



**2005 - 2008**

**TRANSPORTATION  
IMPROVEMENT PROGRAM**

**FOR THE**

**TWIN CITIES  
METROPOLITAN AREA**

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2005/  
2008

**Metropolitan Council**

*September 21, 2004*



# Metropolitan Council

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## 2005 - 2008 TRANSPORTATION IMPROVEMENT PROGRAM

### SUMMARY

The Twin Cities Metropolitan Planning Organization's Transportation Improvement Program (TIP) for 2005 through 2008 responds to procedures required by the Transportation Equity Act for the 21<sup>st</sup> 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 2005-2008 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 2005 through 2008 is a multi-modal program of highway, transit, bicycle, pedestrian and transportation enhancement projects proposed for federal funding for the Twin Cities Metropolitan Area. Federal regulations require that a TIP be developed at least every two years. The region has chosen to revise its TIP every year. Last year the region developed a TIP that covered three years, 2004-2006. In 2003 the region completed solicitation for federal funds for projects to be programmed in 2007 and 2008. MnDOT also identified projects for 2007 and 2008. This year the 2004 projects that have had contracts let, or in some manner have been authorized, were deleted. This resulted in a TIP for four years (2005-2008).

The region developed separate processes to solicit projects for 2007 to 2008 utilizing Surface Transportation Program Urban Guarantee funds (STP), Congestion Mitigation Air Quality Funds (CMAQ), Transportation Enhancement Funds (TEP) and Bridge Improvement/Replacement. Mn/DOT, working with the region, solicited for and prioritized projects for Hazard Elimination and Railroad Surface and Signals. A cooperative process was followed to prioritize the remaining "federal highway funds" (Title I), and to a limited degree, state highway funds.

The 2005-2008 TIP for the Twin Cities Metropolitan Area includes Title I type projects valued at approximately \$2,392 million for highway, transit, enhancement, bike and walk projects, of which approximately \$1,150 million is requested of the federal government including High Priority Project funds allocated to regional projects.

The region has assumed it will receive approximately \$429 million in federal transit funds (Title III) over the 2005-2008 period. The region will receive \$84 million in Title III, Sections 5307 and 5309 in 2005. The region is also requesting \$32 million in Section 5309 funds for LRT in 2003. The region will receive approximately \$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 four 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 were mailed notices of these meetings, in addition to the various public notifications carried out in accordance with Council requirements. The TAB considered and responded to comments received on the draft TIP prior to adopting the final TIP.

The 2005-2008 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 included 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**

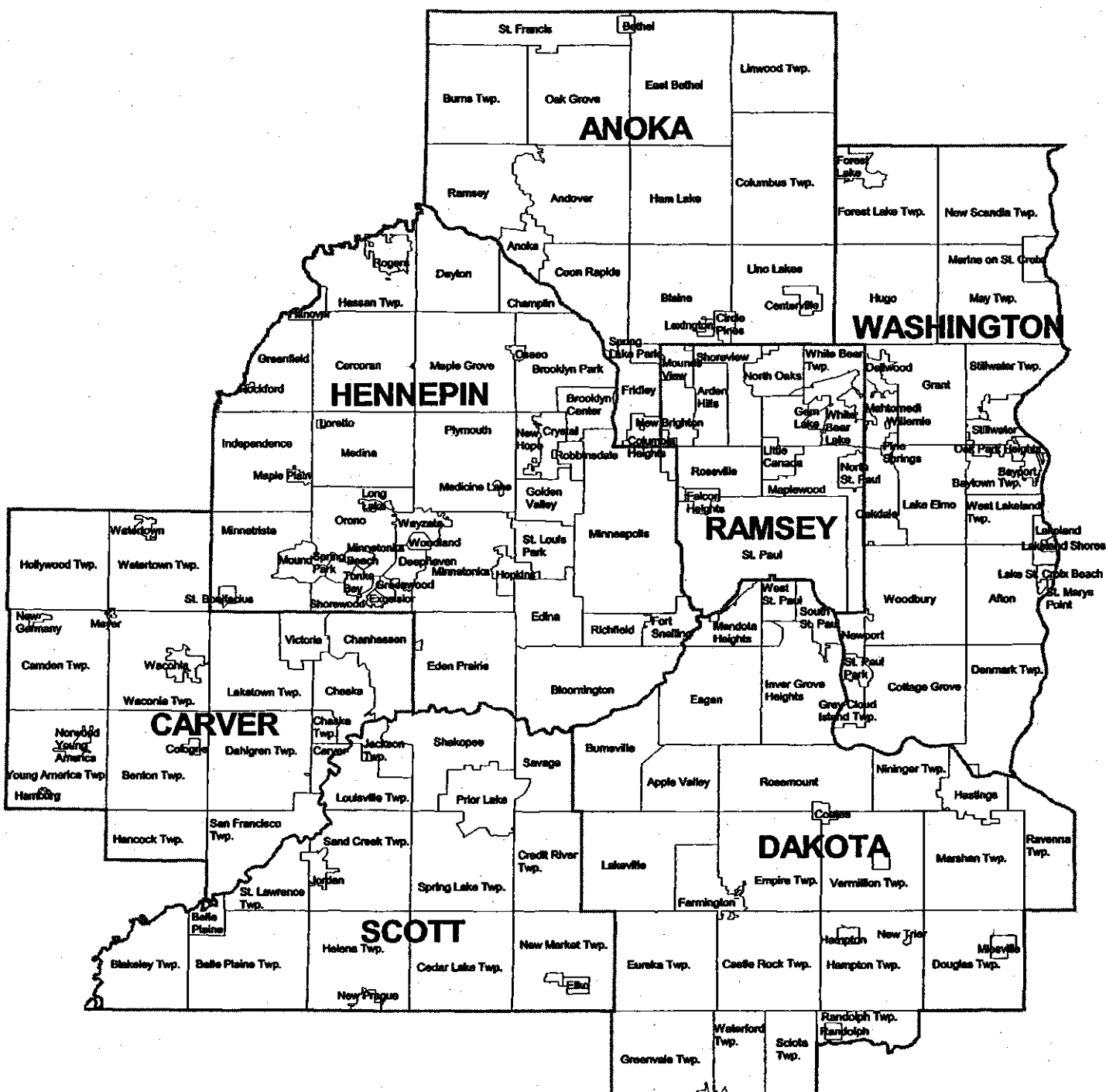
The 2005-2008 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area (shown in Figure 1) is a multi-modal program of highway, transit, bike, walk and transportation enhancement projects and programs proposed for federal funding throughout the seven-county metropolitan area in 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 2005-2008 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 will be made to insure all interested and concerned parties will be 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 16, 2004 to adopt the draft TIP for the purpose of a public hearing, to explain the TIP schedule and approval process and to initiate public comment on the draft TIP.
- A public hearing was held on July 21, 2004 to hear comments on the draft TIP.
- The public comment period ended on August 2, 2004.
- A public meeting was held on September 15, 2004 to consider comments submitted, subsequent changes and to adopt the TIP and forward it to the Metropolitan Council for adoption.

In preparation for these meetings, 300 mailings will be sent, notification will be made in the State Register, press announcements will be sent to the media, and the schedule will be published in the Metropolitan Digest which is mailed to 600 local elected officials and legislators. Notification of adoption of final TIP 2005-2008 by the Metropolitan Council will be made in the State Register.

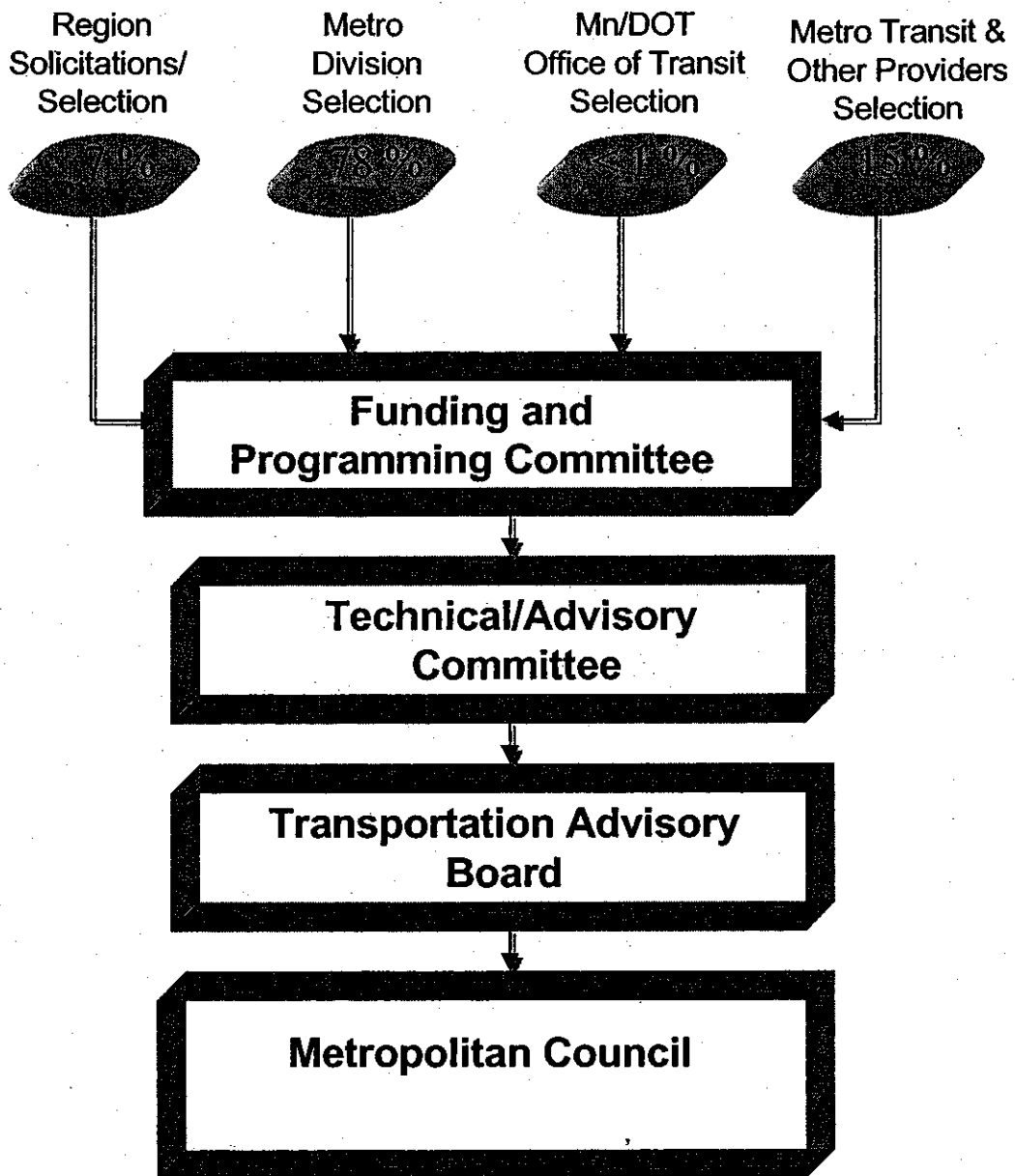
In 2003 the Transportation Advisory Board conducted a solicitation to allocated TEA-21 funds. In that process 700 informational letters were sent to cities, counties, agencies and special interest groups. A forum was held to discuss the solicitation process, criteria and answer questions. The projects recommended for a total of \$100,000,000 in 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 are taken, concerning the Solicitation and the TIP, are 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 three-year TIP was adopted for 2004-2006. This year a four-year 2005-2008 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*.

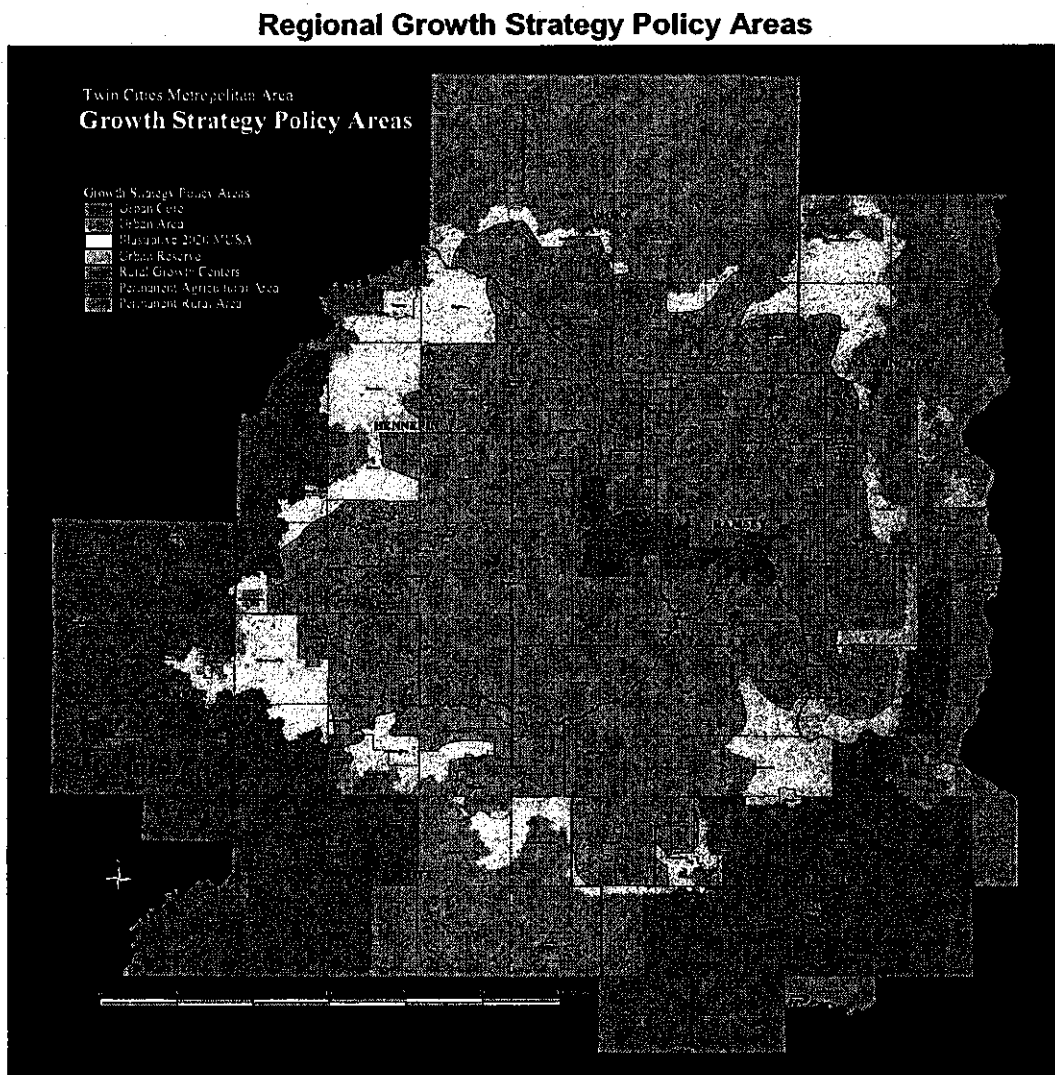
The *Regional Blueprint* presents the overall priorities for regional facilities and services in the Twin Cities metropolitan area. The *Transportation Policy Plan* incorporates the transportation policies and plans that support the Metropolitan Council's *Regional Blueprint* and describes the Council's 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 21<sup>st</sup> 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.



## **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 traditionally 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:

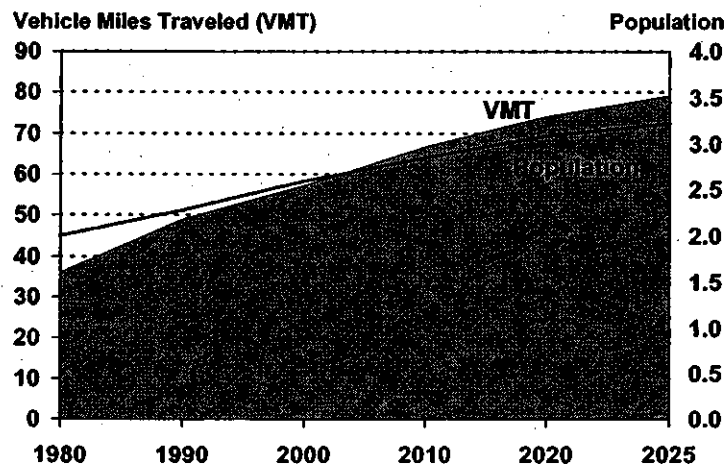
- **Sharpen the regions' economic competitiveness** by ensuring the convenient, affordable movement of people and the timely efficient movement of goods.
- **Enhance community and neighborhood livability** with connected streets, sidewalks and bikeways and convenient development that incorporates offices, 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.

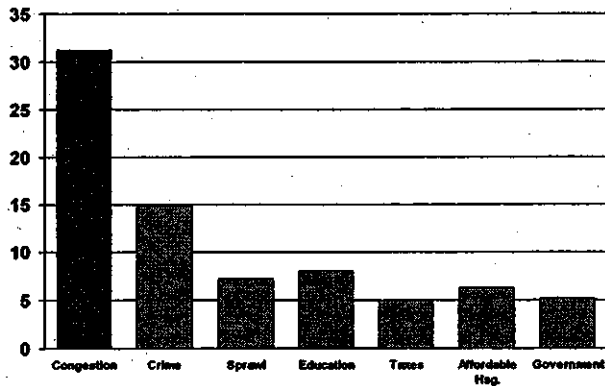
**Daily Vehicle Miles Traveled, 1980 - 2025**



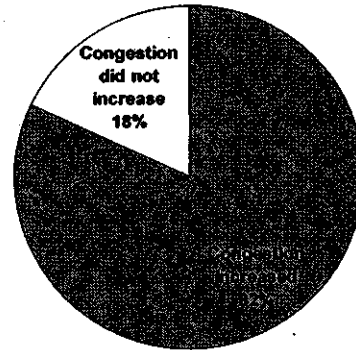
Twin Cities residents are already feeling the effects. Traffic congestion is now the top metro concern (31%). (*Metro State University 2000 Civic Confidence Survey*) Eighty-two percent of Twin Cities area residents think traffic congestion has increased in the last year. (*1999 Twin Cities Area Survey*)



**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.

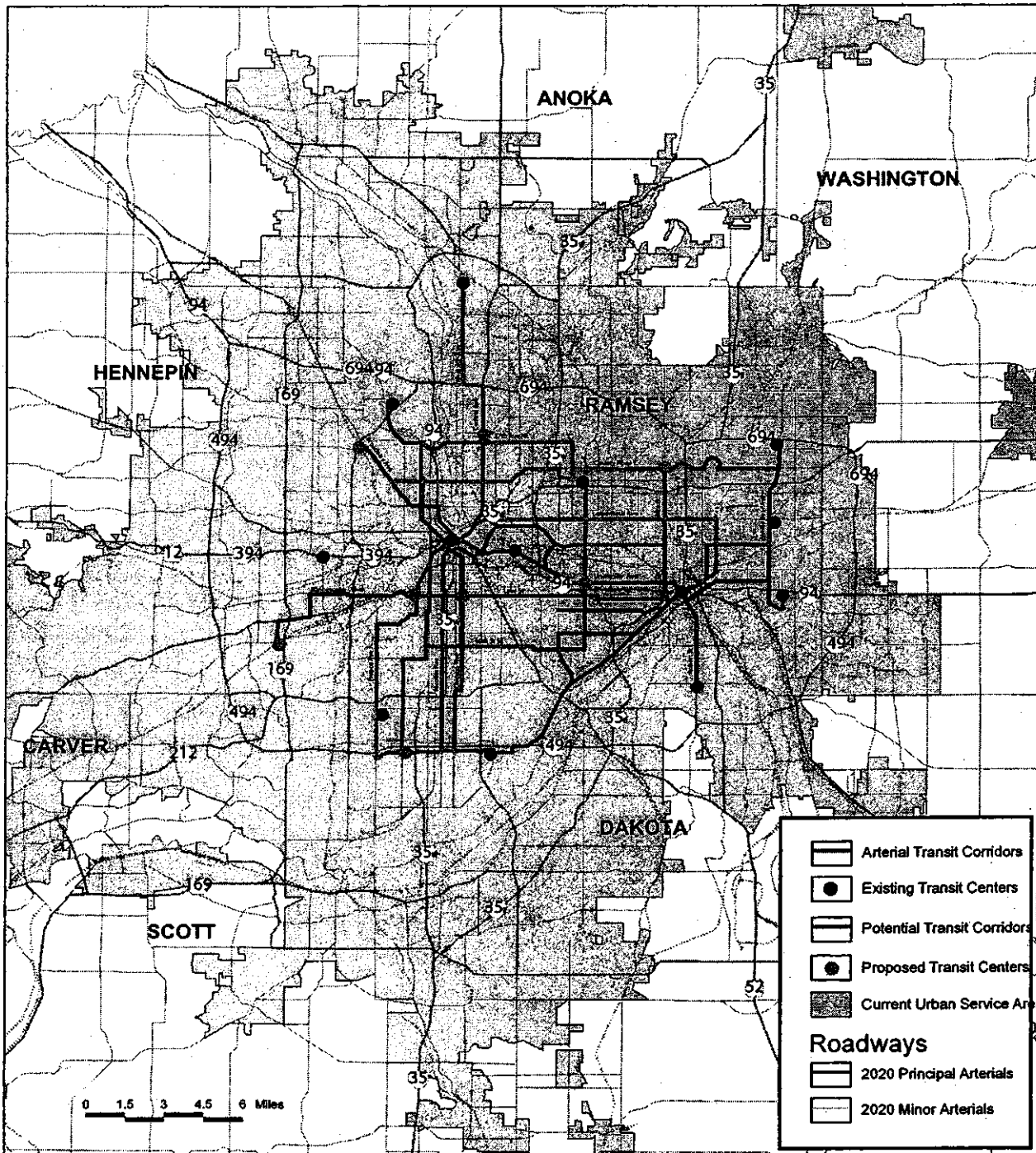
**Affordable housing will increase and land consumption will slow.**

- 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.

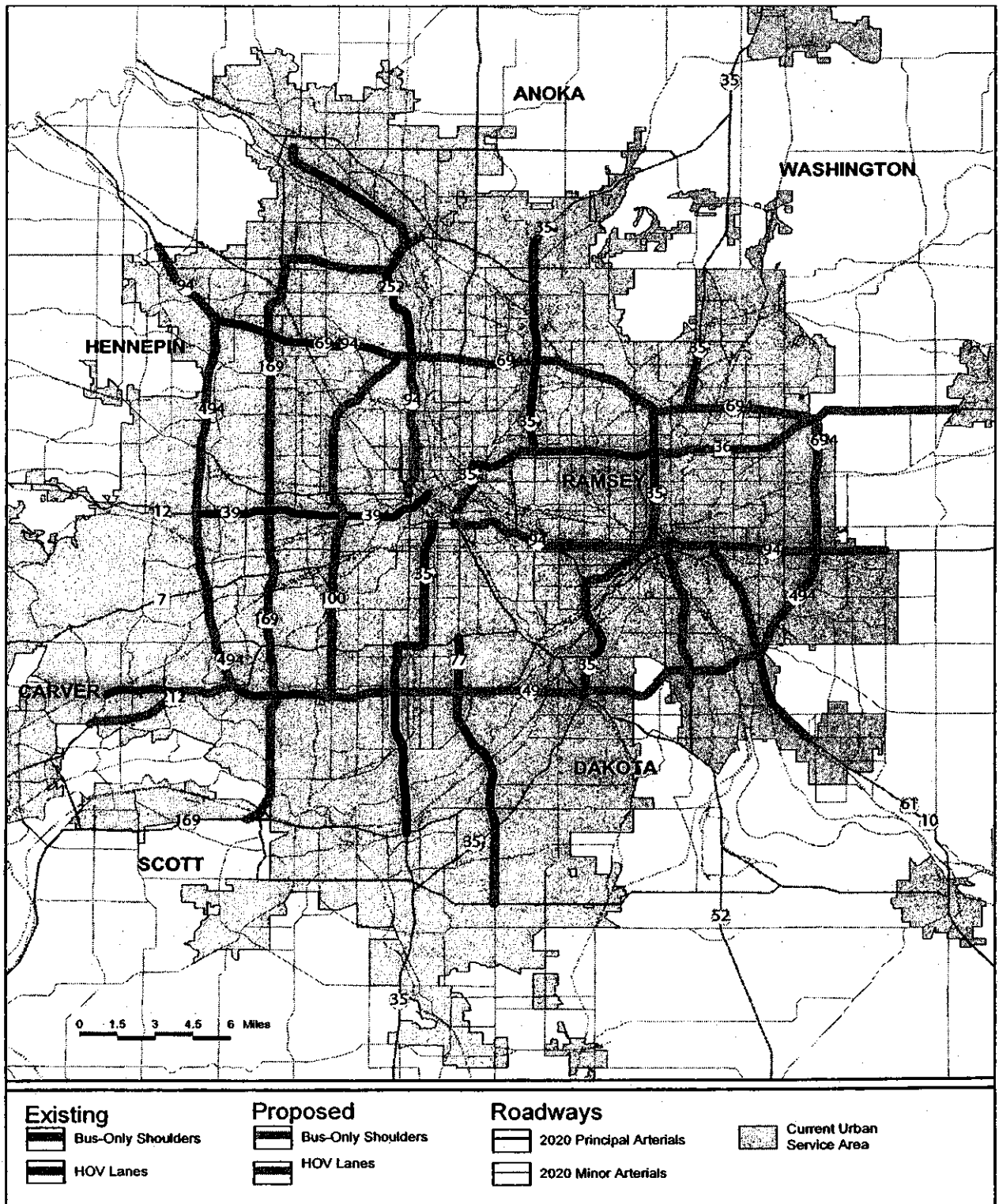
***Transit improvements will be phased over the next 25 years.***

- 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.

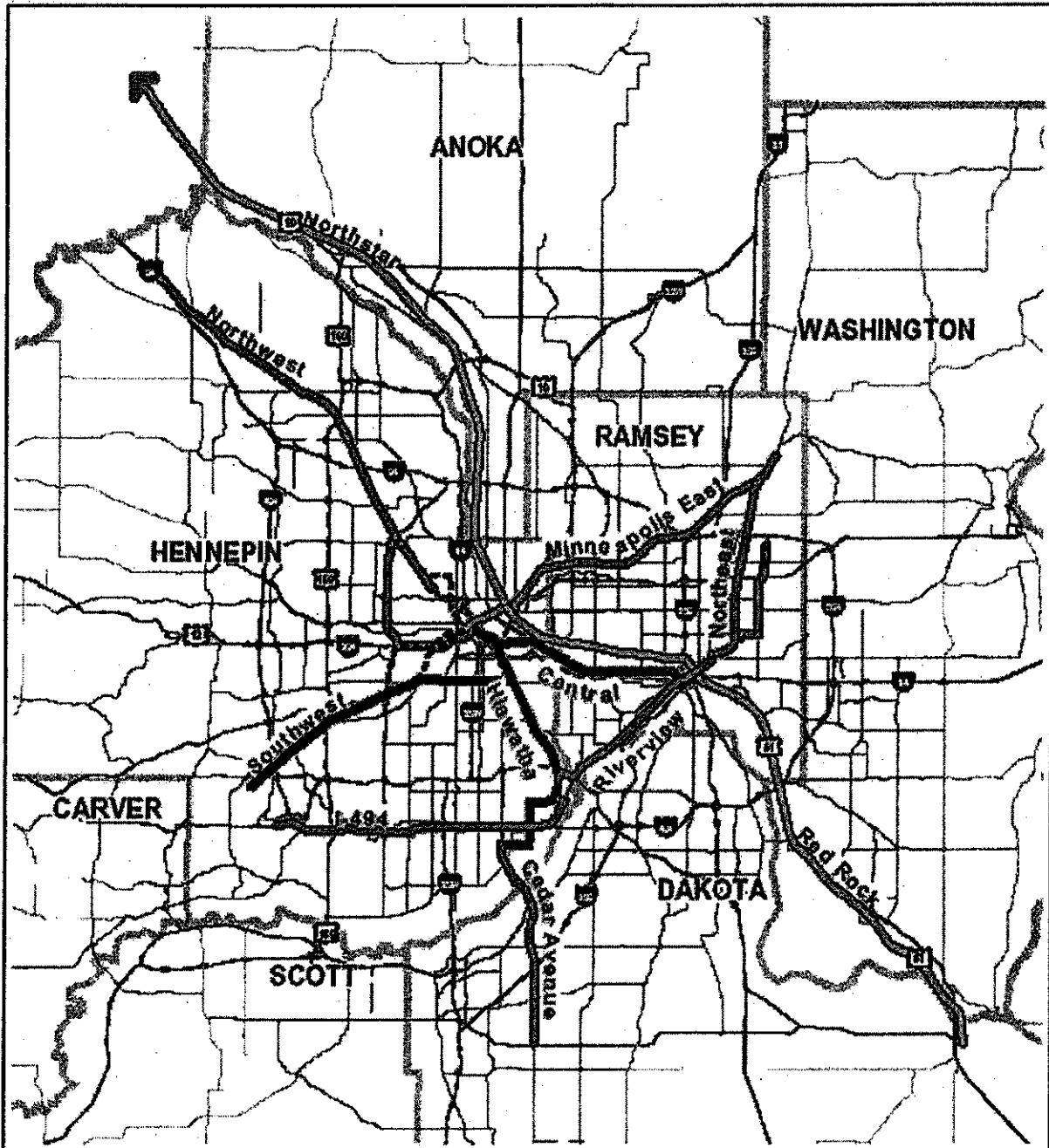
**Figure 4**  
**Arterial Transit Corridors**



**Figure 5**  
**Existing and Proposed Freeway Transit Corridors**



**Figure 6**  
**Transitways on Dedicated Rights-of-Way**  
**2025 Plan**



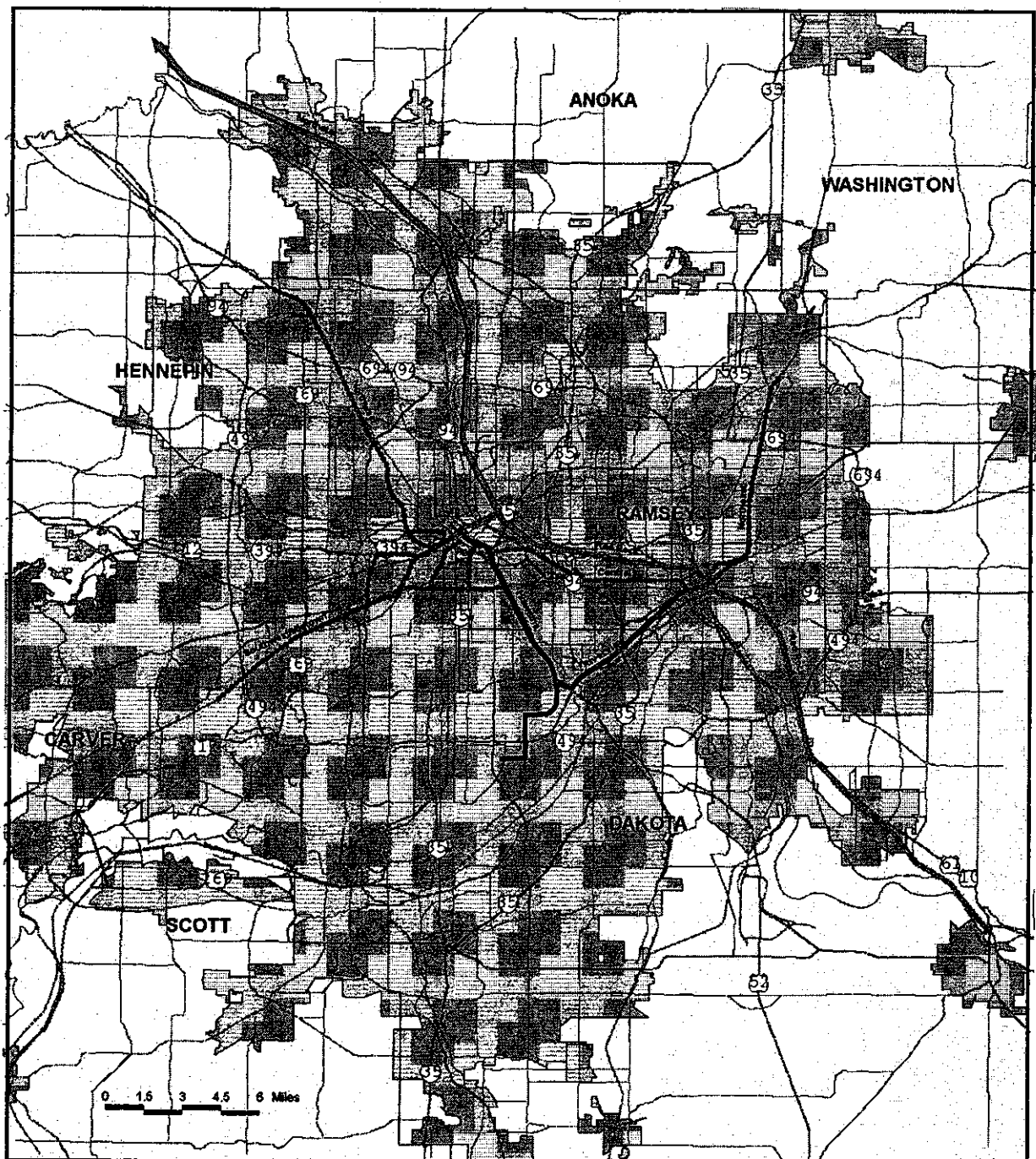
**Transitways on Dedicated Rights-of-way**  
**2025 Plan**

**Twin Cities Metropolitan Area**

**Metropolitan Council**  
2000

- LRT
- Busway
- Busway - Alternative Downtown Connectors
- Commuter Rail
- Transitway - Technology Unspecified
- Transitway - Alternative Downtown Connectors

**Figure 7**  
**Transitways on Dedicated Rights-of-Way**  
**2010 Plan**



## 2010 Plan

 LRT

Considered for LRT
<p>1. <b>Considered for LRT</b></p> <p>2. <b>Considered for LRT</b></p> <p>3. <b>Considered for LRT</b></p> <p>4. <b>Considered for LRT</b></p> <p>5. <b>Considered for LRT</b></p> <p>6. <b>Considered for LRT</b></p> <p>7. <b>Considered for LRT</b></p> <p>8. <b>Considered for LRT</b></p> <p>9. <b>Considered for LRT</b></p> <p>10. <b>Considered for LRT</b></p> <p>11. <b>Considered for LRT</b></p> <p>12. <b>Considered for LRT</b></p> <p>13. <b>Considered for LRT</b></p> <p>14. <b>Considered for LRT</b></p> <p>15. <b>Considered for LRT</b></p> <p>16. <b>Considered for LRT</b></p> <p>17. <b>Considered for LRT</b></p> <p>18. <b>Considered for LRT</b></p> <p>19. <b>Considered for LRT</b></p> <p>20. <b>Considered for LRT</b></p> <p>21. <b>Considered for LRT</b></p> <p>22. <b>Considered for LRT</b></p> <p>23. <b>Considered for LRT</b></p> <p>24. <b>Considered for LRT</b></p> <p>25. <b>Considered for LRT</b></p> <p>26. <b>Considered for LRT</b></p> <p>27. <b>Considered for LRT</b></p> <p>28. <b>Considered for LRT</b></p> <p>29. <b>Considered for LRT</b></p> <p>30. <b>Considered for LRT</b></p> <p>31. <b>Considered for LRT</b></p> <p>32. <b>Considered for LRT</b></p> <p>33. <b>Considered for LRT</b></p> <p>34. <b>Considered for LRT</b></p> <p>35. <b>Considered for LRT</b></p> <p>36. <b>Considered for LRT</b></p> <p>37. <b>Considered for LRT</b></p> <p>38. <b>Considered for LRT</b></p> <p>39. <b>Considered for LRT</b></p> <p>40. <b>Considered for LRT</b></p> <p>41. <b>Considered for LRT</b></p> <p>42. <b>Considered for LRT</b></p> <p>43. <b>Considered for LRT</b></p> <p>44. <b>Considered for LRT</b></p> <p>45. <b>Considered for LRT</b></p> <p>46. <b>Considered for LRT</b></p> <p>47. <b>Considered for LRT</b></p> <p>48. <b>Considered for LRT</b></p> <p>49. <b>Considered for LRT</b></p> <p>50. <b>Considered for LRT</b></p> <p>51. <b>Considered for LRT</b></p> <p>52. <b>Considered for LRT</b></p> <p>53. <b>Considered for LRT</b></p> <p>54. <b>Considered for LRT</b></p> <p>55. <b>Considered for LRT</b></p> <p>56. <b>Considered for LRT</b></p> <p>57. <b>Considered for LRT</b></p> <p>58. <b>Considered for LRT</b></p> <p>59. <b>Considered for LRT</b></p> <p>60. <b>Considered for LRT</b></p> <p>61. <b>Considered for LRT</b></p> <p>62. <b>Considered for LRT</b></p> <p>63. <b>Considered for LRT</b></p> <p>64. <b>Considered for LRT</b></p> <p>65. <b>Considered for LRT</b></p> <p>66. <b>Considered for LRT</b></p> <p>67. <b>Considered for LRT</b></p> <p>68. <b>Considered for LRT</b></p> <p>69. <b>Considered for LRT</b></p> <p>70. <b>Considered for LRT</b></p> <p>71. <b>Considered for LRT</b></p> <p>72. <b>Considered for LRT</b></p> <p>73. <b>Considered for LRT</b></p> <p>74. <b>Considered for LRT</b></p> <p>75. <b>Considered for LRT</b></p> <p>76. <b>Considered for LRT</b></p> <p>77. <b>Considered for LRT</b></p> <p>78. <b>Considered for LRT</b></p> <p>79. <b>Considered for LRT</b></p> <p>80. <b>Considered for LRT</b></p> <p>81. <b>Considered for LRT</b></p> <p>82. <b>Considered for LRT</b></p> <p>83. <b>Considered for LRT</b></p> <p>84. <b>Considered for LRT</b></p> <p>85. <b>Considered for LRT</b></p> <p>86. <b>Considered for LRT</b></p> <p>87. <b>Considered for LRT</b></p> <p>88. <b>Considered for LRT</b></p> <p>89. <b>Considered for LRT</b></p> <p>90. <b>Considered for LRT</b></p> <p>91. <b>Considered for LRT</b></p> <p>92. <b>Considered for LRT</b></p> <p>93. <b>Considered for LRT</b></p> <p>94. <b>Considered for LRT</b></p> <p>95. <b>Considered for LRT</b></p> <p>96. <b>Considered for LRT</b></p> <p>97. <b>Considered for LRT</b></p> <p>98. <b>Considered for LRT</b></p> <p>99. <b>Considered for LRT</b></p> <p>100. <b>Considered for LRT</b></p>

 Commuter Rail **Busway Alternatives\***

\*Two of these three alternatives will be built by 2010.

