
2002		I-35E	1982-129AC	BR	7,500,000	7,500,000	0	0	0	0	TH 13 TO SHEPARD RD-REPLACE MISSISSIPPI RIVER BRIDGE & APPROACHES(AC PAYBACK)	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
2002		I-35E	1982-19859	BI	1,081,200	0	0	0	1,081,200	0	UNDER TH 77-OVERLAY BRS 19859 & 19860	MNDOT	Preserve	S10
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	1982-129AC	BR	12,000,000	12,000,000	0	0	0	0	TH 13 TO SHEPARD RD-REPLACE MISSISSIPPI RIVER BRIDGE & APPROACHES(AC PAYBACK)	MNDOT	Replace	A05
2003		I-35E	6280-316	SC	360,000	0	0	0	360,000	0	FROM PENNSYLVANIA IN ST PAUL TO ROSELAWN IN MAPLEWOOD-REPLACE LIGHTING SYSTEM	MNDOT	Manage	S18

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2003		I-35E	6280-6509	BI	254,400	0	0	0	254,400	0	OVER ROSELAWN, CO RD B, & TH 36-REPAIR OVERLAY ON BRS 6509,6510,9117,9118,9119, 9120	MNDOT	Preserve	S19
2004		I-35E	1982-129AC	BR	12,000,000	12,000,000	0	0	0	0	TH 13 TO SHEPARD RD-REPLACE MISSISSIPPI RIVER BRIDGE & APPROACHES(AC PAYBACK)	MNDOT	Replace	A05
2004		I-35E	6280-6515	BI	700,000	0	0	0	700,000	0	OVER CAYUGA, BNSF RR, & ARCH-PENN-DECK REPAIR ON BRS 6515, 6517, 9265	MNDOT	Preserve	S19
2002	3	I-35W	2782-266	MC	97,500,000	0	0	87,750,000	9,750,000	0	66TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MINNEAPOLIS-GRADING, SURFACING, BRS, ETC & HOV LANE(AC PROJECT)	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
2002		I-35W	6284-130	NO	510,657	0	0	0	510,657	0	CSAH 96 TO MC RY(EAST SIDE) IN ARDEN HILLS-NOISE WALL	MNDOT	Other	O3
2003	3	I-35W	2782-266AC	MC	18,000,000	13,750,000	0	0	0	0	66TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MINNEAPOLIS-GRADING, SURFACING, BRS, ETC & HOV LANE(AC PAYBACK)	MNDOT	Expand	A05
2003		I-35W	2782-279	SC	750,000	0	0	0	750,000	0	FROM I-494 IN BLOOMINGTON TO WASHINGTON AVE IN MPLS-REPLACE SIGNING	MNDOT	Manage	S7
2003		I-35W	2783-103	RX	90,000	0	0	0	90,000	0	OUTLET STRUCTURE OF I-35W STORM SEWER NEAR THE I-35W/MISS RIVER BRIDGE-REPAIR SHORELINE ON MISSISSIPPI RIVER	MNDOT	Preserve	O9
2003		I-35W	2783-104	RS	2,650,000	0	0	0	2,650,000	0	STINSON BLVD IN MINNEAPOLIS TO TH 36 IN ROSEVILLE-CONCRETE PAVEMENT REPAIR	MNDOT	Preserve	S10
2003		I-35W	2783-105	SC	210,000	0	0	0	210,000	0	AT 1ST ST S & AT 2ND ST SE IN MINNEAPOLIS-REPLACE LIGHTING SYSTEM	MNDOT	Manage	S18
2003		I-35W	2783-27893	BI	837,400	753,660	0	0	83,740	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	2782-266AC	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 PAYBACK)	MNDOT	Expand	A05
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	375,000	337,500	0	0	25,000	12,500	AT CSAH 17 IN LAKE ELMO-TRAFFIC SIGNAL INSTALLATION	MNDOT	Manage	S2
2002		TH 36	8214-9116	BI	100,000	0	0	0	100,000	0	UNDER CSAH 23 IN OAK PARK HEIGHTS-REPAIR BR 9116	MNDOT	Preserve	S19
2002		TH 36	8217-4654B	BI	500,000	0	0	0	500,000	0	OVER ST CROIX RIVER AT STILLWATER-PAINT BR 4654	MNDOT	Preserve	S19

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2003	4	TH 36	8217-15	BR	42,400	0	0	0	42,400	0	MUSSELL RELOCATION FOR CONSTRUCTION OF ST CROIX RIVER BRIDGE	MNDOT	Replace	NC
2004		TH 36	6212-9212	BI	790,000	0	0	0	790,000	0	UNDER CP RAIL, EDGERTON & ARCADE; OVER CLEVELAND-PAINT BRS 9212,62006, 62007,9276 & 9277	MNDOT	Preserve	S10
2004		TH 36	8214-9115	BI	500,000	0	0	0	500,000	0	EB TH 36 OVER TH 95 OAK PARK HEIGHTS-REPAIR BR 9115	MNDOT	Preserve	NC
2004	4	TH 36	8217-12	BR	20,000,000	3,000,000	0	5,000,000	2,000,000	10,000,000	OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HEIGHTS-REPLACE BR 4654 & APPROACHES	MNDOT	Replace	A05
2002		TH 41	1008-59	AM	108,000	0	0	0	108,000	0	OVER MINNESOTA RIVER AT SCOTT/CARVER CO LINE-REPAIR BR 9010	MNDOT	Other	S19
2002		TH 41	1008-9010	BI	159,000	0	0	0	159,000	0	OVER MINNESOTA RIVER AT CHASKA-OVERLAY BR 9010	MNDOT	Preserve	S19
2003		TH 41	1008-51	AM	4,800,000	0	0	0	4,800,000	0	TH 212 TO ENGLER RD IN CHASKA-RECONSTRUCT TO 4-LANE ROADWAY(MNDOT PAYBACK)	MNDOT	Other	S10
2003		TH 41	7010-20	SC	901,000	0	0	0	901,000	0	AT TH 169-SIGNAL REVISION, ACCESS CLOSURES, FRONTAGE RD, ETC	MNDOT	Manage	E2
2004		TH 41	1008-51A	AM	4,500,000	0	0	0	4,500,000	0	TH 212 TO ENGLER RD IN CHASKA-RECONSTRUCT TO 4-LANE ROADWAY(MNDOT PAYBACK)	MNDOT	Other	NC
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	2,120,000	1,696,000	0	0	424,000	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
2003		TH 51	6215-85	RS	715,500	0	0	0	715,500	0	DAYTON AVE TO TAYLOR AVE IN ST PAUL-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2003		TH 51	6216-117	SC	60,000	0	0	0	60,000	0	AT CO RD E IN ARDEN HILLS-REPLACE LIGHTING SYSTEM	MNDOT	Manage	S18
2003		TH 51	8816-ITS	TM	200,000	160,000	0	0	0	40,000	TH 51 MULTI-JURISDICTIONAL PHASE 2	MNDOT	Manage	S7
2004		TH 51	6216-116	SC	100,000	0	0	0	100,000	0	AT CO RD B IN ROSEVILLE-INSTALL RIGHT TURN LANES	MNDOT	Manage	E3
2002		TH 52	1907-63	MC	17,200,000	0	0	0	0	17,200,000	AT 117TH ST IN INVER GROVE HEIGHTS-CONSTRUCT NEW INTERCHANGE, BRIDGE, FR RD, ETC	MNDOT	Expand	A05
2002		TH 52	1907-63RW	RW	1,000,000	0	0	0	0	1,000,000	AT 117TH ST IN INVER GROVE HEIGHTS-RIGHT OF WAY FOR NEW INTERCHANGE, ETC	MNDOT	Other	NC
2002		TH 52	1928-47	RS	1,100,000	0	0	0	1,100,000	0	N JCT TH 55 TO I-494-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10

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2002		TH 52	8825-64	SC	100,000	0	0	0	100,000	0	TH 19 TO I-494 IN INVER GROVE HTS-REPLACE SIGNING	MNDOT	Manage	O8
2004		TH 52	6244-62026	BI	1,020,000	0	0	0	1,020,000	0	OVER RR & EATON ST,PLATO,CONCORD, & MISSISSIPPI RIVER IN ST PAUL-DECK REPAIR ON BRS 62026, 62027, 62045, & 9800	MNDOT	Preserve	NC
2002	6	TH 55	2725-57AC	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	S19
2003		TH 55	1909-77	SH	212,000	190,800	0	0	21,200	0	AT ARGENTA TRAIL-SIGNAL INSTALLATION & CROSS STREET CHANNELIZATION	MNDOT	Manage	S2
2003		TH 55	1909-83	SH	265,000	238,500	0	0	26,500	0	AT EAGANDALE BLVD IN EAGAN-TRAFFIC SIGNAL INSTALLATION	MNDOT	Manage	S2
2003		TH 55	1910-38	SC	1,590,000	0	0	0	1,590,000	0	AT E JCT CSAH 42-REALIGN INTERSECTION, ETC	MNDOT	Manage	E1
2003		TH 55	2723-109	RS	1,775,500	1,420,400	0	0	355,100	0	ROCKFORD RD TO I-494-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2003		TH 55	2724-112	MC	318,000	0	0	0	318,000	0	FROM 46TH ST TO 50TH ST IN MINNEAPOLIS-LANDSCAPING	MNDOT	Expand	O6
2003		TH 55	2724-113	MC	318,000	0	0	0	318,000	0	FROM 50TH ST TO 54TH ST IN MINNEAPOLIS-LANDSCAPING	MNDOT	Expand	O6
2003		TH 55	CM-21-99	TM	7,287,500	5,830,000	0	0	257,500	1,200,000	FORT SNELLING MULTI-MODAL TRANSIT STATION	MNDOT	Manage	E6
2004		TH 55	1909-84	RS	735,000	0	0	0	735,000	0	MENDOTA HEIGHTS RD IN MENDOTA HEIGHTS TO ARGENTA TRAIL IN INVER GROVE HEIGHTS-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S19
2004		TH 55	1910-39	RS	585,000	0	0	0	585,000	0	0.3 MI W OF HASTINGS CITY LIMITS TO TH 61 IN HASTINGS-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2004		TH 55	2723-6721	BI	100,000	0	0	0	100,000	0	WB OVER UP RR IN PLYMOUTH & OVER CP RR IN GOLDEN VALLEY-PAINT BR 6721 & PARTIAL PAINT BR 5891	MNDOT	Preserve	S10
2004		TH 55	2725-58	MC	337,080	0	0	0	337,080	0	FROM 54TH ST IN MINNEAPOLIS TO TH 62-LANDSCAPING	MNDOT	Expand	06
2004		TH 56	1911-19	RS	1,230,000	0	0	0	1,230,000	0	CSAH 88 IN RANDOLPH TO TH 50 IN HAMPTON-BITUMINOUS SEAL COAT	MNDOT	Preserve	S10
2002		TH 61	1913-56	RS	1,510,500	0	0	0	1,510,500	0	S JCT TH 316 TO N JCT TH 316-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2002		TH 61	6221-40	RS	2,226,000	0	0	0	2,226,000	0	W JCT I-94 TO ROSELAWN AVE-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2002		TH 61	6221-62062	BR	4,000,000	3,200,000	0	0	800,000	0	ARCADE ST OVER C&NW RY-RECONSTRUCT BR 5514	MNDOT	Replace	S19
2002		TH 61	8205-104	RS	850,000	0	0	0	850,000	0	MISSISSIPPI RIVER TO TH 10 NEAR HASTINGS-MILL & OVERLAY,ETC	MNDOT	Preserve	S10

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2002	10	TH 61	8205-99	MC	25,578,870	6,883,440	0	0	910,430	17,785,000	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 PROJECT)	MNDOT	Expand	A10
2002	10	TH 61	8205-99(UG)	MC	6,875,000	5,500,000	0	0		1,375,000	AT GLEN RD IN NEWPORT-GRADING, SURFACING, BRIDGE, ETC AS PART OF NEW INTERCHANGE	MNDOT	Expand	A05
2002		TH 61	8206-31	RS	88,254	0	0	0	88,254	0	NEAR 152ND ST N IN HUGO-REPLACE CULVERT	MNDOT	Preserve	A05
2003		TH 61	1913-5895	BI	1,060,000	0	0	0	1,060,000	0	OVER MISSISSIPPI RIVER AT HASTINGS-REPLACE UNDER DECK SCAFFOLDING ON BR 5895	MNDOT	Preserve	S19
2003		TH 61	6222-6692	BI	137,800	0	0	0	137,800	0	OVER BIKE TRAIL 1.2 MI S OF TH 36-OVERLAY & JOINTS ON BR 6692	MNDOT	Preserve	S10
2004		TH 61	6220-65	SC	100,000	0	0	0	100,000	0	AT LOWER AFTON ROAD IN ST PAUL-INSTALL DUAL LEFT TURN LANES	MNDOT	Manage	E1
2004		TH 61	6222-62092	BR	1,696,000	0	0	0	1,696,000	0	OVER RR NE OF JCT TH 244-REPLACE BR 6688	MNDOT	Replace	S19
2004	10	TH 61	8205-100	MC	16,145,000	5,000,000	5,475,000	2,440,000	3,230,000	0	VICINITY OF WAKOTA BRIDGE-RECONSTRUCT TH 61 AND ST PAUL PARK INTERCHANGE, FR RDS, BRS, ETC(AC PROJECT)	MNDOT	Expand	A10
2004		TH 61	8205-9071	BI	240,000	0	0	0	240,000	0	UNDER CHEMOLITE RD & CSAH 22; CSAH 22 OVER CP RAIL-PAINT BRS 9071, 9410 & 9411	MNDOT	Preserve	S10
2004		TH 61	8207-54	SC	382,024	0	0	0	382,024	0	IN FOREST LAKE-ADD 12 TURN LANES	MNDOT	Manage	E1
2004		TH 61	8207-55	SC	1,250,000	0	0	0	1,250,000	0	AT S JCT TH 97 IN FOREST LAKE TOWNSHIP-REALIGNMENT, TURN LANES, SIGNAL INSTALLATION	MNDOT	Manage	E1
2002		TH 62	2774-07	RS	3,280,000	0	0	0	3,280,000	0	TH 100 TO I-35W-MILL & BITUMINOUS OVERLAY	MNDOT	Preserve	S10
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	2775-09	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	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
2002		TH 65	0207-67	SH	355,000	319,500	0	0	35,500	0	AT 81ST AVENUE-SIGNAL REBUILD & GRADE CORRECTION	MNDOT	Manage	S2
2002		TH 65	0207-71	SH	50,000	45,000	0	0	5,000	0	AT 51ST STREET IN FRIDLEY-CLOSE MEDIAN	MNDOT	Manage	S2
2002		TH 65	0208-102	SH	2,000,000	1,800,000	0	0	200,000	0	89TH AVE TO 93RD AVE IN BLAINE-AUXILIARY LANE;SIGNAL REBUILD W/CROSS STREET CHANNELIZATION AT 89TH	MNDOT	Manage	S2