## Roadways

2025 Principal Arterials

**2025 Minor Arterials**

**Current Urban Service Area**



## Timing of Major Transit Improvements

2000 – 2010	2010 – 2025
<b>Bus System</b>	
<ul style="list-style-type: none"> <li>• Expansion of bus system by 50%</li> </ul>	<ul style="list-style-type: none"> <li>• Continued expansion of bus system to double size by 2020; continued expansion after 2020 by 3.5% per year</li> </ul>
<b>Arterial Corridors</b>	
<ul style="list-style-type: none"> <li>• Arterial transit corridor improvements</li> </ul>	
<b>Freeway Corridors</b>	
<ul style="list-style-type: none"> <li>• Bus-only shoulders with improved standards</li> <li>• Extension of HOV lane on I-35W from I-494 to 46<sup>th</sup> Street</li> </ul>	
<b>Dedicated Transitways</b>	
<b>Busways</b>	
<ul style="list-style-type: none"> <li>• Two exclusive busways, with corridor candidates that include: <ul style="list-style-type: none"> <li>- Riverview</li> <li>- St. Paul Northeast</li> <li>- Mpls. Southwest/Midtown Greenway</li> <li>- Mpls. Northwest</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Three additional busways to complete 2025 transit plan (the other two candidate corridors plus Minneapolis East)</li> </ul>
<b>Light Rail Transit</b>	
<ul style="list-style-type: none"> <li>• Second LRT line will be built along the Central Corridor.</li> </ul>	<ul style="list-style-type: none"> <li>• Extension of Hiawatha into Dakota County and possible conversion of a busway to LRT if ridership is sufficiently high</li> </ul>
<b>Commuter Rail</b>	
<ul style="list-style-type: none"> <li>• At least one commuter rail line, with candidates in order of priority: <ul style="list-style-type: none"> <li>- Northstar Corridor</li> <li>- Red Rock Corridor to Minneapolis</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Completion of two additional commuter rail lines to include: <ul style="list-style-type: none"> <li>- The corridor not developed by 2010;</li> <li>- Dan Patch Corridor (after completion of Red Rock)</li> </ul> </li> </ul>

*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

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:

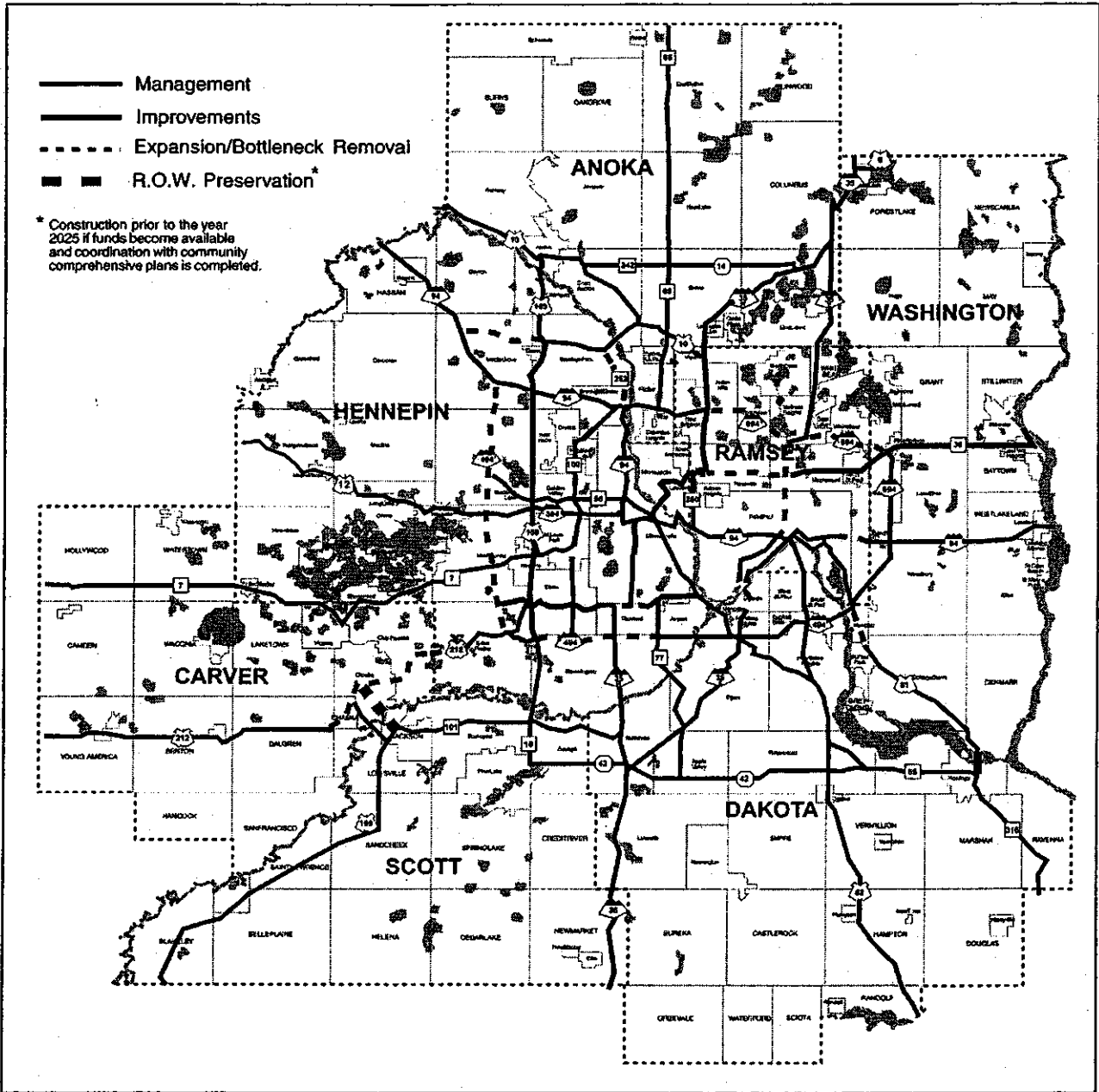
- Focus highway expansions on removing bottlenecks and modest increases in existing capacity, but not major expansions in freeway capacity that could promote the outward spread of unplanned development. (Figure 8)

- 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)

## 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	36 <sup>th</sup> 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	73 <sup>rd</sup> 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
<b>TOTAL</b>			67.9			331	152	722	285	1,490

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

hwy	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)
5W	46 <sup>th</sup> Street	West I-94	5.3	Corridor Design Study		50	10	80	20	160
5W	Washing- ton Ave.	TH 36	4.2			35	25	100	25	185
5W	TH 36	Ramsey County Line	8.0	Subarea Study	HOV, bus shoulders, mixed	20	5	10	10	45
52	Concord Blvd.	I-94 Lafayette	2.8	Select Interchange Improvements/ Access Control		55		15	20	90
61	Hastings Bridge		0.6			0		20	25	55
169	I-494	I-94	15.8			50	5	55	25	135
169	I-94	TH 610	2.8			15	10	15	15	55
36	I-35E	I-694	6.7			8	1	5	3	18
62	I-494	I-35W	8.1			35	5	20	25	85
62	I-35W	TH 55	3.9			18	2	10	15	45
280	Como	TH 36	2.0			28	2	15	25	70
al			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. These strategies are listed in Appendix B.

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 to the U.S. Environmental Protection Agency (EPA) for approval by 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. The vehicle emissions and inspection 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 2005-2008 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 of the Appendix. 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, regionally significant projects programmed 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 and other supporting documentation, 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 projects and programs for inclusion in the TIP and the balance between selected projects and resources. A key element in this TIP Fiscal Constraint Analysis is the balance between resources and projects. Also included here is a discussion of the consistency of projects and programs with the Regional Transportation Plan (TRP).

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

#### **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 TRPs and the State TRP meet the fiscally constrained requirement.

This allocation process has four basic steps:

1. MnDOT's Office of Investment Management (OIM) determines the target level of funds available for the TRP period 2005 to 2008. These funding targets are sent to the ATPS for comment. Also included is guidance for TRP preparation.
2. The regions develop their draft TRPs using these funding targets. The regions can include funding for additional projects or programs for consideration by OIM.
3. OIM assembles the draft regional TRPs and the requests for additional funds. OIM informs the regions if their request for a higher level of funds will be honored.
4. The regions modify their list of projects based on OIM response, adopt their final TRPs and submit them to MnDOT for inclusion in the STIP.

#### **RESOURCES AVAILABLE 2005-2008**

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 TRP.

Transportation resources available to the region for highway, transit, and alternative mode projects are approximately \$2,822 million over the 2005 to 2008 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 78% of the funds available, while Federal Title III and other state and local taxes represent the remaining 22%. 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 total for four years is \$2,392 million. The region's "target" for Federal Title I and state trunk highway funds are

MN/DOT process for project selection. 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 four year total is \$1,048 million. This includes \$572 million of Federal Formula funds and \$476 million of State Trunk Highway funds.

In 2003, the Minnesota Legislature adopted the Pawlenty/Molnau Transportation Financing Package. This added approximately \$556 million for the four-year TIP and is labeled Additional MnDOT Allocation in Table 4. The region assumes \$130 million of projects will lapse or additional funds will be available due to the passage of a new Federal Surface Transportation Act. High priority projects have received federal earmarked funds by Congress. At present, \$30 million is available over the four-year period for specific projects.

MN/DOT will again use the Advanced Construction (AC) process to extend available resources. MN/DOT constructs 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 \$451 million is recorded in Table 4 for Advance Construction as funds available to the region during the TIP period 2005 to 2008, approximately \$119 million is from future 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	33 M	48 M
2003	150 M	32 M
2004	150 M	65 M
2005	205 M	117 M
2006	71 M	156 M
2007	175 M	172 M
2008	0	134 M
<b>Totals</b>	<b>\$ 859 M</b>	<b>\$ 740 M</b>

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

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 \$177 million over four years. The TRL funds are allocated annually by MN/DOT.

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

<b>Federal Title I</b>		<b>\$ 1,053 Million</b>
• <i>Target</i>	<i>\$ 572</i>	
• <i>Advance Construction</i>	<i>451</i>	
• <i>High Priority</i>	<i>30</i>	
<b>Federal Title III</b>		<b>302 Million</b>
• <i>Formula/Discretionary</i>	<i>270</i>	
• <i>LRT</i>	<i>32</i>	
<b>Property Tax and Other State Taxes</b>		<b>305 Million</b>
• <i>Local and TRLF</i>	<i>177</i>	
• <i>Regional Bonds</i>	<i>128</i>	
<b>Trunk Highway</b>		<b>1,032 Million</b>
• <i>Target</i>	<i>476</i>	
• <i>Additional Allocation</i>	<i>556</i>	
<b>Anticipated Lapsed Projects/Anticipated Additional Revenue</b>	<i>130</i>	<b>130 Million</b>
<hr/> <b>TOTAL:</b>		<b>\$ 2,822 Million</b>

**Table 4**  
**FEDERAL TITLE 1 AND STATE HIGHWAY FUNDS**  
**AVAILABLE TO REGION - 2005-2008**  
**(Millions)**

	2005	2006	2007	2008	Total
Federal Title I Funds	143	143	143	143	572
State Funds	119	119	119	119	476
<b>Target for Region</b>	<b>262</b>	<b>262</b>	<b>262</b>	<b>262</b>	<b>1048</b>
Additional MN/DOT Allocations	227	138	149	42	556
Anticipated Lapsed Projects/Anticipated Additional Revenues	46	38	30	16	130
High Priority Projects	23	7	0	0	30
<b>Total Funds</b>	<b>558</b>	<b>445</b>	<b>441</b>	<b>320</b>	<b>1764</b>
Advance Construction	205	71	175	0	451
Local and TRLF	78	46	32	21	177
<b>Total</b>	<b>841</b>	<b>562</b>	<b>648</b>	<b>341</b>	<b>2392*</b>

\* Includes \$10 M of federal and \$5 M of state and \$5 M of local funds for Chisago Co. projects

**Table 5**  
**FEDERAL TITLE III AND MATCHING FUNDS AVAILABLE**  
**AND REQUESTED BY REGION 2005-2008**  
**(Millions)**

	2005	2006	2007	2008	Total
Section 5307 Formula	49.5	40.9	54.1	33.0	177.5
Section 5309 –	35.0	18.0	18.0	18.0	89.0
Section 5310	0.6	0.6	0.6	0.6	2.4
Section 5311	0.2	0.2	0.2	0.2	0.8
LRT/Fed Share	32.0	---	---	---	32.0
<b>Total Federal Funds</b>	<b>117.3</b>	<b>59.7</b>	<b>72.9</b>	<b>51.8</b>	<b>301.7</b>
LRT Local Share	---	---	---	---	---
Regional Capital Bonds	32.0	32.0	32.0	32.0	128.0
<b>Total Local</b>	<b>32.0</b>	<b>32.0</b>	<b>32.0</b>	<b>32.0</b>	<b>128.0</b>
<b>Total Local and Federal</b>	<b>149.3</b>	<b>91.7</b>	<b>104.9</b>	<b>83.8</b>	<b>429.7</b>

Transit funds available to the region in 2005-2008 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 \$430 million in Title III funds will be received by the region in the next four years. This includes approximately \$32 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. The total 5307 formula funds are approximately \$177 million. The region estimates \$33 million is the minimum available in 2008.

Section 5309 is discretionary funds that are allocated to Metro Transit or other operators on request by Congress. The level of funds received varies from year to year. The level of funding in 2005 is the regions best estimate of what might be available and reflective of the Regional Capital Improvement Program. The \$18 million in 2006 to 2008 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.

The region generates transit capital and operating funds from four principal sources: fares, state motor vehicle sales 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 fund money to subsidize operating cost or to match federal funds. Regional Capital Bonds of \$128 million will be used to match federal Title I and Title III funds as well as fund 100% of various capital transit investments. The region has assumed \$32 million per year can be reasonably expected in the future from regional bonding authority.



## **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
- Improvement/Replacement, Railroad Surface and Signals, and Hazard Elimination/Safety funds
- National Highway System Interstate Maintenance, STP, Non-Urban Guarantee, Intelligent Transportation System

Competitive Regional Solicitation Process conducted by the Transportation Advisory Board (TAB)

Competitive regional solicitation process conducted by MN/DOT and TAB

MN/DOT/Metro Division Process with assistance from Capital Improvement Committee (CIC)

#### **Federal Title III Funds**

- Sections 5307 and 5309
- Section 5310
- Section 5311

Metropolitan Transit Selected

MN/DOT Office of Transit/Statewide Competitive Process

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 Metropolitan Council

#### **State Transportation Revolving Loan Fund (TRLF)**

Statewide competitive solicitation process conducted by MN/DOT

## **COMPETITIVE REGIONAL PROJECT SELECTION PROCESS**

A substantially new competitive process was developed by the region to select projects for use of Title I federal funds after passage of ISTEA in 1991. Projects to utilize the following funding programs are selected through this process: STP Urban Guarantee, CMAQ, TEP, Bridge Improvement/Replacement, Hazard Elimination and Rail Safety. This process prioritizes approximately 40 percent of the Title I target funds that are available to the region. (See Table 3.) 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
- CMAQ Transit Expansion
- CMAQ - Other
- Bikeway
- Walkway
- 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 two 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 two allocation options to be considered by TAC and recommended to TAB. Subsequently, the TAB Programming Committee approved one option to be included in the 2005-2008 TIP. 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 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 Framework
- Integration of Land Use and Transportation
- City/County efforts to provide affordable housing
- Demonstrated Need for Facility - Present and Future.
- Service Provided.
- Characteristics of Area or Population Served.
- Integration of Modes
- Reduction of congestion on principal or minor arterials
- Increase in hourly person through-put
- Accident Prevention and Control.
- Personal Safety
- Cost Effectiveness
- Air Quality

### **Regionally Selected Projects**

Recorded in Table 6 is a summary of the projects selected by category through the regional competitive process in 2001/2002 and 2003/2004. This table only records the federal funds allocated to the projects. The 2001/2002 process selected projects for 2005 and 2006. The 2003/2004 process selected projects to be programmed in 2007 and 2008. MN/DOT solicited projects for Hazard Elimination/Safety, and the Railroad Surface and Signals. 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), Surface Transportation Program (STP) and Bridge Improvement and Replacement (BIR) projects were evaluated by subcommittees of the Funding and Programming Committee and selected through the TAB process.

These totals do not equal the amounts shown in Table 7 and 8 for a number of reasons. Only federal amounts are shown in Table 6 and projects selected in the solicitations could have already been authorized, dropped or moved to another program year.

### **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 funds. The CIC 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, Metropolitan Council and six representatives of the TAC.

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

#### METROPOLITAN TRANSIT SELECTION OF SECTIONS 5307 AND 5309 PROJECTS

The Title III federal funds come to Metro Transit as the principal transit provider in the region. The agency uses the federal funds for bus purchase, bus rebuilding, shelters, garages, 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.

#### 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 2002 and 2003**  
**(Federal Funds/in millions)**

	2005	2006	2007	2008	Total
	Selected 2001/2002	Selected 2001/2002	Selected 2003/2004	Selected 2003/2004	
<b>PROGRAM CATEGORY</b>					
Hazard Elimination/Safety (HES)	2.295	1.840	1.206	3.242	8.583
Railroad Surface & Signals (RRSS)	1.700	1.275	1.530	1.440	5.945
Bridge Improvement/Replacement (BIR)	4.965	5.560	0.716	8.048	19.289
Enhancements (EN)	3.128	5.478	3.937	5.176	17.719
Congestion Mitigation Air Quality (CMAQ)	7.302	13.302	11.450	18.455	50.509
Surface Transportation Program (STP)	17.122	29.393	19.320	32.061	97.896
<b>TOTALS</b>	<b>36.512</b>	<b>56.848</b>	<b>38.159</b>	<b>68.422</b>	<b>199.941</b>

## 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 2005 to 2008 closely match the funds available. The MN/DOT process of fund allocation to the Area Transportation Partnership (ATP) 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 regional TIP. 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 four-year TIP period. This Table uses the major funding programs 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 four years is \$2,392 million. The use of the advance construction process in the 2005-2008 period (total \$451 million) brings forward \$119 million of federal funds from years beyond 2008. The high priority project funds allocated by Congress represent \$30 million in resources but they do not fully fund the projects.

In Table 8 the 2004 funds are allocated to various expenditures categories. By comparing this total to the 2005 figure from Table 4 it can be seen revenues generally balances with expenditures.

Federal guidance only requires Title III funds match the approved project costs in the first year of the TIP. The 2005 projects funded with Title III have a total value of approximately \$149.3 million. This includes LRT funding and regional bonds (from Table 5). Additional funds are available to transit from CMAQ and STP Urban Guarantee funds (See detail tables attached).

**Table 7**  
**DISTRIBUTION OF TITLE 1, STATE TRUNK HIGHWAY**  
**AND MATCHING FUNDS (millions)**  
**2005 - 2008**

	TOTAL	FEDERAL	STATE	AC	OTHER (+ BONDS)
CMAQ	89	71	0	0	18
Enhancements	47	31	0	2	14
STP Urban Guarantee	238	172	5	17	44
STP Non-Urban	65	52	8	0	5
MN/DOT & State Aid Bridge	41	28	4	0	9
HPP	51	30	3	0	18
MN Interstate Maintenance	667	349	35	230	53
ITS	2	0	2	0	0
NHS	682	343	19	202	118
Misc FED	29	12	0	0	17
Chisago County	20	10	5	0	5
Transit Advantages	20	0	1	0	19
100% State Funded	441	0	414	0	27
<b>TOTAL</b>	<b>2392</b>	<b>1098</b>	<b>496</b>	<b>451</b>	<b>347</b>

**Table 8**  
**DISTRIBUTION OF TITLE 1, STATE TRUNK HIGHWAY**  
**AND MATCHING FUNDS (millions)**  
**2005 Annual Element**

	TOTAL	FEDERAL	STATE	AC	OTHER (+ BONDS)
CMAQ	23	18	0	0	5
Enhancements	21	12	0	2	7
STP Urban Guarantee	72	47	1	6	18
STP Non-Urban	21	18	1	0	2
MnDOT & State Aid Bridge	6	1	0	0	5
HPP	39	23	3	0	13
MN Interstate Maintenance	204	96	0	55	53
ITS	1	0	1	0	0
NHS	289	56	3	142	88
Misc FED	25	9	0	0	16
Chisago County	4	0	2	0	2
Transit Advantages	10	0	0	0	10
100% State Funded	126	0	124	0	2
<b>TOTAL</b>	<b>841</b>	<b>280</b>	<b>135</b>	<b>205</b>	<b>221</b>

## 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 \$374 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 21 percent of total federal and state funds available to the region.

The region's second highest priority for the highway system is to manage the transportation system. Management projects are advanced by Mn/DOT and other agencies. Approximately \$75 million or 4% 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 52% or \$924 million of the four-year target. A significant part of these funds labeled expansion are, in fact, required to reconstruct the highways as the expansion projects are carried out. It is difficult to separate one part of the work from another. The new HOV lanes on I-35W are included in the expansion project category. This category has increased significantly over the last TIP due to the passage of the Pawlenty/Molnau Transportation Financing Package that provided approximately \$560 million to the region for the 2005 to 2008 period.

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 \$214 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 \$177 million. Local agreements cover work in Mn/DOT right-of-way and Mn/DOT is contributing to the cost of the project. These projects are difficult to characterize due to the variety of activities that are included. The enhancement funds are allocated through the regional process. Finally, transit projects are included. Many projects selected for funding can be found in the TPP or are consistent with adopted policies. This has come about in part due to the criteria used to select the projects which are in part intended to implement regional policies.

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**  
**2005-2008 ALLOCATION OF FEDERAL TITLE I AND**  
**STATE TRUNK HIGHWAY FUNDS BY WORK TYPE**  
**(in Millions)**

	2005	2006	2007	2008	TOTAL	
					\$	%
Preservation	62	121	103	88	374	21.2%
Manage	26	13	14	22	75	4.3%
Expansion	323	216	251	134	924	52.4%
Set Asides for R/W, Cost Overruns, Supplement Agreements	81	53	39	41	214	12.1%
Other (agreements, enhancements, transit)	66	43	34	34	177	10.0%
<b>TARGET TOTALS</b>	<b>558</b>	<b>446</b>	<b>441</b>	<b>319</b>	<b>1764</b>	<b>100%</b>
Advance Construction	205	71	175	0	451	
Local Match & TRLF	78	46	32	21	177	
Total Target, Match, and TRLF	841	563	648	340	2392	

## **PLAN IMPLEMENTATION PROGRESS**

### **STATUS OF MAJOR PROJECTS**

Federal TIP guidance requires the progress made on implementing the region's transportation plan be reported annually. Discussed below is the progress made on major projects and project's authorized in the last fiscal year, 2004 (Table A-11). Over the past ten 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. No major highway projects opened to traffic in 2003. Hiawatha LRT was scheduled to begin service in April 2004. This date was pushed back to June 2004. LRT is now operating from the Warehouse District to the Fort Snelling Station.

The status of major transit projects appears in Table 11. This table records Federal Title I and Title III funded projects, which exceed \$3,000,000. Replacement bus contracts have been regularly let. A number of service expansion projects are included in Table 11. These are funded in part with CMAQ funds and provide operating funds for up to three years.

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 or are consistent with TPP policies. These tables and maps also show major projects not yet programmed. In the coming years, these projects can be expected to move into the TIP as funds become available.

### **PROJECTS AUTHORIZED IN FISCAL YEAR 2004.**

Another measure of plan implementation are the projects and project value authorized in the previous fiscal year. These projects were in the 2004-2006 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 projects authorized in 2004 are recorded in Table A-11. The total value of these projects is approximately \$485 million, with \$139 million of federal funds, \$14 million federal demonstration funds, \$116 million state funds, \$129 million advance construction, and \$68 million other sources.

The legislative authorized funds used in 2004 are included in the project totals in Table A-11 but do not have a separate column due to limitation of the electronic spread sheet use. These funds are approximately \$19 Million.

**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	\$60,000	2003, 2006	No change	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.	\$33,000	2002	No change	2005	Replace and Expand Miss. River Bridge. Project let.
3. I-35W, HOV lane, 66 <sup>th</sup> St. to 42 <sup>nd</sup> St.	\$206,000	2007	No change	2010	Reconstruct TH 62 and I-35W and add the HOV lane. Stage 1 (I-494 to 60 <sup>th</sup> St.) contracts let 4/99
4.. TH 36, St. Croix Bridge	\$150,000 to \$227,000				New 4-lane bridge and approaches. Negotiation process underway. Cost share with Wis. Request for high priority funding has been made.
5. TH 55, Hiawatha Av.	\$129,000	2003	No change	2004	Reconstruct the 4-lane arterial from Crosstown to I-94.
6. TH 100, Glenwood Av. to CSAH 152	\$146,000	2003	No change	2004	Construction underway to rebuild as 6 lane freeway.
7. I-494/TH 61 interchange, TH 61/ local access	\$250,000	2002	No change	2008	Replace and widen I-494 bridge, reconstruct interchange, reconstruct TH 61. Provide local access. All contracts let..
8. I-94 Weaver Lake Rd. to Humbolt Av.	\$80,000	2001	No change	2005	Reconstruct, add general use 3 <sup>rd</sup> lane from Hemlock to Brooklyn Blvd.
9. I-494 TH 5 to TH 100	\$74,000	2003	No change	2005	Add 3 <sup>rd</sup> lane, under construction.
10. TH 610 Realign CSAH 81 in the vicinity of TH 610	\$26,750	2005	2004	2006	Continue construction of new 4-lane freeway on new alignment

**Table 10 (continued)**  
**STATUS OF MAJOR HIGHWAY PROJECTS**

<u>Project</u> <u>Highway and Bridge</u>	Construction Cost Estimates (000s)	Current program years	Program Year- Last TIP	Assumed year open to traffic	Project status/comments
11. TH 169 from Minnesota River to Valley View Road	\$104,000	2005	New	2008	Reconstruction three intersections as interchanges and reconstruct interchange with I- 494
12. I-494 from TH 212 to Carlson Parkway	\$130,000	2004	New	2006	Widen I-494 to six lanes, contract let.
13. TH 212 from CSAH 4 to ¾ mile west of CSAH 147	\$245,000	2005	New	2007	Construct new four lane freeway on new alignment
14. I-694 from west to east Junction I-35E (unweave the weave)	\$115,000	2004	New	2007	Reconstruct and add lanes to eliminate bottleneck

**Table 11**  
**STATUS OF MAJOR TRANSIT CAPITAL PROJECTS**

Project Title	Total Project Cost	Federal Participation	Grant Application	Type	Project Status
New Bus Purchases	25,000,000	20,000,000	<i>To be applied</i>	5307/5309	Annual Expense
Engines, Transmissions, Lifts, Tire Leases	4,000,000	3,000,000	<i>To be applied</i>	5307/5309	Annual Expense
I-35W North Corridor – Service Expansion	4,500,000	3,500,000	<i>To be applied</i>	CMAQ	Program Year 2003-2005
Sector 5A – Western St. Paul – Service Expansion	4,300,000	3,500,000	<i>To be applied</i>	CMAQ	Program Year 2003-2005
Sector 5B - Hiawatha Corridor - Service Expansion	6,000,000	4,800,000	<i>To be applied</i>	CMAQ	Program Year 2003-2005
Sector 5 C- I-35W South – Service Expansion	7,300,000	5,800,000	<i>To be applied</i>	CMAQ	Program Year 2003-2005
Hiawatha LRT – Operating Assistance	20,000,000	10,000,000	<i>To be applied</i>	CMAQ	Program Year 2004-2006
New Bus Garage	33,000,000	27,000,000	<i>To be applied</i>	5307/5309	Program Year 2004-2006

*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

<u>Title I Funded Projects</u>	<u>Page</u>
A-1 Congestion Mitigation Air Quality Projects .....	A-4
A-2 Enhancement Projects.....	A-6
A-3 STP Urban Guarantee Projects .....	A-10
A-4 STP Non-Urban Guarantee Projects .....	A-15
A-5 Mn/DOT and State Aid Bridge Projects .....	A-19
A-6 Demonstration/High Priority/TCSP Projects.....	A-20
A-7 Mn/DOT Interstate Maintenance Projects .....	A-21
A-8 ITS Projects .....	A-24
A-9 NHS Projects .....	A-25
A-10 100% State Funded Projects .....	A-29
A-11 Projects Obligated in Previous Fiscal Year .....	A-38

#### Title III Funded Projects

A-12 Transit Section 5309 Funds .....	A-52
A-13 Transit Section 5307 .....	A-54
A-14 Transit Section 5310 .....	A-58
A-15 Transit Section 5311 .....	A-59
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#### Other Funded Projects

A-17 Miscellaneous Federal Projects.....	A-62
A-20 All Projects by Rank Number .....	A-64
.....	to A-104

## 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
	BI Bridge Improvement
	BR Bridge Replacement
	RC Reconstruction
	RS Resurfacing
	SC Safety-Capacity
	TM Traffic Management
	SR Safety Rail
	BT Bike Trails, Trails
	MC Major Construction
	RD Reconditioning
	RX Road Repair
	SH Safety Hazard Elimination
	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  
2005-2008 PARENT Projects \***

<b>Parent Number</b>	<b>Highway</b>	<b>Location</b>	<b>Description</b>	<b>Expansion</b>	<b>Lanes Before</b>	<b>Lanes After</b>
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/62	Junction I-35E to Minneapolis	Preservation + Temporary HOV Lanes	Yes	Varies	Varies
4	TH 55	Hiawatha Corridor	Light Rail Transit	Yes	NA	NA
5	TH 55	Hiawatha Avenue	Reconstruct Road	Yes	4	6
6	TH 100	I-394 to Indiana Avenue	Upgrade Per EIS Recommendation	Yes	4	6
7	TH 169	At Anderson Lake Pkwy. & at Pioneer Trail	New Interchanges	Yes	4	4
8	TH 169	At I-494	Replace interchange	Yes	4	4
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	I-494	TH 5 to I-394	Reconstruct – Add lane	Yes	4	6
13	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.



Wednesday, August 04, 2004

Twin Cities Metropolitan Area  
2005 - 2008 Transportation Improvement Program

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2005	CMAQ		90-595-05	TR	AT TH 36 AND RICE ST IN ROSEVILLE & LITTLE CANADA-CONSTRUCT TRANSIT HUB AND PARK AND RIDE LOT	2,809,000	2,247,200	0	0	561,800	MET COUNCIL - MT	E6
2005	CMAQ		CM-25	TM	REGIONAL TDM & COMMUTER ALTERNATIVES PROGRAM	2,407,538	1,926,030	0	0	481,508	MET COUNCIL	AQ1
2005	CMAQ		CM-36	TM	DOWNTOWN MPLS TMO	388,313	310,650	0	0	77,663	MINNEAPOLIS	AQ1
2005	CMAQ		TRS-LRT-05	TR	HIAWATHA CORRIDOR LRT OPERATING ASSISTANCE	3,871,250	3,097,000	0	0	774,250	MET COUNCIL - MT	T1
2005	CMAQ		TRS-SWMT-05	TR	SOUTHWEST METRO TRANSIT SERVICE EXPANSION, PURCHASE 57, PASSENGER VEHICLES	3,992,592	3,194,073	0	0	798,519	SOUTHWEST METRO TRANSIT AUTH	A10
2005	CMAQ		TRS-TCMT-04	TR	SECTOR 5C - I-35W SOUTH CORRIDOR SERVICE EXPANSION	2,741,780	2,193,424	0	0	548,356	MET COUNCIL - MT	A10
2005	CMAQ		TRS-TCMT-04A	TR	SECTOR 5B - HIAWATHA CORRIDOR SERVICE EXPANSION	2,310,668	1,848,534	0	0	462,134	MET COUNCIL - MT	A10
2005	CMAQ		TRS-TCMT-04B	TR	SECTOR 5A - WESTERN ST PAUL SERVICE EXPANSION	546,063	436,850	0	0	109,213	MET COUNCIL - MT	A10
2005	CMAQ		TRS-TCMT-05C	TR	METRO TRANSIT - 2005 T & TE REGIONAL FLEET EXPANSION, PURCHASE LARGE & SMALL FEEDER PASSENGER VEHICLES	3,815,000	3,052,000	0	0	763,000	MET COUNCIL-T & TE	A10
2006	CMAQ		141-595-01	TR	DOWNTOWN CIRCULATOR TRANSIT TERMINAL, HVAC, ELEVATOR, WAITING AREAS (AFFORDABLE HOUSING PROJECT)	1,017,600	795,000	0	0	222,600	MINNEAPOLIS	T8
2006	CMAQ		91-595-18	TR	NEAR TH 101/TH 212, PASSENGER STATION,PARK/RIDE STALLS, ETC	1,864,500	1,491,600	0	0	372,900	SOUTHWEST METRO TRANSIT COMMISSION	E6
2006	CMAQ		CM-15	TR	TWIN CITIES METRO TRANSIT - PURCHASE 40-FOOT BUSES	672,350	537,880	0	0	134,470	MET COUNCIL - MT	T10
2006	CMAQ		CM-23A	TR	2005 T & TE REGIONAL FLEET EXPANSION - PURCHASE LARGE & SMALL FEEDER PASSENGER VEHICLES	3,813,750	3,051,000	0	0	762,750	MET COUNCIL-T & TE	A10
2006	CMAQ		CM-25A	TM	REGIONAL TDM & COMMUTER ALTERNATIVES PROGRAM	2,690,813	2,152,650	0	0	538,163	MET COUNCIL	AQ1
2006	CMAQ		CM-36A	TM	DOWNTOWN MPLS TMO	423,750	339,000	0	0	84,750	MINNEAPOLIS	AQ1
2006	CMAQ		TRS-LRT-06	TR	HIAWATHA CORRIDOR LRT OPERATING ASSISTANCE	3,428,750	2,743,000	0	0	685,750	MET COUNCIL - MT	T1
2006	CMAQ		TRS-TCMT-05	TR	SECTOR 5C-I-35W SOUTH CORRIDOR SERVICE EXPANSION	2,866,560	2,293,248	0	0	573,312	MET COUNCIL - MT	A10
2006	CMAQ		TRS-TCMT-05A	TR	SECTOR 5B-HIAWATHA CORRIDOR SERVICE EXPANSION	2,310,668	1,848,534	0	0	462,134	MET COUNCIL - MT	A10
2006	CMAQ		TRS-TCMT-05B	TR	SECTOR 5A-WESTERN ST PAUL SERVICE EXPANSION	546,063	436,850	0	0	109,213	MET COUNCIL - MT	A10

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2006	CMAQ		TRS-TCMT-05DA	TR	T & TE 2006 REGIONAL FLEET EXPANSION-PURCHASE BUSES	3,672,500	2,938,000	0	0	734,500	MET COUNCIL-T & TE	T10
2007	CMAQ		CM-2-03	NA	RTDM & COMMUTER ALT PROGRAMS INCL FUNDS FOR METRO COMMUTER SERV, DOWNTOWN MPLS TMO, ST PAUL TMO, ST PAUL MIDWAY TMO, AND I-494 CORRIDOR COALITION	3,781,250	3,025,000	0	0	756,250	MET COUNCIL	AQ1
2007	CSAH	19	90-595-10	TR	CSAH 19 AND I-94 IN LAKE ELMO-CONSTRUCT NEW 500, CAR PARK/RIDE LOT	4,400,000	3,520,000	0	0	880,000	MET COUNCIL - MT	E6
2007	CSAH	81	90-595-08	TR	CSAH 81 AND BROOKLYN BLVD IN BROOKLYN PARK, CONSTRUCT NEW 800-CAR PARK/RIDE LOT	7,562,500	6,050,000	0	0	1,512,500	MET COUNCIL - MT	E6
2008	CMAQ		141-030-09	AT	NEAR THE UNIVERSITY OF MINNESOTA EAST CAMPUS AREA IN MPLS-ADAPTIVE CONTROL EXPANSION BY PROVIDING SOPHISTICATED SIGNAL OPERATION DURING CONGESTED PERIODS	2,356,250	1,885,000	0	0	471,250	MINNEAPOLIS	E2
2008	CMAQ		CM-1-03	TR	2008 TWIN CITIES REGIONAL FLEET EXPANSION: PURCHASE 21 TRANSIT BUSES TO EXPAND THE REGIONAL FLEET AND INCREASE TRANSIT SERVICE FOR OPT-OUT TRANSIT PROVIDERS.	7,975,000	6,380,000	0	0	1,595,000	MET COUNCIL - MTS	A10
2008	CMAQ		CM-12-03	TR	NEW EXPRESS COMMUTER SERVICE FROM LK ELMO/WOODBURY TO DOWNTOWN MPLS-PURCHASE 10 HYBRID BUSES FOR I-94 E PARK/RIDE SERVICE EXPANSION	6,220,616	4,976,493	0	0	1,244,123	MET COUNCIL - MT	A10
2008	CMAQ		CM-14-03	TR	NEW EXPRESS COMMUTER SERVICE FROM BROOKLYN PK TO DOWNTOWN MPLS-PURCHASE 10 HYBRID BUSES FOR NW CORRIDOR/SECTOR 8 SERVICE EXPANSION	6,220,616	4,976,493	0	0	1,244,123	MET COUNCIL - MT	A10
2008	CMAQ		CM-2-03A	NA	RTDM & COMMUTER ALTERNATIVES PROGRAMS INCLUDING FUNDS FOR METRO COMMUTER SERVICES, THE DOWNTOWN MPLS TMO, THE ST PAUL TMO, THE ST PAUL MIDWAY TMO, AND THE I-494 CORRIDOR COALITION	3,987,500	3,190,000	0	0	797,500	MET COUNCIL	AQ1
<b>Totals</b>						<b>88,693,240</b>	<b>70,935,509</b>	<b>0</b>	<b>0</b>	<b>17,757,731</b>		

Friday, September 17, 2004

Twin Cities Metropolitan Area  
2005 - 2008 Transportation Improvement ProgramTABLE A-2  
Enhancements Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2005	CITY		141-595-02	EN	FRANKLIN PORTLAND GATEWAY, SIDEWALKS, PLAZAS, LIGHTING, TRAFFIC CALMING MEASURES (AFFORDABLE HOUSING PROJECT)	824,000	342,189	0	0	481,811	MINNEAPOLIS	O9
2005	CSAH 3		27-603-32	EN	OAKLAND AVE TO 21ST AVE IN MINNEAPOLIS, LAKE ST STREETSCAPE IMPROVEMENT (AC PROJECT-PAYBACK IN 2007)	1,573,040	0	786,520	0	786,520	HENNEPIN COUNTY	O9
2005	CSAH 3		27-603-33	EN	LYNDALE AVE TO OAKLAND AVE IN MINNEAPOLIS, LAKE STREET STREETSCAPE IMPROVEMENT (AC PROJECT-PAYBACK IN 2007)	1,573,040	0	786,520	0	786,520	HENNEPIN COUNTY	O9
2005	CSAH 3		27-603-34	EN	HIAWATHA AVE TO W RIVER PARKWAY IN MINNEAPOLIS, LAKE ST STREETSCAPE IMPROVEMENT (AC PROJECT-PAYBACK IN 2007)	1,573,040	0	786,520	0	786,520	HENNEPIN COUNTY	O9
2005	EN		141-090-23	EN	HIAWATHA AVE TO MISS RIVER IN MPLS, MIDTOWN GREENWAY SAFETY ELEMENTS FOR PHASE 3 (LIVABLE COMMUNITIES PROJECT)(SUNSET DATE REMAINS 9/30/04)	354,520	283,616	0	0	70,904	MINNEAPOLIS	O9
2005	EN		141-090-24	EN	HENNEPIN AVE TO LYNDALE AVE IN MPLS, URBAN VILLAGE ALONG MIDTOWN, GREENWAY TRAIL (LIVABLE COMMUNITIES PROJECT)(SUNSET DATE REMAINS 9/30/04)	500,000	400,000	0	0	100,000	MINNEAPOLIS	O9
2005	EN		164-595-03	EN	HARVEST STATES HEAD HOUSE & SACK HOUSE, ADAPTIVE REUSE OF GTA	1,702,580	1,090,000	0	0	612,580	ST PAUL	O9
2005 06	EN		164-595-05	EN	CHESTNUT PLAZA MISSISSIPPI RIVER CONNECTION	1,702,580	1,090,000	0	0	612,580	ST PAUL PARK/REC	
2005	EN		91-595-14	EN	IN MINNEAPOLIS, COMO-HARRIET STREETCAR LINE EXTENSION & IMPROVEMENTS (MPO SUNSET DATE REMAINS 12/31/04)	583,000	466,400	0	0	116,600	MINN TRANSPORTATION MUSEUM	O9
2005	EN		91-595-15	EN	HISTORIC MURPHY'S INN & LANDING IN SHAKOPEE, RECONSTRUCT INN, BOAT & FERRY LANDING, TRAILS, ETC	1,320,230	786,520	0	0	533,710	MINN VALLEY RESTORATION PROJ	O9
2005	PED/BIKE		107-090-04	EN	ALONG E BUSH LAKE RD FROM 84TH ST TO 106TH ST IN BLOOMINGTON-CONSTRUCT PED/BIKE TRAIL(SUNSET DATE REMAINS 9/30/04)	1,321,820	742,000	0	0	579,820	BLOOMINGTON	O9
2005	PED/BIKE		141-080-27	EN	GREAT LAKE CENTER NEAR LAKE ST AND CHICAGO AVE IN MINNEAPOLIS, BICYCLE STATION	337,080	269,664	0	0	67,416	MINNEAPOLIS	O9
2005	PED/BIKE		141-090-15	EN	NEAR NORTHSIDE REDEVELOPMENT PROJECT IN MPLS, PEDESTRIAN/BICYCLE TRAILS	1,101,128	786,520	0	0	314,608	MINNEAPOLIS	O9

**TABLE A-2  
Enhancements Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2005		PED/BIKE	141-090-16	EN	GROVELAND TO VINELAND AND THE WEDGE TRIANGLE, LORING PARK BIKEWAY IN MPLS (PHASE 2) (LIVABLE COMMUNITIES PROJECT)	1,544,950	1,235,960	0	0	308,990	MINNEAPOLIS	O9
2005		PED/BIKE	19-090-06	EN	N SIDE TH 110 FROM TH 149 IN MENDOTA HEIGHTS TO CHARLTON RD IN WEST ST PAUL, NORTH URBAN REGIONAL TRAIL (PHASE 2)	623,598	498,878	0	0	124,720	DAKOTA COUNTY	O9
2005		PED/BIKE	209-090-02	EN	ALONG CENTERVILLE RD FROM HORIZON AVE S TO EDGERTON ST IN VADNAIS HTS, CONSTRUCT CENTERVILLE RD TRAIL(MPO SUNSET DATE REMAINS 9/30/04)	804,904	643,923	0	0	160,981	VADNAIS HEIGHTS	O9
2005		PED/BIKE	91-090-32	EN	LOWRY AVE TO 45TH AVE TO LYNDALE AVE IN MPLS, RECONSTRUCT VICTORY MEM PKWY BIKE TRAIL	1,046,400	837,120	0	0	209,280	MPLS PARK/REC BOARD	O9
2005 O9		PED/BIKE	91-090-33	EN	PHALEN CR TRL, SWEDE HOLLOW PK, INDIAN MOUNDS PK TO LOWERTOWN/GRR RD TRL IN ST PAUL, CONST LOWER PHALEN CR TRL (LIV COMM PROJ)	1,815,738	1,235,960	0	0	579,778	ST PAUL PARK/REC	
2005 AQ2		PED/BIKE	91-090-34	EN	COMO REGIONAL PARK PED/BIKE TRAIL, CONSTRUCT TRAIL & MISC IMPROVEMENTS	872,000	697,600	0	0	174,400	ST PAUL PARK/REC	
2006		CSAH 153	27-753-11	EN	LOWRY AVE CORRIDOR STREETScape, SIDEWALKS, BIKE LANES, PED LIGHTING, & LANDSCAPING(AFFORDABLE HOUSING PROJECT)	884,805	707,844	0	0	176,961	HENNEPIN COUNTY	O9
2006		EN	160-020-17	EN	LONG LAKE RD TO LEXINGTON AVE IN ROSEVILLE, STREETScape CONSTRUCTION	2,156,153	1,130,000	0	0	1,026,153	ROSEVILLE	O6
2006		EN	164-595-01	EN	UPPER LANDING PARK, MISSISSIPPI RIVERBANK IMPROVEMENTS	1,765,060	1,130,000	0	0	635,060	ST PAUL	O6
2006		EN	164-595-02	EN	HARVEST STATES/HIGH BRIDGE BARGE FLEETING AREA, MISSISSIPPI RIVERBANK IMPROVEMENTS	1,765,000	1,130,000	0	0	635,000	ST PAUL	O6
2006 O9		EN	164-595-04	EN	COMMERCIAL NAVIGATION INTERPRETIVE MISSISSIPPI RIVER OVERLOOK	635,060	406,800	0	0	228,260	ST PAUL PARK/REC	
2006		PED/BIKE	127-090-04	EN	TH 47 TO BNSF RR IN FRIDLEY, 85TH AVE TRAIL	1,130,000	904,000	0	0	226,000	FRIDLEY	AQ2
2006		PED/BIKE	151-090-01	EN	OVER TH 36 BETWEEN 3RD ST AND MARGARET, PEDESTRIAN BRIDGE #???	1,015,000	812,000	0	0	203,000	NORTH ST PAUL	O9
2006		PED/BIKE	91-090-31	EN	37TH AVE NE TO STINSON PKWY IN MPLS, ST ANTHONY PKWY BIKE TRAIL	1,076,890	861,512	0	0	215,378	MPLS PARK/REC BOARD	AQ2
2006		PED/BIKE	92-090-22	EN	OVER CSAH 12 IN GRANT TOWNSHIP, GATEWAY STATE TRAIL BRIDGE #??? & APPROACHES	389,850	311,880	0	0	77,970	MN DNR	AQ2

**TABLE A-2**  
**Enhancements Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2006	TH 41		92-090-30	EN	ALONG NEW TH 41 BRIDGE 10012 OVER MINN RIVER AT CHASKA, CONSTRUCT MINN VALLEY PED/BIKE TRAIL CONNECTION TO TRAIL WHICH EXTENDS TO SHAKOPEE	797,500	638,000	0	55,000	104,500	DNR	O9
2007	CSAH 19		27-090-13	EN	BAKER PARK RESERVE TO MAPLE PARK IN MEDINA, CONSTRUCT CSAH 19 MULTI-USE TRAIL(PHASE I)	495,880	396,704	0	0	99,176	HENNEPIN COUNTY	AQ2
2007	CSAH 3		27-603-32AC	EN	OAKLAND AVE TO 21ST AVE IN MINNEAPOLIS, LAKE ST STREETScape IMPROVEMENT(AC PAYBACK)	786,520	786,520	0	0	0	HENNEPIN COUNTY	O9
2007	CSAH 3		27-603-33AC	EN	LYNDALE AVE TO OAKLAND AVE IN MINNEAPOLIS, LAKE ST STREETScape IMPROVEMENT(AC PAYBACK)	786,520	786,520	0	0	0	HENNEPIN COUNTY	O9
2007	CSAH 3		27-603-34AC	EN	HIAWATHA AVE TO WEST RIVER PARKWAY IN MINNEAPOLIS, LAKE ST STREETScape IMPROVEMENT(AC PAYBACK)	786,520	786,520	0	0	0	HENNEPIN COUNTY	O9
2007	PED/BIKE		19-090-07	EN	COMPLETE EXISTING SOUTH ST. PAUL RIVERFRONT TRAIL AND CONNECT TO BKWY AT 70TH ST IN INVER GROVE HTS, CONSTRUCT MISS RIVER REGIONAL TRAIL - NORTHERN	885,500	708,400	0	0	177,100	DAKOTA COUNTY	O9
2007	PED/BIKE		91-090-35	EN	36TH AVE N IN NEW HOPE & PLYMOUTH, CONSTRUCT PEDESTRIAN/BICYCLE BRIDGE #7??	1,034,000	827,200	0	0	206,800	THREE RIVERS PARK DISTRICT	AQ2
2007	PED/BIKE		91-090-36	RW	TH 61 TO PRESCOTT BKWY IN DENMARK TWP, ACQUIRE ABANDONED RR ADJACENT TO THE MISS RIVER FOR FUTURE CONSTRUCTION OF PT DOUGLAS TRAIL(PHASE 1A)	550,000	440,000	0	0	110,000	WASHINGTON COUNTY	O9
2007	PED/BIKE		91-090-37	EN	HARDWOOD CREEK REG TRAIL NEAR FOREST LAKE, CONSTRUCT A TRAILHEAD FACILITY ADJ TO TRAIL WITH PARKING, RESTROOMS, LIGHTING AND INFO KIOSKS	275,000	220,000	0	0	55,000	WASHINGTON COUNTY	O9
2007	PED/BIKE		91-090-40	EN	FRANKLIN AVE TO FULTON ST/E RIVER PKWY IN MPLS, RECONSTRUCT E RIVER PKWY PED & BIKE TRAIL, SIGNS, LANDSCAPING, ETC	1,375,000	1,100,000	0	0	275,000	MPLS PARK/REC BOARD	O9
2007	PED/BIKE		92-090-28	EN	LUCE LINE TRAIL IN WATERTOWN AND HOLLYWOOD TWPS-REHAB & WIDEN FROM WATERTOWN TO THE MCLEOD CO LINE	352,000	281,600	0	0	70,400	DNR	O9
2008	CSAH 19		27-090-14	EN	FROM MAPLE PARK IN MEDINA TO CSAH 11 NEAR LORETTO-CONSTRUCT CSAH 19 MULTI-USE TRAIL(PHASE 2)	525,596	420,477	0	0	105,119	HENNEPIN COUNTY	O9
2008	CSAH 19		27-090-15	EN	FROM CSAH 11 NEAR LORETTO TO TH 55-CONSTRUCT CSAH 19 MULTI-USE TRAIL(PHASE 3)	472,236	377,789	0	0	94,447	HENNEPIN COUNTY	O9

**TABLE A-2  
Enhancements Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2008		CSAH 19	82-619-14	EN	I-94 S FR RD IN WOODBURY TO LAKE ELMO PARK IN LAKE ELMO, RECONSTRUCT TRAIL ALONG CSAH 19 & CONSTRUCT TRAIL LINK S FR RD TO N FR RD AT I-94	261,000	208,800	0	0	52,200	WASHINGTON COUNTY	O9
2008		PED/BIKE	120-090-01	EN	ALONG INTERLACHEN BLVD/BLAKE RD FROM VERNON AVE IN EDINA TO SW LRT TRAIL IN HOPKINS-CONSTRUCT OFF-RD PED/BIKE TRAIL	1,450,000	1,160,000	0	0	290,000	EDINA	O9
2008		PED/BIKE	19-090-08	EN	SPRING LAKE PARK RESERVE IN NININGER TO EXISTING TRAILS IN HASTINGS-CONSTRUCT EASTERN SEGMENT OF MISS RIVER REGIONAL TRAIL	870,000	696,000	0	0	174,000	DAKOTA COUNTY	O9
2008		PED/BIKE	82-090-01	EN	ON HARDWOOD CREEK REGIONAL TRAIL IN FOREST LAKE-CONSTRUCT PED/BIKE BRIDGE #??? OVER CSAH 2 (BROADWAY AVE)	794,600	635,680	0	0	158,920	WASHINGTON COUNTY	O9
2008		PED/BIKE	91-090-39	EN	W SIDE OF MISS RIVER FROM FRANKLIN AVE TO 42ND ST/W RIVER PKWY IN MPLS-RECONSTRUCT WEST RIVER PKWY PED/BIKE TRAIL, SIGNS, LANDSCAPING, ETC	1,450,000	1,160,000	0	0	290,000	MPLS PARK/REC BOARD	O9
2008		PED/BIKE	92-090-29	EN	OVER CSAH 15(MANNING AVE) IN GRANT-CONSTRUCT GATEWAY TRAIL BRIDGE #??? & APPROACHES	1,044,000	835,200	0	0	208,800	DNR	O9
2008		TH 61	1913-61	EN	TH 61(VERMILLION ST) HISTORIC RETAINING WALL REHAB IN HASTINGS-REPAIR & REBUILD 0.27 MI OF WALL ALONG TH 61	266,800	213,440	0	53,360	0	MN/DOT	O9
Totals						47,250,138		2,359,560		13,302,982		
							31,479,236		108,360			

Friday, September 17, 2004

Twin Cities Metropolitan Area  
2005 - 2008 Transportation Improvement ProgramTABLE A-3  
STP Urban Guarantee Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2005		PED/BIKE	141-090-19	BT	11TH AVE S TO HENNEPIN AVE S IN MINNEAPOLIS, BIKE TRAIL	862,925	690,340	0	0	172,585	MINNEAPOLIS	AQ2
2005		CITY	141-080-30	RC	HERITAGE PARK VAN WHITE MEMORIAL BLVD, BRIDGE #???, LIGHTING, SIGNALS, PED/BIKE FACILITIES, ETC (AFFORDABLE HOUSING PROJECT)	1,609,375	1,287,500	0	0	321,875	MINNEAPOLIS	AQ2
2005		CITY	164-080-09	TR	W END AREA OF DOWNTOWN ST PAUL, MULTI-MODAL HUB (SUNSET DATE REMAINS 3/31/05)	11,660,000	5,830,000	0	0	5,830,000	ST PAUL	E6
2005		TH 5	1002-48	RC	TH 5 E OF WACONIA NEAR LAKE WACONIA, RECONSTRUCT, RELOCATE, ETC(CARVER SP 10-596-01)	7,760,000	5,500,000	0	1,375,000	885,000	MN/DOT	E4
2005		PED/BIKE	27-090-05	BT	HENNEPIN COUNTY PUBLIC SAFETY FACILITY TO HAAF PARKING RAMP IN MINNEAPOLIS, CONSTRUCT SKYWAY(MPO SUNSET DATE REMAINS 9/30/04)	1,244,440	995,552	0	0	248,888	HENNEPIN COUNTY	AQ2
2005		PED/BIKE	164-030-05	BT	SIGNING & STRIPING, REMOVAL OF PARKING ON VARIOUS STREETS IN ST PAUL TO EXTEND THE COMO AVE BIKEWAY	1,031,903	825,522	0	0	206,381	ST PAUL	AQ2
2005		PED/BIKE	160-090-07	BT	ALONG CO RD B2 FROM LEXINGTON AVE TO WALNUT ST THEN N TO BURLINGTON NORTHERN RAIL CORRIDOR IN ROSEVILLE, CONSTRUCT PATHWAY(MPO SUNSET DATE REMAINS 3/31/05)	1,381,495	1,105,196	0	0	276,299	ROSEVILLE	AQ2
2005		PED/BIKE	141-090-21	BT	ALONG THE DINKYTOWN RAIL CORRIDOR FROM OAK ST TO MISS RIVER, U OF M TRANSITWAY TRAIL	872,000	697,600	0	0	174,400	MINNEAPOLIS	AQ2
2005		PED/BIKE	141-090-18	BT	19TH AVE IN MINNEAPOLIS TO CO RD C IN ROSEVILLE, NORTHEAST MINNEAPOLIS BIKE TRAIL	2,368,548	1,894,839	0	0	473,709	MINNEAPOLIS	AQ2
2005		PED/BIKE	141-090-13	BT	HIAWATHA TO W RIVER RD, MIDTOWN GREENWAY TRAIL IN MPLS (PHASE III)(MPO SUNSET DATE REMAINS 9/30/04)	1,178,932	943,146	0	0	235,786	MINNEAPOLIS	AQ2
2005		CSAH 101	27-701-10	MC	TH 7 TO HENNEPIN CSAH 5 IN MINNETONKA, RECONSTRUCT TO 4-LANE RDWY (MPO SUNSET DATE REMAINS 9/30/04)	3,498,000	2,798,400	0	0	699,600	HENNEPIN COUNTY	A10
2005		CMAQ	TRS-TCMT-05D	TR	T & TE REGIONAL FLEET EXPANSION, PURCHASE BUSES	2,043,750	1,635,000	0	0	408,750	MET COUNCIL	T10
2005		CR C	62-623-41	RC	SNELLING AVE TO OXFORD ST IN ROSEVILLE, RECONSTRUCTION (MPO SUNSET DATE REMAINS 3/31/05)	2,120,000	1,696,000	0	0	424,000	RAMSEY COUNTY	E1
2005		PED/BIKE	141-090-22	BT	ROYALSTON AVE TO W RIVER PKWY IN MPLS, CEDAR LAKE TRAIL(PHASE 3)	2,943,000	2,354,400	0	0	588,600	MINNEAPOLIS	AQ2

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2005		CSAH 10	10-610-30	RC	CO RD 110 TO CSAH 11, RECONSTRUCTION, SHLDS, ETC	5,842,720	4,674,176	0	0	1,168,544	CARVER COUNTY	S10
2005		MSAS 399	107-399-29	RC	W 79TH ST FROM FREMONT AVE TO BLAISDELL AVE IN BLOOMINGTON, RECONSTRUCT, WIDEN, TURN LANES, TRAFFIC SIGNAL, ETC	4,773,546	3,818,837	0	0	954,709	BLOOMINGTON	E1
2005		CSAH 19	27-619-17	RC	TH 55 TO CO RD 117, RECONSTRUCTION	5,627,400	4,501,920	0	0	1,125,480	HENNEPIN COUNTY	S10
2005		CSAH 3	27-603-31	RC	LAKE ST FROM 2ND AVE S TO 21ST AVE S IN MINNEAPOLIS, RECONSTRUCT, ETC (AC PROJECT-PAYBACK IN 2007)	7,724,750	0	6,179,800	0	1,544,950	HENNEPIN COUNTY	E1
2005		CSAH 31	19-631-31	MC	CSAH 46 TO CSAH 42 IN APPLE VALLEY, RECONSTRUCT TO 4-LANE RDWY, TRANSIT CENTER, ETC (LIVABLE COMMUNITIES PROJECT)(MPO SUNSET DATE REMAINS 9/30/04)	3,125,000	2,500,000	0	0	625,000	DAKOTA COUNTY	A05
2005		CSAH 60	19-660-05	RC	ON DAKOTA CSAH 60 FROM W CO LINE TO W RAMPS AT I-35 IN LAKEVILLE-RECONSTRUCT TO 4-LN RDWY, ETC	3,270,000	2,616,000	0	0	654,000	DAKOTA COUNTY	A10
2006		CSAH 13	82-613-22	RC	ON RADIO DR(CSAH 13) FROM S OF PIONEER DR/AFTON RD TO S OF BAILEY RD(CSAH 18)-RECONSTRUCT FROM 2-LANE RURAL RDWY TO 4-LANE DIVIDED RDWY WITH SEPARATED PED/BIKE PATH(AC PROJECT-PAYBACK	6,159,600	0	4,927,680	0	1,231,920	WASHINGTON COUNTY	A10
2006		CSAH 14	02-614-24	RC	I-35W TO I-35E IN CENTERVILLE & LINO LAKES, RECONSTRUCT, SIGNALS, ETC (AC PROJECT-PAYBACK IN 2007)	7,630,000	0	5,995,000	0	1,635,000	ANOKA COUNTY	E1
2006		CMAQ	TRS-TCMT-05DB	TR	T & TE REGIONAL FLEET EXPANSION-PURCHASE BUSES	1,977,500	1,582,000	0	0	395,500	MET COUNCIL	T10
2006		CSAH 1	27-601-35	RC	W OF W JCT CSAH 4 TO E OF E JCT CSAH 4 IN EDEN PRAIRIE, RECONSTRUCT, SIGNALS, ETC	3,616,000	2,892,800	0	0	723,200	HENNEPIN COUNTY	E2
2006		CSAH 101	27-701-13	RC	S OF 14TH AVE TO 30TH AVE IN PLYMOUTH, RECONSTRUCT, SIGNALS, ETC	6,441,000	5,152,800	0	0	1,288,200	HENNEPIN COUNTY	S2
2006		CITY	107-020-51	RC	E BUSH LK RD FROM GR VALLEY DR TO 84TH & ON 84TH FROM E BUSH LK RD TO 8500 84TH, GEOMETRIC, TRAF CONTROL, TRAF MGMT, ETC	4,934,077	3,947,262	0	0	986,815	BLOOMINGTON	E2
2006		CSAH 35	157-020-19	RC	PORTLAND AVE FROM 64TH TO 68TH ST & 66TH ST FROM CLINTON TO COLUMBUS IN RICHFIELD, RECONSTRUCT & CHANNELIZE, ETC (LIVABLE COMMUNITIES PROJECT)	2,359,560	1,887,648	0	0	471,912	RICHFIELD	E1
2006		CSAH 78	02-678-16	RC	S OF TH 242 IN COON RAPIDS TO N OF CSAH 116 IN ANDOVER, RECONSTRUCT TO 4 LANES, SIGNALS, ETC	5,650,000	4,520,000	0	0	1,130,000	ANOKA COUNTY	A10



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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2006		CSAH 78	62-678-10	RC	TH 280/35W INTERCHANGE TO FULHAM ST IN ROSEVILLE-REALIGN & RECONSTRUCT TERMINAL RD/CO RD B2(MPO SUNSET DATE REMAINS 9/30/05)	5,168,560	4,134,848	0	0	1,033,712	RAMSEY COUNTY	E2
2006		CSAH 8	82-608-07	MC	WASHINGTON 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, RECONSTR TO 4-LANE RDWY, PARK/RIDE, ETC	5,056,200	4,044,960	0	0	1,011,240	WASHINGTON COUNTY	A10
2006		TH 280	6241-41	RC	N OF LARPEUR TO I-35W, RESURFACE, CHANNELIZE, ETC	10,000,000	7,200,000	0	2,800,000	0	MN/DOT	E1
2006		TH 36	151-248-13	RC	3RD ST TO CHARLES ST IN N ST PAUL, GRADING, SURFACING, MARGARET ST BR OVER TH 36, FRONTAGE RDS, ETC	9,280,000	6,380,000	0	0	2,900,000	NORTH ST PAUL	E1
2006		CSAH 12	02-612-11	RC	TH 65 TO E OF CSAH 52 IN BLAINE, RECONSTRUCT, SIGNALS, ETC	3,390,000	2,712,000	0	0	678,000	ANOKA COUNTY	E1
2007		CSAH 70	19-670-08	RC	CSAH 70 FROM 0.6 MI W OF I-35 TO 0.4 MI E OF I-35 IN LAKEVILLE, RECONSTRUCT INTERCHANGE AT I-35, CSAH 70 TO 4-LANE DIVIDED RDWY, BIKE TRAILS, FR RDS, ETC	7,562,500	6,050,000	0	0	1,512,500	DAKOTA COUNTY	A10
2007		TH 169	2750-57UG	MC	S OF CSAH 81 TO N OF CSAH 109 IN BROOKLYN PARK, CONSTRUCT INTERCHANGE, BRIDGES #S????, PARK/RIDE, ETC(URBAN GUARANTEE PORTION)	6,875,000	5,500,000	0	1,375,000	0	MN/DOT	A10
2007		PED/BIKE	164-090-09	BT	MARSHALL AVE AT PASCAL ST TO VICTORIA ST AT PALACE AVE IN ST PAUL, AYD MILL RD BIKE/PED TRAIL ALONG E SIDE OF THE CP RR	1,512,500	1,210,000	0	0	302,500	SAINT PAUL	AQ2
2007		CSAH 51	02-651-04	RC	CSAH 51 (UNIV AVE) FROM 92ND AVE TO CSAH 10 IN COON RAPIDS & BLAINE, RECONSTRUCT, MEDIAN, TURN LANES, ETC	2,365,000	1,892,000	0	0	473,000	ANOKA COUNTY	S10
2007		CSAH 3	27-603-31AC	RC	CSAH 3 (LAKE ST) FROM 2ND AVE S TO 21ST AVE S IN MINNEAPOLIS, RECONSTRUCT, ETC(AC PAYBACK)	6,179,800	6,179,800	0	0	0	HENNEPIN COUNTY	E1
2007		CSAH 15	82-615-20	RC	TH 36 TO 0.3 MI N OF CSAH 12 IN WASHINGTON CO, RECONSTRUCT, SIGNALS, ETC	5,763,000	4,610,400	0	0	1,152,600	WASHINGTON COUNTY	E2
2007		CSAH 14	02-614-24AC	RC	I-35W TO I-35E IN CENTERVILLE & LINO LAKES, RECONSTRUCT, SIGNALS, ETC(AC PAYBACK)	5,995,000	5,995,000	0	0	0	ANOKA COUNTY	E1
2007		CSAH 11	114-010-14	RC	HANSON BLVD (CSAH 11/ 78) AT TH 10 INTERCHANGE IN COON RAPIDS, RECONSTRUCT TO A SINGLE-POINT DIAMOND, REPLACE TH 10 BRIDGE, AND 0.39 MI OF CSAH 11	7,562,500	6,050,000	0	0	1,512,500	COON RAPIDS	E3