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	AC$	State $	Other $	Description	Agency	Category	AQ
2002		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
2002		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
2003		TH 65	0207-77	SC	220,000	0	0	0	220,000	0	AT MISSISSIPPI ST IN FRIDLEY-TRAFFIC SIGNAL REBUILD	MNDOT	Manage	E2
2003		TH 65	0208-115	SC	250,000	0	0	0	250,000	0	AT CROSSTOWN BLVD(CSAH 18) IN HAM LAKE-TRAFFIC SIGNAL REBUILD & INTERCONNECT	MNDOT	Manage	E2
2003		TH 65	2710-2440	BI	1,770,200	0	0	0	1,770,200	0	OVER MISSISSIPPI RIVER & OVER BNSF RR-OVERLAY & REPAIR JOINTS ON BR 2440; REPAIR JOINTS ON BR 27164	MNDOT	Preserve	S19
2002		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
2002		TH 77	2758-9600	BI	400,000	0	0	0	400,000	0	OVER MINNESOTA RIVER-PARTIAL PAINT BR 9600	MNDOT	Preserve	S10
2002		TH 77	2758-9600A	BI	156,000	0	0	0	156,000	0	OVER MINNESOTA RIVER-REHABILITATE MODULAR JOINTS ON BR 9600	MNDOT	Preserve	S19
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
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	2781-337	RD	1,800,000	1,620,000	0	0	180,000	0	LOWRY HILL TUNNEL-REPLACE LIGHTING, ETC	MNDOT	Preserve	O6
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		I-94	2781-401	RD	50,000	0	0	0	50,000	0	AT BROADWAY IN MINNEAPOLIS-DRAINAGE AND SLOPE CORRECTIONS	MNDOT	Preserve	E4
2002	7	I-94	2786-115	MC	23,000,000	0	0	0	0	23,000,000	TH 169 TO ZANE AVE N-TEMP WIDEN OUTSIDE, REPLACE PAVEMENT AND ADD 3RD LANE	MNDOT	Expand	A05
2002		I-94	6282-179	TM	1,800,000	0	0	0	1,800,000	0	TH 280 TO WB I-94-HOV RAMP METER BYPASS	MNDOT	Manage	S7
2002		I-94	6282-181	NO	2,000,000	0	0	0	2,000,000	0	VICTORIA TO ST ALBANS(NORTH SIDE) IN ST PAUL-NOISE WALL	MNDOT	Other	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

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	AC$	State $	Other $	Description	Agency	Category	AQ
2003		I-94	2780-27906	BI	2,120,000	0	0	0	2,120,000	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	2786-116	MC	18,000,000	6,000,000	0	9,000,000	0	3,000,000	ZANE AVE TO TH 100-TEMP WIDEN OUTSIDE, REPLACE PAVEMENT & ADD 3RD LANE FROM ZANE TO CSAH 152	MNDOT	Expand	A05
2003	7	I-94	2786-117	MC	22,000,000	2,000,000	0	16,700,000	3,300,000		FROM W JCT I-494 TO TH 169-TEMP WIDEN, REPLACE PAVEMENT, ADD 3RD LANE, ETC(AC PROJECT)	MNDOT	Expand	A05
2003	7	I-94	2786-118	SC	260,000	0	0	0	260,000	0	AT CSAH 81 IN BROOKLYN PARK-REPAIR & RELOCATE LIGHTING FIXTURES	MNDOT	Manage	S18
2003	7	I-94	2786-120	RS	2,500,000	2,250,000	0	0	250,000	0	BROOKLYN BLVD TO TH 252-BITUMINOUS OVERLAY	MNDOT	Preserve	S10
2003		I-94	6282-184	NO	700,000	0	0	0	700,000	0	ON THE SOUTH SIDE OF I-94 FROM CRETIN AVE TO WILDER-NOISE ABATEMENT	MNDOT	Other	O3
2003		I-94	6282-9377	BI	1,526,400	0	0	0	1,526,400	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		I-94	6283-155	TM	2,800,000	0	0	0	2,800,000	0	MOUNDS BLVD TO W JCT TH 95-INCIDENT MANAGEMENT SYSTEM	MNDOT	Manage	S7
2003		I-94	8282-92	RS	4,240,000	3,816,000	0	0	424,000	0	TH 120 TO ST CROIX RIVER-CONCRETE RETROFIT	MNDOT	Preserve	S10
2003		I-94	8282-93	RB	250,000	0	0	0	250,000	0	AT ST CROIX WEIGH STATION-EXPAND PARKING, ETC	MNDOT	Other	E5
2004		I-94	2780-57	TM	900,000	0	0	0	900,000	0	FROM 95TH IN MAPLE GROVE TO TH 101 IN ROGERS-INCIDENT MANAGEMENT SYSTEM	MNDOT	Manage	S7
2004		I-94	2781-27727	BI	100,000	0	0	0	100,000	0	ON RAMP OVER GLENWOOD & RR IN MINNEAPOLIS-PARTIAL PAINT BRS 27727B & 27728	MNDOT	Preserve	S10
2004	7	I-94	2786-116AC	MC	9,000,000	9,000,000	0	0	0	0	ZANE AVE TO TH 100-TEMP WIDEN OUTSIDE, REPLACE PAVEMENT & ADD 3RD LANE FROM ZANE TO CSAH 152(AC PAYBACK)	MNDOT	Expand	A05
2004	7	I-94	2786-117AC	MC	8,700,000	8,700,000	0	0	0	0	FROM W JCT I-494 TO TH 169-TEMP WIDEN, REPLACE PAVEMENT, ADD 3RD LANE, ETC(AC PAYBACK)	MNDOT	Expand	A05
2004		I-94	6282-62808	BI	1,380,000	0	0	0	1,380,000	0	WB OVER TH 280 RAMPS & TH 280 UNDER MC RR & WABASH; NB OVER RAMPS-PAINT BRS 62808,62812,62842,62843, & 62844	MNDOT	Preserve	S10
2004		I-94	6283-167	RS	2,510,000	2,259,000	0	0	251,000	0	MOUNDS BLVD TO 0.5 MI E OF TH 61 IN ST PAUL-CONCRETE PAVEMENT REPAIR	MNDOT	Preserve	S10
2004		I-94	6283-168	RS	1,670,000	0	0	0	1,670,000	0	0.2 MI E OF RUTH ST IN ST PAUL TO 0.3 MI E OF RAMSEY/WASHINGTON CO LINE IN WOODBURY	MNDOT	Preserve	S10
2002		TH 95	8825-88	RD	420,000	0	0	0	420,000	0	ON TH 95 FROM I-94 TO TAYLORS FALLS-CULVERT REPLACEMENT	MNDOT	Preserve	A05

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	AC$	State $	Other $	Description	Agency	Category	AQ
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	2735-134AC	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	2735-159AC	MC	10,000,000	10,000,000	0	0	0	0	39TH AVE N TO INDIANA AVE-RECONSTRUCT EXPRESSWAY, NEW INTERCHANGE AT CSAH 81, ETD(AC PAYBACK)	MNDOT	Expand	E3
2002	8	TH 100	2735-172	MC	15,000,000	0	0	4,000,000	0	11,000,000	GOLDEN VALLEY RD TO N OF DULUTH ST IN GOLDEN VALLEY-GRADING, SURFACING, BRIDGE, ETC	MNDOT	Expand	A05
2002	8	TH 100	2755-76	MC	4,770,000	0	0	0	0	4,770,000	CP RR OVER TH 100 NEAR FRANCE AVE-BR 27281(REPLACE BR 6446) & TRACK APPROACH	MNDOT	Expand	A05
2002	8	TH 100	2755-77	MC	1,060,000	0	0	0	0	1,060,000	FRANCE AVENUE FRONTAGE RD CONNECTION-GRADE & SURFACE	MNDOT	Expand	A05
2003		TH 100	2734-39	SC	440,000	0	0	0	440,000	0	AT W 50TH ST E & AT W RAMPS IN EDINA-TRAFFIC SIGNAL REBUILD	MNDOT	Manage	E2
2003	8	TH 100	2735-159AC	MC	10,000,000	10,000,000	0	0	0	0	39TH AVE N TO INDIANA AVE-RECONSTRUCT EXPRESSWAY, NEW INTERCHANGE AT CSAH 81, ETC(AC PAYBACK)	MNDOT	Expand	E3
2003	8	TH 100	2735-172AC	MC	4,000,000	4,000,000	0	0	0	0	GOLDEN VALLEY RD TO N OF DULUTH ST IN GOLDEN VALLEY-GRADING, SURFACING, BRIDGE, ETC(AC PAYBACK)	MNDOT	Expand	A05
2003	8	TH 100	2755-75	MC	9,500,000	4,330,000	0	0	0	5,170,000	INDIANA AVENUE TO 50TH AVE N-GRAD, SURF, BRS, ETC- UPGRADE TO FREEWAY	MNDOT	Expand	A05
2003		TH 100	2755-78	SC	190,000	0	0	0	190,000	0	AT CSAH 152 & AT CSAH 10 IN BROOKLYN CENTER-REPLACE LIGHTING SYSTEM	MNDOT	Manage	S18
2004		TH 100	2735-5598	BI	100,000	0	0	0	100,000	0	UNDER MINNETONKA BLVD IN ST LOUIS PARK-DECK REPAIR & RAIL REHAB ON BR 5598	MNDOT	Preserve	S19
2003		TH 101	1009-1822	BI	318,000	0	0	0	318,000	0	OVER BLUFF CREEK NEAR TH 212-REPLACE BR 1822	MNDOT	Preserve	S19
2003		TH 120	6227-56	SC	580,000	0	0	0	580,000	0	AT I-694 & AT JOY ROAD-TURN LANES, TRAFFIC SIGNAL, WIDEN ROADWAY, ETC	MNDOT	Manage	E1
2003		TH 120	6227-58	SC	795,000	0	0	0	795,000	0	AT LOWER AFTON RD IN WOODBURY/MAPLEWOOD-SIGNAL INSTALLATION & CHANNELIZATION	MNDOT	Manage	E1
2004		TH 120	6227-60	RS	1,285,000	0	0	0	1,285,000	0	4TH ST N IN MAPLEWOOD TO 0.2 MI N OF CO RD D IN WHITE BEAR LAKE-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2004		TH 120	8220-9883	BI	500,000	0	0	0	500,000	0	OVER I-494 IN WOODBURY-REHABILITATE BRS 9883 & 82017	MNDOT	Preserve	S19
2003		TH 149	1916-23	SC	85,000	0	0	0	85,000	0	AT OPPERMAN/BECKER RD(CO RD 73) IN EAGAN-TRAFFIC SIGNAL REVISION	MNDOT	Manage	E2

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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	265,000	0	0	0	265,000	0	OVER MISSISSIPPI RIVER & RR-REHABILITATE MODULAR JOINTS ON HIGH BRIDGE 62090	MNDOT	Preserve	S10
2004		TH 149	1916-21	SC	393,260	0	0	0	393,260	0	AT WESCOTT RD IN EAGAN/INVER GROVE HEIGHTS-REALIGN INTERSECTION, RESTRIPING, TURN LANES, ETC	MNDOT	Manage	E1
2004		TH 149	1916-22	SC	75,000	0	0	0	75,000	0	AT S JCT TH 55 IN EAGAN-INSTALL FREE-RIGHT TURN FROM EB TH 149 TO SB TH 55	MNDOT	Manage	E1
2002		TH 169	2772-36	TM	1,897,190	800,000	0	0	1,097,190	0	I-494 TO I-94-SHOULDER REHABILITATION FOR BUS USE	MNDOT	Manage	A05
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	2772-39	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	Other	O3
2003		TH 169	2750-6890	BI	106,000	0	0	0	106,000	0	OVER ELM CREEK-OVERLAY BRS 6890 & 6891	MNDOT	Preserve	S19
2003		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	Other	O3
2003		TH 169	2776-02	RW	10,000,000	0	0	0	0	10,000,000	AT ANDERSON LAKES PARKWAY & AT PIONEER TRAIL-R/W ACQUISITION FOR FUTURE INTERCHANGE CONSTRUCTION	MNDOT	Other	O4
2003		TH 169	7008-45	RW	5,000,000	0	0	0	0	5,000,000	IN BELLE PLAINE-R/W ACQUISITION FOR FUTURE INTERCHANGE CONSTRUCTION	MNDOT	Other	O4
2004		TH 169	2772-27079	BI	225,000	0	0	0	225,000	0	OVER TH 62/212 & OVER MINNETONKA BLVD-DECK REPAIR ON BRS 27079, 27080, & 27531	MNDOT	Preserve	S19
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	2762-22	MC	230,000	184,000	0	0	46,000	0	MITCHELL RD TO I-494-LANDSCAPING	MNDOT	Expand	O6
2002	9	TH 212	TRLF-02-5	RW	15,000,000	0	0	0	0	15,000,000	CSAH 4 IN HENNEPIN COUNTY TO COLOGNE-R/W ACQUISITION	MNDOT	Other	AQ2
2003		TH 212	1012-20	RS	821,500	0	0	0	821,500	0	W JCT TH 25 TO CO RD 134-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2003		TH 212	2745-29	SC	212,000	0	0	0	212,000	0	AT VALLEY VIEW RD IN EDEN PRAIRIE-CHANNELIZATION, RESTRIPING, ETC	MNDOT	Manage	E1
2003		TH 242	0212-41	RC	6,360,000	0	0	0	6,360,000	0	FROM COON CREEK BLVD TO THRUSH ST-RECONSTRUCT, LAND BRIDGE, ETC	MNDOT	Replace	S19
2004		TH 244	8219-20	RS	1,000,000	0	0	0	1,000,000	0	RIDGE WAY IN MAHTOMEDI TO TH 96 IN DELLWOOD-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10
2004		TH 280	6241-62853	BI	310,000	0	0	0	310,000	0	NB UNDER I-35W RAMP IN ROSEVILLE-PAINT BR 62853	MNDOT	Preserve	S10
2004		TH 282	7011-20	RS	2,000,000	0	0	0	2,000,000	0	TH 21 IN JORDAN TO TH 13 IN SPRING LAKE TWP-BITUMINOUS MILL & OVERLAY	MNDOT	Preserve	S10

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	AC$	State $	Other $	Description	Agency	Category	AQ
2003		TH 316	1926-16	SH	424,000	381,600	0	0	42,400	0	AT 190TH STREET IN RAVENNA TWP-REALIGN INTERSECTION & ADD TURN LANES	MNDOT	Manage	S2
2003		TH 316	1926-17	RD	4,558,000	3,646,400	0	0	911,600	0	S JCT TH 61 TO N JCT TH 61 IN HASTINGS-MILL & OVERLAY, SHOULDER WIDENING, ETC(GOODHUE CO PORTION BEING PAID OUT OF ATP 6)	MNDOT	Preserve	S10
2003		I-394	2789-117	SC	120,000	0	0	0	120,000	0	AT RIDGEDALE DRIVE RAMP TERMINII & S FRONTAGE RD IN MINNETONKA-TRAFFIC SIGNAL REVISIONS	MNDOT	Manage	E2
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
2002	11	I-494	2785-327	MC	18,350,000	0	0	0	0	18,350,000	TH 5 TO E OF W BUSH LAKE RD-GRADING, SURFACING, BRS, ETC 3RD LANE EACH DIRECTION	MNDOT	Expand	A05
2002		I-494	8285-87	MC	1,500,000	0	0	0	0	1,500,000	ON RED ROCK RD IN NEWPORT-RELOCATE CONNECTION TO MAXWELL AVENUE	MNDOT	Expand	NC
2003	11	I-494	2785-301	MC	27,000,000	1,350,000	0	0	0	25,650,000	E OF W BUSH LAKE RD TO TH 100-GRADING, SURFACING, BRS, ETC 3RD LANE EACH DIRECTION	MNDOT	Expand	A05
2003		I-494	2785-331	SC	80,000	0	0	0	80,000	0	E JCT TH 5 TO W JCT I-94-CAMERA & END EQUIPMENT PRESERVATION	MNDOT	Manage	S7
2003	10	I-494	8285-79	MC	34,800,000	0	800,000	7,900,000	100,000	26,000,000	VICINITY OF WAKOTA BRIDGE-CONSTRUCT NORTH RING ROAD, BAILEY, MAXWELL, TH 61, 11 BRIDGES	MNDOT	Expand	A10
2003	10	I-494	8285-80	MC	104,300,000	3,700,000	0	85,000,000	5,000,000	10,600,000	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 PROJECT)	MNDOT	Expand	A10
2004		I-494	1985-124	SC	70,000	0	0	0	70,000	0	ON RAMP FROM SB TH 52 TO WB I-494-INSTALLATION OF SLOTTED VANE DRAINS	MNDOT	Manage	S2
2004		I-494	2785-27906	BI	350,000	0	0	0	350,000	0	AT W JCT I-94, 49TH AVE N, CP RAIL, & CO RD 47 IN MAPLE GROVE & PLYMOUTH-DECK REPAIR ON BRS 27906, 27907, 27973, 27974, 27975, 27976, 27977, & 27978	MNDOT	Preserve	S19
2004		I-494	2785-317	RS	5,618,000	5,056,200	0	0	561,800	0	34TH AVE TO TH 100-OVERLAY, GUARDRAIL, MEDIAN BARRIER, CULVERTS, ETC	MNDOT	Preserve	S19
2004		I-494	2785-9834	BI	630,000	0	0	0	630,000	0	UNDER CHESIRE LN, CSAH 9, & FISH LAKE RD; OVER 49TH AVE N & CP RAIL-PAINT BRS 9834, 27972, 27905, 27973, 27974, 27975 & 27976	MNDOT	Preserve	S10