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

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2007		TH 149	178-010-02	RC WESCOTT RD TO TH 55 IN EAGAN, RECONSTRUCT 2-LANE UNDIVIDED TO 4-LANE DIVIDED HWY, PED/BIKE PATH, TRAFFIC SIGNAL, ETC(TIED TO 1916-25)	6,050,000	6,050,000	0	0	0	EAGAN	A10
2008		PED/BIKE	27-090-12	BT OVER THE MISSISSIPPI RIVER AT 29TH ST IN MPLS-CONSTRUCT PED/BIKE BRIDGE ON INPLACE CP RR BRIDGE & APPROACHES	2,030,000	1,624,000	0	0	406,000	HENNEPIN COUNTY	AQ2
2008		CSAH 10	182-020-22	RC ON BASS LAKE RD(CSAH 10) FROM ZEALAND AVE TO 1700 FT E IN NEW HOPE-RECONSTRUCT, TURN LANES, MEDIAN, PED/BIKE, ETC	1,793,360	1,434,688	0	0	358,672	NEW HOPE	E1
2008		CSAH 109	189-020-16	RC ON WEAVER LK RD(CSAH 109) FROM I-94 TO VINEWOOD LN IN MAPLE GROVE, ECONSTRICT AS 6-LANE DIVIDED RDWY WITH ADJACENT PED/BIKE PATH	2,088,000	1,670,400	0	0	417,600	MAPLE GROVE	E2
2008		CSAH 116	02-652-05	RC ON BUNKER LK BLVD(CSAH 116) FROM TH 65 TO RADISSON RD & ON RADISSON RD(CSAH 52) FROM BUNKER LK BLVD TO CSAH 14 IN HAM LAKE AND BLAINE-RECONSTRUCT SEGMENTS FROM 2-LANE RURAL 4-LANE DIVIDED RDWY, TRAIL, ETC	7,975,000	6,380,000	0	0	1,595,000	ANOKA COUNTY	A10
2008		CSAH 13	82-613-22AC	RC ON RADIO DR(CSAH 13) FROM S OF PIONEER DR/AFTON RD TO S OF BAILEY RD(CSAH 18)-RECONSTRUCT FROM 2-LANE RURAL RDWY TO 4-LANE DIVIDED RDWY WITH SEPARATED PED/BIKE PATH(AC PAYBACK)	4,927,680	4,927,680	0	0	0	WASHINGTON COUNTY	A10
2008		CSAH 18	82-618-11	RC ON 40TH ST N(CSAH 18) FROM TH 95 TO CSAH 21 IN AFTON-RECONSTRUCT, ADD SHLDS, ETC	4,072,760	3,258,208	0	0	814,552	WASHINGTON COUNTY	S10
2008		CSAH 25	82-625-02	RC ON CENTURY AVE(CSAH 25) FROM WOODBINE AVE TO VALLEY CREEK RD(CSAH 16) IN WOODBURY-RECONSTRUCT 2-LANE TO 4-LANE RDWY, PED/BIKE PATH, SIGNALS, ETC	4,099,150	3,279,320	0	0	819,830	WASHINGTON COUNTY	A10
2008		CSAH 42	19-642-42	RC ON CSAH 42 FROM CSAH 5 IN BURNSVILLE TO GLENDALE RD IN SAVAGE-RECONSTRUCTION, LANE ADDITION, ACCESS MGMT, ETC	7,975,000	6,380,000	0	0	1,595,000	DAKOTA COUNTY	A10
2008		CSAH 65	62-665-44	RC WHITE BEAR AVE FROM N OF RADATZ AVE TO N OF CO RD D IN MAPLEWOOD, RECONSTRUCT 4-LANE TO 6-LANES WITH LEFT TURN LN & ADJACENT ST CONNECTIONS	7,395,000	5,916,000	0	0	1,479,000	RAMSEY COUNTY	E1
2008		CSAH 86	70-686-01	RC 280TH ST E FROM TH 19 TO TEXAS AVE(CSAH 27) IN NEW MARKET TWP, RECONSTRUCT, TURN LANES, WIDEN AND PAVE SHLDS, ETC	2,900,000	2,320,000	0	0	580,000	SCOTT COUNTY	E1

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

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
Totals					237,721,531		17,102,480		43,522,809		
						171,546,242		5,550,000			

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2005	BB		62-030-09	TR	CENTRAL CORRIDOR TRANSIT IMPROVEMENTS & STUDIES	5,625,000	4,500,000	0	0	1,125,000	RAMSEY COUNTY	O1
2005	CITY		62-665-42	SH	WHITE BEAR AVE AT MARYLAND AVE IN ST PAUL, CHANNELIZATION, TRAFFIC SIGNAL, ETC	654,000	588,600	0	0	65,400	RAMSEY COUNTY	E1
2005	CR 8		19-596-04	SH	WENTWORTH AVE FROM HUMBOLDT AVE TO TH 52 IN WEST ST PAUL, MILL & OVERLAY, TURN LANES, SIGNAL REV, ETC (MPO SUNSET DATE REMAINS 9/30/04)	371,000	333,900	0	0	37,100	DAKOTA COUNTY	S2
2005	CSAH 116		02-716-06	SH	ANOKA CSAH 116 (BUNKER LAKE BLVD NE) AT JEFFERSON ST IN HAM LAKE, TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC	561,800	505,620	0	0	56,180	ANOKA COUNTY	S2
2005	CSAH 116		02-716-07	SH	ANOKA CSAH 116 (INDUSTRY AVE NW) AT DYSPROSIUM ST/THURSTON AVE IN ANOKA, TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC	561,800	505,620	0	0	56,180	ANOKA COUNTY	S2
2005	CSAH 17		166-020-12	SH	4TH AVE IN SHAKOPEE, CHANNELIZATION, TRAFFIC SIGNAL, ETC	545,000	490,500	0	0	54,500	SHAKOPEE	E1
2005	CSAH 23		02-623-14	SH	ANOKA CSAH 23 (NAPLES ST/LAKE DR) AT ANOKA CO RD 105 (NAPLES ST)/I-35W RAMP IN BLAINE, SIGNAL INSTALL, TURN LANES, ETC	404,496	364,047	0	0	40,449	ANOKA COUNTY	S2
2005	CSAH 42		19-642-42	RC	GLENDAL RD IN SAVAGE TO CSAH 5 IN BURNSVILLE, RECONSTRUCT(2004 APPROPRIATIONS ACT)	250,000	250,000	0	0	0	DAKOTA COUNTY	A10
2005	CSAH 51		02-610-11	SH	ANOKA CSAH 51/CSAH 3 (UNIVERSITY EXTENSION) AT FUTURE CSAH 10 (OLD TH 10) IN BLAINE, TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC (MPO SUNSET DATE REMAINS 9/30/04)	530,000	477,000	0	0	53,000	ANOKA COUNTY	S2
2005	CSAH 9		02-609-13	SH	ROUND LAKE BLVD AT CSAH 20 (157TH AVE NW) IN ANDOVER, TRAFFIC SIGNAL INSTALL, TURN LANES, ETC	449,440	404,496	0	0	44,944	ANOKA COUNTY	S2
2005	RR		27-00249	SR	N SHORE DRIVE AT CP RR IN GREENFIELD, INSTALL SIGNALS & GATES(SUNSET DATE IS 9/30/2004)	150,000	135,000	0	0	15,000	MN/DOT	S1
2005	RR		27-00255	SR	N SHORE DRIVE AT CP RR IN GREENFIELD, INSTALL SIGNALS & GATES(SUNSET DATE IS 9/30/2004)	150,000	135,000	0	0	15,000	MN/DOT	S1
2005	RR		27-00259	SR	CSAH 150, MAIN ST IN ROGERS-INSTALL NEW SIGNALS & GATES	196,630	176,967	0	0	19,663	MN/DOT	S1
2005	RR		27-00261	SR	BENJAMIN ST, MUN 292, CITY OF MINNEAPOLIS, SAFETY IMPROVEMENTS	190,750	171,675	0	0	19,075	MN/DOT	S1

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

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2005	RR		27-00262	SR 37TH AVE, MSAS 272, CITY OF MINNEAPOLIS, INSTALL CANTILEVERS & CIRCUITRY	218,000	196,200	0	0	21,800	MN/DOT	S1
2005	RR		27-00263	SR JOHNSON ST, MSAS 103, MINNEAPOLIS, INSTALL CANTILEVERS AND CIRCUITRY	190,750	171,675	0	0	19,075	MN/DOT	S1
2005	RR		62-00185	SR PORTLAND AVE, CSAH 71, WHITE BEAR LAKE, INSTALL SIGNALS AND GATES	190,750	171,675	0	0	19,075	MN/DOT	S1
2005	RR		70-00114	SR UP CORRIDOR SAFETY STUDY, SHAKOPEE AND SAVAGE-PHASE 1- INCLUDES VERNON/YOSEMITE & SPENCER/SOMMERVILLE	545,000	490,500	0	0	54,500	MN/DOT	O1
2005	RR		70-00115	SR MARSHALL RD, CSAH 17, SHAKOPEE, SCOTT CO, ADD GATES	136,250	122,625	0	0	13,625	MN/DOT	S1
2005	RR		82-00134	SR 122ND ST N(CSAH 7) 0.5 MI E OF HUGO IN MAY TOWNSHIP-INSTALL SIGNALS AND GATES	190,750	171,675	0	0	19,075	MN/DOT	S1
2005	TH 25		1006-23	RS TH 212 TO TH 7, BIT MILL & OVERLAY	2,550,000	2,040,000	0	510,000	0	MN/DOT	S10
2005	TH 41		7010-20	SH AT TH 169-SIGNAL REVISION, ACCESS CLOSURES, FRONTAGE RD, ETC(INCLUDES SP 7010-21)	3,620,000	3,258,000	0	353,500	8,500	MN/DOT	E2
2005	TH 5		8214-138	PM TH 120 IN OAKDALE TO CSAH 15 IN LAKE ELMO, BITUMINOUS OVERLAY	2,000,000	1,600,000	0	400,000	0	MN/DOT	S10
2005	TH 8		8213-21	SH TH 61 N RAMPS IN FOREST LAKE, RECONSTRUCT MEDIAN, TRAFFIC SIGNAL, ETC	285,000	256,500	0	28,500	0	MN/DOT	E2
2006	CITY		195-114-04	SH DUCKWOOD DRIVE AT PILOT KNOB RD, CHANNELIZATION, TRAFFIC SIGNAL, ETC	502,285	452,057	0	0	50,228	EAGAN	S2
2006	CITY		62-665-41	SH WHITE BEAR AVE AT MINNEHAHA AVE IN ST PAUL, CHANNELIZATION, TRAFFIC SIGNAL, ETC	847,500	762,750	0	0	84,750	RAMSEY COUNTY	S2
2006	CSAH 17		166-020-11	SH AT 10TH AVE IN SHAKOPEE, CHANNELIZATION, TRAFFIC SIGNAL, ETC	565,000	508,500	0	0	56,500	SHAKOPEE	S2
2006	RR		27-00264	SR NOBLES AVE, MSAS 298, ROBBINSDALE, INSTALL CANTILEVERS	197,750	177,975	0	0	19,775	MN/DOT	S1
2006	RR		27-00265	SR W 79TH ST, MSAS 399, BLOOMINGTON, INSTALL CANTILEVERS AND GATES	226,000	203,400	0	0	22,600	MN/DOT	S1
2006	RR		27-00266	SR DAKOTA AVE, MSAS 280, ST LOUIS PARK, INSTALL NEW SIGNALS	169,500	152,550	0	0	16,950	MN/DOT	S1
2006	RR		62-00186	SR NORTHWEST AVE, CO 89, WHITE BEAR LAKE, ADD GATES & UPGRADE CIRCUITRY	197,750	177,975	0	0	19,775	MN/DOT	S1
2006	RR		62-00187	SR LEXINGTON AVE, CSAH 51, SHOREVIEW, ADD CANTILEVERS & NEW CIRCUITRY	197,750	177,975	0	0	19,775	MN/DOT	S1
2006	RR		62-00188	SR MCMENEMY ST, CSAH 57, VADNAIS HEIGHTS, UPGRADE CIRCUITRY & LED'S	56,500	50,850	0	0	5,650	MN/DOT	S1
2006	RR		62-00189	SR ARLINGTON AVE, MSAS 109, ST PAUL, INSTALL NEW SIGNALS AND GATES	197,750	177,975	0	0	19,775	MN/DOT	S1

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2006	RR		82-00135	SR	OTCHIPWE AVE N, CSAH 11, WASH CO, INSTALL SIGNALS AND GATES	197,750	177,975	0	0	19,775	MN/DOT	S1
2006	TH 47		0205-81	SH	OSBORNE RD IN FRIDLEY, REBUILD TRAFFIC SIGNAL	650,000	585,000	0	65,000	0	MN/DOT	S2
2006	TH 5		2701-43	SH	DELL RD IN EDEN PRAIRIE, TRAFFIC SIGNAL REVISION	125,000	112,500	0	12,500	0	MN/DOT	S2
2006	TH 65		0208-116	RS	0.2 MI S OF 153RD AVE IN HAM LAKE TO 217TH AVE NE IN EAST BETHEL, MILL & BIT OVERLAY	4,350,000	3,480,000	0	870,000	0	MN/DOT	S10
2006	TH 999		880M-BI-06	BI	METRO SETASIDE - BRIDGE IMPROVEMENT - FY 2006	4,600,000	3,680,000	0	920,000	0	MN/DOT	S19
2006	TH 999		880M-RS-06	RS	METRO SETASIDE - RESURFACING & RECONDITIONING - FY 2006	5,275,000	4,220,000	0	1,055,000	0	MN/DOT	S10
2007	CSAH 9		02-609-14	SH	ROUND LK BLVD(CSAH 9) AT NORTHDAL BLVD(CR 79) IN COON RAPIDS, DUAL LEFT TURN LANES, TRAF SIGNAL REVISION, ETC	165,000	148,500	0	0	16,500	ANOKA COUNTY	S2
2007	MSAS 165		141-165-27	SH	CHICAGO AVE(MSAS 165) FROM 24TH ST TO 31ST ST IN MPLS, ADD MAST ARM OVERHEAD SIGNAL INDICATORS AT 5 INTERSECTIONS	209,000	188,100	0	0	20,900	MINNEAPOLIS	S2
2007	RR		02-00133	SR	BNSF@CSAH 57, SUNFISH LAKE BLVD NW, ANOKA COUNTY, RELOCATE GATES, INSTALL CANTILEVERS & UPGRADE CIRCUITRY	275,000	247,500	0	0	27,500	MN/DOT	S1
2007	RR		19-00134	SR	UP@CNTY 73, AKRON AVE, ROSEMOUNT, INSTALL SIGNALS & GATES	192,500	173,250	0	0	19,250	MN/DOT	S1
2007	RR		27-00268	SR	UP@ZANE AVE, MSAS 408, GOLDEN VALLEY, INSTALL SIGNALS & GATES	192,500	173,250	0	0	19,250	MN/DOT	S1
2007	RR		27-00269	SR	PR@W 76TH ST., RICHFIELD, INSTALL FLASHING LIGHT SIGNALS	165,000	148,500	0	0	16,500	MN/DOT	S1
2007	RR		27-00270	SR	BNSF@27TH AVE NE, MPLS, INSTALL SIGNALS & GATES	192,500	173,250	0	0	19,250	MN/DOT	S1
2007	RR		27-00271	SR	UP@MEDICINE LAKE DR, PLYMOUTH, INSTALL SIGNALS & GATES	192,500	173,250	0	0	19,250	MN/DOT	S1
2007	RR		62-00192	SR	MNNR@TERMINAL RD., ROSEVILLE, INSTALL SIGNALS & GATES	192,500	173,250	0	0	19,250	MN/DOT	S1
2007	RR		62-00193	SR	CP@JAMES AVE, ST. PAUL, INSTALL SIGNALS & GATES	192,500	173,250	0	0	19,250	MN/DOT	S1
2007	RR		82-00136	SR	ZEP@CSAH 15, MANNING AVE N, WASHINGTON COUNTY, INSTALL SIGNALS & GATES	275,000	247,500	0	0	27,500	MN/DOT	S1
2007	TH 101		1009-16	RC	LYMAN AVE TO TH 5 IN CHANHASSEN, REALIGNMENT & CONSTRUCT TO 4- LANES	3,000,000	800,000	0	200,000	2,000,000	MN/DOT	E1

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

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2007	TH	51	6216-116	SH NB SNELLING AVE IN ROSEVILLE FROM HARMAR ENT TO EB TH 36 ENT RAMP, ADD 3RD LANE, TRAF SIGNAL REV AT CR B, ETC	1,650,000	1,350,000	0	150,000	150,000	MN/DOT	E3
2007	TH	999	880M-RS-07	RS METRO SETASIDE - RESURFACING & RECONDITIONING - FY 2007	12,100,000	9,680,000	0	2,420,000	0	MN/DOT	S10
2008	CSAH	18	02-618-25	SH ON CROSSTOWN BLVD(CSAH 18) AT TH 65 IN HAM LAKE-TURN LANES, CHANNELIZATION, TRAF SIGNAL REV, ETC	1,160,000	1,044,000	0	0	116,000	ANOKA COUNTY	S2
2008	CSAH	47	19-686-08	SH ON NORTHFIELD BLVD(CSAH 47) AT 280TH ST(CSAH 86) IN SCIOTA & CASTLE ROCK TWP-INTERSECTION IMPROVEMENTS INCLUDING TURN LANES, SIGHT DISTANCE CORRECTIONS, SHLDS, ETC	837,778	754,000	0	0	83,778	DAKOTA COUNTY	S2
2008	MSAS	164	155-164-11	SH ON FERNBROOK LN(MSAS 164) FROM 27TH AVE TO TH 55 IN PLYMOUTH-CHANNELIZATION, ADDITIONAL LANES, TRAFFIC SIGNAL, ETC	1,020,800	918,720	0	0	102,080	PLYMOUTH	S2
2008	RR		19-00135	SR CP@210TH ST W, LAKEVILLE-INSTALL SIGNALS & GATES	203,000	182,700	0	0	20,300	MN/DOT	S1
2008	RR		27-00272	SR CP@W 111TH ST, BLOOMINGTON-INSTALL SIGNALS & GATES	203,000	182,700	0	0	20,300	MN/DOT	S1
2008	RR		62-00194	SR MNNR@4TH ST., WHITE BEAR LAKE-UPGRADE CIRCUITRY	87,000	78,300	0	0	8,700	MN/DOT	S1
2008	RR		62-00195	SR MNNR@8TH ST NW, NEW BRIGHTON-INSTALL SIGNALS & GATES	203,000	182,700	0	0	20,300	MN/DOT	S1
2008	RR		62-00196	SR CP@CSAH 51, LEXINGTON AVE., SHOREVIEW-INSTALL CANTILEVERS & GATES	290,000	261,000	0	0	29,000	MN/DOT	S1
2008	RR		62-00197	SR UP@WITHAM AVE, ST. PAUL-INSTALL SIGNALS & GATES	203,000	182,700	0	0	20,300	MN/DOT	S1
2008	RR		62-00198	SR MNNR@LONG LAKE RD., ROSEVILLE-INSTALL CANTILEVERS & GATES	290,000	261,000	0	0	29,000	MN/DOT	S1
2008	RR		70-00116	SR UP@BLUFF DR (2 MI W OF JORDAN)-INSTALL SIGNALS & GATES	203,000	182,700	0	0	20,300	MN/DOT	S1
2008	RR		70-00117	SR UP@ATWOOD ST, SHAKOPEE-INSTALL SIGNALS	174,000	156,800	0	0	17,400	MN/DOT	S1
2008	TH	52	1907-69	SH FROM INVER GROVE TRAIL TO CLARK RD IN INVER GROVE HTS-CONSTRUCT FRONTAGE RD, ACCESS MGMT, ETC(\$950,000 OF FY 2007 ACCESS MANAGEMENT FUNDS INCLUDED)	2,110,000	1,044,000	0	1,066,000	0	MN/DOT	S2
<b>Totals</b>					<b>64,900,529</b>	<b>51,895,477</b>	<b>0</b>	<b>8,050,500</b>	<b>4,954,552</b>		

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2005		CSAH 116	27-716-03	BR	HENNEPIN CSAH 116 OVER CROW RIVER, REPLACE BR 6273 (SUNSET DATE REMAINS 9/30/04)	5,950,000	1,060,000	0	0	4,890,000	HENNEPIN COUNTY	\$19
2006		CITY	141-080-23	BI	ST ANTHONY PARKWAY OVER BN RR, REHAB BR 90664	5,090,300	2,925,560	0	0	2,164,740	MINNEAPOLIS	\$19
2006		CSAH 5	27-605-22	BR	CSAH 5, MINNETONKA BLVD OVER HUTCHINSON SPUR TRAIL, REPLACE BR 27501	226,000	180,800	0	0	45,200	HENNEPIN COUNTY	\$19
2006		CSAH 61	27-661-37	BR	SHADY OAK RD OVER HCRRA CORRIDOR, REPLACE BR 90596	904,000	723,200	0	0	180,800	HENNEPIN COUNTY	\$19
2006		CSAH 73	27-673-08	BR	HOPKINS CROSSROAD OVER BNSF RR, REPLACE BR 27518	1,073,500	858,800	0	0	214,700	HENNEPIN COUNTY	\$19
2006		TH 41	1008-61	BR	OVER MINNESOTA RIVER AT THE SCOTT/CARVER CO LINE IN CHASKA-BRIDGE 10012(REPLACE BR 9010)	7,375,000	5,900,000	0	1,475,000	0	MN/DOT	\$19
2007		CSAH 31	164-020-95	BI	EB MARYLAND AVE(CSAH 31) OVER SOO LINE & OVER BN RR IN ST PAUL, REDECK BRS 6599 & 6600	605,000	484,000	0	0	121,000	SAINT PAUL	\$19
2007		CSAH 49	02-649-01	BR	CSAH 49 OVER RICE CREEK IN LINO LAKES, REPLACE BR 4711	379,500	303,600	0	0	75,900	ANOKA COUNTY	\$19
2007		TH 12	2713-85	BR	UNDER BNSF RR W OF MAPLE PLAIN, REPLACE BR 4859	5,175,000	4,140,000	0	1,035,000	0	MN/DOT	\$19
2007		TH 36	8214-9115	BR	EB TH 36 OVER TH 95, REPLACE BR 9115	2,000,000	1,600,000	0	400,000	0	MN/DOT	\$19
2008		CSAH 152	27-752-18	BR	CEDAR AVE(CSAH 152) OVER HCRRA CORRIDOR IN MPLS-REPLACE BR 90437	1,415,200	1,132,160	0	0	283,040	HENNEPIN COUNTY	\$19
2008		CSAH 22	27-622-03	BR	LYNDALE AVE(CSAH 22) OVER MINNEHAHA CREEK IN MPLS-REPLACE BR 90444	1,496,400	1,197,120	0	0	299,280	HENNEPIN COUNTY	\$19
2008		CSAH 3	27-603-43	BR	EXCELSIOR BLVD(CSAH 3) OVER MINNEHAHA CREEK IN ST. LOUIS PARK-REPLACE BR 90455	742,400	593,920	0	0	148,480	HENNEPIN COUNTY	\$19
2008		CSAH 35	27-635-26	BR	PORTLAND AVE(CSAH 35) OVER HCRRA CORRIDOR IN MPLS-REPLACE BR 90494	1,554,400	1,243,520	0	0	310,880	HENNEPIN COUNTY	\$19
2008		I 35W	2782-288	BR	W 76TH ST OVER I-35W IN RICHFIELD-REPLACE BRIDGE 9796	3,445,200	2,756,160	0	689,040	0	MN/DOT	\$19
2008		TH 280	6241-51	BR	LARPEUR AVE OVER TH 280 IN LAUDERDALE-REPLACE BR 6738	3,016,000	2,412,800	0	603,200	0	MN/DOT	\$19
<b>Totals</b>						<b>40,447,900</b>	<b>27,511,640</b>	<b>0</b>	<b>4,202,240</b>	<b>8,734,020</b>		



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**TABLE A-6**  
**Demo/High Priority Projects**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2005		CITY	98-080-14	RC 4TH AVE FROM 17TH ST TO 2ND ST, RECONSTRUCTION & CONST ENG	1,320,000	0	1,056,000	0	0	264,000	NEWPORT	A10
2005		MSAS 363	157-363-20	RC LYNDALE AVE FROM 76TH TO 77TH ST IN RICHFIELD, RECONSTRUCTION	1,400,000	0	700,000	0	0	700,000	RICHFIELD	S19
2005		MSAS 363	157-363-23	RC LYNDALE AVE FROM 76TH TO 77TH ST IN RICHFIELD, CONSTRUCTION ENGINEERING FOR RECONSTRUCTION	129,054	0	65,418	0	0	63,636	RICHFIELD	S19
2005		PED/BIKE	27-090-02	BT HENNEPIN COUNTY BIKEWAY, MIDTOWN 29TH ST GREENWAY PED/BIKE IMPROVEMENT	1,125,000	0	900,000	0	0	225,000	HENNEPIN COUNTY	AQ2
2005	13	TH 610	2771-31	MC REALIGN HENN CSAH 81 IN THE VICINITY OF TH 610, GRADE, SURF, BR #???, RR AGREEMENT,ETC	26,080,000	0	15,965,000	0	2,162,000	7,953,000	MN/DOT	A10
2005	13	TH 610	2771-33	MC HEMLOCK LN TO JEFFERSON HWY IN MAPLE GROVE, RELOCATE GREAT RIVER ENERGY TOWERS & R/W ACQUISITION FOR UTILITY RELOCATION	4,000,000	0	3,200,000	0	800,000	0	MN/DOT	NC
2005	13	TH 610	2771-39	MC ELM CREEK INTERCEPTOR IN MAPLE GROVE, RELOCATE SEWER INTERCEPTOR	5,500,000	0	1,056,000	0	264,000	4,180,000	MN/DOT	A10
2006		MSAS 363	157-363-19L	BR LYNDALE AVE OVER I-494 (REPLACE BRIDGE 9078), RIGHT OF WAY & CONSTRUCTION	11,519,500	0	7,400,000	0	0	4,119,500	RICHFIELD	S19
Totals					51,073,554		30,342,418		3,226,000			
						0		0		17,505,136		

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2005	2	I 35E	6280-304	MC	I-35E FROM TH 36 TO CR E & I-694 FROM RICE ST TO TH 61, GRADING, SURFACING, BRS (BAP PROJECT, PAYBACK IN 2006, 2007, 2008)	112,700,000	6,629,000	54,893,000	0	51,178,000	MN/DOT	A10
2005	2	I 35E	6280-317	MC	I-35E UNDER EDGERTON IN VADNAIS HEIGHTS, APPROACHES TO BR 62906 BAP PROJECT)	1,820,000	420,000	0	0	1,400,000	MN/DOT	A05
2005		I 35E	6280-321	SC	GRAND AVE TO UNIVERSITY AVE IN ST PAUL, REPLACE SIGNING	318,000	286,200	0	31,800	0	MN/DOT	O8
2005	2	I 35E	6280-327AC	MC	I-35E UNDER EDGERTON (REPL BR 9561) & EB I-694 OVER TH 61 IN VADNAIS HEIGHTS-BR 62906 & WIDEN BR 62852 (BAP PAYBACK)	2,213,000	2,213,000	0	0		MN/DOT	S19
2005	11	I 494	2785-301AC2	MC	E OF W BUSH LAKE RD TO TH 100-GRAD, SURF, BRS 27V33, 27V34, 27V37, 27V38, 27V47, 27X04, ETC (3RD LANE EA DIR)(AC PAYBACK)	7,500,000	7,500,000	0	0	0	MN/DOT	A10
2005	12	I 494	2785-304AC1	MC	TH 5 IN EDEN PRAIRIE TO 0.1 MI S OF TH 55 IN PLYMOUTH, GRAD, SURF, BRS, ETC-RECONSTRUCT OF RDWY & ADD 3RD LN EA DIRECTION (BAP PAYBACK)	37,214,000	37,214,000	0	0	0	MN/DOT	A10
2005	11	I 494	2785-327AC2	MC	TH 5 TO E OF W BUSH LAKE RD, GRADE, SURF, BRS 27V35, 27V13, 27V14, ETC (3RD LANE EA DIR)(AC PAYBACK)	10,000,000	10,000,000	0	0	0	MN/DOT	A10
2005	11	I 494	2785-336	MC	GOLDMAN POND/I-494, LANDSCAPING IN BLOOMINGTON	100,000	90,000	0	10,000	0	MN/DOT	O6
2005	11	I 494	2785-337	MC	TH 5 TO TH 169 IN BLOOMINGTON, LANDSCAPING	300,000	270,000	0	30,000	0	MN/DOT	O6
2005	10	I 494	8285-79AC2	MC	WAKOTA BR AREA, N RING RD, BAILEY, MAXWELL, TH 61, 11 BRIDGES (AC PAYBACK)	11,800,000	11,800,000	0	0	0	MN/DOT	A10
2005	10	I 494	8285-80AC2	MC	TH 61 FROM ST PAUL PARK TO CARVER AVE & ON I-494 FROM LAKE RD TO CONCORD ST, GRADING, SURFACE, BRS, ETC - WAKOTA BRIDGE PROJECT (AC PAYBACK)	20,000,000	20,000,000	0	0	0	MN/DOT	A10
2006	2	I 35E	6280-304AC1	MC	I-35E FROM TH 36 TO CR E & I-694 FROM RICE ST TO TH 61, GRADING, SURFACING, BRS (BAP PAYBACK)	12,173,000	12,173,000	0	0	0	MN/DOT	A10
2006		I 35E	6280-319	MC	TH 13 IN LILYDALE TO SHEPARD RD IN ST PAUL, LANDSCAPING	300,000	270,000	0	30,000	0	MN/DOT	O6
2006		I 35E	6280-320	RS	TH 5 TO KELLOGG BLVD, MILL & BIT OVERLAY	1,580,000	1,422,000	0	158,000	0	MN/DOT	S10

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

Yr	PRT Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2006	I 35W	2783-9340D	BI	MISSISSIPPI RIVER TO JOHNSON ST IN MPLS, REPAIR BR 9340, PAINT & REPAIR BRS 27887,27888, PAINT BRS 27989,27994,27999	3,390,000	3,051,000	0	339,000	0	MN/DOT	S19
2006	I 35W	6284-134	BI	UNDER EB TH 88 IN NEW BRIGHTON & UNDER CR H IN ARDEN HILLS, DECK REPAIR ON BR 9492 & RAIL REPAIR ON BR 9582	320,000	288,000	0	32,000	0	MN/DOT	S19
2006	I 394	2789-124	SC	FROM PLYMOUTH RD TO PENN AVE IN MINNETONKA, ST LOUIS PARK, GOLDEN VALLEY, MPLS-SIGNING REPLACEMENT	550,000	495,000	0	55,000	0	MN/DOT	O8
2006	I 394	2789-125	SC	FROM PENN AVE TO DOWNTOWN MPLS-SIGNING REPLACEMENT	250,000	225,000	0	25,000	0	MN/DOT	O8
2006 12	I 494	2785-304AC2	MC	TH 5 IN EDEN PRAIRIE TO 0.1 MI S OF TH 55 IN PLYMOUTH, GRAD, SURF, BRS, ETC-RECONSTRUCTION OF RDWY & ADD 3RD LN EA DIRECTION(BAP PAYBACK)	46,592,000	46,592,000	0	0	0	MN/DOT	A10
2006 10	I 494	8285-80AC3	MC	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)	20,000,000	20,000,000	0	0	0	MN/DOT	A10
2006	I 694	6285-9209	BI	OVER ISLAND LAKE CHAIN, WIDEN & REDECK BRS 9209 & 9210	880,000	792,000	0	88,000	0	MN/DOT	S19
2006	I 694	6285-9301	BI	EB OVER NB TH 51 & OVER SB TH 51 RAMP, REHAB DECK ON BRS 9301,9302	880,000	792,000	0	88,000	0	MN/DOT	S19
2007 2	I 35E	6280-304AC2	MC	I-35E FROM TH 36 TO CR E & I-694 FROM RICE ST TO TH 61, GRADING, SURFACING, BRS (BAP PAYBACK)	21,556,000	21,556,000	0	0	0	MN/DOT	A10
2007 3	I 35W	2782-281	MC	66TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MPLS, GRADING, SURFACING, BRS, ETC & HOV LANE(AC PROJECT, PAYBACK IN 2008 THRU 2011)	218,000,000	10,300,000	175,000,000	32,700,000	0	MN/DOT	A10
2007	I 35W	2783-27873	BI	TH 55, WASHINGTON AVE, 3RD, & OVER MISSISSIPPI RIVER IN MPLS, REPAIR RAILING & DECK ON BRS 27873, 27874, 27879, 27879A, 27902, 27903, 27880, & DECK REPAIR ON 9340	5,190,000	4,671,000	0	519,000	0	MN/DOT	S19
2007 12	I 494	2785-304AC3	MC	TH 5 IN EDEN PRAIRIE TO 0.1 MI S OF TH 55 IN PLYMOUTH, GRAD, SURF, BRS, ETC-RECONSTRUCTION OF RDWY & ADD 3RD LN EA DIRECTION(BAP PAYBACK)	20,961,000	20,961,000	0	0	0	MN/DOT	A10
2007	I 494	2785-346	RS	34TH AVE TO FRANCE AVE IN BLOOMINGTON, MILL & OVERLAY	1,550,000	1,395,000	0	155,000	0	MN/DOT	S10

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2007	10	I 494	8285-80AC4	MC	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)	20,000,000	20,000,000	0	0	0	MN/DOT	A10
2007		I 94	2781-27726AA	BI	OVER GLENWOOD AVE & RR, RAMPS, & UNDER TH 55 IN MPLS, PAINT BRS 27726A, 27726B, 27728, 27727A, 27727B, 27727, & 27785	2,890,000	2,801,000	0	289,000	0	MN/DOT	S19
2007		I 94	2781-27726BA	BI	UNDER DUNWOODY, I-394, RAMPS@394, OVER LYNDALE & RR; I-394 UNDER PENN & OVER DUNWOODY & FILL-DECK REPAIR ON BRS 27726B, 27792,27793,27794,27799R,27831, 27831(ABCD), & 27758.	930,000	837,000	0	93,000	0	MN/DOT	S19
2008	2	I 35E	6280-304AC3	MC	I-35E FROM TH 36 TO CR E & I-694 FROM RICE ST TO TH 61-GRADING, SURFACING, BRS (BAP PAYBACK)	21,163,000	21,163,000	0	0	0	MN/DOT	A10
2008	3	I 35W	2782-281AC1	MC	66TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MINNEAPOLIS-GRADING, SURFACING, BRS, ETC & HOV LANE(AC PAYBACK)	43,000,000	43,000,000	0	0	0	MN/DOT	A10
2008	10	I 494	8285-80AC5	MC	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)	20,000,000	20,000,000	0	0	0	MN/DOT	A10
<b>Totals</b>						666,120,000	229,893,000		52,578,000			
							349,006,200		34,642,800			

Wednesday, August 04, 2004

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

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	Other Fed \$	State \$	Other \$	Agency:	AQ:
2005	TH 999		880M-ITS-05	TM NEW ITS PROJECTS FOR FY 2005	500,000	0	0	500,000	0	MN/DOT	S7
2006	TH 999		880M-ITS-06	TM METRO SETASIDE - ITS PROJECTS - FY 2006	500,000	0	0	500,000	0	MN/DOT	S7
2007	TH 999		880M-ITS-07	TM METRO SETASIDE - ITS PROJECTS - FY 2007	500,000	0	0	500,000	0	MN/DOT	S7
2008	TH 999		880M-ITS-08	TM METRO SETASIDE FOR ITS PROJECT FOR FY 2008	500,000	0	0	500,000	0	MN/DOT	S7
Totals					2,000,000	0	0	2,000,000	0		

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**TABLE A-9**  
**National Highway System Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2005		I 35E	6280-326	BI	IN ST PAUL, OVER MISSISSIPPI RIVER & UP RR-INSTALL ANTI-ICING SYSTEM ON BR 62912	1,200,000	960,000	0	240,000	0	MN/DOT	S19
2005		TH 100	2733-9895	BI	UNDER PED BRS, EDEN, 50TH, MINNEHAHA CREEK, & 44TH IN EDINA & ST LOUIS PARK, PAINT BRS 9895, 9896, 27029, 27102, 27103, 27104, 27105	1,020,000	816,000	0	204,000	0	MN/DOT	S10
2005	6	TH 100	2735-178	MC	GLENWOOD AVE TO DULUTH ST, LANDSCAPING	380,000	304,000	0	76,000	0	MN/DOT	O6
2005	6	TH 100	2755-75AC	MC	INDIANA AVE TO 50TH AVE N, GRADE, SURF, BRS, ETC- UPGRADE TO FREEWAY (AC PAYBACK)	7,100,000	7,100,000	0	0	0	MN/DOT	A05
2005	1	TH 12	2713-75AC1	MC	CO RD 6 TO WAYZATA BLVD, RELOCATE RR TRACK, RECONSTRUCT TH 12, INTERCHANGES, ETC-STAGE 1(AC PAYBACK)	13,700,000	13,700,000	0	0	0	MN/DOT	A10
2005	7	TH 169	2776-02AC1	MC	ANDERSON LAKES PKWY & AT PIONEER TRAIL, CONSTRUCT INTERCHANGES, MILL & OVERLAY MAINLINE, ETC (BAP PAYBACK)	1,629,000	1,629,000	0	0	0	MN/DOT	NC
2005	9	TH 212	1017-12	MC	CARVER CR 147 IN CHASKA TO HENNEPIN CSAH 4 IN EDEN PRAIRIE, DESIGN BUILD CONTRACT FOR 4-LN FREEWAY(BAP PROJECT, PAYBACK IN 2006, 2007, & 2008)	245,000,000	16,390,000	141,696,000	0	86,914,000	MN/DOT	A10
2005		TH 36	6212-9212	BI	UNDER CP RAIL, EDGERTON, & ARCADE IN LITTLE CANADA-PAINT BRS 9212, 62006, 62007	500,000	400,000	0	100,000	0	MN/DOT	S10
2005		TH 52	1906-48	MC	AT CSAH 47 IN HAMPTON-GRADE SEPARATION, FRONTAGE RD CONSTRUCTION, ETC-TIED TO 19-647-16	3,100,000	2,480,000	0	620,000	0	MN/DOT	NC
2005		TH 52	1928-48	PM	I-494 TO TH 156, BITUMINOUS MILL & OVERLAY	2,380,000	1,904,000	0	476,000	0	MN/DOT	S10
2005		TH 55	1910-39	RS	0.3 MI W OF HASTINGS CITY LIMITS TO TH 61, BIT MILL & OVERLAY	720,000	576,000	0	144,000	0	MN/DOT	S10
2005		TH 55	2724-115	PM	32ND ST TO 46TH ST IN MINNEAPOLIS, MILL & BIT OVERLAY	550,000	440,000	0	110,000	0	MN/DOT	S10
2005	10	TH 61	8205-100AC1	MC	VICINITY OF ST PAUL PARK, RECONSTRUCT, INTERCHANGE, FR RDS, BRS 82025, 82026, 82027, ETC (AC PAYBACK)	6,000,000	6,000,000	0	0	0	MN/DOT	A10
2005		TH 62	2775-12	RS	PORTLAND AVE TO 43RD AVE BR IN MPLS, MILL & OVERLAY, REHABILITATE SHLDS FROM PORTLAND AVE TO TH 77 (BAP TRANSIT ADVANTAGE PROJECT)	2,300,000	1,840,000	0	460,000	0	MN/DOT	S10

**TABLE A-9**  
**National Highway System Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2005		TH 62	2775-27021B	BI	OVER TH 77 & OVER 28TH AVE IN MINNEAPOLIS-REPAIR DECKS ON BRS 27021, 27022, AND 27521	600,000	480,000	0	120,000	0	MN/DOT	S19
2005		TH 65	0208-124	SC	FROM MISSISSIPPI ST TO BUNKER LAKE BLVD IN FRIDLEY, SPRING LK PARK, BLAINE AND HAM LAKE-SIGNING REPLACEMENT	470,000	376,000	0	94,000	0	MN/DOT	O8
2005		TH 999	8825-101	SC	METROWIDE REPLACE CROSS STREET & RAMP SIGNING AT NUMEROUS LOCATIONS ON THE I-494/I-694 RING	1,000,000	800,000	0	200,000	0	MN/DOT	O8
2006	11	I 494	2785-338	MC	TH 100 TO W BUSH LAKE RD IN BLOOMINGTON, LANDSCAPING	170,000	136,000	0	34,000	0	MN/DOT	O6
2008	11	I 494	2785-339	MC	W BUSH LAKE RD TO E BUSH LAKE RD IN BLOOMINGTON, LANDSCAPING	165,000	132,000	0	33,000	0	MN/DOT	O6
2006	11	I 494	2785-340	MC	E BUSH LAKE RD TO TH 100 IN BLOOMINGTON, LANDSCAPING	300,000	240,000	0	60,000	0	MN/DOT	O6
2006		TH 10	0202-80	RS	ANOKA-SHERBURNE CO LINE TO FAIROAK AVE, MILL & BIT OVERLAY, TURN LANES, REHAB SHLDS, ETC	2,415,000	1,932,000	0	483,000	0	MN/DOT	S10
2006	6	TH 100	2735-180	MC	38TH AVE N TO TWIN LAKES, LANDSCAPING	480,000	384,000	0	96,000	0	MN/DOT	O6
2006	6	TH 100	2735-182	MC	DULUTH ST TO BASSET CREEK, LANDSCAPING	180,000	144,000	0	36,000	0	MN/DOT	O6
2006	1	TH 12	2713-75AC2	MC	CO RD 6 TO WAYZATA BLVD-RELOCATE RR TRACK, RECONSTRUCT TH 12, INTERCHANGES, ETC, STAGE 1(AC PAYBACK)	8,000,000	8,000,000	0	0	0	MN/DOT	A10
2006	1	TH 12	2713-83	MC	CO RD 6 TO WAYZATA BLVD, CONSTRUCT INTERCHANGES, ETC (AC PROJECT, PAYBACK IN 2007 & 2008)	22,505,000	3,604,000	14,400,000	4,501,000	0	MN/DOT	A10
2006		TH 12	2713-87	MC	WAYZATA BLVD IN WAYZATA TO CSAH 6 IN ORONO, LANDSCAPING	450,000	360,000	0	90,000	0	MN/DOT	O6
2006		TH 169	2772-43	BI	OVER TH 55, UP RR, & 13TH AVE N IN PLYMOUTH, REPLACE DECK OVERLAY ON BRS 27014, 27539, & 27540	960,000	768,000	0	192,000	0	MN/DOT	S19
2006	7	TH 169	2776-02AC2	MC	ANDERSON LAKES PKWY & PIONEER TRAIL, CONSTRUCT INTERCHANGES, MILL & OVERLAY MAINLINE, ETC (BAP PAYBACK)	3,986,831	3,986,831	0	0	0	MN/DOT	NC
2006	8	TH 169	2776-03	MC	I-494 IN BLOOMINGTON, RECONSTRUCT INTERCHANGE (BAP PROJECT, PAYBACK IN 2007 & 2008)	82,300,000	12,980,000	45,739,000	0	23,581,000	MN/DOT	A10
2006		TH 212	1013-73	RS	NORWOOD-YOUNG AMERICA TO COLOGNE, MILL & BIT OVERLAY	1,790,000	1,432,000	0	358,000	0	MN/DOT	S10
2006	9	TH 212	1017-12AC1	MC	CARVER CR 147 IN CHASKA TO HENNEPIN CSAH 4 IN EDEN PRAIRIE, DESIGN BUILD CONTRACT FOR 4-LN FREEWAY(BAP PAYBACK)	59,195,000	59,195,000	0	0	0	MN/DOT	A10

**TABLE A-9**  
**National Highway System Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2006	9	TH 212	1017-13	MC	CSAH 147 IN CARVER, CONSTRUCT NEW INTERCHANGE	5,900,000	4,240,000	0	1,060,000	600,000	MN/DOT	A10
2006		TH 36	8211-81	AM	MCKNIGHT RD IN NORTH ST PAUL, CONSTRUCT INTERCHANGE, ETC	7,500,000	6,000,000	0	1,500,000	0	MN/DOT	E3
2006	10	TH 61	8205-100AC2	MC	VICINITY OF ST PAUL PARK, RECONSTRUCT, INTERCHANGE, FR RDS,BRS 82025,82026,82027,ETC(AC PAYBACK)	6,000,000	6,000,000	0	0	0	MN/DOT	A10
2006		TH 999	8825-113	SC	VARIOUS LOCATIONS ON THE I-94/I-494/I-694 RING, REPLACE CROSS-STREET AND RAMP SIGNING	1,060,000	848,000	0	212,000	0	MN/DOT	O8
2007		I 694	6285-130	RC	ON COUNTY DR FROM RICE ST TO TWIN LAKES BLVD IN LITTLE CANADA- GRADING, SURFACING, BR OVER I-694, ETC(\$1.31M OF FY 2007 ACCESS MANAGEMENT FUNDS)	2,500,000	2,000,000	0	500,000	0	MN/DOT	S19
2007	6	TH 100	2755-80	MC	TWIN LAKES TO 50TH AVE N, LANDSCAPING	220,000	176,000	0	44,000	0	MN/DOT	O6
2007	1	TH 12	2713-83AC1	MC	CO RD 6 TO WAYZATA BLVD, CONSTRUCT INTERCHANGES, ETC(AC PAYBACK)	7,200,000	7,200,000	0	0	0	MN/DOT	A10
2007		TH 120	8220-9883B	BI	OVER I-494 IN WOODBURY, REHAB BRS 9883 & 82017	3,000,000	2,400,000	0	600,000	0	MN/DOT	S19
2007		TH 169	2750-57	MC	S OF CSAH 81 TO N OF CSAH 109 IN BROOKLYN PARK, CONSTRUCT INTERCHANGE, BRIDGES #/S ????, PARK/RIDE, ETC	34,705,000	22,220,000	0	5,555,000	6,930,000	MN/DOT	A10
2007	8	TH 169	2776-03AC1	MC	I-494 IN BLOOMINGTON, RECONSTRUCT INTERCHANGE (BAP PAYBACK)	23,419,000	23,419,000	0	0	0	MN/DOT	A10
2007	9	TH 212	1017-12AC2	MC	CARVER CR 147 IN CHASKA TO HENNEPIN CSAH 4 IN EDEN PRAIRIE, DESIGN BUILD CONTRACT FOR 4-LN FREEWAY(BAP PAYBACK)	62,501,000	62,501,000	0	0	0	MN/DOT	A10
2007	10	TH 61	8205-100AC3	MC	VICINITY OF ST PAUL PARK, RECONSTRUCT, INTERCHANGE, FR RDS,BRS 82025,82026,82027,ETC(AC PAYBACK)	2,100,000	2,100,000	0	0	0	MN/DOT	A10
2007		TH 65	0208-125	SC	FROM BUNKER LAKE BLVD TO ISANT- ANOKA CO LINE IN BLAINE, HAM LAKE, & EAST BETHEL-SIGNING REPLACEMENT	470,000	376,000	0	94,000	0	MN/DOT	O8
2007		TH 7	1003-30	RS	FROM MACLEOD/CARVER CO LINE TO ST BONIFACIUS-BITUMINOUS MILL & OVERLAY, ROUNDABOUTS AT TH 25 & AT CSAH 10, ETC	5,000,000	4,000,000	0	1,000,000	0	MN/DOT	S10
2008	1	TH 12	2713-83AC2	MC	CO RD 6 TO WAYZATA BLVD- CONSTRUCT INTERCHANGES, ETC(AC PAYBACK)	7,200,000	7,200,000	0	0	0	MN/DOT	A10



**TABLE A-9  
National Highway System Projects**

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2008	8	TH 169	2776-03AC2	MC AT I-494 IN BLOOMINGTON- RECONSTRUCT INTERCHANGE (BAP PAYBACK)	22,320,000	22,320,000	0	0	0	MN/DOT	A10
2008	9	TH 212	1017-12AC3	MC FROM CARVER CR 147 IN CHASKA TO HENNEPIN CSAH 4 IN EDEN PRAIRIE- DESIGN BUILD CONTRACT FOR 4-LN FREEWAY(BAP PAYBACK)	20,000,000	20,000,000	0	0	0	MN/DOT	A10
Totals					681,640,831	201,835,000			118,025,000		
						342,488,831		19,292,000			

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2005	I 35		1980-67	AM	CSAH 60 INTERCHANGE IN LAKEVILLE, RECONSTRUCT INTERCHANGE, ETC	2,500,000	0	0	2,500,000	0	MN/DOT	E3
2005	I 35		1980-70	AM	CSAH 50 INTERCHANGE IN LAKEVILLE, WIDEN SB OFF RAMP, SIGNAL INSTALLATION AT CSAH 5 TO NB I-35 ON RAMP	476,500	0	0	476,500	0	LAKEVILLE	E2
2005	I 35W		0280-52	RD	95TH AVE TO LEXINGTON AVE IN BLAINE, CULVERT JACKING	500,000	0	0	500,000	0	MN/DOT	NC
2005	I 35W		1981-100	SC	TH 13 INTERCHANGE IN BURNSVILLE, REPLACE LIGHTING SYSTEM	450,000	0	0	450,000	0	MN/DOT	S18
2005	I 35W		2782-27872A	BI	UNDER FRANKLIN IN MPLS, MILL & PATCH BR 27872	270,000	0	0	270,000	0	MN/DOT	S19
2005	I 35W		6284-133	AM	CLEVELAND & CO RD B IN ROSEVILLE, TURN LANES ON SB RAMP FROM 35W & WIDEN NB ON RAMP TO 35W	112,000	0	0	112,000	0	RAMSEY COUNTY	E1
2005	I 494		2785-317	RS	34TH AVE TO TH 100, GUARDRAIL, CULVERTS, ETC	696,761	0	0	696,761	0	MN/DOT	S19
2005	I 694		6286-46	SC	EB I-694 OFF RAMP TO TH 61 IN MAPLEWOOD, WIDEN RAMP FOR DUAL RIGHT TURN LANES	265,000	0	0	265,000	0	MN/DOT	E1
2005	I 94		6283-170	MC	0.1 MI E OF RUTH ST TO 0.3 MI E OF CO LINE IN MAPLEWOOD, GRADING, SURFACING, BRIDGE WIDENING, ETC INCLUDING 3RD LANE EA DIRECTION (SAPP PROJECT)	10,525,961	0	0	10,525,961	0	MN/DOT	A10
2005	I 94		6283-9143B	MC	BRS AT MCKNIGHT RD AND TH 120-PIER MODIFICATION	150,000	0	0	150,000	0	MN/DOT	S19
2005	TH 10		6205-34	RD	I-35W TO I-694 IN ARDEN HILLS, REHABILITATE EB & WB FOR "BUS ON SHLDS" (BAP TRANSIT ADVANTAGE PROJECT)	300,000	0	0	300,000	0	MN/DOT	S4
2005	TH 100		2734-40	NO	44TH AVE TO EXCELSIOR BLVD IN ST LOUIS PARK-ACCELERATION LANE & NOISE ABATEMENT ON WEST SIDE	2,870,000	0	0	1,570,000	1,300,000	MN/DOT	O3
2005	TH 100		2755-82	SC	BROOKLYN BLVD IN BROOKLYN CENTER, REBUILD TRAFFIC SIGNAL	200,000	0	0	200,000	0	MN/DOT	E2
2005	TH 101		1009-14	SC	PIONEER TRAIL IN CHANHASSEN, CHANNELIZATION & TRAFFIC SIGNAL INSTALLATION	920,000	0	0	460,000	460,000	MN/DOT	E1
2005	TH 12		2713-91	AM	E OF TOWNLINE RD IN MEDINA, CLOSE ACCESS AND CONSTRUCT SPRUCE WAY	121,000	0	0	121,000	0	MEDINA	NC
2005	TH 120		6227-60	RS	4TH ST N IN OAKDALE TO 0.2 MI N OF CO RD D IN MAHTOMEDI, BIT MILL & OVERLAY	1,275,000	0	0	1,275,000	0	MN/DOT	S10
2005	TH 120		6227-62	AM	7TH ST IN N ST PAUL, TURN LANES, TRAF SIGNAL REVISION, REALIGN 7TH ST APPROACH, ETC	185,900	0	0	185,900	0	NORTH SAINT PAUL	E1

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2005		TH 120	8220-9883A	BI	OVER I-494 IN WOODBURY, REHAB BRS 9883 & 82017	2,000,000	0	0	2,000,000	0	MN/DOT	S19
2005		TH 13	7001-91	SC	2.0 MI N OF TH 19 AT CSAH 2, CHANNELIZATION & TRAFFIC SIGNAL INSTALLATION	540,000	0	0	390,000	150,000	MN/DOT	E1
2005		TH 169	7008-48RW	RW	BETWEEN SOUTH ST AND LAREDO ST IN BELLE PLAINE, PURCHASE RIGHT OF WAY (ACCESS MANAGEMENT PROJECT)	1,000,000	0	0	1,000,000	0	MN/DOT	O4
2005		TH 21	7002-40	AM	CSAH 66 TO SAWMILL RD IN JORDAN, INTERSECTION IMPROVEMENTS & REALIGNMENTS	337,500	0	0	337,500	0	JORDAN	E1
2005		TH 21	7002-9123A	BI	OVER UP RR AND OVER SAND CREEK IN JORDAN, REPAIR BRS 9123 & 9124	350,000	0	0	350,000	0	MN/DOT	S19
2005	9	TH 212	2762-16	MC	CSAH 4 TO 0.5 MI E OF MITCHELL RD, LANDSCAPING	325,000	0	0	325,000	0	MN/DOT	O6
2005		TH 242	0212-46	AM	FLINTWOOD AVE IN COON RAPIDS, TURN LANES, MEDIAN CLOSURE, ETC	174,500	0	0	174,500	0	COON RAPIDS	E1
2005		TH 25	1006-25	AM	7TH ST NE TO 5TH ST NE IN MAYER, SIDEWALK REPLACE & BIKE TRAIL CONSTRUCTION	108,000	0	0	108,000	0	MAYER	AQ2
2005		TH 3	1921-78	AM	CONNEMARA TO CSAH 38 IN ROSEMOUNT, SIGNAL, ACCESS MODIFICATION, TURN LANES, ETC	467,300	0	0	467,300	0	ROSEMOUNT	E2
2005		TH 36	8214-140	AM	OSGOOD & OAKGREEN/GREENLEY AVE IN OAK PARK HTS, INSTALL EVP	16,200	0	0	16,200	0	OAK PARK HEIGHTS	S7
2005		TH 50	1904-18	AM	NEAR WATER ST IN HAMPTON-CLOSE ALLEYWAY	10,700	0	0	10,700	0	HAMPTON	NC
2005		TH 52	1907-65	MC	117TH ST INTERCHANGE IN INVER GROVE HEIGHTS, LANDSCAPING	75,000	0	0	75,000	0	MN/DOT	O6
2005		TH 52	1908-73	SC	LOTHENBACH AVE IN W ST PAUL, REBUILD TRAFFIC SIGNAL	200,000	0	0	200,000	0	MN/DOT	E2
2005		TH 55	2722-64	SC	CSAH 19 IN MEDINA, REBUILD TRAFFIC SIGNAL	210,000	0	0	105,000	105,000	MN/DOT	E2
2005		TH 55	2722-69	SC	GREENFIELD RD IN GREENFIELD, INTERSECTION IMPROVEMENTS, CLOSE RAIL CROSSINGS, ETC(ACCESS MANAGEMENT PROJECT)	300,000	0	0	300,000	0	MN/DOT	S1
2005		TH 55	2723-112	AM	NEAR GENERAL MILLS & BOONE AVE IN GOLDEN VALLEY, TURN LANES, ACCESS CLOSURES ON GENERAL MILLS & BOONE AVE	540,000	0	0	540,000	0	GOLDEN VALLEY	E1
2005	4	TH 55	2725-58	MC	54TH ST IN MINNEAPOLIS TO TH 62, LANDSCAPING	337,080	0	0	337,080	0	MN/DOT	O6
2005		TH 56	1911-19	PM	N OF CO RD 88 TO TH 50, BITUMINOUS MILL & OVERLAY	795,000	0	0	795,000	0	MN/DOT	S10
2005		TH 61	6220-67	RX	WARNER RD TO BURNS AVE IN ST PAUL, RESURFACING	500,000	0	0	500,000	0	MN/DOT	S10

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2005	TH	61	6222-147	RD	RAMSEY-WASHINGTON JUDICIAL DITCH NO 1 MI N OF MEEHAN DR ON TH 61, LINE CULVERT	50,000	0	0	50,000	0	MN/DOT	NC
2005	TH	61	6222-149	AM	CSAH 15 (CO RD E), RECONSTRUCT TURN LANES, CLOSE ACCESSSES, CONSTRUCT NEW ENTRANCE, ETC	467,600	0	0	467,600	0	GEM LAKE	E1
2005	TH	61	6222-150	AM	CO RD D IN MAPLEWOOD, INTERSECTION REALIGNMENT & TRAFFIC SIGNAL INSTALLATION	540,000	0	0	540,000	0	MAPLEWOOD	E1
2005	TH	77	2758-27291	AM	UNDER 66TH ST IN RICHFIELD, CONSTRUCT BR 27291	1,000,000	0	0	1,000,000	0	METRO AIRPORT COMMISSION	E3
2005	TH	77	2758-9195A	AM	UNDER 66TH ST, OVERLAY, BRIDGE 9195, REPLACE JOINTS, REPAIR RAILINGS, ETC	215,000	0	0	215,000	0	METRO AIRPORT COMMISSION	S19
2005	TH	95	8208-31	PM	I-94 TO BAILEY RD (CSAH 18) IN WOODBURY & AFTON, MILL & OVERLAY	500,000	0	0	500,000	0	MN/DOT	S10
2005	TH	999	880M-AM-05	AM	METRO SETASIDE - MUNICIPAL AGREEMENTS - FY 2005	194,000	0	0	194,000	0	MN/DOT	NC
2005	TH	999	880M-BI-05	BI	METRO SETASIDE - BRIDGE IMPROVEMENT - FY 2005	1,850,000	0	0	1,850,000	0	MN/DOT	S19
2005	TH	999	880M-CA-05	CA	METRO SETASIDE - CONSULTANT AGREEMENTS - 2005	19,200,000	0	0	19,200,000	0	MN/DOT	NC
2005	TH	999	880M-PF-05	RB	METRO SETASIDE - PRAIRIE TO FOREST - FY 2005	40,000	0	0	40,000	0	MN/DOT	O6
2005	TH	999	880M-RB-05	RB	METRO SETASIDE - LANDSCAPE PARTNERSHIPS - FY 2005	100,000	0	0	100,000	0	MN/DOT	O6
2005	TH	999	880M-RS-05	RS	METRO SETASIDE - RESURFACING & RECONDITIONING - FY 2005	600,000	0	0	600,000	0	MN/DOT	S10
2005	TH	999	880M-RW-05	RW	METRO SETASIDE - RIGHT OF WAY - FY 2005	45,000,000	0	0	45,000,000	0	MN/DOT	NC
2005	TH	999	880M-RX-05	RX	METRO SETASIDE - ROAD REPAIR - FY 2005	3,800,000	0	0	3,800,000	0	MN/DOT	S10
2005	TH	999	880M-SA-05	SA	METRO SETASIDE - SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2005	12,400,000	0	0	12,400,000	0	MN/DOT	NC
2005	TH	999	880M-SC-05	SC	METRO SETASIDE - SAFETY CAPACITY - FY 2005	157,000	0	0	157,000	0	MN/DOT	NC
2005	TH	999	880M-TE-05	SC	METRO SETASIDE - TRAFFIC ENGINEERING & HYDRAULICS PRESERVATION (LIGHTING, SIGNING, SIGNALS, CULVERTS, TMS, ETC) - FY 2005	430,000	0	0	430,000	0	MN/DOT	NC
2005	TH	999	880M-TM-05	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2005	430,000	0	0	430,000	0	MN/DOT	NC
2005	TH	999	880M-TR-05	TR	METRO SETASIDE - TRANSIT/RIDESHARE - FY 2005	1,700,000	0	0	1,700,000	0	MN/DOT	S7
2005	TH	999	8825-112	SC	TH 52/TH 50, TH 10/HANSON BLVD, TH 8/35 & TH 8/61-INTERCHANGE LIGHTING	300,000	0	0	300,000	0	MN/DOT	S18

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

Yr	PRT Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2005	TH 999	8825-146	PM VARIOUS LOCATIONS ON TH'S 13, 47, 169 & 242, MICROSURFACING	904,210	0	0	904,210	0	MN/DOT	S10
2005	TH 999	8825-151	SC METRO SETASIDE FOR CORRIDOR GUARDRAIL PRESERVATION PROJECTS FOR FY 2005	700,000	0	0	700,000	0	MN/DOT	S9
2005	TH 999	8825-154	SC RELAMP LIGHTING FIXTURES IN ONE QUADRANT, DISTRICTWIDE	300,000	0	0	300,000	0	MN/DOT	S18
2005	TH 999	8825-155	PM METROWIDE BITUMINOUS CRACK SEALING	600,000	0	0	600,000	0	MN/DOT	S10
2005	TH 999	8825-157	SC METROWIDE TRAFFIC CONTROL SYSTEM CABINET REPLACEMENTS	250,000	0	0	250,000	0	MN/DOT	S7
2005	TH 999	8825-164	TM ON TH 100 FROM CSAH 10 TO I694, AND ON I-394 FROM TH 100 TO I-94-FIBER NETWORK INSTALLATION	180,000	0	0	180,000	0	MN/DOT	S7
2005	TH 999	8825-175	TM METROWIDE-TRAFFIC MANAGEMENT SYSTEM CABINET ORDERS	250,000	0	0	250,000	0	MN/DOT	S7
2005	TH 999	8825-176	TM METROWIDE-NETWORK/FIBER PRESERVATION	150,000	0	0	150,000	0	MN/DOT	S7
2005	TH 999	8825-177	TM METROWIDE-TRAFFIC MGMT SYSTEM SHELTER PRESERVATION	240,000	0	0	240,000	0	MN/DOT	S7
2005	TH 999	TRLF-RW-05	RW REPAYMENT IN FY 2005 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 12, 100, 212, OR 610	3,700,000	0	0	3,700,000	0	MN/DOT	NC
2006	I 35	1980-19807A	BI OVER 205TH, UNDER 195TH, & OVER DAKOTA CSAH 50 IN LAKEVILLE, PAINT BRS 19843, 19844, 19841, 19807 & 19808	690,000	0	0	690,000	0	MN/DOT	S10
2006	I 35W	2782-277A	MC 79TH/80TH ST OVER I-35W, CONSTRUCT BRIDGE 27R05(DEBT MGMT PAYBACK FOR 2004/2005 CONSTRUCTION)	957,500	0	0	957,500	0	MN/DOT	NC
2006	I 494	2785-328	MC PENN AVE IN RICHFIELD, RECONSTRUCT INTERCHANGE, ETC(DEBT MGMT PAYBACK)	4,700,000	0	0	4,700,000	0	MN/DOT	A05
2006	I 494	2785-333	MC NEAR E JCT TH 5, STORM WATER POND AGREEMENT WITH MAC(DEBT MANAGEMENT)	2,300,000	0	0	2,300,000	0	MN/DOT	NC
2006	MSAS 363	157-363-19	BR LYNDALE AVE OVER I-494 (REPLACE BRIDGE 9076), RIGHT OF WAY & CONSTRUCTION (MNDOT PORTION-SP IS 2785-342)	5,500,000	0	0	5,500,000	0	RICHFIELD	S19
2006	TH 10	0202-81	SC RAMSEY BLVD IN RAMSEY, REBUILD TRAFFIC SIGNAL	254,400	0	0	127,200	127,200	MN/DOT	E2
2006	TH 10	0202-85	SC SUNFISH LAKE BLVD IN RAMSEY, REBUILD TRAFFIC SIGNAL	200,000	0	0	200,000	0	MN/DOT	E2
2006	TH 10	0202-86	SC FAIROAK AVE IN ANOKA, REBUILD TRAFFIC SIGNAL	200,000	0	0	200,000	0	MN/DOT	E2
2006	TH 10	0214-35	NO FROM CO RD J TO I-35W IN MOUNDS VIEW-EXTENSION OF NOISE WALLS	300,000	0	0	300,000	0	MNDOT	O3
2006	TH 10	8216-03	BI OVER ST CROIX RIVER NEAR PRESCOTT, REPAIR BR 82010	900,000	0	0	900,000	0	MN/DOT	S19

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2006	TH	101	1009-17	RC	LYMAN AVE TO TH 5 IN CHANHASSEN, CREEK REALIGNMENT	250,000	0	0	250,000	0	MN/DOT	NC
2006	TH	12	2713-77	SC	HENNEPIN CSAH 29(TOWNLINE RD) IN MAPLE PLAIN, CHANNELIZE, SIGNAL, ETC (\$0.75M OF ACCESS MGMT \$\$)	1,365,000	0	0	1,365,000	0	MN/DOT	E1
2006	TH	12	2713-88	RC	CSAH 83 TO BOUNDARY AVE IN MAPLE PLAIN, MEDIAN, INTERSECTION IMPROVEMENTS; ACCESS CLOSURES, ETC(ACCESS MGMT PROJECT)	1,825,000	0	0	1,825,000	0	MN/DOT	S16
2006	TH	12	2713-90	RS	0.2 MI E OF HENN/WRIGHT CO LINE TO HENNEPIN CSAH 90, MILL & OVERLAY	1,030,000	0	0	1,030,000	0	MN/DOT	S10
2006	TH	120	6227-57	SC	I-94 TO CONWAY AVE IN MAPLEWOOD, FRONTAGE RD EXTENSION, TRAFFIC SIGNAL REVISION, ETC	1,285,000	0	0	1,285,000	0	MN/DOT	E2
2006	TH	13	7001-96	RD	BETWEEN DAKOTA AVE AND QUENTIN AVE IN SAVAGE, CONNECT FRONTAGE RD ON SOUTH SIDE OF TH 13(ACCESS MANAGEMENT PROJECT)	2,450,000	0	0	1,300,000	1,150,000	MN/DOT	NC
2006	TH	169	2750-57RW	RW	S OF CSAH 81 TO N OF CSAH 109 IN BROOKLYN PARK, RIGHT OF WAY NECESSARY TO CONSTRUCT INTERCHANGE, BRIDGES, PARK/RIDE, ETC	3,000,000	0	0	3,000,000	0	MN/DOT	O4
2006	TH	169	7008-48	MC	BETWEEN SOUTH ST AND LAREDO ST IN BELLE PLAINE, CONSTRUCT FRONTAGE RD(ACCESS MANAGEMENT PROJECT)	1,000,000	0	0	1,000,000	0	MN/DOT	NC
2006	TH	19	4003-18	SC	CSAH 37 IN NEW PRAGUE, CHANNELIZATION & TRAFFIC SIGNAL INSTALLATION	1,035,000	0	0	735,000	300,000	MN/DOT	E1
2006	TH	19	4003-20	SC	1ST AVE(CSAH 60) IN NEW PRAGUE, REBUILD TRAFFIC SIGNAL	200,000	0	0	200,000	0	MN/DOT	E2
2006	TH	20	1903-06	PM	N OF TH 19 TO TH 50, MILL & BIT OVERLAY(METRO ATP PORTION-REMAINDER OF PROJECT IN ATP 6 UNDER SP 2504-12)	1,225,000	0	0	1,225,000	0	MN/DOT	S10
2006	TH	47	0205-84	BI	OVER CSAH 10 IN COON RAPIDS, REPLACE DECK OVERLAY ON BRS 9725 & 9726	380,000	0	0	380,000	0	MN/DOT	S19
2006	TH	47	0206-55	RS	TH 10 TO COOLIDGE & 180TH TO CSAH 24-BIT MILL & OVERLAY; REPLACE TRAFFIC SIGNAL AT PLEASANT AVE (CSAH 30) IN ANOKA & TURN LANE @ MCKINLEY	1,700,000	0	0	1,700,000	0	MN/DOT	E2
2006	TH	62	2763-41	RS	SHADY OAK RD IN MINNETONKA TO TH 100 IN EDINA, MILL & OVERLAY; TH 169 TO TH 100-REHAB SHLDS FOR BUSES (BAP TRANSIT ADVANTAGE PROJECT)	900,000	0	0	900,000	0	MN/DOT	S10
2006	TH	65	0208-121	RD	109TH AVE TO PAUL PKWY NE IN BLAINE, CONSTRUCT FRONTAGE RD (ACCESS MANAGEMENT PROJECT)	8,800,000	0	0	1,500,000	7,300,000	MN/DOT	NC