TABLE A-20
All Projects By Route Number

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	AC$	State $	Other $	Description	Agency	Category	AQ
2004	10	I-494	8285-80AC1	MC	17,000,000	17,000,000	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 PAYBACK)	MNDOT	Expand	A10
2002	12	TH 610	2771-27	RB	171,570	0	0	0	171,570	0	W OF W BROADWAY TO JEFFERSON IN BROOKLYN PARK-LANDSCAPING	MNDOT	Other	O6
2003	12	TH 610	0217-18	MC	492,900	0	0	0	492,900	0	W RIVER RD TO COON RAPIDS BLVD-LANDSCAPING	MNDOT	Expand	S10
2003		TH 610	0217-20	SC	50,000	0	0	0	50,000	0	AT E RIVER RD RAMPS IN COON RAPIDS-TRAFFIC SIGNAL REVISION/REBUILD & INTERCONNECT	MNDOT	Manage	E2
2004	12	TH 610	2771-31	MC	9,000,000	0	7,200,000	0	1,800,000	0	REALIGN CSAH 81 IN THE VICINITY OF TH 610-GRADING, SURFACING, BR, ETC	MNDOT	Expand	A10
2004	12	TH 610	2771-32	MC	17,750,000	0	14,200,000	0	3,550,000	0	AT CSAH 130, RANCHVIEW, ZACHARY LN, JEFFERSON, PED BR, REVERE LN, HEMLOCK, FERNBROOK-CONSTRUCT OVERPASSES & APPROACHES, ETC	MNDOT	Expand	A10
2002		I-694	6286-62825	BI	593,600	0	0	0	593,600	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
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		I-694	0285-61	SC	35,000	0	0	0	35,000	0	AT E RIVER RD S RAMP IN FRIDLEY-TRAFFIC SIGNAL REVISION/REBUILD & INTERCONNECT	MNDOT	Manage	E2
2003	2	I-694	6285-120	RC	3,000,000	1,200,000	0	1,500,000	300,000	0	RICE ST TO E JCT I-35E-GRADING, SURFACING, BRS, ETC AS PART OF WEAVE CORRECTION W/I35E(AC PROJECT)	MNDOT	Replace	A05
2003		I-694	6285-128	TM	800,000	0	0	0	800,000	0	I-35W IN NEW BRIGHTON & ARDEN HILLS TO RICE ST IN SHOREVIEW & VADNAIS HTS-INCIDENT MANAGEMENT SYSTEM	MNDOT	Manage	S7
2003		I-694	6285-129	SC	75,000	0	0	0	75,000	0	AT VICTORIA ST IN SHOREVIEW-REPLACE LIGHTING SYSTEM	MNDOT	Manage	S18
2003		I-694	6285-9209	BI	879,800	791,820	0	0	87,980	0	OVER ISLAND LAKE CHAIN-WIDEN & REDECK BRS 9209 & 9210	MNDOT	Preserve	S19
2003		I-694	6285-9301	BI	848,000	763,200	0	0	84,800	0	EB OVER NB TH 51 & OVER SB TH 51 RAMP-REHAB DECK ON BRS 9301,9302	MNDOT	Preserve	S19
2003		I-694	8286-58	NO	400,000	0	0	0	400,000	0	ON THE WEST SIDE OF I-694 FROM UPPER 36TH ST TO 38TH ST IN OAKDALE-NOISE ABATEMENT	MNDOT	Other	O3
2004	2	I-694	6285-120AC	RC	1,500,000	1,500,000	0	0	0	0	RICE ST TO E JCT I-35E-GRADING, SURFACING, BRS, ETC AS PART OF WEAVE CORRECTION W/I35E(AC PAYBACK)	MNDOT	Replace	A05
2004		I-694	6285-125	RC	8,427,000	0	0	0	8,427,000	0	AT TH 49(RICE ST) IN VADNAIS HEIGHTS/SHOREVIEW-REPLACE BR 6580, APPROACHES, ETC	MNDOT	Replace	A10

TABLE A-20
All Projects By Route Number

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	AC$	State $	Other $	Description	Agency	Category	AQ
2004		I-694	6286-46	SC	200,000	0	0	0	200,000	0	EB I-694 OFF RAMP TO TH 61 IN MAPLEWOOD-WIDEN RAMP FOR DUAL RIGHT TURN LANES	MNDOT	Manage	E1
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		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
2002		TH	6200-26	TM	1,000,000	0	0	0	1,000,000	0	REGIONAL TRAFFIC MANAGEMENT CENTER-FIBER OPTIC INSTALLATION	MNDOT	Manage	S7
2002		TH 999	6200-25AC	TM	5,500,000	5,500,000	0	0	0	0	REGIONAL TRAFFIC MANAGEMENT CENTER-CONSTRUCT BUILDING & EQUIPMENT(AC PAYBACK)	MNDOT	Manage	NC
2002		TH 999	6200-25B	TM	7,900,000	0	0	0	5,000,000	2,900,000	REGIONAL TRAFFIC MANAGEMENT CENTER-EQUIPMENT, ETC	MNDOT	Manage	NC
2002		TH 999	880M-AM-02	AM	1,000,000	0	0	0	1,000,000	0	METRO SETASIDE - COOPERATIVE AGREEMENTS - 2002	MNDOT	Other	NC
2002		TH 999	880M-BI-02	BI	2,060,000	0	0	0	2,060,000	0	METRO SET ASIDE FOR BRIDGE IMPROVEMENTS FOR F7 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	35,000,000	0	0	0	35,000,000	0	METRO SET ASIDE FOR RIGHT OF WAY 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	2,000,000	0	0	0	2,000,000	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

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		TH 999	8825-59	SC	80,000	0	0	0	80,000	0	METROWIDE-RELOCATE REOCCURING 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
2002		TH 999	8825-70	SC	200,000	0	0	0	200,000	0	ON METRO AREA FREEWAYS-REPLACE LOOP DETECTORS	MNDOT	Manage	S7
2002		TH 999	8825-71	SC	1,650,000	0	0	0	1,650,000	0	ON METRO AREA FREEWAYS-REPLACE CHANGEABLE MESSAGE SIGNS	MNDOT	Manage	S7
2002		TH 999	TRLF-RW-0	RW	3,500,000	2,800,000	0	0	700,000	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
2002		TH 999	UYC-02	RX	250,000	200,000	0	0	50,000	0	URBAN YOUTH CORPS-MISCELLANEOUS MAINTENANCE TASKS	MNDOT	Preserve	NC
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	4,900,000	0	0	0	4,900,000	0	AT VARIOUS LOCATIONS IN METRO DIVISION-BRIDGE REPAIRS	MNDOT	Preserve	S19
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	1,500,000	1,200,000	0	0	300,000	0	METRO SET ASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2003	MNDOT	Preserve	S10
2003		TH 999	880M-RW-0	RW	23,500,000	0	0	0	23,500,000	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	1,450,000	0	0	0	1,450,000	0	METRO SET ASIDE FOR TURN LANE & TRAFFIC ENGINEERING PRESERVATION PROJECTS FOR FY 2003	MNDOT	Manage	E1
2003		TH 999	880M-TE-03	SC	1,500,000	0	0	0	1,500,000	0	METRO SET ASIDE FOR HYDRAULICS & GUARDRAIL PRESERVATION PROJECTS FOR FY 2003	MNDOT	Manage	NC
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	8825-100	SC	100,000	0	0	0	100,000	0	METROWIDE-TRAFFIC SIGNAL CONTROLLER/CABINET REPLACEMENT	MNDOT	Manage	E2
2003		TH 999	8825-101	SC	1,000,000	0	0	0	1,000,000	0	METROWIDE-REPLACE CROSS STREET & RAMP SIGNING AT NUMEROUS LOCATIONS ON THE I-494/I-694 RING	MNDOT	Manage	O8
2003		TH 999	8825-72	TM	30,000	0	0	0	30,000	0	METOWIDE-INDIVIDUALIZE JOINED RAMP METERS	MNDOT	Manage	S7
2003		TH 999	8825-73	TM	200,000	0	0	0	200,000	0	METROWIDE-REPLACE DETECTOR CARDS	MNDOT	Manage	S7

TABLE A-20
All Projects By Route Number

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	AC$	State $	Other $	Description	Agency	Category	AQ
2004		TH 999	8825-93	TM	200,000	0	0	0	200,000	0	DIVISIONWIDE-UPGRADE/ADDITIONAL VIDEO EQUIPMENT FOR INCIDENT MANAGEMENT	MNDOT	Manage	S7
2004		TH 999	8825-94	TM	800,000	0	0	0	800,000	0	METROWIDE-FURNISH & INSTALL CHANGEABLE MESSAGE SIGNS	MNDOT	Manage	S7
2004		TH 999	8825-95	TM	250,000	0	0	0	250,000	0	METROWIDE-REPLACE LOOP DETECTORS	MNDOT	Manage	S7
2004		TH 999	8825-96	TM	400,000	0	0	0	400,000	0	METROWIDE-PURCHASE TMS CABINETS	MNDOT	Manage	S7
2004		TH 999	8825-97	TM	120,000	0	0	0	120,000	0	METROWIDE-REPLACE RAMP CONTROL SIGNALS	MNDOT	Manage	S7
2004		TH 999	8825-98	TM	500,000	0	0	0	500,000	0	METROWIDE-CABINET UPGRADES FOR ITS	MNDOT	Manage	S7
2004		TH 999	TRLF-RW-0	RW	3,600,000	2,880,000	0	0	720,000	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
2004		TH 999	UYC-04	RX	250,000	200,000	0	0	50,000	0	URBAN YOUTH CORPS-MISCELLANEOUS MAINTENANCE TASKS	MNDOT	Preserve	NC
2002		TH 21	7002-38	AM	540,000	0	0	0	540,000	0	FROM TH 19 TO CSAH 37 IN NEW PRAGUE-ACCESS CLOSURES, CURB & GUTTER, MILL & OVERLAY, REALIGNMENT	NEW PRAGUE	Other	E2
2002		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
2002		I-494	2785-329	AM	158,760	0	0	0	158,760	0	AT PENN AVE IN RICHFIELD-NORTH FRONTAGE ROAD EXTENSION	RICHFIELD	Other	E2
2003		TH 3	1921-73	AM	540,000	0	0	0	540,000	0	FROM CSAH 42 TO 145TH ST IN ROSEMOUNT-ACCESS CLOSURES, CURB & GUTTER, STREET SCAPING(ACCESS MGMT $$)	ROSEMOUNT	Other	E1
2002		TH 7	2706-204	AM	75,600	0	0	0	75,600	0	AT FREEMAN PARK IN SHOREWOOD-CLOSE PARK ACCESS TO TH 7	SHOREWOOD	Other	NC
2002		TH 156	1912-53	AM	64,800	0	0	0	64,800	0	NEAR SIMON'S RAVINE IN SOUTH ST PAUL-STORM SEWER CONSTRUCTION(PHASE 2)	SOUTH ST PAUL	Other	NC
2002		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
2002		TH 7	1004-27	AM	70,200	0	0	0	70,200	0	AT ZUMBRA LANE AND AT VIRGINIA SHORES IN VICTORIA-ACCESS CLOSURE & IMPROVEMENT	VICTORIA	Other	E1
2002		I-94	8282-98	AM	626,400	0	0	0	626,400	0	AT CSAH 13 & N FRONTAGE ROAD IN WOODBURY-TRAFFIC SIGNAL INSTALLATION, FRONTAGE RD IMPROVEMENTS	WASHINGTON COUNTY	Other	E2
2002		TH 95	8209-43	AM	324,000	0	0	0	324,000	0	AT PICKETT AVE/56TH STREET IN BAYPORT & OAK PARK HEIGHTS-ACCESS REALIGNMENT, CURB & GUTTER, STORM SEWER, ETC	WASHINGTON COUNTY	Other	NC
					1,488,282,575	448,707,343	72,173,560	249,549,000	348,001,639	364,101,033				

TABLE A-20
All Projects By Route Number

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	AC$	State $	Other $	Description	Agency	Category	AQ
2003		TH 999	8825-75	SC	53,000	0	0	0	53,000	0	AT 5 RURAL LOCATIONS IN METRO-INTERSECTION LIGHTING	MNDOT	Manage	S18
2003		TH 999	8825-89	TM	200,000	0	0	0	200,000	0	DIVISIONWIDE-UPGRADE/ADDITIONAL VIDEO EQUIPMENT FOR INCIDENT MANAGEMENT	MNDOT	Manage	S7
2003		TH 999	8825-90	TM	1,000,000	0	0	0	1,000,000	0	METROWIDE-FURNISH & INSTALL CHANGEABLE MESSAGE SIGNS	MNDOT	Manage	S7
2003		TH 999	8825-91	TM	250,000	0	0	0	250,000	0	METROWIDE-REPLACE LOOP DETECTORS	MNDOT	Manage	S7
2003		TH 999	8825-92	TM	400,000	0	0	0	400,000	0	METROWIDE-PURCHASE TMS CABINETS	MNDOT	Manage	S7
2003		TH 999	8825-99	SC	540,000	0	0	0	540,000	0	METROWIDE-RELAMP LIGHTING FIXTURES(ONE METRO QUADRANT)	MNDOT	Manage	S7
2003		TH 999	TRLF-RW-03	RW	3,800,000	3,040,000	0	0	760,000	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
2003		TH 999	UYC-03	RX	250,000	200,000	0	0	50,000	0	URBAN YOUTH CORPS-MISCELLANEOUS MAINTENANCE TASKS	MNDOT	Preserve	NC
2004		TH 999	8809-75	TM	3,200,000	0	0	0	3,200,000	0	ON I-494 FROM PILOT KNOB TO CONCORD, AND ON TH 52 FROM I-494 TO I-94-INCIDENT 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	2,600,000	0	0	0	2,600,000	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	Other	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	1,800,000	0	0	0	1,800,000	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-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-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

Appendix B.

Conformity Documentation

Of the 2002-2004 Transportation Improvement Program (TIP) to the 1990 Clean Air Act Amendments
June 20, 2001

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 2000 Transportation Policy Plan (TPP) and 2002-2004 Transportation Improvement Program (TIP). 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 TIP and lists the findings and conclusions to support the Metropolitan Council's (Council) determination that the TIP conforms to the requirements of the CAAA.

CONTENTS

I. CONFORMITY OF THE 2002-2004 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 socio-economic data (planning assumptions) to develop long range forecasts of regional highway and transit facilities needs. These forecasts were updated with year 2000 data and used in the TPP and the TIP. They are latest socio-economic forecasts used in the air quality analysis.