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

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2006	TH 999	880M-AM-06	AM	METRO SETASIDE - MUNICIPAL AGREEMENTS - FY 2006	3,240,000	0	0	3,240,000	0	MN/DOT	NC
2006	TH 999	880M-CA-06	CA	METRO SETASIDE - CONSULTANT DESIGN -2006	11,100,000	0	0	11,100,000	0	MN/DOT	NC
2006	TH 999	880M-PF-06	RB	METRO SETASIDE - PRAIRIE TO FOREST - FY 2006	40,000	0	0	40,000	0	MN/DOT	O6
2006	TH 999	880M-RB-06	RB	METRO SETASIDE - LANDSCAPE PARTNERSHIPS - FY 2006	100,000	0	0	100,000	0	MN/DOT	O6
2006	TH 999	880M-RW-06	RW	METRO SETASIDE - RIGHT OF WAY - FY 2006(INCLUDES \$5.0M FOR I-35W/TH 62 RW)	23,000,000	0	0	23,000,000	0	MN/DOT	NC
2006	TH 999	880M-RX-06	RX	METRO SETASIDE - ROAD REPAIR - FY 2006	4,600,000	0	0	4,600,000	0	MN/DOT	S10
2006	TH 999	880M-SA-06	SA	METRO SETASIDE - SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2006	12,400,000	0	0	12,400,000	0	MN/DOT	NC
2006	TH 999	880M-SC-06	SC	METRO SETASIDE - SAFETY CAPACITY - FY 2006	168,000	0	0	168,000	0	MN/DOT	NC
2006	TH 999	880M-TE-06	SC	METRO SETASIDE - TRAFFIC ENGINEERING & HYDRAULICS PRESERVATION(LIGHTING,SIGNING,SIGNALS,CULVERTS,ETC) - FY 2006	3,700,000	0	0	3,700,000	0	MN/DOT	NC
2006	TH 999	880M-TM-06	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2006	550,000	0	0	550,000	0	MN/DOT	NC
2006	TH 999	880M-TR-06	TM	METRO SETASIDE - TRANSIT/RIDESHARE - FY 2006	1,600,000	0	0	1,600,000	0	MN/DOT	S7
2006	TH 999	TRLF-RW-06	RW	REPAYMENT IN FY 2006 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 12,100,212, OR 610	3,700,000	0	0	3,700,000	0	MN/DOT	NC
2007	I 35W	2782-276	MC	NEAR 60TH ST IN MPLS, MNDOT PORTION OF PONDING AREA	1,400,000	0	0	1,400,000	0	MN/DOT	NC
2007	I 494	2785-328A	MC	PENN AVE IN RICHFIELD, RECONSTRUCT INTERCHANGE, ETC (DEBT MGMT PAYBACK)	2,000,000	0	0	2,000,000	0	MN/DOT	NC
2007	TH 100	2734-41A	BI	EXCELSIOR BLVD(CSAH 3) OVER TH 100 IN ST. LOUIS PARK, DEBT MGMT PAYBACK FOR 2004 CONSTRUCTION	1,030,000	0	0	1,030,000	0	MN/DOT	NC
2007	TH 101	2738-27020B	BI	OVER CROW RIVER & I-94 UNDER TH 101 IN ROGERS, REPAIR DECK ON BRS 27020, 27942, & 27943	570,000	0	0	570,000	0	MN/DOT	S19
2007	TH 13	7001-97	SC	AT CSAH 12(170TH ST SW) IN PRIOR LAKE-RECONSTRUCT INTERSECTION, CHANNELIZE, ACCESS CLOSURES, ETC(ACCESS MANAGEMENT PROJECT)	860,000	0	0	860,000	0	MNDOT	E1

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

Yr	PRT Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2007	TH 149	1916-25	RC WESCOTT RD TO TH 55 IN EAGAN, RECONSTRUCT TO A 4-LANE DIVIDED HWY, PED/BIKE PATH, TRAFFIC SIGNAL, ETC(\$0.6M OF FY 2007 ACCESS MANAGEMENT FUNDS)MATCH FOR 178-010-02	1,600,000	0	0	1,600,000	0	EAGAN	E1
2007	TH 51	6215-62011A	BI OVER PIERCE BUTLER, BNSF RR, ENERGY PARK DR, COMO AVE, & TH 36 IN ST PAUL & ROSEVILLE, REPAIR DECKS ON BRS 62011, 62012, 62014, 62015, 9012, & 9013; DECK REPAIR/PAINT BR 62013	2,185,000	0	0	2,185,000	0	MN/DOT	S19
2007	TH 55	2751-49	RS E OF TH 100 TO HUMBOLDT AVE IN MINNEAPOLIS, MILL & BITUMINOUS OVERLAY	910,000	0	0	910,000	0	MN/DOT	S10
2007	TH 61	1913-5895B	BI OVER MISSISSIPPI RIVER, RR, & STREET IN HASTINGS, REPAIR DECK & PARTIAL PAINT BR 5895	500,000	0	0	500,000	0	MN/DOT	S19
2007	TH 62	2774-7264	BI OVER VALLEY VIEW RD, TH 77, & 28TH AVE; UNDER PED AT 14TH AVE, PED AT 40TH AVE, & 43RD AVE; TH 121 UNDER PED AT 61ST IN EDINA, RICHFIELD, & MPLS-PAINT BRS 7264, 7265, 27021, 27022, 27521, 27061, 27535, 27530, & 27524	1,165,000	0	0	1,165,000	0	MN/DOT	S19
2007	TH 65	0207-80	SC OSBORNE RD IN SPRING LAKE PARK, REBUILD TRAFFIC SIGNAL,	254,400	0	0	127,200	127,200	MN/DOT	E2
2007	TH 65	0208-115	SC AT CROSSTOWN BLVD(CSAH 18) IN HAM LAKE-TRAFFIC SIGNAL REBUILD & INTERCONNECT	250,000	0	0	250,000	0	MN/DOT	E2
2007	TH 65	0208-123	MC AT TH 242 IN BLAINE, CONSTRUCT INTERCHANGE (SAPP PROJECT)	24,000,000	0	0	12,000,000	12,000,000	MN/DOT	NC
2007	TH 95	8210-93	RD WASHINGTON-CHISAGO COUNTY LINE TO I-94 IN LAKELAND-CULVERT REPLACEMENT	750,000	0	0	750,000	0	MN/DOT	NC
2007	TH 999	880M-AM-07	AM METRO SETASIDE - MUNICIPAL AGREEMENTS - FY 2007	4,280,000	0	0	4,280,000	0	MN/DOT	NC
2007	TH 999	880M-BI-07	BI METRO SETASIDE - BRIDGE IMPROVEMENT - FY 2007	2,900,000	0	0	2,900,000	0	MN/DOT	S19
2007	TH 999	880M-CA-07	CA METRO SETASIDE - CONSULTANT DESIGN -2007	11,000,000	0	0	11,000,000	0	MN/DOT	NC
2007	TH 999	880M-IN-07	RC METRO SETASIDE - INTERCHANGE PROJECTS - FY 2007	5,000,000	0	0	5,000,000	0	MN/DOT	E3
2007	TH 999	880M-NO-07	NO METRO SETASIDE - NOISE ABATEMENT - FY 2007	1,500,000	0	0	1,500,000	0	MN/DOT	O3
2007	TH 999	880M-PF-07	RB METRO SETASIDE - PRAIRIE TO FOREST - FY 2007	40,000	0	0	40,000	0	MN/DOT	O6
2007	TH 999	880M-RB-07	RB METRO SETASIDE - LANDSCAPE PARTNERSHIPS - FY 2007	100,000	0	0	100,000	0	MN/DOT	O6



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

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2007	TH	999	880M-RW-07	RW METRO SETASIDE - RIGHT OF WAY - FY 2007	11,900,000	0	0	11,900,000	0	MN/DOT	NC
2007	TH	999	880M-RX-07	RX METRO SETASIDE - ROAD REPAIR - FY 2007	4,600,000	0	0	4,600,000	0	MN/DOT	S10
2007	TH	999	880M-SA-07	SA METRO SETASIDE - SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2007	12,400,000	0	0	12,400,000	0	MN/DOT	NC
2007	TH	999	880M-SC-07	SC METRO SETASIDE - SAFETY CAPACITY PROJECTS - FY 2007	850,000	0	0	850,000	0	MN/DOT	NC
2007	TH	999	880M-TE-07	SC METRO SETASIDE - TRAFFIC ENGINEERING & HYDRAULICS PRESERVATION(LIGHTING,SIGNING,SIGNALS,CULVERTS,ETC) - FY 2007	4,580,000	0	0	4,580,000	0	MN/DOT	NC
2007	TH	999	880M-TM-07	TM METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2007	380,000	0	0	380,000	0	MN/DOT	NC
2007	TH	999	880M-TR-07	TM METRO SETASIDE - TRANSIT/RIDESHARE - FY 2007	1,340,000	0	0	1,340,000	0	MN/DOT	S7
2007	TH	999	TRLF-RW-07	RW REPAYMENT IN FY 2007 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 12,100,212, OR 610	3,700,000	0	0	3,700,000	0	MN/DOT	NC
2008	I	94	8281-02A	BI WB OVER ST CROIX RIVER AT HUDSON-PAINT BR 9400	7,670,000	0	0	3,835,000	3,835,000	MN/DOT	S19
2008	TH	36	6212-148RW	RW OVER LEXINGTON AVE IN ROSEVILLE- RIGHT OF WAY NECESSARY FOR REPLACING BR 5723 & RECONSTRUCTING INTERCHANGE	2,000,000	0	0	2,000,000	0	MN/DOT	O4
2008	TH	61	8207-55	SC AT S JCT TH 97 IN FOREST LAKE TOWNSHIP-REALIGNMENT, TURN LANES, TRAFFIC SIGNAL INSTALLATION	1,630,000	0	0	1,630,000	0	MN/DOT	E1
2008	TH	999	880M-ACM-08	SC METRO SETASIDE FOR ACCESS MANAGEMENT PROJECTS FOR FY 2008	2,200,000	0	0	2,200,000	0	MN/DOT	NC
2008	TH	999	880M-AM-08	AM METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2008	4,000,000	0	0	4,000,000	0	MN/DOT	NC
2008	TH	999	880M-BI-08	BI METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2008	12,465,000	0	0	12,465,000	0	MN/DOT	S19
2008	TH	999	880M-CA-08	CA METRO SETASIDE -CONSULTANT DESIGN -2008	11,000,000	0	0	11,000,000	0	MN/DOT	NC
2008	TH	999	880M-NO-08	NO METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2008	1,500,000	0	0	1,500,000	0	MN/DOT	O3
2008	TH	999	880M-PF-08	RB METRO SETASIDE FOR PRAIRIE TO FOREST FOR FY 2008	40,000	0	0	40,000	0	MN/DOT	O6
2008	TH	999	880M-RB-08	RB METRO SETASIDE FOR LANDSCAPE PARTNERSHIPS FOR FY 2008	100,000	0	0	100,000	0	MN/DOT	O6
2008	TH	999	880M-RS-08	RS METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2008	21,200,000	0	0	21,200,000	0	MN/DOT	S10
2008	TH	999	880M-RW-08	RW METRO SETASIDE FOR RIGHT OF WAY FOR FY 2008	11,900,000	0	0	11,900,000	0	MN/DOT	NC

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

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2008	TH	999	880M-RX-08	RX METRO SETASIDE FOR ROAD REPAIR FOR FY 2008	4,600,000	0	0	4,600,000	0	MN/DOT	S10
2008	TH	999	880M-SA-08	SA METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2008	12,400,000	0	0	12,400,000	0	MN/DOT	NC
2008	TH	999	880M-SC-08	SC METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2008	870,000	0	0	870,000	0	MN/DOT	NC
2008	TH	999	880M-TE-08	SC METRO SETASIDE FOR TRAFFIC ENGINEERING & HYDRAULICS PRESERVATION(LIGHTING,SIGNING,SIGNALS,CULVERTS,ETC) PROJECTS FOR FY 2008	6,500,000	0	0	6,500,000	0	MN/DOT	NC
2008	TH	999	880M-TM-08	TM METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2008	200,000	0	0	200,000	0	MN/DOT	NC
2008	TH	999	880M-TR-08	TM METRO SETASIDE FOR TRANSIT/RIDESHARE FOR FY 2008	2,000,000	0	0	2,000,000	0	MN/DOT	S7
2008	TH	999	TRLF-RW-08	RW REPAYMENT IN FY 2008 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 12,100,212, OR 610	3,700,000	0	0	3,700,000	0	MN/DOT	NC
<b>Totals</b>					<b>441,016,512</b>	<b>0</b>	<b>0</b>	<b>414,162,112</b>	<b>26,854,400</b>		

Wednesday, August 04, 2004

Twin Cities Metropolitan Area  
2005 - 2008 Transportation Improvement Program

**TABLE A-11**  
**Projects Obligated in Previous Fiscal Year**

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2004	BB		TRS-TCMT-04C	TR	REBUILD BUS ENGINES IN 2004	4,691,030	3,752,824	0	0	0	938,206	MET COUNCIL - MT	T3
2004	CITY		141-080-28	BR	E RIVER PARKWAY OVER BRIDAL VEIL FALLS NEAR SUPERIOR ST, REPLACE BR L5761	947,195	525,845	0	0	0	421,350	MINNEAPOLIS	S19
2004	CITY		141-080-31	RW	DUNWOODY TO GLENWOOD, HERITAGE PARK VAN WHITE MEMORIAL BLVD RIGHT OF WAY ACQUISITION	4,750,000	0	0	0	0	0	MINNEAPOLIS	NC
2004	CITY		141-080-32	PL	DUNWOODY TO GLENWOOD, HERITAGE PARK VAN WHITE MEMORIAL BLVD PRELIMINARY DESIGN ACTIVITIES	1,000,000	0	0	0	0	0	MINNEAPOLIS	O2
2004	CITY		141-165-15	BR	CHICAGO AVE OVER HCRRR RR, REPLACE BR 92349 (MPO SUNSET DATE REMAINS 9/30/03)	1,966,300	853,300	0	0	0	1,113,000	MINNEAPOLIS	S19
2004	CITY		164-288-04	MC	PAYNE AVE TO ARCADE ST IN ST PAUL (PHALEN BLVD), GRADE, SURF, RIGHT OF WAY, ETC (PHASE 3) (\$1.75M OF TCSP)	7,506,500	0	4,056,500	0	0	1,700,000	ST PAUL	A10
2004	CITY		164-288-04A	MC	PAYNE AVE TO ARCADE ST IN ST PAUL (PHALEN BLVD), GRADE, SURF, RIGHT OF WAY, ETC (PHASE 3) (2003 OMNIBUS APPROPRIATION)	993,500	0	0	0	0	0	ST PAUL	A10
2004	CITY		98-080-14RW	RW	ON 4TH AVE FROM 20TH ST TO 2ND ST IN NEWPORT-RIGHT OF WAY ACQUISITION	180,000	0	144,000	0	0	36,000	NEWPORT	A10
2004	CITY		98-080-23	PL	ON 4TH AVE FROM 20TH ST TO 2ND ST IN NEWPORT- PRELIMINARY ENGINEERING FOR RECONSTRUCTION	117,400	0	0	0	117,400	0	NEWPORT	A05
2004	CITY		98-080-23L	PL	ON 4TH AVE FROM 20TH ST TO 2ND ST IN NEWPORT- PRELIMINARY ENGINEERING FOR RECONSTRUCTION	29,350	0	0	0	0	29,350	NEWPORT	O2
2004	CMAQ		TRS-LRT-04	TR	HIAWATHA CORRIDOR LRT- OPERATING ASSISTANCE	5,200,000	4,160,000	0	0	0	1,040,000	MET COUNCIL - MT	T1
2004	CMAQ		TRS-SWMT-04	TR	SOUTHWEST METRO TRANSIT - PURCHASE 2 ADDITIONAL LARGE VEHICLES	1,097,236	877,789	0	0	0	219,447	SOUTHWEST METRO TRANSIT AUTH	T10

**TABLE A-11**  
**Projects Obligated in Previous Fiscal Year**

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2004		CMAQ	TRS-TCMT-03	TR	SECTOR 5C - I-35W SOUTH CORRIDOR SERVICE EXPANSION	1,697,536	1,358,029	0	0	0	339,507	MET COUNCIL - MT	A05
2004		CMAQ	TRS-TCMT-03A	TR	SECTOR 5B - HIAWATHA CORRIDOR SERVICE EXPANSION	1,398,789	1,119,031	0	0	0	279,758	MET COUNCIL - MT	A05
2004		CMAQ	TRS-TCMT-03B	TR	SECTOR 5A - WESTERN ST PAUL SERVICE EXPANSION	3,276,374	2,621,099	0	0	0	655,275	MET COUNCIL - MT	A05
2004		CR 16	02-596-03	SH	ANOKA CO RD 16 (ANDOVER BLVD) AT TH 65 IN HAM LAKE- TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC	561,800	505,620	0	0	0	56,180	ANOKA COUNTY	S2
2004		CR 28	19-596-03	MC	TH 149 IN EAGAN TO DAKOTA CSAH 63 IN INVER GROVE HEIGHTS-CONSTRUCT 4-LANE RDWY, ETC	3,180,000	2,544,000	0	0	0	636,000	DAKOTA COUNTY	A05
2004		CR C	62-623-40	RC	I-35W TO SNELLING AVE- RECONSTRUCT, ADD TURN LANES, INTERCONNECTED SIGNALS, ETC(MPO SUNSET DATE REMAINS 9/30/03)	4,240,000	3,392,000	0	0	0	848,000	RAMSEY COUNTY	E1
2004		CSAH 1	02-601-40	SH	ANOKA CSAH 1(COON RAPIDS BLVD) AT EGRET BLVD IN COON RAPIDS-DUAL LEFT TURN LANES, SIGNAL REVISION, ETC	555,150	499,635	0	0	0	55,515	ANOKA COUNTY	S2
2004		CSAH 10	10-610-29	BR	CARVER CSAH 10 OVER LUCE LINE TRAIL-REPLACE BR 5883(MPO SUNSET DATE REMAINS 9/30/03)	827,540	493,640	0	0	0	333,900	CARVER COUNTY	S19
2004		CSAH 13	82-613-07	MC	ON HINTON/TOWER DRIVE FROM 65TH IN COTTAGE GROVE TO MILITARY RD IN WOODBURY- 4-LANE RDWY,TRAIL,SIGNALS,ETC(MPO SUNSET DATE REMAINS 9/30/03)	3,208,660	2,566,928	0	0	0	641,732	WASHINGTON COUNTY	A05
2004		CSAH 17	02-617-13	MC	LEXINGTON AVE FROM MAIN ST TO PHEASANT RIDGE DR IN BLAINE-RECONSTRUCT & WIDEN TO 4-LANE RDWY(MPO SUNSET DATE REMAINS 9/30/03)	3,057,040	2,445,632	0	0	0	611,408	ANOKA COUNTY	A05
2004		CSAH 3	27-603-30	PL	LAKE ST ACCESS TO I-35W IN MINNEAPOLIS-DESIGN, CONSTRUCTION, & R/W	5,000,000	0	4,000,000	0	0	1,000,000	HENNEPIN COUNTY	O1
2004		CSAH 3	27-603-30A	PL	LAKE ST ACCESS TO I-35W IN MINNEAPOLIS-DESIGN, CONSTRUCTION, & R/W(2003 APPROPRIATION)	8,941,500	0	0	0	0	0	HENNEPIN COUNTY	O1

**TABLE A-11**  
**Projects Obligated in Previous Fiscal Year**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2004		CSAH 33	27-633-01	BR PARK AVE OVER SOO LINE- REPLACE BR 90491	901,000	720,800	0	0	0	180,200	HENNEPIN COUNTY	S19
2004		CSAH 35	27-635-25	BR HENNEPIN CSAH 35(PORTLAND AVE) OVER MINNEHAHA CREEK IN MINNEAPOLIS-REPLACE BR 90493	505,620	404,496	0	0	0	101,124	HENNEPIN COUNTY	S19
2004		EN	164-010-54	EN FORT SNELLING STATE PARK TO MUNSTER ST IN ST PAUL- LANDSCAPE, LIGHTING, ETC(MPO SUNSET DATE REMAINS 9/30/03)	1,272,000	742,000	0	0	0	530,000	ST PAUL	O9
2004		I 35	0283-22	AM HORNSBY ST(E FRONTAGE RD) FROM TH 97 TO E ANOKA COUNTY LINE-BIT OVERLAY	43,200	0	0	0	43,200	0	MN/DOT	S10
2004		I 35	1980-66	SH CSAH 46 W RAMPS & E RAMPS IN LAKEVILLE-TRAFFIC SIGNAL INSTALLATION & INTERCONNECTION	234,780	211,302	0	0	11,619	11,859	MN/DOT	E2
2004		I 35	1980-69	RS CSAH 60 INTERCHANGE IN LAKEVILLE-CONCRETE REHABILITATION	50,000	0	0	0	50,000	0	MN/DOT	S19
2004		I 35E	1982-129AC3	BR TH 13 TO SHEPARD RD IN ST PAUL-REPLACE MISSISSIPPI RIVER BRIDGE & APPROACHES(AC PAYBACK)	12,000,000	12,000,000	0	0	0	0	MN/DOT	A05
2004		I 35E	6280-322	SC TH 36 IN LITTLE CANADA- REPLACE LIGHTING SYSTEM	369,494	332,545	0	0	36,949	0	MN/DOT	S18
2004		I 35E	6280-325	SC LARPEUR AVE IN ST PAUL- SIGNAL REVISION	121,755	0	0	0	121,755	0	MN/DOT	E2
2004	2	I 35E	6280-327	MC I-35E UNDER EDGERTON(REPL BR 9561) & EB I-694 OVER TH 61 IN VADNAIS HEIGHTS-BR 62906 & WIDEN BR 62852 (BAP PROJECT, PAYBACK IN 2005)	3,213,000	678,000	0	2,213,000	0	322,000	MN/DOT	S19
2004		I 35E	6280-6515A	BI IN ST PAUL, OVER CAYUGA, BNSF RR, & ARCH/PENN-DECK REPAIR ON BRS 6515, 6517, & 9265	804,235	723,811	0	0	80,424	0	MN/DOT	S19
2004		I 35W	2782-277	MC 79TH/80TH ST OVER I-35W- CONSTRUCT BRIDGE 27R05(DEBT MGMT PAYBACK FOR CONSTRUCTION)	2,000,000	0	0	0	2,000,000	0	MN/DOT	S19
2004		I 35W	2782-279	SC I-494 IN BLOOMINGTON TO WASHINGTON AVE IN MPLS- REPLACE SIGNING	873,239	785,915	0	0	87,324	0	MN/DOT	S7

**TABLE A-11**  
**Projects Obligated in Previous Fiscal Year**

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2004		I 35W	2782-285	PM	CLIFF RD IN EAGAN TO 76TH ST IN RICHFIELD, ULTRA THIN BONDED WEARING	816,546	0	0	0	668,278	148,268	MN/DOT	S10
2004		I 35W	2783-105	SC	1ST ST S & 2ND ST SE IN MINNEAPOLIS-REPLACE LIGHTING SYSTEM	270,200	240,802	0	0	29,398	0	MN/DOT	S18
2004		I 394	2789-120	PM	I-494 TO PENN AVE & ON TH 100 FROM CEDAR LK RD TO GLENWOOD AVE-BIT OVERLAY, MILL & OVERLAY, DIAMOND GRINDING, ETC	5,651,990	4,490,000	0	0	610,000	551,990	MN/DOT	S10
2004		I 494	1985-124	SC	ON RAMP FROM SB TH 52 TO WB I-494 IN INVER GROVE HTS- INSTALLATION OF SLOTTED VANE DRAINS	125,548	0	0	0	125,548	0	MN/DOT	S2
2004		I 494	1985-125	PM	ROBERT ST IN INVER GROVE HTS TO 5TH AVE IN S ST PAUL, MILL & OVERLAY	867,533	0	0	0	0	867,533	MN/DOT	S10
2004		I 494	1985-126	PM	I-35E IN EAGAN TO ROBERT ST IN INVER GROVE HTS, ULTRA THIN BONDED WEARING	484,199	0	0	0	0	484,199	MN/DOT	S10
2004	11	I 494	2785-301AC1	MC	E OF W BUSH LAKE RD TO TH 100 IN BLOOMINGTON-GRAD, SURF, BRS 27V33, 27V34, 27V37, 27V38, 27V47, 27X04, ETC(3RD LANE EA DIR)(AC PAYBACK)	10,500,000	10,500,000	0	0	0	0	MN/DOT	A10
2004	12	I 494	2785-304	MC	FROM TH 5 IN EDEN PRAIRIE TO 0.1 MI S OF TH 55 IN PLYMOUTH- GRAD, SURF, BRS, ETC- RECONSTRUCTION OF RDWY & ADD 3RD LN EA DIRECTION (BAP PROJECT, AC PAYBACK IN 2005, 2006, & 2007)	134,937,000	0	0	102,567,000	0	32,370,000	MN/DOT	A10
2004	11	I 494	2785-327AC1	MC	TH 5 TO E OF W BUSH LAKE RD IN BLOOMINGTON-GRAD, SURF, BRS 27V35, 27713, 27714, ETC(3RD LANE EA DIR)(AC PAYBACK)	6,000,000	6,000,000	0	0	0	0	MN/DOT	A10
2004	11	I 494	2785-335	MC	UNDER 84TH ST FROM E BUSH LAKE RD TO CREEKSIDE CIRCLE IN BLOOMINGTON- REPLACE CULVERT #92966	915,712	0	0	0	800,931	114,781	MN/DOT	S19
2004		I 494	2785-345	BI	AT I-94, 49TH AVE N, & CP RAIL IN MAPLE GROVE-DECK REPAIR ON BRS 27907, 27973, 27974, 27975, & 27976	501,084	450,975	0	0	50,109	0	MN/DOT	S19

**TABLE A-11**  
**Projects Obligated in Previous Fiscal Year**

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2004	10	1494	8285-79AC1	MC	WAKOTA BR AREA IN NEWPORT- N RING RD, BAILEY, MAXWELL, TH 61, 11 BRIDGES (AC PAYBACK)	11,900,000	11,900,000	0	0	0	0	MN/DOT	A10
2004	10	1494	8285-80AC1	MC	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)	20,000,000	20,000,000	0	0	0	0	MN/DOT	A10
2004		1694	8825-139	RX	FROM TH 252 TO I-35W- PAVEMENT MARKINGS	248,370	0	0	0	248,370	0	MN/DOT	S11
2004		194	2780-57	TM	95TH IN MAPLE GROVE TO TH 101 IN ROGERS-INCIDENT MANAGEMENT SYSTEM	1,441,452	819,826	0	0	621,626	0	MN/DOT	S7
2004		194	2781-403	TM	DOWLING AVE TO I-694 IN MPLS- RECONSTRUCT NB SHOULDER FOR BUSES	292,534	0	0	0	292,534	0	MN/DOT	S4
2004		194	2781-405	BI	UNDER RIVERSIDE AVE IN MINNEAPOLIS-REDECK BR 9421	1,072,245	965,021	0	0	107,224	0	MN/DOT	S19
2004		194	2786-121	AM	AT BOONE AVE RAMPS IN BROOKLYN PARK-MEDIAN MODIFICATIONS ON BOONE, TURN LANES & SIGNAL MODIFICATIONS	216,000	0	0	0	216,000	0	MN/DOT	E2
2004		194	6282-184	NO	ON THE S SIDE OF I-94 FROM CRETIN AVE TO WILDER IN ST PAUL-NOISE ABATEMENT	422,326	0	0	0	422,326	0	MN/DOT	O3
2004		194	6282-62808	BI	WB OVER TH 280 RAMPS & TH 280 UNDER MC RR & WABASH IN ST PAUL; NB OVER RAMPS- PAINT BRS 62808, 62812, 62842, 62843, & 62844	732,535	659,282	0	0	73,253	0	MN/DOT	S10
2004		194	6283-167	PM	MOUNDS BLVD TO KENNARD ST IN ST PAUL-CONCRETE REPAIR & REPAIR BRS OVER TH 61(62838) & OVER JOHNSON PKWY(62862)	2,583,110	2,306,835	0	0	276,275	0	MN/DOT	S10
2004		194	6283-9143C	MC	OVER MCKNIGHT RD AND OVER TH 120-FURNISH STEEL FOR BRS 9143, 9144, 9145, 9146	324,039	0	0	0	324,039	0	MN/DOT	S19
2004		194	8281-02	BI	WB OVER ST CROIX RIVER, REDECK BR 9400	8,512,000	3,830,400	0	0	425,600	4,256,000	MN/DOT	S19
2004		194	8282-92	PM	TH 120 TO ST CROIX RIVER- CONCRETE RETROFIT	4,029,121	3,624,229	0	0	404,892	0	MN/DOT	S10

**TABLE A-11**  
**Projects Obligated in Previous Fiscal Year**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2004		MSAS 102	192-102-09	MC TAMARACK RD FROM BIELENBERG DR TO SEASONS PKWY IN WOODBURY-CONST TO 4-LANES	1,500,000	0	0	0	0	1,500,000	WOODBURY	NC
2004		MSAS 201	141-201-02	RC ON RICHFIELD RD/CALHOUN PKWY E FROM SHERIDAN TO 36TH AT S END OF LAKE CALHOUN-RECONSTRUCT, ETC	2,808,930	2,247,144	0	0	0	561,786	MINNEAPOLIS	S10
2004		MSAS 415	107-415-23	RC W 78TH ST TO W 82ND ST IN BLOOMINGTON-RECONSTR & GEOMETRIC IMPROVEMENTS (LIVABLE COMMUNITIES PROJECT)(MPO SUNSET DATE REMAINS 9/30/03)	3,369,069	2,478,190	0	0	0	890,879	BLOOMINGTON	E1
2004		MUN	184-108-01	MC ON 7TH AVE IN SAINT PAUL PARK-RECONSTRUCT	180,000	0	0	0	180,000	0	MN/DOT	S10
2004		MUN	184-108-01L	MC ON 7TH AVE IN SAINT PAUL PARK-RECONSTRUCT & CONST ENG	5,964,250	0	4,842,600	0	0	1,121,650	SAINT PAUL PARK	A10
2004		MUN	98-080-07	MC ON GLEN RD IN NEWPORT- RECONSTRUCT & WIDEN (INCLUDES CONST ENG)	1,360,000	0	1,088,000	0	0	272,000	NEWPORT	A10
2004		PED/BIKE	130-090-03	EN UNDER TH 61 ADJACENT TO THE VERMILLION RIVER IN HASTINGS-CONSTRUCT PED/BIKE UNDERPASS & TRAIL IMPROVEMENTS	318,000	254,400	0	0	0	63,600	HASTINGS	O9
2004		PED/BIKE	141-090-14	BT LORING PARK BICYCLE/PED CONNECTION FOR UPTOWN TO DOWNTOWN IN MPLS	1,451,140	1,160,912	0	0	0	290,228	MINNEAPOLIS	AQ2
2004		PED/BIKE	27-090-04	BT HENNEPIN COUNTY PUBLIC SAFETY FACILITY TO MINNEAPOLIS MUNICIPAL PARKING RAMP-CONSTRUCT SKYWAY	1,657,840	1,326,272	0	0	0	331,568	HENNEPIN COUNTY	AQ2
2004		PED/BIKE	91-090-27	EN IN MINNEAPOLIS, MILL RUINS PARK PEDESTRIAN CIRCULATION SYSTEM/LANDSCAPING, LIGHTING, ETC	858,600	686,880	0	0	0	171,720	MPLS PARK/REC BOARD	O9
2004		RR	27-00250	SR VALLEY RD AT BNSF RR IN INDEPENDENCE-INSTALL SIGNALS & GATES	175,000	157,500	0	0	0	17,500	MN/DOT	S1
2004		RR	27-00258	SR MSAS 245, E 33RD ST IN MINNEAPOLIS-SAFETY IMPROVEMENT	196,630	176,967	0	0	0	19,663	MN/DOT	S1



**TABLE A-11**  
**Projects Obligated in Previous Fiscal Year**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2004		RR	62-00183	SR MSAS 232, COMO AVE & MUN 516, COMO PLACE IN ST PAUL-UPGRADE SIGNALS AT COMO, CLOSE COMO PLACE	424,000	381,600	0	0	0	42,400	MN/DOT	S1
2004		RR	62-00184	SR CNTY 152, EAGLE AVE IN WHITE BEAR LAKE-INSTALL NEW SIGNALS & GATES	168,540	151,686	0	0	0	16,854	MN/DOT	S1
2004		RR	82-00128	SR MUN 100, IRONWOOD AVE N IN GRANT TOWNSHIP-SAFETY IMPROVEMENT	149,396	134,456	0	0	0	14,940	MN/DOT	S1
2004		RR	82-00129	SR MUN 89, IRISH AVE N IN GRANT TOWNSHIP-SAFETY IMPROVEMENT	145,720	131,148	0	0	0	14,572	MN/DOT	S1
2004		RR	82-00130	SR CSAH 21, STAGECOACH TRAIL N IN WASHINGTON COUNTY-INSTALL NEW SIGNALS & GATES	145,463	130,917	0	0	0	14,546	MN/DOT	S1
2004		RR	82-00132	SR MSAS 121, HADLEY AVE, OAKDALE-INSTALL NEW GATES AND CANTS	196,630	176,967	0	0	0	19,663	MN/DOT	S1
2004		RR	82-00133	SR MANNING AVE N, CSAH 15, LAKE ELMO, WASH CO, INSTALL SIGNALS AND GATES	190,750	171,675	0	0	0	19,075	MN/DOT	S1
2004	6	TH 100	2735-179	MC BASSET CREEK TO 39TH AVE N-LANDSCAPING	315,886	0	0	0	315,886	0	MN/DOT	O6
2004		TH 110	1918-99	AM AT CSAH 63 IN WEST ST PAUL & MENDOTA HEIGHTS-CHANNELIZATION, SIGNAL REPLACEMENT & REVISIONS, ETC	268,103	0	0	0	268,103	0	MN/DOT	E2
2004	1	TH 12	2713-75	MC CO RD 6 TO WAYZATA BLVD IN LONG LAKE-RELOCATE RR TRACK, RECONSTR/RELOCATE TH 12, ETC-STAGE 1(AC PROJECT, PAYBACK IN 2005 & 2006)	39,591,759	9,311,384	0	21,700,000	7,837,460	742,915	MN/DOT	A10
2004		TH 120	8220-9883	BI OVER I-494 IN WOODBURY-REHAB BRS 9883 & 82017	500,000	0	0	0	500,000	0	MN/DOT	S19
2004		TH 13	1901-144	AM AT SILVER BELL RD IN EAGAN-TURN LANES & TRAFFIC SIGNAL REVISION	540,000	0	0	0	540,000	0	MN/DOT	E2
2004		TH 13	211-010-03	SC ON TH 13 IN SAVAGE-ACCESS MGMT, FRONTAGE RDS, INTERCONNECTION, ETC(2003 OMNIBUS APPROPRIATION)	993,500	0	0	0	0	0	SAVAGE	E1

**TABLE A-11**  
**Projects Obligated in Previous Fiscal Year**

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2004		TH 149	1916-21	RS	TH 3 TO RICH VALLEY RD & N OF WESCOTT RD TO YANKEE DOODLE RD IN EAGAN, BITUMINOUS MILL & OVERLAY	1,112,893	0	0	0	1,112,893	0	MN/DOT	E1
2004		TH 169	193-090-01	EN	OVER TH 169 BETWEEN 114TH AVE & 117TH AVE IN CHAMPLIN-CONSTRUCT PEDESTRIAN/BIKE TRAIL BRIDGE	1,114,611	786,520	0	0	0	328,091	CHAMPLIN	O9
2004		TH 169	2750-61	AM	BETWEEN 114TH & 117TH AVE IN CHAMPLIN-CONSTRUCT PEDESTRIAN BRIDGE	198,180	0	0	0	198,180	0	MN/DOT	AQ2
2004		TH 169	2772-27079	BI	OVER TH 62/212 & OVER MINNETONKA BLVD-DECK REPAIR ON BRS 27079, 27080, & 27531	638,916	511,133	0	0	127,783	0	MN/DOT	S19
2004	7	TH 169	2776-02	MC	AT ANDERSON LAKES PKWY & AT PIONEER TRAIL-CONSTRUCT INTERCHANGES, MILL & OVERLAY MAINLINE, ETC (BAP PROJECT, PAYBACKS IN 2005 & 2006)	19,661,120	0	0	5,615,831	0	14,045,289	MN/DOT	O4
2004		TH 169	7007-25	RD	NEAR LEHNERT LANE IN BLAKELEY TOWNSHIP-INSTALL ARCHED PIPE UNDER RDWY	58,117	0	0	0	58,117	0	MN/DOT	NC
2004		TH 212	1012-20	RS	W JCT TH 25 TO CARVER CO RD 134-BIT MILL & OVERLAY	1,624,348	1,249,576	0	0	374,772	0	MN/DOT	S10
2004		TH 212	2744-57	AM	AT PRAIRIE CENTER DRIVE IN EDEN PRAIRIE-TURN LANES & TRAFFIC SIGNAL REVISION	540,000	0	0	0	540,000	0	MN/DOT	E1
2004		TH 212	98-080-28	PL	AT CO RD 134 IN NORWOOD YOUNG AMERICA-PRELIMINARY ENGINEERING FOR INTERSECTION REVISION(2003 OMNIBUS APPROPRIATION)	36,000	0	0	0	0	0	CARVER COUNTY	E1
2004		TH 280	6241-62853	BI	NB UNDER I-35W RAMP IN ROSEVILLE-PAINT BR 62853	184,539	147,631	0	0	36,908	0	MN/DOT	S10
2004		TH 282	7011-20	RS	TH 21 TO TH 13-BIT MILL & OVERLAY	1,523,848	0	0	0	1,523,848	0	MN/DOT	S10
2004		TH 316	1926-16	SH	AT 190TH ST IN RAVENNA TWP-REALIGN INTERSECTION & ADD TURN LANES	188,951	170,056	0	0	18,895	0	MN/DOT	S2
2004		TH 316	1926-17	RD	S JCT TH 61 TO N JCT TH 61 IN HASTINGS-MILL & OVERLAY, SHOULDER WIDENING, ETC(GOODHUE CO PORTION FUNDED IN ATP 6)	4,647,486	3,620,776	0	0	905,194	121,516	MN/DOT	S10

**TABLE A-11**  
**Projects Obligated in Previous Fiscal Year**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2004		TH 36	6211-82	AM AT CHARLES ST N IN NORTH ST PAUL-ACCESS MODIFICATION, BIT OVERLAY, TRAIL, ETC	216,000	0	0	0	216,000	0	MN/DOT	S10
2004		TH 36	6212-9276	BI OVER CLEVELAND AVE CONNECTION IN ROSEVILLE- PAINT BRS 9276 & 9277	254,839	203,871	0	0	50,968	0	MN/DOT	S19
2004		TH 36	8204-48	SH AT CSAH 17 IN LAKE ELMO- CHANNELIZATION, TRAFFIC SIGNAL INSTALLATION, ETC (\$375,000 FROM DPS)	388,112	0	0	0	13,112	375,000	MN/DOT	S2
2004		TH 36	8825-116	SC I-35W TO I-35E IN ROSEVILLE & LITTLE CANADA; WHITE BEAR AVE IN MAPLEWOOD TO TH 95 IN OAK PARK HEIGHTS- REPLACE SIGNING	455,963	0	0	0	455,963	0	MN/DOT	O8
2004		TH 41	1008-51A	AM TH 212 TO ENGLER RD IN CHASKA-RECONSTRUCT TO 4- LANE RDWY (MN/DOT PAYBACK)	3,000,000	0	0	0	3,000,000	0	MN/DOT	NC
2004		TH 47	0205-82	SC AT 85TH AVE IN BLAINE- CONSTRUCT DUAL LEFT TURN & SB ACCELERATION LANE	184,243	0	0	0	184,243	0	MN/DOT	S19
2004		TH 47	0205-83	SC AT 69TH AVE NE IN FRIDLEY- TRAFFIC SIGNAL REPLACEMENT	192,690	0	0	0	192,690	0	MN/DOT	E2
2004		TH 5	2732-9155	BI UNDER ABANDONED TOWER AVE & TUNNEL UNDER PARKING LOT-REPAIR TILE ON BRS 9155 & 27027	510,177	0	0	0	510,177	0	MN/DOT	S10
2004		TH 5	6201-9300A	BI OVER MISSISSIPPI RIVER IN ST PAUL-REHABILITATE MODULAR JOINTS ON BR 9300	312,614	0	0	0	312,614	0	MN/DOT	S10
2004		TH 5	6201-9489	BI W 7TH ST UNDER MISSISSIPPI BLVD IN ST PAUL-REHABILITATE RAILING & COPING ON BRS 9489 & 9490	192,146	0	0	0	192,146	0	MN/DOT	S9
2004		TH 51	6216-114	AM AT CO RD C IN ROSEVILLE- NORTHBOUND DUAL LEFT TURN LANE	950,000	760,000	0	0	190,000	0	RAMSEY COUNTY	E1
2004		TH 51	6216-118	SC AT LYDIA AV IN ROSEVILLE- TRAFFIC SIGNAL REVISION	193,420	0	0	0	96,710	96,710	MN/DOT	E2
2004		TH 51	6216-119	AM S OF IDAHO AVE IN FALCON HTS-EXPAND EXISTING STORM WATER POND	54,000	0	0	0	54,000	0	FALCON HEIGHTS	NC

**TABLE A-11**  
**Projects Obligated in Previous Fiscal Year**

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2004		TH 52	1906-50	MC	AT CSAH 46 IN COATES INCLUDING FRONTAGE RD(SP 1906-51)-GRAD, SURF, BR, FR RDS, ETC FOR NEW INTERCHANGE(AC PROJECT-PAYBACK IN 2009)	6,474,047	0	0	5,176,838	3,000	1,294,209	MN/DOT	E3
2004		TH 52	1906-51	MC	AT CSAH 46 IN COATES FRONTAGE RD-GRAD, SURF, FR RD-PART OF NEW INTERCHANGE(AC PROJECT-PAYBACK IN 2009)	373,222	0	0	298,578	74,644	0	MN/DOT	E3
2004		TH 52	1928-49	NO	E SIDE OF TH 52 FROM THOMPSON AVE TO BROMLEY AVE IN S ST PAUL-NOISE ABATEMENT	235,036	0	0	0	235,036	0	MN/DOT	O3
2004		TH 52	6244-31	BI	OVER RR & EATON ST, PLATO, CONCORD, & MISS RIVER IN ST PAUL-DECK REPAIR ON BRS 62026, 62027, 62045 & 9800	1,450,808	1,160,646	0	0	290,162	0	MN/DOT	S19
2004		TH 52	8825-64	SC	TH 19 TO I-494 IN INVER GROVE HTS-REPLACE SIGNING	222,683	0	0	0	222,683	0	MN/DOT	O8
2004		TH 55	1909-77	SC	AT ARGENTA TRAIL IN INVER GROVE HTS-SIGNAL INSTALLATION & CROSS STREET CHANNELIZATION	167,400	0	0	0	167,400	0	MN/DOT	S2
2004		TH 55	1909-84	RS	MENDOTA HTS RD TO 0.2 MI E OF CO RD 63, BIT MILL & OVERLAY	1,740,278	1,392,222	0	0	348,056	0	MN/DOT	S19
2004		TH 55	1909-85	AM	AT BLUE GENTIAN RD IN EAGAN-INTERSECTION IMPROVEMENTS	216,380	0	0	0	216,380	0	EAGAN	E1
2004		TH 55	1910-38	SH	AT E JCT DAKOTA CSAH 42-REALIGN INTERSECTION, ETC	1,341,757	1,157,542	0	0	128,616	55,599	MN/DOT	E1
2004		TH 55	2722-62	AM	FROM DOGWOOD TO GREENFIELD CITY LIMITS-ACCESS CLOSURES AND FRONTAGE RD CONSTRUCTION (ACCESS MGMT \$\$)	501,120	0	0	0	501,120	0	GREENFIELD	NC
2004		TH 55	2723-6721	BI	WB OVER UP RR IN PLYMOUTH & OVER CP RR IN GOLDEN VALLEY-PAINT BR 6721 & PARTIAL PAINT BR 5891	137,316	0	0	0	137,316	0	MN/DOT	S10
2004	4	TH 55	2725-59AC	MC	54TH ST TO TH 62 & ON TH 62-CONSTRUCT INTERCHANGE & PORTIONS OF TH 55 & TH 62(AC PAYBACK)	4,300,000	4,300,000	0	0	0	0	MN/DOT	A05
2004	4	TH 55	2725-59PR	TR	AT TH 62-PARK & RIDE FACILITY	2,100,000	0	0	0	2,100,000	0	MN/DOT	E6

**TABLE A-11**  
**Projects Obligated in Previous Fiscal Year**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2004		TH 55	8606-53M	CA WRIGHT-HENN CO LINE TO I-494-PRELIM ENG, ETC(NAT'L CORR PLANNING & DEV PROG)SEE SP 8606-53 IN ATP 3 FOR REMAINDER OF PROJECT	625,000	0	0	0	125,000	0	MN/DOT	O1
2004		TH 55	8607-51	AM IN ROCKFORD-REPLACE LIGHTING SYSTEM	41,900	0	0	0	41,900	0	MN/DOT	S18
2004		TH 61	6222-144	RS CO DITCH 11 NEAR RAMSEY CSAH 96-CULVERT RELINING	56,652	0	0	0	56,652	0	MN/DOT	S19
2004	10	TH 61	8205-100	MC VICINITY OF ST PAUL PARK-RECONSTRUCT, INTERCHANGE, FR RDS,BRS 82025, 82026, 82027,ETC (AC PROJECT, PAYBACK IN 2005, 2006, & 2007)	16,982,578	0	500,000	12,494,854	3,208,091	779,633	MN/DOT	A10
2004		TH 61	8205-109	TR AT THE COTTAGE GROVE PARK AND RIDE SITE-LANDSCAPING, TREES, ETC	28,600	0	0	0	28,600	0	MN/DOT	O6
2004		TH 61	8205-110	RS UNDER INNOVATION RD(CSAH 19) IN COTTAGE GROVE-MILL & OVERLAY	632,348	0	0	0	632,348	0	MN/DOT	S10
2004		TH 61	8205-9071	BI UNDER CSAH 19(CHEMOLITE RD-INNOVATION RD) IN COTTAGE GROVE-PAINT BR 9071	86,459	0	0	0	86,459	0	MN/DOT	S10
2004		TH 610	0217-18	MC W RIVER RD TO COON RAPIDS BLVD IN COON RAPIDS-LANDSCAPING	488,383	0	0	0	488,383	0	MN/DOT	S10
2004		TH 65	0208-119	AM ON W FRONTAGE RD S OF CROSSTOWN BLVD IN HAM LAKE-ACCESS MODIFICATIONS	430,000	0	0	0	430,000	0	MN/DOT	E2
2004		TH 77	1925-41	TM 138TH ST IN APPLE VALLEY TO I-494 IN BLOOMINGTON-SHOULDER MILL & OVERLAY FOR BUSES	446,400	0	0	0	446,400	0	MN/DOT	S4
2004		TH 95	8825-88	RD ON TH 95 FROM I-94 TO TAYLORS FALLS-CULVERT REPLACEMENTS	355,311	0	0	0	355,311	0	MN/DOT	S19
2004		TH 999	2700-43	RW NE QUADRANT OF CO RD 92 & CO RD 15 IN MINNETRISTA-CONSTRUCT WETLAND SITE	222,943	0	0	0	222,943	0	MN/DOT	NC
2004		TH 999	8200-11	RB NEAR CARPENTER NATURE CENTER-RESTORE WETLAND FOR TH 10 MITIGATION	211,302	0	0	0	211,302	0	MN/DOT	NC
2004		TH 999	8200-12	RW IN WM O'BRIEN STATE PARK-MINNOW PONDS & LANDSCAPING	25,000	0	0	0	25,000	0	MN/DOT	O6

**TABLE A-11**  
**Projects Obligated in Previous Fiscal Year**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2004		TH 999	8200-13	RW NEAR WM O'BRIEN STATE PARK & S OF COPAS-WETLAND GRADING & VEGETATION	114,451	0	0	0	114,451	0	MN/DOT	O6
2004		TH 999	880M-AM-04	AM METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2004	68,300	0	0	0	68,300	0	MN/DOT	NC
2004		TH 999	880M-BI-04	BI METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2004	1,200,000	0	0	0	1,200,000	0	MN/DOT	S19
2004		TH 999	880M-CA-04	CA METRO SETASIDE - CONSULTANT AGREEMENTS - 2004	16,200,000	0	0	0	16,200,000	0	MN/DOT	NC
2004		TH 999	880M-ITS-04	TM NEW ITS PROJECTS FOR FY 2004	500,000	0	0	0	500,000	0	MN/DOT	S7
2004		TH 999	880M-PF-04	RB METRO SETASIDE FOR PRAIRIE TO FOREST FOR FY 2004	40,000	0	0	0	40,000	0	MN/DOT	O6
2004		TH 999	880M-RB-04	RB METRO SETASIDE FOR LANDSCAPE PARTNERSHIPS FOR FY 2004	100,000	0	0	0	100,000	0	MN/DOT	O6
2004		TH 999	880M-RW-04	RW METRO SETASIDE FOR RIGHT OF WAY/ACCESS MANAGEMENT(\$1.65M) FOR FY 2004	36,000,000	0	0	0	36,000,000	0	MN/DOT	NC
2004		TH 999	880M-RX-04	RX METRO SETASIDE FOR ROAD REPAIR FOR FY 2004	3,151,630	0	0	0	3,151,630	0	MN/DOT	S10
2004		TH 999	880M-SA-04	SA METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2004	10,000,000	0	0	0	10,000,000	0	MN/DOT	NC
2004		TH 999	880M-TE-04	SC METRO SETASIDE FOR TRAFFIC ENGINEERING(\$0.4M LIGHTING,SIGNALS), HYDRAULICS, & GUARDRAIL PRESERVATION PROJECTS FOR FY 2004	1,000,000	0	0	0	1,000,000	0	MN/DOT	NC
2004		TH 999	880M-TR-04	TR METRO SETASIDE FOR TRANSIT/RIDESHARE FOR FY 2004	2,000,000	0	0	0	2,000,000	0	MN/DOT	S7
2004		TH 999	8825-114	SC METROWIDE-RELAMP LIGHTING FIXTURES IN ONE QUADRANT	286,825	0	0	0	286,825	0	MN/DOT	S18
2004		TH 999	8825-115	SC METROWIDE-REPLACE SIGNAL LOOP DETECTORS	74,722	0	0	0	74,722	0	MN/DOT	S7
2004		TH 999	8825-118	SC METROWIDE-REPLACE LIGHTING CABINETS (APPROX 10)	598,328	0	0	0	598,328	0	MN/DOT	S18

**TABLE A-11**  
**Projects Obligated in Previous Fiscal Year**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2004		TH 999	8825-119	SC METROWIDE AT VARIOUS LOCATIONS-UPGRADE ACCESS & INTERSECTION STANDARDS	179,475	0	0	0	179,475	0	MN/DOT	E1
2004		TH 999	8825-120	SC METROWIDE-REPLACE CONTROLLERS AND/OR CABINETS IN SELECTED CORRIDORS	59,445	0	0	0	59,445	0	MN/DOT	S7
2004		TH 999	8825-121	SC METROWIDE-TRAFFIC SIGNAL STANDARDS UPGRADE	171,670	0	0	0	171,670	0	MN/DOT	S7
2004		TH 999	8825-122	SC METROWIDE-REPLACE REOCCURRING LIGHTING SYSTEM KNOCKDOWNS	58,595	0	0	0	58,595	0	MN/DOT	S18
2004		TH 999	8825-150	SC CORRIDOR GUARDRAIL PRESERVATION PROJECTS FOR FY 2004	608,386	0	0	0	608,386	0	MN/DOT	S9
2004		TH 999	8825-152	RD ON I-35E FROM CR E TO CSAH 98 IN VADNAIS HTS-REHAB SHLDS; ON I-35E & I-35 FROM I-694 IN VADNAIS HTS TO CR 22 IN WYOMING-AGGREGATE SHOULDERING	407,093	0	0	0	407,093	0	MN/DOT	S4
2004		TH 999	8825-158	RX AT VARIOUS LOCATIONS ON TH'S 12, 35E, 35W, & 94- DURABLE STRIPING	1,098,304	0	0	0	1,098,304	0	MN/DOT	S10
2004		TH 999	8825-56	SC METROWIDE-LIGHTING CABINET REPLACEMENTS	22,421	0	0	0	22,421	0	MN/DOT	S7
2004		TH 999	8825-59	SC METROWIDE-RELOCATE REOCCURRING LIGHTING KNOCKDOWNS	46,250	0	0	0	46,250	0	MN/DOT	S7
2004		TH 999	8825-73	SC METROWIDE-REPLACE DETECTOR CARDS	306,880	0	0	0	306,880	0	MN/DOT	S7
2004		TH 999	8825-75	SC AT 5 RURAL LOCATIONS IN METRO-INTERSECTION LIGHTING (\$50,000 FROM DPS)	51,000	0	0	0	1,000	50,000	MN/DOT	S18
2004		TH 999	8825-89	TM METROWIDE-UPGRADE/ADDITIONAL VIDEO EQUIPMENT FOR INCIDENT MANAGEMENT	141,527	0	0	0	141,527	0	MN/DOT	S7
2004		TH 999	8825-90	TM METROWIDE-FURNISH & INSTALL CHANGEABLE MESSAGE SIGNS	463,077	0	0	0	463,077	0	MN/DOT	S7
2004		TH 999	8825-92	TM METROWIDE-FIBER OPTIC CABLE REPAIR	95,300	0	0	0	95,300	0	MN/DOT	S7

**TABLE A-11**  
**Projects Obligated in Previous Fiscal Year**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2004		TH 999	8825-93	TM METROWIDE-UPGRADE/ADDITIONAL VIDEO EQUIPMENT FOR INCIDENT MANAGEMENT	400,000	0	0	0	400,000	0	MN/DOT	S7
2004		TH 999	8825-95	TM METROWIDE-REPLACE LOOP DETECTORS	107,110	0	0	0	107,110	0	MN/DOT	S7
2004		TH 999	8825-96	TM METROWIDE-REPAIR FIBER OPTIC CABLE	168,432	0	0	0	168,432	0	MN/DOT	S7
2004		TH 999	8825-99	SC METROWIDE-RELAMP LIGHTING FIXTURES(SOUTHEAST METRO QUADRANT)	382,484	0	0	0	382,484	0	MN/DOT	S7
2004		TH 999	TRLF-RW-04	RW REPAYMENT IN FY 2004 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 12, 100, 212, OR 610	3,700,000	0	0	0	3,700,000	0	MN/DOT	NC
<b>Totals</b>					<b>521,251,814</b>	<b>144,639,682</b>	<b>14,631,100</b>	<b>150,066,101</b>	<b>118,786,243</b>	<b>74,164,188</b>		



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**TABLE A-12**  
**Transit Section 5309**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTAS	State \$	Other \$	Agency:	AQ:
2005	BB		TRF-9028-00	B3	SECT 5309: NORTHSTAR & RED ROCK CORRIDORS-PLANNING, ENGINEERING, ETC(2000 APPROPRIATION)	3,125,000	0	2,500,000	0	625,000	MN/DOT	O2
2005	BB		TRF-9028-01	B3	SECT 5309: NORTHSTAR & RED ROCK CORRIDORS-PLANNING, ENGINEERING, ETC(2001 APPROPRIATION)	4,531,250	0	3,625,000	0	906,250	MN/DOT	O2
2005	BB		TRF-9028-02	B3	SECT 5309: NORTHSTAR CORRIDOR-PRELIMINARY ENGINEERING, RIGHT OF WAY, ETC(2002 APPROPRIATION)	12,500,000	0	10,000,000	0	2,500,000	MN/DOT	O2
2005	BB		TRF-9028-03	B3	SECT 5309: NORTHSTAR CORRIDOR-PRELIMINARY ENGINEERING, RIGHT OF WAY, ETC(2003 APPROPRIATION)	6,250,000	0	5,000,000	0	1,250,000	MN/DOT	O2
2005	BB		TRF-9028-04	B3	SECT 5309: NORTHSTAR CORRIDOR - FINAL DESIGN, ETC (2004 APPROPRIATION)	7,187,500	0	5,750,000	0	1,437,500	MN/DOT	O2
2005	BB		TRF-RCRRA-04	B3	SECT 5309: STUDY UNION DEPOT IN ST PAUL TO A MULTI-MODAL TRANSIT HUB-PLANNING & ENVIRONMENTAL WORK	937,500	0	750,000	0	187,500	RAMSEY COUNTY	O1
2005	BB		TRF-RLTF-03	B3	SECT 5309: RUSHLINE CORRIDOR-PARK & POOL LOT(2002/2003 APPROPRIATION)	968,072	0	774,458	0	193,614	MN/DOT	E6
2005	BB		TRF-RLTF-03A	B3	SECT 5309: RUSHLINE CORRIDOR-PARK & POOL LOT(2002/2003 APPROPRIATION)	281,928	0	225,542	0	56,386	MET COUNCIL	E6
2005	BB		TRF-TCMT-04J	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-GSA PARK AND RIDE	7,400,000	0	5,920,000	0	1,480,000	MET COUNCIL - MT	E6
2005	BB		TRF-TCMT-04N	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-63RD AT CSAH 81 PARK AND RIDE	1,229,611	0	983,689	0	245,922	MET COUNCIL - MT	T10
2005	BB		TRF-TCMT-04U	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-MINNEAPOLIS CIRCULATOR-NORTH TERMINAL	2,459,196	0	1,967,357	0	491,839	MET COUNCIL - MT	T8
2005	BB		TRF-TCMT-04V	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-NORTHWEST CORRIDOR BUSWAY DEVELOPMENT	3,073,996	0	2,459,197	0	614,799	MET COUNCIL - MT	O2
2005	5 BB		TRF-TCMT-05K	B3	SECT 5309: HIAWATHA CORRIDOR-LIGHT RAIL TRANSIT	31,924,987	0	31,924,987	0	0	MET COUNCIL - MT	A10
2005	BB		TRF-TCMT-05S	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-RIDGEDALE CENTER PARK & RIDE	2,700,000	0	2,160,000	0	540,000	MET COUNCIL - MT	E6
2005	BB		TRF-TCMT-05T	B3	SECT 5307: TWIN CITIES MET COUNCIL MT-ROSEDALE MALL PARK & RIDE	6,000,000	0	4,800,000	0	1,200,000	MET COUNCIL - MT	E6
2005	BB		TRF-TCMT-05U	B3	SECT 5307: TWIN CITIES MET COUNCIL MT-LRV'S-FIXED GUIDEWAY	6,600,000	0	5,280,000	0	1,320,000	MET COUNCIL - MT	T10
2006	BB		TRF-TCMT-06J	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-PURCHASE ARTICULATED & 40-FT BUSES-GROWTH	4,300,000	0	3,440,000	0	860,000	MET COUNCIL - MT	T10
2006	BB		TRF-TCMT-06K	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-LRV MAJOR COMPONENT REPLACEMENT	1,000,000	0	800,000	0	200,000	MET COUNCIL - MT	T10

**TABLE A-12**  
**Transit Section 5309**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2006	BB		TRF-TCMT-06U	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-LRV'S-FIXED GUIDWAY	6,600,000	0	5,280,000	0	1,320,000	MET COUNCIL - MT	T10
2007	BB		TRF-TCMT-07R	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-PURCHASE BUSES-GROWTH	4,100,000	0	3,280,000	0	820,000	MET COUNCIL - MT	T10
2007	BB		TRF-TCMT-07S	B3	SECT 5309: TWIN CITIES MET COUNCIL MT-RAIL FACILITIES	6,000,000	0	4,800,000	0	1,200,000	MET COUNCIL - MT	T11
Totals						119,169,040		101,720,230		17,448,810		
							0		0			

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**TABLE A-13**  
**Transit Section 5307**

Yr	PRT Route	Proj Num	Prog Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2005	BB	TRF-JARC-05A	B9 JARC: TWIN CITIES MET COUNCIL MTS-JOB ACCESS/REVERSE COMMUTE PROJECT-ANOKA DIAL-A-RIDE(2004)	206,000	0	103,000	0	103,000	MET COUNCIL - MTS	T1
2005	BB	TRF-JARC-05B	B9 JARC: TWIN CITIES MET COUNCIL MTS-JOB ACCESS/REVERSE COMMUTE PROJECT-DAKOTA CO VAN PROGRAM-ACCESS(2003)	144,466	0	72,233	0	72,233	MET COUNCIL - MTS	T1
2005	BB	TRF-JARC-05C	B9 JARC: TWIN CITIES MET COUNCIL MTS-JOB ACCESS/REVERSE COMMUTE PROJECT-DAKOTA CO VAN PROGRAM-ACCESS(2004)	195,000	0	97,500	0	97,500	MET COUNCIL - MTS	T1
2005	BB	TRF-JARC-05D	B9 JARC: TWIN CITIES MET COUNCIL MTS-JOB ACCESS/REVERSE COMMUTE PROJECT-UNITED WAY AUTO PROGRAM-ACCESS(2004)	150,000	0	75,000	0	75,000	MET COUNCIL - MTS	T1
2005	BB	TRF-JARC-05E	B9 JARC: TWIN CITIES MET COUNCIL MTS-JOB ACCESS/REVERSE COMMUTE PROJECT-HENNEPIN CO PILLSBURY VAN PROGRAM-ACCESS(2003)	275,000	0	137,500	0	137,500	MET COUNCIL - MTS	T1
2005	BB	TRF-JARC-05F	B9 JARC: TWIN CITIES MET COUNCIL MTS-JOB ACCESS/REVERSE COMMUTE PROJECT-HENNEPIN CO PILLSBURY VAN PROGRAM-ACCESS(2004)	275,000	0	137,500	0	137,500	MET COUNCIL - MTS	T1
2005	BB	TRF-JARC-05G	B9 JARC: TWIN CITIES MET COUNCIL MTS-JOB ACCESS/REVERSE COMMUTE PROJECT-HENNEPIN CO RISE VAN PROGRAM-ACCESS(2003)	165,218	0	82,609	0	82,609	MET COUNCIL - MTS	T1
2005	BB	TRF-JARC-05H	B9 JARC: TWIN CITIES MET COUNCIL MTS-JOB ACCESS/REVERSE COMMUTE PROJECT-HENNEPIN CO RISE VAN PROGRAM-ACCESS(2004)	174,000	0	87,000	0	87,000	MET COUNCIL - MTS	T1
2005	BB	TRF-JARC-05J	B9 JARC: TWIN CITIES MET COUNCIL MTS-JOB ACCESS/REVERSE COMMUTE PROJECT-MET COUNCIL MTS RTE 661 REVERSE COMMUTE(2003)	320,000	0	160,000	0	160,000	MET COUNCIL - MTS	T1
2005	BB	TRF-JARC-05K	B9 JARC: TWIN CITIES MET COUNCIL MTS-JOB ACCESS/REVERSE COMMUTE PROJECT-MET COUNCIL MTS RTE 540 REVERSE COMMUTE(2003)	908,000	0	454,000	0	454,000	MET COUNCIL - MTS	T1
2005	BB	TRF-TCMT-04B	B9 SECT 5307: TWIN CITIES MET COUNCIL MT-SNELLING GARAGE	2,250,000	0	1,800,000	0	450,000	MET COUNCIL - MT	T8
2005	BB	TRF-TCMT-04H	B9 SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT COMPUTER INFRASTRUCTURE	1,100,000	0	880,000	0	220,000	MET COUNCIL - MT	T4
2005	BB	TRF-TCMT-04P	B9 SECT 5307: TWIN CITIES MET COUNCIL MT-ADA BUS STOP IMPROVEMENTS	750,000	0	600,000	0	150,000	MET COUNCIL - MT	T7

**TABLE A-13**  
**Transit Section 5307**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTAS	State \$	Other \$	Agency:	AQ:
2005	BB		TRF-TCMT-05	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-INTERNAL BUS LOCATOR	1,250,000	0	1,000,000	0	250,000	MET COUNCIL - MT	T10
2005	BB		TRF-TCMT-05A	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PURCHASE/REBUILD BUS ENGINES, TRANSMISSIONS, LIFTS, ETC	4,611,000	0	3,688,800	0	922,200	MET COUNCIL - MT	T3
2005	BB		TRF-TCMT-05B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-REUTER OR OTHER ROOF REPLACEMENT	2,000,000	0	1,600,000	0	400,000	MET COUNCIL - MT	T8
2005	BB		TRF-TCMT-05C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	12,500,000	0	10,000,000	0	2,500,000	MET COUNCIL - MT	T3
2005	BB		TRF-TCMT-05D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-1% TRANSIT ENHANCEMENTS (SIGNS, ART, SHELTERS)	475,434	0	380,347	0	95,087	MET COUNCIL - MT	T7
2005	BB		TRF-TCMT-05E	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-1% SAFETY/SECURITY PROJECTS (PARK AND RIDE SECURITY)	475,434	0	380,347	0	95,087	MET COUNCIL - MT	T8
2005	BB		TRF-TCMT-05F	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-SMTC PARK & RIDE	406,250	0	325,000	0	81,250	MET COUNCIL - MTS	T4
2005	BB		TRF-TCMT-05G	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER SYSTEMS	1,375,000	0	1,100,000	0	275,000	MET COUNCIL - MT	T4
2005	BB		TRF-TCMT-05H	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING	1,250,000	0	1,000,000	0	250,000	MET COUNCIL - MTS	T1
2005	BB		TRF-TCMT-05J	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-40 FT & ARTICULATED REPLACEMENT BUSES	12,500,000	0	10,000,000	0	2,500,000	MET COUNCIL - MT	T10
2005	BB		TRF-TCMT-05L	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-EXP MOA TRANSIT STATION	12,500,000	0	10,000,000	0	2,500,000	MET COUNCIL - MT	T7
2005	BB		TRF-TCMT-05M	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET-PURCHASE BUS	2,000,000	0	1,600,000	0	400,000	MET COUNCIL - MTS	T10
2005	BB		TRF-TCMT-05N	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-PLYMOUTH PARK & RIDE	250,000	0	200,000	0	50,000	MET COUNCIL - MTS	E6
2005	BB		TRF-TCMT-05P	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MVTA GARAGE	937,500	0	750,000	0	187,500	MET COUNCIL - MTS	T8
2005	BB		TRF-TCMT-05Q	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MAPLE GROVE PARK & RIDE	100,000	0	80,000	0	20,000	MET COUNCIL - MTS	E6
2005	BB		TRF-TCMT-05R	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	5,125,000	0	4,100,000	0	1,025,000	MET COUNCIL - MTS	T1
2005	BB		TRF-TCMT-05W	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-0.5% TRANSIT STAFF TRAINING	231,250	0	185,000	0	46,250	MET COUNCIL - MT	T4
2006	BB		TRF-TCMT-06	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PURCHASE 40-FOOT & ARTICULATED BUSES	12,500,000	0	10,000,000	0	2,500,000	MET COUNCIL - MT	T10
2006	BB		TRF-TCMT-06A	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PURCHASE/REBUILD BUS ENGINES, TRANSMISSIONS, LIFTS, ETC	1,500,000	0	1,200,000	0	300,000	MET COUNCIL - MT	T3