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 projects listed in Tables B-2 through B-5. The 1996 emissions budget analysis conducted used the MOBILE5B and EMIS mobile source emissions models. The analysis shows daily CO emissions in tons/day in the analysis years of 2005, 2010, 2020 and 2025 are less than the CO emission budget if the Action" (build) scenario of the TIP is implemented (see Table B-1). The CO emissions are estimated to be sustained below the budget for a reasonable period beyond the initial 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 to be built within the planning period of the TIP and is included in the air quality analysis. Both areas are also in the attainment area, but are outside the Council's planning 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, documents 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 TPP

J. The status of major transit projects programmed are provided in the TIP

K. 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 TIP is consistent with the 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 Council socioeconomic data used in the TPP.
5. The TIP air quality analysis uses the most recent EPA approved air quality models.	The CO emission estimates in Table B-1 of Appendix B 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 B-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 B-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 plan emission analysis.	No regionally significant projects are funded during the analysis years with nonfederal sources and therefore are not included in the emissions analysis.
8. Appropriately classify TIP projects as exempt from 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 B- 3 of Appendix B.
9.The TIP is fiscally constrained for the first two years.	The TIP is fiscally constrained as documented in Section 3 of the TIP document.
10. Leads to no increases in the number or severity of violations at any monitored site currently violating federal air quality standards.	The 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.	The 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 Transportation Advisory Board (TAB) and the Council to adopt the TIP were announced in regular Council publication of meeting notices and on its web site. The MPCA comments to the public hearing draft document is attached to the document circulated for public comments. Public involvement is guided by a Citizen Participation Plan in Appendix D of the TPP.
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. 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM CONTRIBUTION TO EMISSION REDUCTIONS IN THE TWIN CITIES CARBON MONOXIDE NON-ATTAINMENT AREA

The EPA in response to a MPCA request, redesignated the Twin Cites 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, 2020 and 2025. The results of the emissions analysis is shown in Table B-1 . A description of the methods and models used to prepare the CO calculations are in Section III of this appendix.

TABLE B-1
CO EMISSION BUDGET CONFORMITY TEST
TIP ACTION SCENARIOS DAILY CO EMISSIONS FOR ANALYSIS YEARS 2005, 2010, 2020, 2025 (Tons/day)

NETWORK	2005	2010	2020	2025
1996 BASELINE EMISSIONS BUDGET	1,114	1,114	1,114	1,114
ACTION (BUILD) SCENARIO	884	908	1,005	1,087
CO EMISSIONS BELOW THE EMISSIONS BUDGET	230	206	109	27

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

A. 2002-2004 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, 2020 and 2025. 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 (2001-2004), or;
  - have completed the NEPA process.

Projects used in the year 2005 network (Table B-2) is a revised network of the 2005 action scenario projects in the 2001 - 2004 TIP plus new projects identified in the 2002-2004 TIP. The projects used in the Action Scenarios for the years 2010 -2020 and 2025 networks are the same used in the TPP air quality conformity analysis and are listed in Tables B-3 through B-5. There are no regionally significant projects included in the scenarios that are funded from non-federal sources. The networks for the 2010, 2020 and 2025 analysis years were developed by adding the projects or making the changes by moving projects from one action scenario to another as warranted by changes to the timing of the project.

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 is assumed to remain constant throughout the 25 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 plan are shown in Table K- 1. CO emissions for the analysis years 2005, 2010, 2020 and 2025 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, implementation of a regional smart growth strategy that creates more compact, mixed use and pedestrian friendly development patterns through the Council's authority to periodically review local comprehensive plans, and make capital investments for the regional sewer collection and distribution system which it operates.

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 vehicle inspection maintenance program.

5. Adoption of a regional long-term (year 2040) growth management strategy in the *Blueprint* to contain growth in the urban fringe, limit growth in the rural areas while promoting more intensive development 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 HIGHWAY PROJECTS

EPA Transportation Exempt Projects

Pursuant to the Conformity Rule, the projects in the 2002-2004 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 B-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 plan 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 B-2 through B-4 lists the plan projects included in the air quality analysis as part of the "Action Scenario" for the analysis years 2005, 2010, 2020 and 2025.

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 plan. The construction of 3.8 miles of four- lanes on TH55 from 1.2 miles Northwest to 2.6 miles Southeast of TH25 in Buffalo programmed for the year 2003 in Wright County was included in the emissions analysis. In addition, the construction of a four- lane expressway by the year 2009 on TH55 from Buffalo to the Wright/Hennepin county line was included in the analysis. Exhibit B-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.

Tuesday, August 21, 2001

Twin Cities Metropolitan Area
2002-2004 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
2002		CITY	91-060-17	PL	31,200	24,960	0	0	6,240	GRAND ROUNDS CORRIDOR MANAGEMENT PLAN ADMINISTRATION-VOLUNTEER MGMT(SEED FUNDS)	MINNEAPOLIS PARK/REC BOARD	Other	NC
2002		CITY	91-060-19	PL	30,000	24,000	0	0	6,000	GRAND ROUNDS SCENIC BYWAY-A GRAND JOURNEY OF LEARNING:HISTORIC FIGURES AND STORIES OF THE GRAND ROUNDS	MINNEAPOLIS PARK/REC BOARD	Other	NC
2002		CSAH 37	164-060-01	EN	195,321	156,257	0	0	39,064	RENOVATION OF SHEPARD ROAD/MISSISSIPPI RIVER OVERLOOK	RAMSEY COUNTY	Other	S15
					256,521	0	0	0	51,304				

Table B- 2

REGIONALLY SIGNIFICANT TIP PROJECTS
2005 ACTION SCENARIO

Route	Year	Description	Agency
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.
CSAH31	2002	CR 58 in Lakeville to CSAH 42 in Apple valley - Reconstruct to 4-lane Roadway	Dakota Co.
CSAH 61	2003	North of Bren Road to South of CSAH 3 - Reconstruct to 4-lane roadway	Hennepin Co.
CSAH 13	2002	Hinton Avenue/Tower Drive: 4 Lane Divided Arterial	Washington
TH 100	2000	Glenwood Ave. to Duluth St.; construct freeway.	MnDOT
TH 100	2000	29th Ave. N to 39th Ave. N.; construct freeway.	MnDOT
TH 100	2001	39th Ave. to Twin Lakes; construct freeway	MnDOT
TH100	2003	Indiana Ave. to 50th 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-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
I-35E	2002	TH 13 to Sheppard Rd.; Add auxillary third lane – Replace Mississippi River Bridge (Stage 2).	MnDOT

Table B- 2

REGIONALLY SIGNIFICANT TIP PROJECTS
2005 ACTION SCENARIO

Route	Year	Description	Agency
79th St.	2002	On E. 79th St. From Cedar to 24th Ave. – Grading, surfacing, signals	City of Bloomington
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
TH 5	2002	From Th 41 to CSAH 17 - Grading, surfacing, widen to 4-lanes	MnDOT
I-94	2005	From Weaver Lake Road to Humboldt Ave.; reconstruction and 3rd lane addition	MnDOT

Table B- 3
REGIONALLY SIGNIFICANT TPP PROJECTS INCLUDED IN THE TIP AIR QUALITY ANALYSIS FOR THE YEAR 2010 ACTION SCENARIO

Route	Year	Description	Agency
I-694	--	From I-35W to Lexington Avenue add additional lanes in each direction	MnDOT
I-694	2010	From West of Jct. 35E to East of Jct. 35E Unweave	MnDOT
I-494	--	From TH 212 to I-394 add lane in each direction	MnDOT
I-494	--	Wakota Bridge from TH 61 to TH 56 – replace bridge and add lane in each direction	MnDOT
I-94	--	From Mcknight Road to TH 120; Add one lane	MnDOT
I-94	--	From Weaver Lake Road to I-694	MnDOT

Table B- 3
REGIONALLY SIGNIFICANT TPP PROJECTS INCLUDED IN THE TIP AIR QUALITY ANALYSIS FOR THE YEAR 2010 ACTION SCENARIO

Route	Year	Description	Agency
I-35W	2008	Construct interchange at Lake Street to provide full directional access.	MnDOT
I-35W	--	From TH 36 to Ramsey County Line – Metered freeway.	MnDOT
TH 61	--	From 60th St. to I-494 - reconstruction and add interchange	MnDOT
TH 169	--	From I-494 to I-94 corridor; complete alternative investment study to evaluate needed improvements.	MnDOT
TH 169	--	From I-94 to TH 610 corridor; complete alternative investment study to evaluate needed improvements.	MnDOT
TH 62	--	From I-494 to I-35W corridor; complete alternative investment study to evaluate needed improvements.	MnDOT
TH 100	--	From 36th St. to Cedar Lake Rd. corridor; add lane in each direction.	MnDOT
TH 280	--	From Como Ave. To TH 36; reconstruct interchanges.	MnDOT
TH 12	--	CSAH 6 to Wayzata Blvd. - construct new 2-lane freeway	MnDOT
TH 36	---	Stillwater/Holton - New river crossing over the St. Croix River (replace bridge 6724 river spans and east abuttment.	MnDOT
Phalen Blvd.	2004	From I-35E to Maryland Ave. – construct new urban arterial.	City of St. Paul

Table B-4

REGIONALLY SIGNIFICANT TPP PROJECTS
INCLUDED IN THE TIP
AIR QUALITY ANALYSIS FOR THE 2020 ACTION SCENARIO

Route	Year	Description	Agency
I-35W	--	From Washington Ave. to TH 36 corridor; complete alternative investment study to evaluate expansion needs	MnDOT
I-35W	-	From 46th Street to West of I-94	MnDOT
I-35E	2020	From I-94 to I-694; Add lanes	MnDOT
I-35E	2020	From 110 to 5; Widen to 6 lanes	MnDOT
I-494	--	From I-394 to I-94 corridor; Add one lane in each direction.	MnDOT
I-494	--	From TH 77 to TH 100 widen to 8 lanes.	MnDOT
TH 610	-	From TH 169 to County Road 130	MnDOT
TH 610	2020	From I-94 to County Road 130; Completion of new alignment.	MnDOT
I-694	2010	Form Lexington Avenue west to junction of I-35E - add one lane in each direction	
I-694	--	From east of junction with I-35E to TH 36 add lanes	MnDOT
TH 62	--	From I-35W to TH 55 corridor; complete alternative investment study to evaluate improvement needs	MnDOT
TH 212	--	From CSAH 4 to Lyman Blvd.	MnDOT

Table B-4

REGIONALLY SIGNIFICANT TPP PROJECTS INCLUDED IN THE TIP AIR QUALITY ANALYSIS FOR THE 2020 ACTION SCENARIO

Route	Year	Description	Agency
TH 61	--	Hastings Mississippi River Bridge replacement	MnDOT
TH 52	--	From Ramsey County Line to University Ave. – Replace Lafayette Bridge	
TH 212	2020	From I-494 to CR 147; New 4 lane freeway.	MnDOT
TH 36	--	From I-35W to I-35E add lane in each direction	MnDOT
TH 252	--	From 73rd Ave. North to TH 610 build six lane expressway	MnDOT

E. TRAVEL FORECASTING AND TRAFFIC ASSIGNMENT DOCUMENTATION

The traffic forecasts used to calculate the CO emissions listed in Table B-1 are based on the most recent socioeconomic data prepared by the Council for the 2000 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 (TBI). The information is available through the Council's Data Center. A new regional travel behavior inventory will be completed in 2002. Changes were made to modeling procedures for the transit network used in 2002-200' TIP conformity analysis to more accurately reflect the goals and future investment priorities contained in the TPP adopted by the Council in 2000. These networks were also used in the plan conformity analysis. 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 TBI.

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

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

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

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

5. Divided Arterial 10. HOV Ramp

The Geographic Information System (GIS) software was used to assign default speed based on 1990 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.

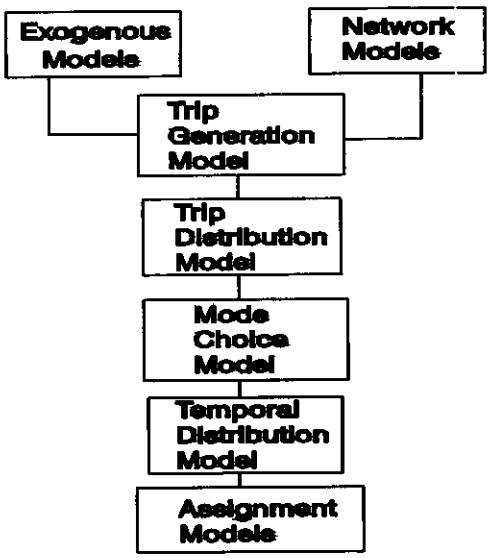
Temporal Distribution Model

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 LRT and the 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

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 Mobile5B 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. A description of the method to calculate CO emissions for Wright County is in Section III.D. Average speed factor table used for Wright County is in exhibit B- 1.

F. AIR QUALITY MODELING

A regional air quality analysis was prepared using the MOBILE5B and EMIS air quality analysis models. of Section VI. The MOBILE5B model is used to produce carbon monoxide emission factors from mobile sources for the region. Sample input files for MOBILE5B and EMIS are in Exhibit B- 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 MOBILE5B (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 5B 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 5B
- 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 B - 5

MOBILE5B INPUT VALUES

The EPA-MOBILE5B model produced the vehicular CO emissions for the inventory using the following input values:

Auto Registration	1990, 7-county area
Gasoline volatility	13.4 RVP
Ambient Temperature	31 degrees F.
Minimum temperature	16 degrees F.
Maximum temperature	38 degrees F.
Coldstarts	20.6% (default)
Hotstarts	27.3% (default)
Altitude	low altitude
Vehicle mix	MOBILE5B - default for light duty vehicles

IV. CONSULTATION

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). The Citizen Participation Plan was updated in the 2000 TPP. Revisions to the Citizen Participation Plan brought it into compliance with the public involvement process as defined in 23 CFR 450.316(b) and the most current revisions to the EPA conformity rules.

In addition to the Citizen Participation Plan, 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 . For example, open houses, comment mail-in cards, emails, letters, internet bulletin board and voice messages are used to attract participation at the open houses and solicit public comments. 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, implemented a communication plan with a strong stake holder emphasis such as ongoing neighborhood outreach and involvement .

The TIP is adopted after a public comment period. A public hearing is held by the TAB 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 and on the Council's web site. 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 TPP. Consultation will be continued through the public comment period to respond to comments and concerns raised by the agencies prior to final adoption by the Council.

The 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 TPP. In response to concerns raised by the MPCA and to improve the interagency consultative process relative to the conformity determination of the TPP and TIP, an interagency conformity work group provides a forum for interagency consultation. 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 plan document.

DATE	ACTIVITY
March, 2001	Representatives from Interagency Conformity Group (Council, MPCA, Mn/DOT) developed conformity review schedule , identified exempt projects. TIP revision procedures and conformity review schedule adopted by the TAB's Technical Advisory Committee (TAC) Funding and Programming Committee.
June, 2001	MPCA reviews TAC draft 2002-2004 TIP and provides comments to the Council for inclusion in the public review document adopted by the TAB.
July, 2001	TIP public comment period conducted by the TAB.
August., 2001	TAB conducts public hearing and responds to public review comments, adopts TIP and forwards it to the Council for approval . If major issues are raised during the comment period, the TIP adoption process would be extended before a final conformity determination is made.
September, 2001	Council adopts TIP and forwards to Mn/DOT for inclusion with the State Transportation Improvement Program that is forwarded by the department to the U.S. DOT by Mn/DOT.

The TAB and its Technical Advisory Committee are involved in the plan preparation 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 received on the TPP comment period and the Council's response, will be part of the public hearing record attached to the conformity determination documentation when submitted along with the TPP to Mn/DOT and submitted to the U.S Department of Transportation as part of the State Transportation Improvement Program.

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

Pursuant to the Conformity Rule, the Council reviewed the TPP and certifies that the TPP 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 B-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 B-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 in St. Paul, a CO Traffic Management System at the Snelling and University Avenue CO 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 B-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. Auto circulation has been enhanced by installing a system of electronic signage.
Alternative Fuels or Engines	

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

TWIN CITIES AREA TSM STRATEGIES	STATUS
• Gasohol demonstration project	• Council implemented an alternatives fuel testing program for buses initiated in 1992; completed in 1996. The Council has purchased 4 hybrid buses for regular service and evaluation.
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 were implemented in 1998 and targeted to employers and SOV users fare concepts and programs 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 are now in operation.
• Flexible Transit	• Alternative transit modes such as dial-a-ride 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 of transit 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. Fare structure and collection system is being replaced with a seamless system to service bus, LRT and commuter rail transit services

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

TWIN CITIES AREA TSM STRATEGIES	STATUS
• 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 scheduled to be completed in 2001.
• "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.
On-street Parking Controls	
• Enforcement of Parking Idling and Traffic Ordinances	• Ongoing enforcement aggressively pursued by Mpls. And St. Paul.
Park and Ride/Fringe Parking	
• CBD Fringe Parking Programs in Mpls. and St. Paul	• Mpls. And St. Paul developed and are implementing ongoing programs for fringe parking and incentives to encourage carpooling.
Pedestrian Malls	
• Nicollet Mall (Mpls.)	• Nicollet Mall renovations and extension completed.
• Pedestrian Facilities/skyway Systems	• Extension of Mpls. Skyway system to the fringe parking in the 3rd Ave. distributor is completed.

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

TWIN CITIES AREA TSM STRATEGIES	STATUS
• CBD Housing and Related Pedestrian Way	• Mpls. And St. Paul are promoting the expansion of street level commercial uses and affordable housing as part of aggressive CBD development strategies to create more urban villages and transit supportive land uses.
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 the 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. First segments of the Midtown Greenway in Mpls. open to bike and pedestrian traffic -summer 2000.
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 B-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 B-2
Sample of MOBILE 5B Input File for 2005 Forecast Year

MOBILE 5B Input File for 2005 Forecast Year

```
1 PROMPT  1=NO PROMPT,2=PROMPT VERT,3=NO PROMPT HORIZ,4=PROMPT HORIZ
 MOBILE 5B EMMISSION RATES FOR 2005 (1990 Registration Data) NO I/M, with oxy
fuels
1 TAMFLG  1=DEFAULT TAMPERING RATES,2=USER'S RATES
1 SPDFLG  1=1 SPD,2=8 SPDS 3=1+trip length per scenario 4=1+1trip l.
1 VMFLAG  VMT MIX:1=DEFAULT,2=1 CARD PER SCENARIO.,3=1 CARD FOR ALL
3 MYMRFG  % AGE,1=DEFAULT,2=MILE ACCUM,3=REGISTRATION,4=BOTH
1 NEWFLG  1=DEf,2=mod,3=def+evap,4=mod+evap,5=def+no CAAA,6=mod+no CAAA
1 IMFLAG  1=NONE,2=I/M PROG,3=2 I/M programs
1 ALHFLG  AIR COND,LOAD,HUM,1=DEFAULT,2=6 INPUTS,3=10 INPUTS
1 ATPFLG
1=NONE,2=ATP,3=press,4=purge,5=ATP+press,6=ATP+rurge,7=press+purge,8=ATP+press
+purge
5 RLFLAG  1=UNCONTROLLED REFUEL,2=STAGE II ,3=ONBOARD,4=BOTH,5=NO EM
2 LOCFLG  1=LOCAL AREA PARAMETER FOR EACH SCENARIO,2=1 LAP FOR ALL
1 TEMFLG  1=USE MIN. & MAX. TEMP,2=USE 1 VALUE FOR AMBIENT TEMPERATURE
4 OUTFMT  1=221(NUM),2=140(NUM),3=112(DES),4=80(DES),5=mod yr,6=Spread
4 PRTFLG  1=HC ONLY,2=CO ONLY,3=NOX ONLY,4=ALL THREE POLLUTANTS
1 IDLFLG  1=NO IDLE,2=IDLE IS OUTPUT
3 NMHFLG  1=TOT HC,2=NMHC 3=VOC 4=TOG 5=NMOG
3 HCFLAG  1=TOT HC only,2=Tot with Rfl & Comp,3=Tot without Rfl & Comp
 .052 .075 .083 .085 .092 .088 .084 .058 .052 .052    JULMYR.LDGV..my ages 1-
10
 .052 .056 .046 .035 .020 .070 .000 .000 .000 .000          .LDGV..my ages 11-
20
 .000 .000 .000 .000 .000                                   .LDGV..my ages 21-
25
 .063 .084 .084 .084 .084 .069 .059 .044 .036 .031          .LDGT1.my ages 1-
10
 .030 .053 .047 .046 .036 .028 .017 .022 .017 .014          .LDGT1.my ages 11-
20
 .009 .008 .008 .005 .025                                   .LDGT1.my ages 21-
25
 .054 .072 .072 .072 .072 .052 .050 .034 .054 .031          .LDGT2.my ages 1-
10
 .028 .080 .084 .049 .039 .030 .018 .023 .018 .015          .LDGT2.my ages 11-
20
 .009 .008 .009 .006 .026                                   .LDGT2.my ages 21-
25
 .023 .047 .047 .047 .047 .038 .033 .021 .026 .029           HDGV..my ages 1-
10
 .034 .064 .054 .058 .051 .038 .043 .041 .035 .029          .HDGV..my ages 11-
20
 .021 .022 .022 .014 .117                                   .HDGV..my ages 21-
25
 .052 .075 .083 .085 .092 .088 .084 .058 .052 .052    JULMYR.LDDV..my ages 1-
10
 .052 .056 .046 .035 .020 .070 .000 .000 .000 .000          .LDDV..my ages 11-
20
 .000 .000 .000 .000 .000                                   .LDDV..my ages 21-
25
 .063 .084 .084 .084 .084 .069 .059 .044 .036 .031          .LDDT .my ages 1-
10
```

```
 .030 .053 .047 .046 .036 .028 .017 .022 .017 .014          .LDDT .my ages 11-
20
 .009 .008 .008 .005 .025                                   .LDDT .my ages 21-
25
 .034 .067 .067 .067 .067 .073 .061 .040 .041 .051          .HDDV..my ages 1-
10
 .053 .066 .055 .057 .045 .019 .023 .028 .024 .016          .HDDV..my ages 11-
20
 .011 .009 .007 .005 .016                                   .HDDV..my ages 21-
25
 .144 .168 .135 .109 .088 .070 .056 .045 .036 .029          .MC....my ages 1-
10
 .023 .097 .000 .000 .000 .000 .000 .000 .000 .000          .MC....my ages 11-
20
 .000 .000 .000 .000 .000                                   .MC....my ages 21-
25
Mpls Stpaul Mn   C 16.0 38.0 09.0 09.0 20 2 1 1     <--LAP record
.000 .900 .000 .027 2<---- %Ether,%Alc,O2%(ether),O2%Alc,2=waiver,1not
1 05  3.0 31.0 20.6 27.3 20.6 01
1 05  6.0 31.0 20.6 27.3 20.6 01
1 05  9.0 31.0 20.6 27.3 20.6 01
1 05 12.0 31.0 20.6 27.3 20.6 01
1 05 15.0 31.0 20.6 27.3 20.6 01
1 05 18.0 31.0 20.6 27.3 20.6 01
1 05 21.0 31.0 20.6 27.3 20.6 01
1 05 24.0 31.0 20.6 27.3 20.6 01
1 05 27.0 31.0 20.6 27.3 20.6 01
1 05 30.0 31.0 20.6 27.3 20.6 01
1 05 33.0 31.0 20.6 27.3 20.6 01
1 05 36.0 31.0 20.6 27.3 20.6 01
1 05 39.0 31.0 20.6 27.3 20.6 01
1 05 42.0 31.0 20.6 27.3 20.6 01
1 05 45.0 31.0 20.6 27.3 20.6 01
1 05 48.0 31.0 20.6 27.3 20.6 01
1 05 51.0 31.0 20.6 27.3 20.6 01
1 05 54.0 31.0 20.6 27.3 20.6 01
1 05 57.0 31.0 20.6 27.3 20.6 01
1 05 60.0 31.0 20.6 27.3 20.6 01
1 05 63.0 31.0 20.6 27.3 20.6 01
1 05 65.0 31.0 20.6 27.3 20.6 01
```

Sample of Mobile 5B Output File for 2005 Forecast Year

```
SCENARIO  1
SPEED =  3.0
VOC    HC:  7.90  11.40  16.07  12.83  10.92   1.00   1.48   4.48  11.89
9.12
Exhst  HC:  7.89  11.39  16.06  12.82  10.91   1.00   1.48   4.48  11.89
9.11
Evap.  HC:  0.01   0.01   0.01   0.01   0.01                        0.00
0.01
Refuel HC:  0.00   0.00   0.00   0.00   0.00
0.00
Runing HC:  0.00   0.00   0.00   0.00   0.00
0.00
Rsting HC:  0.00   0.00   0.00   0.00   0.00                        0.00
0.00
Exhst  CO: 93.20 116.80 155.80 128.76 102.40   4.22   4.86  34.54 167.52
99.20
Exhst NOX:  2.26   2.87   3.94   3.20   3.90   1.77   2.13  15.26   1.12
3.53
SPEED =  6.0
VOC    HC:  4.47   6.30   8.87   7.09   8.35   0.85   1.27   3.84   7.06
5.28
Exhst  HC:  4.46   6.29   8.86   7.08   8.34   0.85   1.27   3.84   7.06
5.27
Evap.  HC:  0.01   0.01   0.01   0.01   0.01                        0.00
0.01
Refuel HC:  0.00   0.00   0.00   0.00   0.00
0.00
Runing HC:  0.00   0.00   0.00   0.00   0.00
0.00
Rsting HC:  0.00   0.00   0.00   0.00   0.00                        0.00
0.00
Exhst  CO: 53.14  66.71  88.45  73.38  78.61   3.32   3.82  27.18  91.05
57.71
Exhst NOX:  1.87   2.37   3.26   2.65   4.02   1.56   1.88  13.47   1.00
3.01
SPEED =  9.0
VOC    HC:  3.32   4.61   6.47   5.18   6.48   0.74   1.10   3.32   4.90
3.94
Exhst  HC:  3.32   4.60   6.46   5.17   6.47   0.74   1.10   3.32   4.90
3.93
Evap.  HC:  0.01   0.01   0.01   0.01   0.01                        0.00
0.01
Refuel HC:  0.00   0.00   0.00   0.00   0.00
0.00
Runing HC:  0.00   0.00   0.00   0.00   0.00
0.00
Rsting HC:  0.00   0.00   0.00   0.00   0.00                        0.00
0.00
Exhst  CO: 39.79  50.01  66.00  54.92  61.56   2.66   3.06  21.75  58.88
43.33
Exhst NOX:  1.74   2.21   3.04   2.46   4.14   1.40   1.68  12.04   0.94
2.77
SPEED = 12.0
VOC    HC:  2.75   3.76   5.27   4.22   5.11   0.64   0.96   2.90   3.80
3.24
Exhst  HC:  2.74   3.75   5.26   4.21   5.10   0.64   0.96   2.90   3.80
3.24
```

```
Evap.  HC:  0.01   0.01   0.01   0.01   0.01                          0.00
0.01
Refuel HC:  0.00   0.00   0.00   0.00   0.00
0.00
Runing HC:  0.00   0.00   0.00   0.00   0.00
0.00
Rsting HC:  0.00   0.00   0.00   0.00   0.00                          0.00
0.00
Exhst  CO: 33.11  41.67  54.78  45.69  49.17  2.16   2.49  17.69  42.99
35.93
Exhst NOX:  1.68   2.13   2.92   2.37   4.26  1.26   1.52  10.90   0.93
2.63
SPEED = 15.0
VOC    HC:  2.41   3.25   4.55   3.65   4.09  0.57   0.84   2.55   3.17
2.81
Exhst  HC:  2.40   3.24   4.54   3.64   4.07  0.57   0.84   2.55   3.17
2.81
Evap.  HC:  0.01   0.01   0.01   0.01   0.01                          0.00
0.01
Refuel HC:  0.00   0.00   0.00   0.00   0.00
0.00
Runing HC:  0.00   0.00   0.00   0.00   0.00
0.00
Rsting HC:  0.00   0.00   0.00   0.00   0.00                          0.00
0.00
Exhst  CO: 29.11  36.66  48.04  40.15  40.06  1.79   2.06  14.62  34.05
31.39
Exhst NOX:  1.64   2.08   2.86   2.32   4.38  1.16   1.40  10.00   0.95
2.53
SPEED = 18.0
VOC    HC:  2.18   2.91   4.07   3.27   3.32  0.50   0.75   2.25   2.77
2.52
Exhst  HC:  2.17   2.90   4.06   3.26   3.31  0.50   0.75   2.25   2.77
2.51
Evap.  HC:  0.01   0.01   0.01   0.01   0.01                          0.00
0.01
Refuel HC:  0.00   0.00   0.00   0.00   0.00
0.00
Runing HC:  0.00   0.00   0.00   0.00   0.00
0.00
Rsting HC:  0.00   0.00   0.00   0.00   0.00                          0.00
0.00
Exhst  CO: 26.44  33.32  43.55  36.46  33.29  1.50   1.73  12.29  28.38
28.33
Exhst NOX:  1.61   2.05   2.81   2.28   4.51  1.08   1.30   9.29   1.00
2.45
SPEED = 21.0
VOC    HC:  1.94   2.61   3.65   2.93   2.73  0.45    .67   2.01   2.49
2.25
Exhst  HC:  1.93   2.60   3.64   2.92   2.72  0.45   0.67   2.01   2.49
2.24
Evap.  HC:  0.01   0.01   0.01   0.01   0.01                          0.00
0.01
Refuel HC:  0.00   0.00   0.00   0.00   0.00
0.00
Runing HC:  0.00   0.00   0.00   0.00   0.00
0.00
Rsting HC:  0.00   0.00   0.00   0.00   0.00                          0.00
0.00
Exhst  CO: 23.27  29.67  38.81  32.47  28.22  1.28   1.48  10.50  24.39
```

24.98
Exhst NOX: 1.62 2.03 2.79 2.26 4.63 1.01 1.22 8.74 1.06
2.41
SPEED = 24.0
VOC HC: 1.71 2.33 3.27 2.62 2.29 0.40 0.60 1.81 2.27
1.99
Exhst HC: 1.70 2.32 3.26 2.61 2.28 0.40 0.60 1.81 2.27
1.98
Evap. HC: 0.01 0.01 0.01 0.01 0.01 0.00
0.01
Refuel HC: 0.00 0.00 0.00 0.00 0.00
0.00
Runing HC: 0.00 0.00 0.00 0.00 0.00
0.00
Rsting HC: 0.00 0.00 0.00 0.00 0.00 0.00
0.00
Exhst CO: 19.77 25.71 33.72 28.17 24.40 1.11 1.28 9.12 21.30
21.42
Exhst NOX: 1.65 2.04 2.81 2.28 4.75 0.97 1.16 8.33 1.12
2.41
SPEED = 27.0
VOC HC: 1.53 2.12 2.98 2.38 1.94 0.37 0.54 1.64 2.09
1.79
Exhst HC: 1.52 2.11 2.97 2.37 1.93 0.37 0.54 1.64 2.09
1.78
Evap. HC: 0.01 0.01 0.01 0.01 0.01 0.00
0.01
Refuel HC: 0.00 0.00 0.00 0.00 0.00
0.00
Runing HC: 0.00 0.00 0.00 0.00 0.00
0.00
Rsting HC: 0.00 0.00 0.00 0.00 0.00 0.00
0.00
Exhst CO: 17.05 22.63 29.76 24.82 21.52 0.98 1.13 8.05 18.77
18.65
Exhst NOX: 1.67 2.05 2.82 2.29 4.87 0.93 1.12 8.04 1.19
2.40
SPEED = 30.0
VOC HC: 1.39 1.95 2.74 2.19 1.68 0.33 0.50 1.50 1.93
1.63
Exhst HC: 1.38 1.94 2.73 2.18 1.67 0.33 0.50 1.50 1.93
1.62
Evap. HC: 0.01 0.01 0.01 0.01 0.01 0.00
0.01
Refuel HC: 0.00 0.00 0.00 0.00 0.00
0.00
Runing HC: 0.00 0.00 0.00 0.00 0.00
0.00
Rsting HC: 0.00 0.00 0.00 0.00 0.00 0.00
0.00
Exhst CO: 14.88 20.17 26.59 22.14 19.35 0.88 1.01 7.22 16.65
16.44
Exhst NOX: 1.68 2.06 2.83 2.29 4.99 0.91 1.10 7.86 1.25
2.41
SPEED = 33.0
VOC HC: 1.27 1.81 2.55 2.04 1.47 0.31 0.46 1.38 1.79
1.50
Exhst HC: 1.26 1.80 2.54 2.03 1.46 0.31 0.46 1.38 1.79
1.49
Evap. HC: 0.01 0.01 0.01 0.01 0.01 0.00

```
0.01
Refuel HC:  0.00   0.00   0.00   0.00   0.00
0.00
Runing HC:  0.00   0.00   0.00   0.00   0.00
0.00
Rsting HC:  0.00   0.00   0.00   0.00   0.00                                0.00
0.00
Exhst  CO: 13.10  18.15  24.00  19.95  17.76   0.80   0.93   6.59  14.88
14.64
Exhst NOX:  1.70   2.06   2.84   2.30   5.11   0.90   1.09   7.78   1.29
2.41
SPEED = 36.0
VOC    HC:  1.17   1.70   2.39   1.91   1.30   0.29   0.43   1.29   1.68
1.39
Exhst  HC:  1.17   1.69   2.38   1.90   1.29   0.29   0.43   1.29   1.68
1.38
Evap.  HC:  0.01   0.01   0.01   0.01   0.01                               0.00
0.01
Refuel HC:  0.00   0.00   0.00   0.00   0.00
0.00
Runing HC:  0.00   0.00   0.00   0.00   0.00
0.00
Rsting HC:  0.00   0.00   0.00   0.00   0.00                                0.00
0.00
Exhst  CO: 11.61  16.47  21.84  18.12  16.62   0.75   0.86   6.11  13.42
13.15
Exhst NOX:  1.71   2.07   2.85   2.31   5.23   0.90   1.09   7.81   1.33
2.43
SPEED = 39.0
VOC    HC:  1.09   1.60   2.25   1.80   1.18   0.27   0.40   1.20   1.59
1.30
Exhst  HC:  1.08   1.59   2.24   1.79   1.16   0.27   0.40   1.20   1.59
1.29
Evap.  HC:  0.01   0.01   0.01   0.01   0.01                               0.00
0.01
Refuel HC:  0.00   0.00   0.00   0.00   0.00
0.00
Runing HC:  0.00   0.00   0.00   0.00   0.00
0.00
Rsting HC:  0.00   0.00   0.00   0.00   0.00                                0.00
0.00
Exhst  CO: 10.36  15.05  20.01  16.57  15.86   0.70   0.81   5.75  12.27
11.90
Exhst NOX:  1.72   2.07   2.85   2.31   5.35   0.92   1.11   7.93   1.36
2.45
SPEED = 42.0
VOC    HC:  1.02   1.51   2.13   1.70   1.08   0.25   0.38   1.14   1.52
1.22
Exhst  HC:  1.01   1.51   2.12   1.69   1.07   0.25   0.38   1.14   1.52
1.21
Evap.  HC:  0.01   0.01   0.01   0.01   0.01                               0.00
0.01
Refuel HC:  0.00   0.00   0.00   0.00   0.00
0.00
Runing HC:  0.00   0.00   0.00   0.00   0.00
0.00
Rsting HC:  0.00   0.00   0.00   0.00   0.00                                0.00
0.00
Exhst  CO:  9.28  13.83  18.44  15.25  15.45   0.67   0.77   5.51  11.38
10.84
```

```
Exhst NOX:  1.72   2.07   2.86   2.31   5.47   0.95   1.14   8.16   1.39
2.48
SPEED = 45.0
VOC    HC:  0.96   1.44   2.03   1.62   1.00   0.24   0.36   1.08   1.48
1.15
Exhst  HC:  0.95   1.43   2.02   1.61   0.99   0.24   0.36   1.08   1.48
1.15
Evap.  HC:  0.01   0.01   0.01   0.01   0.01                         0.00
0.01
Refuel HC:  0.00   0.00   0.00   0.00   0.00
0.00
Runing HC:  0.00   0.00   0.00   0.00   0.00
0.00
Rsting HC:  0.00   0.00   0.00   0.00   0.00                         0.00
0.00
Exhst  CO:  8.35  12.78  17.09  14.10  15.34   0.66   0.75   5.37  10.72
9.94
Exhst NOX:  1.73   2.08   2.86   2.32   5.59   0.99   1.19   8.50   1.41
2.51
SPEED = 48.0
VOC    HC:  0.90   1.38   1.94   1.55   0.94   0.23   0.34   1.03   1.45
1.10
Exhst  HC:  0.90   1.37   1.93   1.54   0.93   0.23   0.34   1.03   1.45
1.09
Evap.  HC:  0.01   0.01   0.01   0.01   0.01                         0.00
0.01
Refuel HC:  0.00   0.00   0.00   0.00   0.00
0.00
Runing HC:  0.00   0.00   0.00   0.00   0.00
0.00
Rsting HC:  0.00   0.00   0.00   0.00   0.00                         0.00
0.00
Exhst  CO:  7.53  11.85  15.90  13.09  15.54   0.65   0.75   5.32  10.23
9.16
Exhst NOX:  1.74   2.08   2.87   2.32   5.72   1.04   1.25   8.98   1.44
2.55
SPEED = 51.0
VOC    HC:  0.90   1.38   1.94   1.55   0.90   0.22   0.33   1.00   1.45
1.09
Exhst  HC:  0.90   1.37   1.93   1.54   0.89   0.22   0.33   1.00   1.45
1.09
Evap.  HC:  0.01   0.01   0.01   0.01   0.01                         0.00
0.01
Refuel HC:  0.00   0.00   0.00   0.00   0.00
0.00
Runing HC:  0.00   0.00   0.00   0.00   0.00
0.00
Rsting HC:  0.00   0.00   0.00   0.00   0.00                         0.00
0.00
Exhst  CO:  7.53  11.85  15.90  13.09  16.06   0.65   0.75   5.35  10.23
9.18
Exhst NOX:  1.89   2.32   3.19   2.58   5.84   1.11   1.34   9.60   1.58
2.77
SPEED = 54.0
VOC    HC:  0.90   1.38   1.94   1.55   0.88   0.22   0.32   0.97   1.45
1.09
Exhst  HC:  0.90   1.37   1.93   1.54   0.87   0.22   0.32   0.97   1.45
1.08
Evap.  HC:  0.01   0.01   0.01   0.01   0.01                         0.00
0.01
```

```
Refuel HC:  0.00   0.00   0.00   0.00   0.00
0.00
Runing HC:  0.00   0.00   0.00   0.00   0.00
0.00
Rsting HC:  0.00   0.00   0.00   0.00   0.00                                  0.00
0.00
Exhst  CO:  7.53  11.85  15.90  13.09  16.92   0.67   0.77   5.47  10.23
9.22
Exhst NOX:  2.04   2.55   3.52   2.85   5.96   1.20   1.45  10.39   1.72
3.00
SPEED = 57.0
VOC    HC:  0.97   1.47   2.07   1.65   0.86   0.21   0.32   0.96   1.66
1.16
Exhst  HC:  0.96   1.46   2.06   1.64   0.85   0.21   0.32   0.96   1.66
1.15
Evap.  HC:  0.01   0.01   0.01   0.01   0.01                                  0.00
0.01
Refuel HC:  0.00   0.00   0.00   0.00   0.00
0.00
Runing HC:  0.00   0.00   0.00   0.00   0.00
0.00
Rsting HC:  0.00   0.00   0.00   0.00   0.00                                  0.00
0.00
Exhst  CO:  8.91  14.13  19.12  15.66  18.19   0.69   0.80   5.69  15.15
10.85
Exhst NOX:  2.18   2.79   3.85   3.11   6.08   1.32   1.59  11.40   1.86
3.24
SPEED = 60.0
VOC    HC:  1.06   1.60   2.27   1.80   0.86   0.21   0.31   0.95   1.97
1.26
Exhst  HC:  1.06   1.59   2.26   1.80   0.85   0.21   0.31   0.95   1.97
1.25
Evap.  HC:  0.01   0.01   0.01   0.01   0.01                                  0.00
0.01
Refuel HC:  0.00   0.00   0.00   0.00   0.00
0.00
Runing HC:  0.00   0.00   0.00   0.00   0.00
0.00
Rsting HC:  0.00   0.00   0.00   0.00   0.00                                  0.00
0.00
Exhst  CO: 10.98  17.54  23.94  19.50  19.94   0.73   0.85   6.01  22.54
13.30
Exhst NOX:  2.33   3.02   4.18   3.38   6.20   1.47   1.77  12.67   2.00
3.50
SPEED = 63.0
VOC    HC:  1.16   1.73   2.46   1.96   0.88   0.21   0.31   0.94   2.28
1.36
Exhst  HC:  1.15   1.72   2.45   1.95   0.87   0.21   0.31   0.94   2.28
1.35
Evap.  HC:  0.01   0.01   0.01   0.01   0.01                                  0.00
0.01
Refuel HC:  0.00   0.00   0.00   0.00   0.00
0.00
Runing HC:  0.00   0.00   0.00   0.00   0.00
0.00
Rsting HC:  0.00   0.00   0.00   0.00   0.00                                  0.00
0.00
Exhst  CO: 13.05  20.95  28.77  23.34  22.31   0.79   0.91   6.46  29.93
15.78
Exhst NOX:  2.48   3.26   4.50   3.64   6.32   1.65   1.99  14.25   2.14
```

```
3.79
SPEED = 65.0
VOC     HC:  1.23   1.82   2.59   2.06   0.89   0.21   0.31   0.95   2.49
1.43
Exhst   HC:  1.22   1.81   2.58   2.05   0.88   0.21   0.31   0.95   2.49
1.42
Evap.   HC:  0.01   0.01   0.01   0.01   0.01                         0.00
0.01
Refuel HC:  0.00   0.00   0.00   0.00   0.00
0.00
Runing HC:  0.00   0.00   0.00   0.00   0.00
0.00
Rsting HC:  0.00   0.00   0.00   0.00   0.00                         0.00
0.00
Exhst   CO: 14.43  23.22  31.98  25.91  24.30  0.84   0.96   6.84  34.85
17.45
Exhst NOX:  2.58   3.42   4.72   3.82   6.40   1.80   2.17  15.53   2.24
4.00
```

EMIS Output File 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: 09:27:52  21May01

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

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

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

FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE --
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
- RUN TIME: 09:28:02 21May01

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	381069.	379181.	2326.	0.	0.	3811398.	575573.
1	2	321115.	319252.	1988.	0.	0.	3262355.	506214.
1	3	488806.	486584.	3687.	0.	0.	4560375.	981771.
1	4	256026.	254739.	1874.	0.	0.	2399736.	470573.
1	5	146901.	146219.	977.	0.	0.	1430383.	245655.
2	1	343535.	341321.	2904.	0.	0.	3121590.	820548.
2	2	387934.	385147.	3082.	0.	0.	3739010.	925292.
2	3	467283.	465456.	4106.	0.	0.	4013460.	1102771.
2	4	96961.	96387.	799.	0.	0.	858311.	201305.
2	5	97403.	97003.	674.	0.	0.	903496.	171614.
3	1	19850.	19758.	97.	0.	0.	214555.	23356.
3	2	2244.	2231.	13.	0.	0.	22816.	3244.
3	3	17783.	17693.	91.	0.	0.	190615.	21815.
3	4	10637.	10588.	51.	0.	0.	114484.	12461.
3	5	5173.	5146.	26.	0.	0.	55538.	6313.
4	1	36149.	35969.	183.	0.	0.	387637.	44135.
4	2	16447.	16348.	99.	0.	0.	167258.	23752.
4	3	45691.	45457.	234.	0.	0.	489102.	56288.
4	4	28938.	28803.	139.	0.	0.	314348.	33497.
4	5	16126.	16047.	81.	0.	0.	173265.	19546.
5	1	349645.	347742.	2776.	0.	0.	3158282.	710820.
5	2	402781.	400758.	3334.	0.	0.	3562329.	833586.
5	3	165822.	164570.	1258.	0.	0.	1526934.	309246.
5	4	59551.	59144.	407.	0.	0.	575626.	98846.
5	5	83401.	82830.	573.	0.	0.	804347.	139051.
6	1	588926.	584644.	5001.	0.	0.	5117757.	1265118.
6	2	517010.	513115.	3901.	0.	0.	4782743.	957718.
6	3	245354.	243653.	1725.	0.	0.	2337252.	420597.
6	4	110011.	109502.	517.	0.	0.	1201973.	124788.
6	5	79102.	78735.	372.	0.	0.	863841.	89885.
GL TOTAL		5787684.	5754028.	43294.	0.	0.	54160904.	11195366.
(TONS)		6.37	6.34	.05	.00	.00	59.65	12.33

FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE --
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
- RUN TIME: 09:28:02 21May01

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	381069.	379181.	2326.	0.	0.	3811398.	575573.
1	2	321115.	319252.	1988.	0.	0.	3262355.	506214.
1	3	488806.	486584.	3687.	0.	0.	4560375.	981771.
1	4	256026.	254739.	1874.	0.	0.	2399736.	470573.
1	5	146901.	146219.	977.	0.	0.	1430383.	245655.
2	1	343535.	341321.	2904.	0.	0.	3121590.	820548.
2	2	387934.	385147.	3082.	0.	0.	3739010.	925292.
2	3	467283.	465456.	4106.	0.	0.	4013460.	1102771.
2	4	96961.	96387.	799.	0.	0.	858311.	201305.
2	5	97403.	97003.	674.	0.	0.	903496.	171614.
3	1	19850.	19758.	97.	0.	0.	214555.	23356.
3	2	2244.	2231.	13.	0.	0.	22816.	3244.
3	3	17783.	17693.	91.	0.	0.	190615.	21815.
3	4	10637.	10588.	51.	0.	0.	114484.	12461.
3	5	5173.	5146.	26.	0.	0.	55538.	6313.
4	1	36149.	35969.	183.	0.	0.	387637.	44135.
4	2	16447.	16348.	99.	0.	0.	167258.	23752.
4	3	45691.	45457.	234.	0.	0.	489102.	56288.
4	4	28938.	28803.	139.	0.	0.	314348.	33497.
4	5	16126.	16047.	81.	0.	0.	173265.	19546.
5	1	349645.	347742.	2776.	0.	0.	3158282.	710820.
5	2	402781.	400758.	3334.	0.	0.	3562329.	833586.
5	3	165822.	164570.	1258.	0.	0.	1526934.	309246.
5	4	59551.	59144.	407.	0.	0.	575626.	98846.
5	5	83401.	82830.	573.	0.	0.	804347.	139051.
6	1	588926.	584644.	5001.	0.	0.	5117757.	1265118.
6	2	517010.	513115.	3901.	0.	0.	4782743.	957718.
6	3	245354.	243653.	1725.	0.	0.	2337252.	420597.
6	4	110011.	109502.	517.	0.	0.	1201973.	124788.
6	5	79102.	78735.	372.	0.	0.	863841.	89885.
SUM		5787684.	5754028.	43294.	0.	0.	54160904.	11195366.
(TONS)		6.37	6.34	.05	.00	.00	59.65	12.33

FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE --
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
- RUN TIME: 09:28:02 21May01

EMISSIONS IN GRAMS PER DAY

FACILITY TYPE	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	1593918.	1585975.	10851.	0.	0.	15464292.	2779783.
2	1393117.	1385314.	11566.	0.	0.	12635866.	3221532.
3	55688.	55417.	278.	0.	0.	598008.	67189.
4	143351.	142624.	735.	0.	0.	1531608.	177218.
5	1061201.	1055044.	8349.	0.	0.	9627530.	2091552.
6	1540402.	1529646.	11515.	0.	0.	14303559.	2858103.
SUM	5787684.	5754028.	43294.	0.	0.	54160904.	11195366.
(TONS)	6.37	6.34	.05	.00	.00	59.65	12.33

AREA TYPE	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	1719174.	1708616.	13286.	0.	0.	15811208.	3439546.
2	1647533.	1636850.	12416.	0.	0.	15536526.	3249812.
3	1430737.	1423416.	11100.	0.	0.	13117723.	2892485.
4	562126.	559163.	3788.	0.	0.	5464491.	941474.
5	428105.	425980.	2703.	0.	0.	4230867.	672064.
SUM	5787684.	5754028.	43294.	0.	0.	54160904.	11195366.
(TONS)	6.37	6.34	.05	.00	.00	59.65	12.33

NUMBER LANES	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	2181178.	2167593.	14439.	0.	0.	21325066.	3565994.
2	2241205.	2228318.	17295.	0.	0.	20727386.	4504020.
3	986579.	981406.	8206.	0.	0.	8854026.	2236094.
4	299089.	297571.	2639.	0.	0.	2578620.	701870.
5	79622.	79132.	714.	0.	0.	675796.	187392.
SUM	5787684.	5754028.	43294.	0.	0.	54160904.	11195366.
(TONS)	6.37	6.34	.05	.00	.00	59.65	12.33

FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE --
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
- RUN TIME: 09:28:02 21May01

DAILY VEHICLE MILES

DAILY VMT - GEOGRAPHIC LOCATION NO 1

	AREA TYPES				
FT	1	2	3	4	5
1	232582.	199100.	368656.	187423.	97673.
2	290413.	308178.	410647.	79938.	67411.
3	9659.	1347.	9059.	5138.	2622.
4	18311.	9863.	23378.	13862.	8106.
5	277630.	333364.	125823.	40748.	57309.
6	506800.	390110.	172718.	51662.	37218.
GL TOTAL	1335396.	1241966.	1110282.	378772.	270339.

FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE --
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
- RUN TIME: 09:28:02 21May01

DAILY VEHICLE MILES

DAILY VMT - ALL GEOGRAPHIC LOCATIONS

	AREA TYPES				
FT	1	2	3	4	5
1	232582.	199100.	368656.	187423.	97673.
2	290413.	308178.	410647.	79938.	67411.
3	9659.	1347.	9059.	5138.	2622.
4	18311.	9863.	23378.	13862.	8106.
5	277630.	333364.	125823.	40748.	57309.
6	506800.	390110.	172718.	51662.	37218.
TOTAL	1335396.	1241966.	1110282.	378772.	270339.

DAILY VMT FACILITY TYPE	
1	1085438.
2	1156588.
3	27826.
4	73521.
5	834874.
6	1158504.
TOTAL	4336762.

DAILY VMT AREA TYPE	
1	1335396.
2	1241966.
3	1110282.
4	378772.
5	270339.
TOTAL	4336762.

DAILY VMT NUMBER LANES	
1	1451257.
2	1729502.
3	820640.
4	263934.
5	71423.
TOTAL	4336762.

FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE --
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
- RUN TIME: 09:28:02 21May01

DAILY VEHICLE HOURS

DAILY VHT - GEOGRAPHIC LOCATION NO 1

	AREA TYPES				
FT	1	2	3	4	5
1	7972.	6389.	9369.	5118.	3000.
2	6028.	6475.	8677.	1881.	2112.
3	421.	46.	371.	229.	108.
4	757.	337.	952.	612.	338.
5	6779.	7827.	3291.	1198.	1677.
6	34882.	10234.	5074.	2326.	1672.
GL TOTAL	56838.	31309.	27734.	11363.	8908.

FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE --
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
- RUN TIME: 09:28:02 21May01

DAILY VEHICLE HOURS

DAILY VHT - ALL GEOGRAPHIC LOCATIONS

	AREA TYPES				
FT	1	2	3	4	5
1	7972.	6389.	9369.	5118.	3000.
2	6028.	6475.	8677.	1881.	2112.
3	421.	46.	371.	229.	108.
4	757.	337.	952.	612.	338.
5	6779.	7827.	3291.	1198.	1677.
6	34882.	10234.	5074.	2326.	1672.
TOTAL	56838.	31309.	27734.	11363.	8908.

DAILY VHT FACILITY TYPE	
1	31849.
2	25173.
3	1174.
4	2996.
5	20771.
6	54187.
TOTAL	136151.

DAILY VHT AREA TYPE	
1	56838.
2	31309.
3	27734.
4	11363.
5	8908.
TOTAL	136151.

DAILY VHT NUMBER LANES	
1	67933.
2	43059.
3	18154.
4	5524.
5	1481.
TOTAL	136151.

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

AVERAGE SPEED - GEOGRAPHIC LOCATION NO 1

	AREA TYPES				
FT	1	2	3	4	5
1	29.18	31.16	39.35	36.62	32.55
2	48.17	47.60	47.33	42.50	31.91
3	22.96	29.31	24.41	22.47	24.27
4	24.20	29.25	24.54	22.66	23.97
5	40.96	42.59	38.23	34.02	34.17
6	14.53	38.12	34.04	22.21	22.27
GL TOTAL	23.49	39.67	40.03	33.33	30.35

FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE --
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
- RUN TIME: 09:28:02 21May01

AVERAGE CONGESTED SPEED (mph)

AVERAGE SPEED - ALL GEOGRAPHIC LOCATIONS

	AREA TYPES				
FT	1	2	3	4	5
1	29.18	31.16	39.35	36.62	32.55
2	48.17	47.60	47.33	42.50	31.91
3	22.96	29.31	24.41	22.47	24.27
4	24.20	29.25	24.54	22.66	23.97
5	40.96	42.59	38.23	34.02	34.17
6	14.53	38.12	34.04	22.21	22.27
TOTAL	23.49	39.67	40.03	33.33	30.35

AVERAGE SPEED FACILITY TYPE	
1	34.08
2	45.95
3	23.69
4	24.54
5	40.19
6	21.38
TOTAL	31.85

AVERAGE SPEED AREA TYPE	
1	23.49
2	39.67
3	40.03
4	33.33
5	30.35
TOTAL	31.85

AVERAGE SPEED NUMBER LANES	
1	21.36
2	40.17
3	45.21
4	47.78
5	48.21
TOTAL	31.85

EXHIBIT B-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 the TPP and TIPs.

Following is a list of "exempt" projects and their corresponding codes used in column "AQ" of the 2002-2004 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.

<u>SAFETY</u>

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

<u>MASS TRANSIT</u>

Operating assistance to transit agencies T-1
Purchase of support vehicles T-2

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

AIR QUALITY

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

OTHER

Specific activities which do not involve or lead directly to construction, such as:
Planning and technical studies
Grants for training and research programs
Planning activities conducted pursuant to titles 23 and 49 U.S.C.
Federal-aid systems revisions O-1
Engineering to assess social, economic and environmental effects of the proposed action or alternatives to that action O-2
Noise attenuation O-3
Advance land acquisitions (23 CFR 712 or 23 CRF 771) O-4
Acquisition of scenic easements O-5
Plantings, landscaping, etc. O-6
Sign removal O-7
Directional and informational signs O-8
Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) 0-9
Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial ...nctional, locational, or capacity changes O-10

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

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

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

Projects Exempt from Regional Emissions Analyses

Regionally significant projects

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

Non-Classifiable Projects

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

Traffic Signal Synchronization

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

Appendix C.

Private Transit Providers Involvement in the Preparation Of the Transportation Improvement Program

As requested by the Federal Transit Act (Sec. 3012) and Circular 7005.1, the following describes the process by which private transit providers were involved in developing the 2002-2004 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 Plan❶

Need for Additional Resources

This financial plan describes the transportation investments that can be supported by existing and proposed transportation funding sources reasonably expected during the planning period. It acknowledges that projected funding levels will not be sufficient to adequately serve the travel increases projected from significant regional population and economic growth.

Without additional capital investments, regional accessibility to opportunities (such as work, business, education and recreation), as measured by travel time, will deteriorate significantly. A significant expansion of transit services, which the Council considers essential to meet future transportation challenges, will not be possible unless new or additional revenue becomes available. This, in turn, will severely constrain the movement of goods and people throughout the region.

Transit spending per capita in the Twin Cities region as compared to other similar metropolitan areas is very low. This low level of spending results in a substantially lower level of transit services than other cities in the country. This exacerbates congestion, limits citizen's accessibility to opportunities, and reduces the region's competitiveness in the national and international markets.

Because of this low level of transit service, the Council has set a goal of doubling the transit system and building a new set of transit corridors with new transit modes. Meeting this goal, however, will require new or additional revenues for service and bus/facilities fleet expansion, and substantial participation by the State of Minnesota and the federal government in funding a system of dedicated transitways.

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:

- Define the highway system eligible for receiving federal funds;
- Determine the current costs of maintaining that system; and
- Compare those costs with currently available financial resources.

The highways eligible for federal funds as determined by the region consist of the metropolitan highway system, comprising the principal arterials and the "A" minor arterials designated by the Transportation Advisory Board.

❶ *(Taken from Chapter 5, 2000 Transportation Policy Plan)*

Estimates of the 1999 costs for routine maintenance and life-cycle 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 life-cycle 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.

Life-cycle 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 revenues from the state highway user-tax distribution fund 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 apportionment 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 12 municipalities with "A" minor arterial segments through municipal state aid apportionment, 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 D-1 illustrate that 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 metropolitan area counties in 2000 are listed in Table D-2. Table D-1 assumes that a portion of the total allocation is available for routine maintenance and life-cycle 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 D-1.
Comparison of 1999 Maintenance and Life-Cycle Treatment Costs and Resources, Principal and "A" Minor Arterials

	Mileage	Routine Maintenance	Life-Cycle Treatment	Combined
Estimated 1999 Cost per Mile				
Urban Principal Arterials		$33,720	$24,000	$57,720
Urban Minor Arterials		12,360	12,000	24,360
State Highways (Mn/DOT)				
Estimated Need				
Principal Arterials	568	$19,153,000	$13,632,000	$32,785,000
"A" Minor Arterials	476	5,883,000	5,712,000	11,595,000
Total	1, 044	25,036,000	19,344,000	44,380,000
Estimated Resources		37,624,000*	19,400,000**	57,024,000
Resources/Need		150%	100%	128%
County Highways				
Estimated Need				
Principal Arterials	45	$1,517,000	$1,080,000	$2,597,000
"A" Minor Arterials	1, 136	14,041,000	13,632,000	27,673,000
Total	1, 181	15,558,000	14,712,000	30,270,000
Estimated Resources – CSAH		14,301,735	4,000,000	18,301,735
Estimated Resources – Property Tax		1,256,265	10,712,000	11,968,265
Resources/Need		100%	100%	100%

*1999 Mn/DOT eight-country metro district maintenance budget ($43.5 million) adjusted to reflect seven-county area and principal and "A" minor arterial proportion of total state mileage.

**One-third of estimated federal and state funds available for preservation of the metro highway system ($58.2 million per year).

Table D-2.
County State Aid Highway Allocations, 2000*

Anoka	$6,552,875
Carver	3,407,387
Dakota	6,797,550
Hennepin	21,111,779
Ramsey	10,155,620
Scott	4,236,633
Washington	5,406,443
Metro Area Total	$57,668,287
Assumed Percent Available for Principal/"A" Minor Arterials	62%
Amount Available for Principal/"A" Minor Arterials	$35,754,338**

*Year 2000 allocations based on 1999 data.

**Distribution:

Routine Maintenance 40% =	$14,301,735
Life-Cycle Cost (Estimate) =	4,000,000
Expansion, Reconstruction, Local Match	= 17,452,603
Total	= $35,754,338

Adequacy of Transit Funding System – Operating Cost Funding

This section presents the cost of operating current levels of transit service and the resources available to fund these costs. Transit service in the Twin Cities is made up of five programs:

- **Metro Transit**: Provides regular route, primarily large bus service within the Transit Taxing District.
- **Contracted Regular-Route Services**: Provide regular-route bus service on approximately 45 routes through contracts with private companies with a variety of bus sizes within the Transit Taxing District.
- **Opt-Out Communities**: Provide regular route and dial-a-ride services in 12 communities that have opted out of transit service managed by the Metropolitan Council. These communities include: Chaska, Chanhassen, Eden Prairie, Apple Valley, Burnsville, Eagan, Prior Lake, Savage, Rosemount, Shakopee, Plymouth, and Maple Grove.
- **Metro Mobility/ADA**: Provides paratransit services for persons with disabilities throughout the Transit Taxing District.
- **Rural/Small Urban Programs**: Provide dial-a-ride service in smaller cities and outside the Transit Taxing District but within the seven county metropolitan area.

The costs to operate these programs are found in Figure D-1. Funding for the transit system operating costs comes from a variety of regional, state, and federal sources also illustrated in Figure D-2.

Figure D-1.
1999 Transit System Operating Costs
(Total $214.7 million)

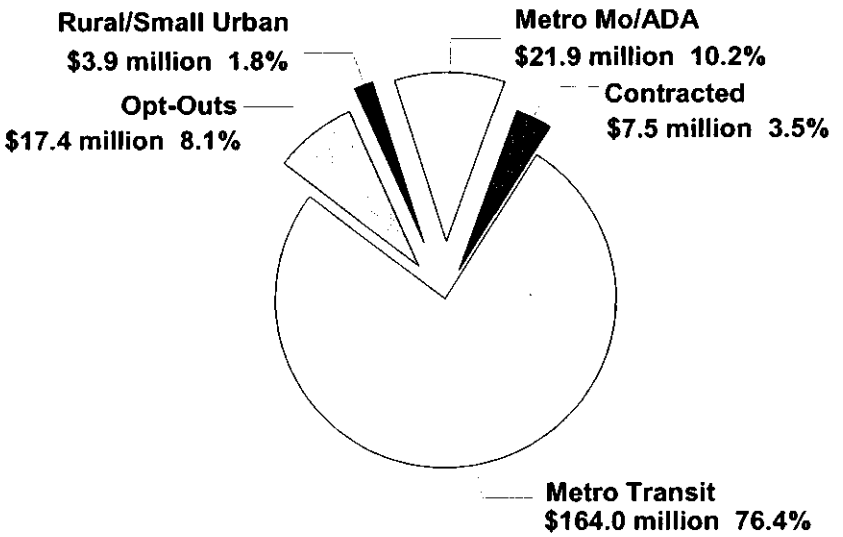
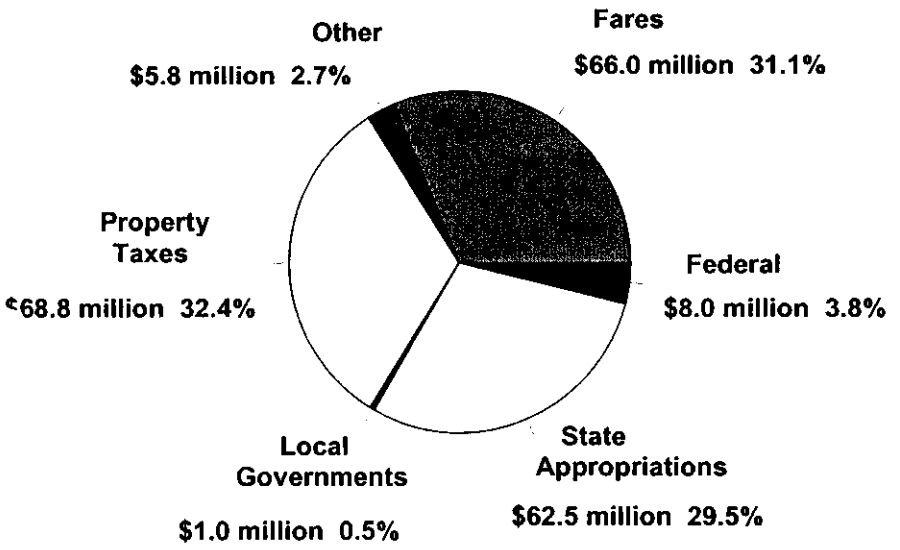


Figure D-2.
1999 Transit System Operating Revenues
(Total $214.6 million)



The following are the assumptions for changes in funding from these sources for the next five years.

Property Taxes:

- **Within the Transit Taxing District**: The Metropolitan Council levies a property tax to fund transit operations. This levy is capped by the Legislature. Projections are that the tax base will grow at 7.8% from 2000 to 2001, and then continue between 4.5% to 5.5% per year for the next five years. It is assumed that the Council will levy the maximum amount annually.
- **Outside the Transit Taxing District**: Taxes are levied outside the Transit Taxing District but within the seven-county metro area. This levy is projected to grow 8% to 9% per year for the next five years. It is assumed that the Council will levy the maximum amount annually.
- **Opt-Out communities**: Growth in property taxes for these communities varies from community to community but ranges between 8% and 17% per year. Typically, communities levy less than the maximum permitted, however. Because of this, projections are 6% per year over the next five years.

State Appropriations: Funds come from the State General Fund for transit operations on a biennial basis. Funding levels are projected to increase 11% from the 2000-2001 biennium to the 2002-2003 biennium. Beyond this, funding is dependent upon legislative action.

Federal Funding: Use of federal funding for operating costs is restricted to capitalized maintenance and new startup service. Currently, all eligible capitalized maintenance is funded with federal funds. Because of this, it is expected that federal funding will increase with inflation.

Fares: The last significant fare increase occurred in 1996. Because it is desirable to have a gradual fare increase, it is expected that a fare increase will be needed in the next five years.

Other Sources: Other sources are projected to continue at the rate of inflation.

Funding Levels

Funding for transit is very low by comparison with other regions. Table D-3 shows per capita spending on the major transit system in 10 peer cities. The Twin Cities per capita spending is $67.69, or 9th of the 10 cities surveyed. Transit spending in the Twin Cities would have to almost double to meet the peer average and would have to almost triple to meet Seattle.

The Twin Cities are the highest in the percentage of the budget recovered from fares. This negatively affects ridership, as ridership is sensitive to the price of fares.

Table D-3.
Comparison of Per Capita Transit Spending

	Per Capita Spending on Transit	Percentage from State and Local Funds	Percentage of Budget From Fares
Seattle	$188.87	72%	22%
Portland	$167.88	71%	24%
Pittsburgh	$164.67	35%	25%
Cleveland	$142.87	75%	23%
Houston	$127.69	85%	15%
Baltimore	$125.36	63%	36%
Denver	$88.95	65%	24%
Cincinnati	$83.54	42%	31%
TWIN CITIES	$67.69	42%	37%
St. Louis	$65.65	66%	23%
Average	$122.32	62%	26%

Cost-Efficiency

Cost efficiency can be assessed using the measure operating costs per revenue service hour. Between 1996 and 1998, the region's operating costs per revenue service hour increased 13.2%, from $63.86 to $72.26. This is equal to an average annual increase of 6.4% – a rate moderately higher than the inflation rate for these years (Figure D-3).

The average for 1998, similar to 1996, remained lower for the Twin Cities than for the 12-system peer average, which was $76.11 in 1996 and $79.08 in 1998.

The measure of net government cost per passenger, or subsidy, is the cost made up by government subsidies after user revenues are deducted (Figure D-4). Between 1996 and 1998 the net cost for the region increased 6.1% or an average annual rate of 3.0%, or at the rate of inflation.

Figure D-3.
Transit Operating Cost per Revenue Hour
Twin Cities Area

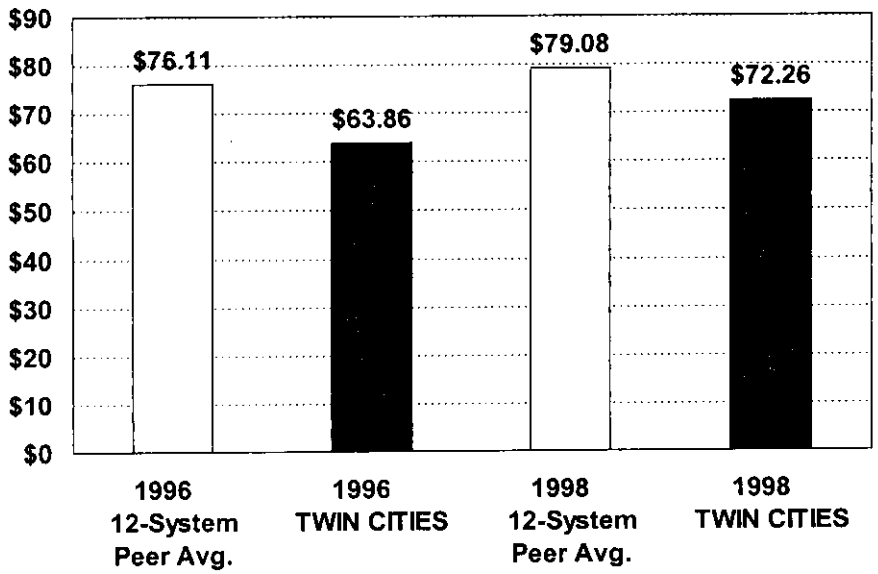
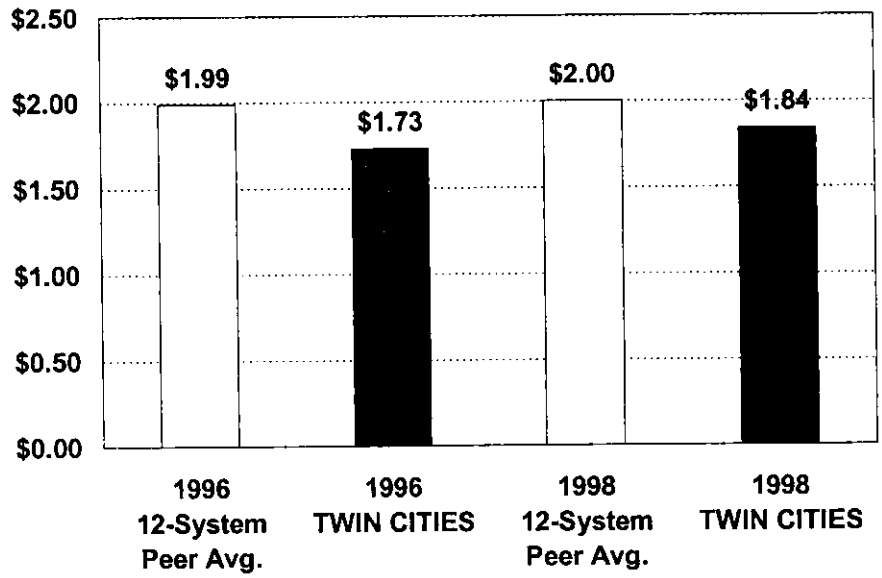


Figure D-4.
Net Government Cost (Subsidy) per Passenger
Twin Cities Area



Need for New Transit Operating Funding Sources

Meeting the goals of doubling the transit system and adding dedicated transitways will require a substantial increase in operating funding or a new funding source. The Council has set the goal of doubling the bus system by 2020 and tripling the system by 2040. In addition, the Council has set the goal of adding a substantial number of commuter rail, light rail and dedicated bus transitways.

Current revenue sources continued at current levels will not fund the operating cost of either the expanded bus system or the new transitways (Table D-4). A new funding source or expansion of an existing funding source would be needed to meet these goals.

Table D-4.
Projected Additional Annual Operating Costs by 2025
(in 1999 millions of dollars unadjusted for inflation)

	Expand Bus System	Busways	LRT	Commuter Rail	TOTAL
2025 Operating Cost	$175	$30	$36	$21	$262

Adequacy of Transit Funding System – Capital Cost Funding

The 2025 plan for the metropolitan area transit system contains a three-tiered capital program:

- Maintain the existing transit system;
- Double the bus system by 2020 and continue expansion thereafter to triple the system by 2040;
- Construct transitways throughout the region.

Capital Needs

This program assumes the following capital needs (in constant 1999 dollars):

- **Maintain existing bus system:** Maintenance of the existing (1999) bus fleet of approximately 900 Metro Transit and 325 other provider vehicles at a cost of approximately $70 million per year.
- **Double bus system by 2020 and continue expansion:** The Council has set an initial goal of doubling the bus fleet by 2020 and then expanding the fleet at a rate of 3.5% per year. Funding this goal requires approximately $44 million per year to expand the fleet through 2012. As this fleet requires replacement, an additional $21 million per year will be needed after 2013 for fleet replacement for a total of $65 million per year from 2013 to 2025 (Table D-5).
- **Construct Transitways:**
  - **Dedicated Busways:** It is assumed that one dedicated busway will be built every five years. The cost is projected to be $100 million to $120 million per busway.
  - **Light Rail Transit:** It is assumed that one light rail transit line will be built every 10 years at a cost of $500 million per line.
  - **Commuter Rail:** It is assumed that one commuter rail line will be built every seven years at a cost of $200 to $225 million each.
  - **Shoulder Bus Lanes:** It is assumed that 160 miles of bus-only shoulders will be built in the next 25 years. It is projected that this will cost $10.4 million per year for 10 years (104 miles), then $2 million per year for 15 years (36 miles) as highways are reconstructed.

Table D-5.
Projected Transit Capital Costs, 2000-2025
(in millions, 1999 dollars unadjusted for inflation)

	Existing Bus system	Expand Bus System	Busway	LRT	Commuter Rail	Shoulder Bus Lanes	TOTAL
Total Capital	$1,750	$1,415	$540	$1,250	$725	$134	$5,814
Annual Capital	$70	$56	$22	$50	$29	$5	$232
Capital cost in 2025 of maintaining system	$70	42	*	*	*		$112

* These systems will not need capital money for maintenance in 2025 but capital maintenance costs will be incurred in other years.

Sources of Capital Funds

Sources of funds for this program include:

Existing Bus System: The existing bus system requires approximately $70 million per year. Of this, approximately 60% can be funded from federal sources and 40% from Metropolitan Council property tax-supported bonds.

Expanding the Bus System: Approximately 45% of the cost of expanding the bus system is projected to come from federal sources, 6% from state sources and 14% from Council bonding. The balance of this program, 35%, requires a new funding source.

Transitways: At this time, the region has assembled a funding package for the Hiawatha LRT line, $44 million for the Riverview busway and funds to implement bus-only shoulders from federal Title I and trunk highway funds. Typical make-up of the future funding packages will be as follows:

- **Dedicated busways:** 50% of this program is projected to come from federal sources, with 40% coming from state sources, and 10% from local sources.
- **Light Rail Transit:** 50% of this program is projected to come from federal sources, 40% from state sources and 10% from local sources.
- **Commuter Rail:** 50% of this program is projected to come from federal sources, 40% from state sources and 10% from local sources.
- **Bus-only shoulders:** 100% of this funding is projected to come from Trunk Highway funds.

The total transit capital cost of the proposed 2025 plan, $5.8 billion (shown on Table D-5) is much larger than the anticipated revenues (shown on Table D-6) of about $2 billion. Unlike highway money, which is almost all formula driven and, therefore, easy to project years in advance, most transit capital money comes from discretionary sources that are difficult to predict.

Table D-6 does not include revenue from Federal New Starts money nor special state appropriations for LRT or busways. In preparing the transit plan, the assumption was made that the region would continue to receive these special appropriations at the same rate we have gotten them in recent years. In addition, a new dedicated funding source is needed at the state or regional level to fully implement the plan.

Allocation of Capital Resources with Regional Capital Priorities

The region has allocated all regional, state and federal transportation funds for the 2001 to 2004 period. The specific capital and some program costs are recorded in Appendix B of the 2000 Transportation Policy Plan. The level of capital resources expected to be available for investments in the region's transit and highway system over the next 21 years are recorded in Table D-6.

The estimate assumes the region will receive 87.5% of 2003 Title I funds and 100% of Title III funds authorized in TEA-21. The level of funds is assumed to increase to keep up with inflation. State trunk highway funds represent a level somewhat above that used for programming now; future levels will keep up with inflation and grow by 1.17% annually.

Table D-7 records the allocation of resources to major project categories. These categories include funds specifically allocated to projects and funding levels that will be allocated through a variety of processes over the next 25 years. Specific allocations of funds to projects are noted for major projects funded in the 2001-2004 Transportation Improvement Program, system improvements/bottleneck removal and expansion. These projects are identified in Section 5 of the 2000 Transportation Policy Plan in Tables 8, 9, and 10.

The remaining funding categories recorded in Table D-7 have not been allocated to specific projects. This is 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 Surface Transportation Program regional guarantee funds and funds from the Enhancement and Congestion Management/Air Quality programs. The Council and TAB conduct this selection process annually or semi-annually.

Project types selected include: principal arterial/nonfreeway, "A" minor arterials, transit, pedestrian, bicycle, transportation demand management, air quality, and historic and scenic enhancements to the transportation system. Mn/DOT, in cooperation with the TAB and Council, select projects for safety-hazard elimination, rail safety and bridge safety.

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 Smart Growth policy direction consistent with the *Blueprint* and this *Transportation Policy Plan*.

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 replacement and improvement and the expansion funds.)

Mn/DOT 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.

Table D-6.
Estimate of Revenues Available for Capital Investments, 2005-2025 (in millions)

	Annual Allocation	2005-2025 Funding Level
Historical Capital Funds for Highways		
Federal funds available to eight-county region according to Mn/DOT Official Investment Management (OIM)	$1,75.0	$3,675.0
State Trunk Highway funds available to eight-county region according to Mn/DOT (OIM)	135.0	2,835.0
Federal Highway Priority funds	10.0	210.0
District C funds captured by region/Title I funds distributed by Mn/DOT's Central Office	5.0	105.0
2000 Legislature one-time special funding not allocated in TIP		87.0
Local funds to match federal funds based on $50 federal funds (excluding TH funds)*	10.0	210.0
Reduction of funds to reflect seven-county region (reduction based on Mn/DOT formula for Chisago County)	(2.85)	(60.0)
Highway Total	**$332.15**	**$7,062.0**
Historical Capital Funds for Transit		
Federal Transit Funds (Title III)		
• Section 5307**Formula	35.0	735.0
• Section 5307 Fixed-Guideway	8.4	176.4
• Section 5309 Discretionary	9.0	189.0
• Section 5310 Nonprofit – Elderly and Handicapped Service	.6	12.6
• Section 5311 Operating Assistance to Small Systems	.25	5.25
State Funds		
• None (Title III Section 5310, 5311 funds are administered by state.)		
Local/Regional Transit Capital Funds		
• Regional bonding (five-year historic average of principal excluding interest and five-year project of principal)	40.0	840.0
Transit Total	**$93.25**	**$1,958.25**
Highway and Transit Total	**$421.1**	**$9,020.25**

*STP Urban Guarantee, CMAQ, Enhancement, Bridge, Safety-Hazard Elimination, Rail Safety.
**Due to adjustments for contracted service, including Opt Outs, $2.8 million has been added.

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