**TABLE A-13  
Transit Section 5307**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2006	BB		TRF-TCMT-06B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SNELLING BUS GARAGE	7,650,000	0	6,120,000	0	1,530,000	MET COUNCIL - MT	T8
2006	BB		TRF-TCMT-06C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	12,500,000	0	10,000,000	0	2,500,000	MET COUNCIL - MT	T3
2006	BB		TRF-TCMT-06D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-1% TRANSIT ENHANCEMENTS(SIGNS, ART, SHELTERS)	487,500	0	390,000	0	97,500	MET COUNCIL - MT	T7
2006	BB		TRF-TCMT-06E	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-1% SAFETY/SECURITY PROJECTS(PARK AND RIDE SECURITY)	487,500	0	390,000	0	97,500	MET COUNCIL - MT	T8
2006	BB		TRF-TCMT-06F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-0.5% TRANSIT STAFF TRAINING	231,250	0	185,000	0	46,250	MET COUNCIL - MT	T4
2006	BB		TRF-TCMT-06G	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT COMPUTER INFRASTRUCTURE	1,250,000	0	1,000,000	0	250,000	MET COUNCIL - MT	T4
2006	BB		TRF-TCMT-06H	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	5,125,000	0	4,100,000	0	1,025,000	MET COUNCIL - MTS	T1
2006	BB		TRF-TCMT-06L	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET BUS PURCHASE	2,250,000	0	1,800,000	0	450,000	MET COUNCIL - MTS	T10
2006	BB		TRF-TCMT-06M	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-MIDLIFE OVERHAUL	1,500,000	0	1,200,000	0	300,000	MET COUNCIL - MT	T3
2006	BB		TRF-TCMT-06N	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER SYSTEMS	1,375,000	0	1,100,000	0	275,000	MET COUNCIL - MT	T4
2006	BB		TRF-TCMT-06P	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING FOR SERVICE	1,250,000	0	1,000,000	0	250,000	MET COUNCIL - MTS	T1
2006	BB		TRF-TCMT-06Q	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MVTA GARAGE	1,062,500	0	850,000	0	212,500	MET COUNCIL - MTS	T8
2006	BB		TRF-TCMT-06R	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-SMTC PARK & RIDE	406,250	0	325,000	0	81,250	MET COUNCIL - MTS	E6
2006	BB		TRF-TCMT-06S	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-PLYMOUTH PARK & RIDE	250,000	0	200,000	0	50,000	MET COUNCIL - MTS	E6
2006	BB		TRF-TCMT-06T	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MAPLE GROVE PARK & RIDE	100,000	0	80,000	0	20,000	MET COUNCIL - MTS	E6
2006	BB		TRF-TCMT-06V	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-LRV APC'S	750,000	0	600,000	0	150,000	MET COUNCIL - MT	T5
2006	BB		TRF-TCMT-06W	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-ADA-SHELTER/STATION RELATED	400,000	0	320,000	0	80,000	MET COUNCIL - MT	T7
2006	BB		TRF-TCMT-06X	B9	JARC: TWIN CITIES MET COUNCIL MTS-JOB ACCESS/REVERSE COMMUTE PROJECTS	2,000,000	0	1,000,000	0	1,000,000	MET COUNCIL - MTS	T1
2007	BB		TRF-TCMT-07A	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PURCHASE/REBUILD BUS ENGINES, TRANSMISSIONS, LIFTS, ETC	1,250,000	0	1,000,000	0	250,000	MET COUNCIL - MT	T10
2007	BB		TRF-TCMT-07B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-SNELLING BUS GARAGE	7,650,000	0	6,120,000	0	1,530,000	MET COUNCIL - MT	T8

**TABLE A-13**  
**Transit Section 5307**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2007	BB		TRF-TCMT-07C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PREVENTIVE MAINTENANCE	12,500,000	0	10,000,000	0	2,500,000	MET COUNCIL - MT	T3
2007	BB		TRF-TCMT-07D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-1% TRANSIT ENHANCEMENTS(SIGNS, ART, SHELTERS)	475,000	0	380,000	0	95,000	MET COUNCIL - MT	T8
2007	BB		TRF-TCMT-07E	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-1% SAFETY/SECURITY PROJECTS(PARK AND RIDE SECURITY)	475,000	0	380,000	0	95,000	MET COUNCIL - MT	T8
2007	BB		TRF-TCMT-07F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-0.5% TRANSIT STAFF TRAINING	231,250	0	185,000	0	46,250	MET COUNCIL - MT	T1
2007	BB		TRF-TCMT-07G	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER SYSTEMS	1,375,000	0	1,100,000	0	275,000	MET COUNCIL - MT	T4
2007	BB		TRF-TCMT-07H	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT COMPUTER INFRASTRUCTURE	1,250,000	0	1,000,000	0	250,000	MET COUNCIL - MT	T4
2007	BB		TRF-TCMT-07J	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-METRO MOBILITY CAPITAL COST OF CONTRACTING FOR SERVICES	5,125,000	0	4,100,000	0	1,025,000	MET COUNCIL - MT	T1
2007	BB		TRF-TCMT-07K	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-REGIONAL FLEET BUS PURCHASE	2,000,000	0	1,600,000	0	400,000	MET COUNCIL - MT	T10
2007	BB		TRF-TCMT-07L	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-REGIONAL FLEET CAPITAL COST OF CONTRACTING FOR SERVICE	1,250,000	0	1,000,000	0	250,000	MET COUNCIL - MTS	T1
2007	BB		TRF-TCMT-07M	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MVTA GARAGE	1,062,500	0	850,000	0	212,500	MET COUNCIL - MTS	T8
2007	BB		TRF-TCMT-07N	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-SMTC PARK & RIDE	406,250	0	325,000	0	81,250	MET COUNCIL - MTS	E6
2007	BB		TRF-TCMT-07P	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-PLYMOUTH PARK & RIDE	250,000	0	200,000	0	50,000	MET COUNCIL - MTS	E6
2007	BB		TRF-TCMT-07Q	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS-MAPLE GROVE PARK & RIDE	100,000	0	80,000	0	20,000	MET COUNCIL - MTS	E6
2007	BB		TRF-TCMT-07T	B9	JARC: TWIN CITIES MET COUNCIL MTS-JOB ACCESS/REVERSE COMMUTE PROJECTS	2,000,000	0	1,000,000	0	1,000,000	MET COUNCIL - MTS	T10
2007	BB		TRF-TCMT-07U	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-PURCHASE 40-FOOT BUSES	32,200,000	0	25,760,000	0	6,440,000	MET COUNCIL - MT	T10
<b>Totals</b>						<b>187,574,552</b>		<b>148,015,836</b>		<b>39,558,716</b>		
							<b>0</b>		<b>0</b>			

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**TABLE A-14**  
**Transit Section 5310**

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	FTAS	State \$	Other \$	Agency:	AQ:
2005	BB		TRF-0510-04	NB SECT 5310: DARTS PURCHASE BUS (CLASS 400)	46,000	0	36,800	0	9,200	DARTS	T10
2005	BB		TRF-0659-04	NB SECT 5310: EAST SIDE NEIGHBORHOOD SERVICES PURCHASE BUS (CLASS 400)	46,000	0	36,800	0	9,200	EAST SIDE NEIGHBORHOOD	T10
2005	BB		TRF-1251-04	NB SECT 5310: MARTIN LUTHER MANOR PURCHASE BUS (CLASS 400)	46,000	0	36,800	0	9,200	MARTIN LUTHER MANOR	T10
2005	BB		TRF-1281-04	NB SECT 5310: MERRICK, INC. PURCHASE BUS (CLASS 400)	46,000	0	36,800	0	9,200	MERRICK	T10
2005	BB		TRF-1545-04	NB SECT 5310: VOLUNTEERS OF AMERICA OF MINNESOTA PURCHASE BUS (CLASS 300)	44,000	0	35,200	0	8,800	VOLUNTEERS OF AMERICA	T10
2005	BB		TRF-1630-04	NB SECT 5310: OPPORTUNITY PARTNERS, INC. PURCHASE BUS (CLASS 400)	46,000	0	36,800	0	9,200	OPPORTUNITY PARTNERS	T10
2005	BB		TRF-1919-04	NB SECT 5310: RISE, INC. PURCHASE BUS (CLASS 400)	46,000	0	36,800	0	9,200	RISE	T10
2005	BB		TRF-2151-04	NB SECT 5310: AMERICAN RED CROSS OF ST. PAUL PURCHASE BUS (CLASS 400)	46,000	0	36,800	0	9,200	AMERICAN RED CROSS	T10
2005	BB		TRF-6912-04	NB SECT 5310: PHOENIX ALTERNATIVES PURCHASE BUS (CLASS 400)	46,000	0	36,800	0	9,200	PHOENIX ALTERNATIVES	T10
2005	BB		TRF-7076-04	NB SECT 5310: EAST SUBURBAN RESOURCES - COTTAGE GROVE PURCHASE BUS (CLASS 400)	46,000	0	36,800	0	9,200	EAST SUBARBAN RESOURCES	T10
2005	BB		TRF-7076-04A	NB SECT 5310: EAST SUBURBAN RESOURCES - FOREST LAKE PURCHASE BUS (CLASS 400)	46,000	0	36,800	0	9,200	EAST SUBARBAN RESOURCES	T10
2005	BB		TRF-7083-04	NB SECT 5310: NORTHEAST CONTEMPORARY SERVICES, INC. PURCHASE BUS (CLASS 400)	46,000	0	36,800	0	9,200	NORTHEAST CONTEMPORARY	T10
2005	BB		TRF-7214-04	NB SECT 5310: MIDWAY TRANSPORTATION, INC. PURCHASE BUS (CLASS 400)	46,000	0	36,800	0	9,200	MIDWAY TRANSPORTATION	T10
2005	BB		TRF-7222-04	NB SECT 5310: PROACT PURCHASE BUS (CLASS 400)	46,000	0	36,800	0	9,200	PROACT	T10
2005	BB		TRF-7269-04	NB SECT 5310: TWIN CITY LINNEA HOME PURCHASE BUS (CLASS 400)	46,000	0	36,800	0	9,200	TWIN CITY LINNEA	T10
Totals					688,000		550,400		137,600		
						0		0			

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**TABLE A-15**  
**Transit Section 5311**

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2005	BB		TRF-3703-05	OB SECT 5311: CITY OF HASTINGS TRANSIT OPERATING ASSISTANCE	262,959	0	41,303	0	221,656	HASTINGS	T1
2005	BB		TRF-0051-05	OB SECT 5311: SCOTT COUNTY TRANSIT OPERATING ASSISTANCE	716,976	0	95,790	0	621,186	SCOTT COUNTY	T1
2005	BB		TRF-0009-05	OB SECT 5311: CARVER COUNTY TRANSIT OPERATING ASSISTANCE	404,458	0	85,490	0	318,968	CARVER COUNTY	T1
2006	BB		TRF-3703-06	OB SECT 5311: CITY OF HASTINGS TRANSIT OPERATING ASSISTANCE	270,848	0	41,303	0	229,545	HASTINGS	T1
2006	BB		TRF-0051-06	OB SECT 5311: SCOTT COUNTY TRANSIT OPERATING ASSISTANCE	738,485	0	95,790	0	642,695	SCOTT COUNTY	T1
2006	BB		TRF-0009-06	OB SECT 5311: CARVER COUNTY TRANSIT OPERATING ASSISTANCE	416,592	0	85,490	0	331,102	CARVER COUNTY	T1
2007	BB		TRF-3703-07	OB SECT 5311: CITY OF HASTINGS TRANSIT OPERATING ASSISTANCE	278,973	0	41,846	0	237,127	HASTINGS	T1
2007	BB		TRF-0051-07	OB SECT 5311: SCOTT COUNTY TRANSIT OPERATING ASSISTANCE	760,640	0	91,277	0	669,363	SCOTT COUNTY	T1
2007	BB		TRF-0009-07	OB SECT 5311: CARVER COUNTY TRANSIT OPERATING ASSISTANCE	429,090	0	85,818	0	343,272	CARVER COUNTY	T1
2008	BB		TRF-3703-08	OB SECT 5311: CITY OF HASTINGS TRANSIT OPERATING ASSISTANCE	270,848	0	41,303	0	229,545	HASTINGS	T1
2008	BB		TRF-0051-08	OB SECT 5311: SCOTT COUNTY TRANSIT OPERATING ASSISTANCE	738,485	0	95,790	0	642,695	SCOTT COUNTY	T1
2008	BB		TRF-0009-08	OB SECT 5311: CARVER COUNTY TRANSIT OPERATING ASSISTANCE	416,592	0	85,490	0	331,102	CARVER COUNTY	T1
<b>Totals</b>					<b>5,704,946</b>	<b>0</b>	<b>886,690</b>	<b>0</b>	<b>4,818,256</b>		



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**TABLE A-16**  
**Bond Transit Advantages Projects**

Yr	PRT Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2005	I 394	2789-122	TR CSAH 73/RIDGEDALE LANE IN MINNETONKA, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	6,000,000	0	0	0	6,000,000	MET COUNCIL -MT	E6
2005	I 494	2785-343	TR PENN AVE IN RICHFIELD, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	300,000	0	0	0	300,000	MET COUNCIL -MT	E6
2005	I 494	2785-344	TR 84TH/CHALET RD IN BLOOMINGTON, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	1,200,000	0	0	0	1,200,000	MET COUNCIL -MT	E6
2005	TH 100	2733-84	TR HANSEN RD/VERNON AVE IN EDINA, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	300,000	0	0	0	300,000	MET COUNCIL -MT	E6
2005	TH 36	6212-154	TR RICE ST IN ROSEVILLE, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	875,000	0	0	0	875,000	MET COUNCIL -MT	E6
2005	TH 51	6215-87	RD HEWITT AVE IN ST PAUL TO TH 36 IN ROSEVILLE, REHABILITATE NB & SB FOR "BUS ON SHLDS" (BAP TRANSIT ADVANTAGE PROJECT)	500,000	0	0	0	500,000	MN/DOT	S4
2005	TH 61	6220-66	TR LOWER AFTON RD IN ST PAUL, EXPAND PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	150,000	0	0	0	150,000	MN/DOT	E6
2005	TH 62	2775-12C	RS PORTLAND AVE TO 43RD AVE BR IN MPLS, MILL & OVERLAY, REHABILITATE SHLDS FROM PORTLAND AVE TO TH 77 (BAP TRANSIT ADVANTAGE PROJECT PORTION OF 2775-12)	1,500,000	0	0	0	1,500,000	MN/DOT	S10
2005	TH 77	2758-65	RD I-494 TO TH 62 IN RICHFIELD, REHABILITATE SB FOR "BUS ON SHLDS" (BAP TRANSIT ADVANTAGE PROJECT)	200,000	0	0	0	200,000	MN/DOT	S4
2006	I 94	2781-406	RD TH 252 IN BROOKLYN CENTER TO BROADWAY AVE IN MPLS, REHABILITATE SB FOR "BUS ON SHLDS" (BAP TRANSIT ADVANTAGE PROJECT)	450,000	0	0	0	450,000	MN/DOT	S4
2006	TH 62	2763-41C	RS SHADY OAK RD IN MINNETONKA TO TH 100 IN EDINA, MILL & OVERLAY; TH 189 TO TH 100-REHAB SHLDS FOR BUSES (BAP TRANSIT ADVANTAGE PROJECT PORTION OF 2763-41)	1,100,000	0	0	0	1,100,000	MN/DOT	S10
2007	TH 169	2750-63	TR HENNEPIN CSAH 81 & BROOKLYN BLVD IN BROOKLYN PARK, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	5,500,000	0	0	0	5,500,000	MET COUNCIL -MT	E6
2007	TH 55	2723-111	TR HENNEPIN CSAH 73 IN PLYMOUTH, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	2,000,000	0	0	0	2,000,000	MET COUNCIL -MT	E6
2007	TH 65	0208-122	TR IN EAST BETHEL, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	200,000	0	0	0	200,000	MET COUNCIL -MT	E6

**TABLE A-16**  
**Bond Translt Advantages Projects**

Yr	PRT Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
Totals				20,275,000	0	0		20,275,000		
					0		0			

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Twin Cities Metropolitan Area  
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**TABLE A-17**  
**Miscellaneous Federal Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Other Fed \$	State \$	Other \$	Agency:	AQ:
2005	CITY		141-080-33	RC	DUNWOODY TO GLENWOOD, HERITAGE PARK VAN WHITE MEMORIAL BLVD, GRADING, SURFACING, BRS #s ???? , ETC	10,670,000	0	4,250,000	0	6,420,000	MINNEAPOLIS	NC
2005	CITY		161-080-01	MC	39TH AVE FROM STINSON BLVD TO SILVER LAKE RD IN ST ANTHONY, GRADE, SURF, ETC (2004 APPROPRIATION ACT)	2,000,000	750,000	0	0	1,250,000	SAINT ANTHONY	NC
2005	CITY		164-288-05	MC	PAYNE AVE TO ARCADE ST IN ST PAUL (PHALEN BLVD), GRADE, SURF, RIGHT OF WAY, ETC (2004 APPROPRIATION ACT)	2,000,000	2,000,000	0	0	0	SAINT PAUL	A10
2005	CSAH 21		70-621-21	RC	CSAH 27 TO JUDICIAL RD IN CREDIT RIVER TWP-RECONSTRUCT (2004 APPROPRIATIONS ACT)	9,250,000	750,000	0	0	8,500,000	SCOTT COUNTY	A10
2005	CSAH 47		19-647-16	MC	TH 52 IN HAMPTON-CONSTRUCT OVERPASS(2003 OMNIBUS APPROPRIATION)-TIED TO 1906-48	493,500	0	493,500	0	0	DAKOTA COUNTY	E3
2005	PED/BIKE		27-090-08	BT	NEAR 36TH AVE & CSAH 81 IN ROBBINSDALE, CONSTRUCT PEDESTRIAN/BIKE BRIDGE ("OTHER FHWA" IS TCSP FUNDS)	937,500	0	750,000	0	187,500	HENNEPIN COUNTY	AQ2
2005	PED/BIKE		27-090-09	BT	NEAR 28TH ST & HIAWATHA (TH 55) IN MINNEAPOLIS, CONSTRUCT PEDESTRIAN/BIKE BRIDGE #??? (2003 OMNIBUS APPROPRIATION)	2,881,150	0	2,881,150	0	0	HENNEPIN COUNTY	AQ2
2005	TH 10		199-010-05	PL	ARMSTRONG BLVD TO SUNFISH LAKE BLVD IN RAMSEY, SCOPING STUDY(2004 APPROPRIATIONS ACT-DISCRETIONARY)	250,000	200,000	0	0	50,000	RAMSEY	O2
2005	TH 212		1013-77	PL	NORWOOD-YOUNG AMERICA TO COLOGNE, PRELIMINARY ENGINEERING(2004 APPROPRIATIONS ACT)	1,450,000	1,450,000	0	0	0	MN/DOT	O2
2005	TH 212		98-080-29	RW	CO RD 134 IN NORWOOD YOUNG AMERICA, RIGHT OF WAY FOR INTERSECTION REVISION(2003 OMNIBUS APPROPRIATION)	130,000	0	130,000	0	0	CARVER COUNTY	O4
2005	TH 212		98-080-30	SC	CO RD 134 IN NORWOOD YOUNG AMERICA, CONSTRUCTION & CE FOR INTERSECTION REVISION(2003 OMNIBUS APPROPRIATION)	330,750	0	330,750	0	0	CARVER COUNTY	E1
2005	TH 36		8214-141	BI	REHABILITATION OF BRIDGE 4654 OVER ST CROIX RIVER NEAR STILLWATER	5,000,000	0	5,000,000	0	0	MN/DOT	S19
2005	13 TH 610		2771-31A	MC	I-94 TO TH 189 IN MAPLE GROVE & BROOKLYN PARK, GRADE, SURF, ETC(2004 APPROPRIATIONS ACT)	3,750,000	3,750,000	0	0	0	MN/DOT	A10

**TABLE A-17**  
**Miscellaneous Federal Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Other Fed \$	State \$	Other \$	Agency:	AQ:
2006	MSAS	363	157-363-19A	BR	LYNDALE AVE OVER I-494 (REPLACE BRIDGE 9076), RIGHT OF WAY & CONSTRUCTION (2003 OMNIBUS APPROPRIATION)	2,980,500	0	2,980,500	0	0	RICHFIELD	S19
2006	MSAS	363	157-363-19B	RC	LYNDALE AVE OVER I-494 (REPLACE BRIDGE 9076) IN RICHFIELD & BLOOMINGTON, RIGHT OF WAY & CONSTRUCTION (2004 APPROPRIATION ACT)	3,000,000	3,000,000	0	0	0	BLOOMINGTON	S19
Totals						45,123,400	11,900,000	16,815,900	0	16,407,500		

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**TABLE A-20**  
**All Projects by Route Number**

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2005	BB		62-030-09	TR	CENTRAL CORRIDOR TRANSIT IMPROVEMENTS & STUDIES	5,625,000	4,500,000	0	0	0	1,125,000	RAMSEY COUNTY	O1
2005	CITY		141-080-30	RC	HERITAGE PARK VAN WHITE MEMORIAL BLVD, BRIDGE #???, LIGHTING, SIGNALS, PED/BIKE FACILITIES, ETC (AFFORDABLE HOUSING PROJECT)	1,609,375	1,287,500	0	0	0	321,875	MINNEAPOLIS	AQ2
2005	CITY		141-080-33	RC	DUNWOODY TO GLENWOOD, HERITAGE PARK VAN WHITE MEMORIAL BLVD, GRADING, SURFACING, BRS #s ????, ETC	10,670,000	0	0	0	0	6,420,000	MINNEAPOLIS	NC
2005	CITY		141-595-02	EN	FRANKLIN PORTLAND GATEWAY, SIDEWALKS, PLAZAS, LIGHTING, TRAFFIC CALMING MEASURES (AFFORDABLE HOUSING PROJECT)	824,000	342,189	0	0	0	481,811	MINNEAPOLIS	O9
2005	CITY		161-080-01	MC	39TH AVE FROM STINSON BLVD TO SILVER LAKE RD IN ST ANTHONY, GRADE, SURF, ETC (2004 APPROPRIATION ACT)	2,000,000	750,000	0	0	0	1,250,000	SAINT ANTHONY	NC
2005	CITY		164-288-05	MC	PAYNE AVE TO ARCADE ST IN ST PAUL (PHALEN BLVD), GRADE, SURF, RIGHT OF WAY, ETC (2004 APPROPRIATION ACT)	2,000,000	2,000,000	0	0	0	0	SAINT PAUL	A10
2005	CITY		62-665-42	SH	WHITE BEAR AVE AT MARYLAND AVE IN ST PAUL, CHANNELIZATION, TRAFFIC SIGNAL, ETC	654,000	588,600	0	0	0	65,400	RAMSEY COUNTY	E1
2005	CITY		98-080-14	RC	4TH AVE FROM 17TH ST TO 2ND ST, RECONSTRUCTION & CONST ENG	1,320,000	0	1,056,000	0	0	264,000	NEWPORT	A10
2005	CMAQ		90-595-05	TR	AT TH 36 AND RICE ST IN ROSEVILLE & LITTLE CANADA- CONSTRUCT TRANSIT HUB AND PARK AND RIDE LOT	2,809,000	2,247,200	0	0	0	561,800	MET COUNCIL - MT	E6
2005	CMAQ		CM-25	TM	REGIONAL TDM & COMMUTER ALTERNATIVES PROGRAM	2,407,538	1,926,030	0	0	0	481,508	MET COUNCIL	AQ1
2005	CMAQ		CM-36	TM	DOWNTOWN MPLS TMO	388,313	310,650	0	0	0	77,663	MINNEAPOLIS	AQ1
2005	CMAQ		TRS-LRT-05	TR	HIAWATHA CORRIDOR LRT OPERATING ASSISTANCE	3,871,250	3,097,000	0	0	0	774,250	MET COUNCIL - MT	T1

**TABLE A-20**  
**All Projects by Route Number**

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2005		CMAQ	TRS-SWMT-05	TR	SOUTHWEST METRO TRANSIT SERVICE EXPANSION, PURCHASE 57, PASSENGER VEHICLES	3,992,592	3,194,073	0	0	0	798,519	SOUTHWEST METRO TRANSIT AUTH	A10
2005		CMAQ	TRS-TCMT-04	TR	SECTOR 5C - I-35W SOUTH CORRIDOR SERVICE EXPANSION	2,741,780	2,193,424	0	0	0	548,356	MET COUNCIL - MT	A10
2005		CMAQ	TRS-TCMT-04A	TR	SECTOR 5B - HIAWATHA CORRIDOR SERVICE EXPANSION	2,310,668	1,848,534	0	0	0	462,134	MET COUNCIL - MT	A10
2005		CMAQ	TRS-TCMT-04B	TR	SECTOR 5A - WESTERN ST PAUL SERVICE EXPANSION	546,063	436,850	0	0	0	109,213	MET COUNCIL - MT	A10
2005		CMAQ	TRS-TCMT-05C	TR	METRO TRANSIT - 2005 T & TE REGIONAL FLEET EXPANSION, PURCHASE LARGE & SMALL FEEDER PASSENGER VEHICLES	3,815,000	3,052,000	0	0	0	763,000	MET COUNCIL-T & TE	A10
2005		CMAQ	TRS-TCMT-05D	TR	T & TE REGIONAL FLEET EXPANSION, PURCHASE BUSES	2,043,750	1,635,000	0	0	0	408,750	MET COUNCIL	T10
2005		CR 8	19-596-04	SH	WENTWORTH AVE FROM HUMBOLDT AVE TO TH 52 IN WEST ST PAUL, MILL & OVERLAY, TURN LANES, SIGNAL REV, ETC (MPO SUNSET DATE REMAINS 9/30/04)	371,000	333,900	0	0	0	37,100	DAKOTA COUNTY	S2
2005		CR C	62-623-41	RC	SNELLING AVE TO OXFORD ST IN ROSEVILLE, RECONSTRUCTION (MPO SUNSET DATE REMAINS 9/30/04)	2,120,000	1,696,000	0	0	0	424,000	RAMSEY COUNTY	E1
2005		CSAH 10	10-610-30	RC	CO RD 110 TO CSAH 11, RECONSTRUCTION, SHLDS, ETC	5,842,720	4,674,176	0	0	0	1,168,544	CARVER COUNTY	S10
2005		CSAH 101	27-701-10	MC	TH 7 TO HENNEPIN CSAH 5 IN MINNETONKA, RECONSTRUCT TO 4-LANE RDWY (MPO SUNSET DATE REMAINS 9/30/04)	3,498,000	2,798,400	0	0	0	699,600	HENNEPIN COUNTY	A10
2005		CSAH 116	02-716-06	SH	ANOKA CSAH 116 (BUNKER LAKE BLVD NE) AT JEFFERSON ST IN HAM LAKE, TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC	561,800	505,620	0	0	0	56,180	ANOKA COUNTY	S2
2005		CSAH 116	02-716-07	SH	ANOKA CSAH 116 (INDUSTRY AVE NW) AT DYSPROSIUM ST/THURSTON AVE IN ANOKA, TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC	561,800	505,620	0	0	0	56,180	ANOKA COUNTY	S2
2005		CSAH 116	27-716-03	BR	HENNEPIN CSAH 116 OVER CROW RIVER, REPLACE BR 6273 (SUNSET DATE REMAINS 9/30/04)	5,950,000	1,060,000	0	0	0	4,890,000	HENNEPIN COUNTY	S19

**TABLE A-20**  
**All Projects by Route Number**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2005		CSAH 17	166-020-12	SH 4TH AVE IN SHAKOPEE, CHANNELIZATION, TRAFFIC SIGNAL, ETC	545,000	490,500	0	0	0	54,500	SHAKOPEE	E1
2005		CSAH 19	27-619-17	RC TH 55 TO CO RD 117, RECONSTRUCTION	5,627,400	4,501,920	0	0	0	1,125,480	HENNEPIN COUNTY	S10
2005		CSAH 21	70-621-21	RC CSAH 27 TO JUDICIAL RD IN CREDIT RIVER TWP- RECONSTRUCT (2004 APPROPRIATIONS ACT)	9,250,000	750,000	0	0	0	8,500,000	SCOTT COUNTY	A10
2005		CSAH 23	02-623-14	SH ANOKA CSAH 23 (NAPLES ST/LAKE DR) AT ANOKA CO RD 105 (NAPLES ST)/I-35W RAMP IN BLAINE, SIGNAL INSTALL, TURN LANES, ETC	404,496	364,047	0	0	0	40,449	ANOKA COUNTY	S2
2005		CSAH 3	27-603-31	RC LAKE ST FROM 2ND AVE S TO 21ST AVE S IN MINNEAPOLIS, RECONSTRUCT, ETC (AC PROJECT-PAYBACK IN 2007)	7,724,750	0	0	6,179,800	0	1,544,950	HENNEPIN COUNTY	E1
2005		CSAH 3	27-603-32	EN OAKLAND AVE TO 21ST AVE IN MINNEAPOLIS, LAKE ST STREETScape IMPROVEMENT (AC PROJECT-PAYBACK IN 2007)	1,573,040	0	0	786,520	0	786,520	HENNEPIN COUNTY	O9
2005		CSAH 3	27-603-33	EN LYNDALE AVE TO OAKLAND AVE IN MINNEAPOLIS, LAKE STREET STREETScape IMPROVEMENT (AC PROJECT-PAYBACK IN 2007)	1,573,040	0	0	786,520	0	786,520	HENNEPIN COUNTY	O9
2005		CSAH 3	27-603-34	EN HIAWATHA AVE TO W RIVER PARKWAY IN MINNEAPOLIS, LAKE ST STREETScape IMPROVEMENT (AC PROJECT-PAYBACK IN 2007)	1,573,040	0	0	786,520	0	786,520	HENNEPIN COUNTY	O9
2005		CSAH 31	19-631-31	MC CSAH 46 TO CSAH 42 IN APPLE VALLEY, RECONSTRUCT TO 4-LANE RDWY, TRANSIT CENTER, ETC (LIVABLE COMMUNITIES PROJECT)(MPO SUNSET DATE REMAINS 9/30/04)	3,125,000	2,500,000	0	0	0	625,000	DAKOTA COUNTY	A05
2005		CSAH 42	19-642-42	RC GLENDALE RD IN SAVAGE TO CSAH 5 IN BURNSVILLE, RECONSTRUCT(2004 APPROPRIATIONS ACT)	250,000	250,000	0	0	0	0	DAKOTA COUNTY	A10
2005		CSAH 47	19-647-16	MC TH 52 IN HAMPTON-CONSTRUCT OVERPASS(2003 OMNIBUS APPROPRIATION)-TIED TO 1906-48	493,500	0	0	0	0	0	DAKOTA COUNTY	E3

**TABLE A-20**  
**All Projects by Route Number**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2005		CSAH 51	02-610-11	SH ANOKA CSAH 51/CSAH 3 (UNIVERSITY EXTENSION) AT FUTURE CSAH 10 (OLD TH 10) IN BLAINE, TRAFFIC SIGNAL INSTALLATION, TURN LANES, ETC (MPO SUNSET DATE REMAINS 9/30/04)	530,000	477,000	0	0	0	53,000	ANOKA COUNTY	S2
2005		CSAH 60	19-660-05	RC ON DAKOTA CSAH 60 FROM W CO LINE TO W RAMPS AT I-35 IN LAKEVILLE-RECONSTRUCT TO 4-LN RDWY, ETC	3,270,000	2,616,000	0	0	0	654,000	DAKOTA COUNTY	A10
2005		CSAH 9	02-609-13	SH ROUND LAKE BLVD AT CSAH 20 (157TH AVE NW) IN ANDOVER, TRAFFIC SIGNAL INSTALL, TURN LANES, ETC	449,440	404,496	0	0	0	44,944	ANOKA COUNTY	S2
2005	EN		141-090-23	EN HIAWATHA AVE TO MISS RIVER IN MPLS, MIDTOWN GREENWAY SAFETY ELEMENTS FOR PHASE 3 (LIVABLE COMMUNITIES PROJECT)(SUNSET DATE REMAINS 9/30/04)	354,520	283,616	0	0	0	70,904	MINNEAPOLIS	O9
2005	EN		141-090-24	EN HENNEPIN AVE TO LYNDAL AVE IN MPLS, URBAN VILLAGE ALONG MIDTOWN, GREENWAY TRAIL (LIVABLE COMMUNITIES PROJECT)(SUNSET DATE REMAINS 9/30/04)	500,000	400,000	0	0	0	100,000	MINNEAPOLIS	O9
2005	EN		164-595-03	EN HARVEST STATES HEAD HOUSE & SACK HOUSE, ADAPTIVE REUSE OF GTA	1,702,580	1,090,000	0	0	0	612,580	ST PAUL	O9
2005	EN		164-595-05	EN CHESTNUT PLAZA MISSISSIPPI RIVER CONNECTION	1,702,580	1,090,000	0	0	0	612,580	ST PAUL PARK/REC	O6
2005	EN		91-595-14	EN IN MINNEAPOLIS, COMO-HARRIET STREETCAR LINE EXTENSION & IMPROVEMENTS (MPO SUNSET DATE REMAINS 9/30/04)	583,000	466,400	0	0	0	116,600	MINN TRANSPORTATION MUSEUM	O9
2005	EN		91-595-15	EN HISTORIC MURPHY'S INN & LANDING IN SHAKOPEE, RECONSTRUCT INN, BOAT & FERRY LANDING, TRAILS, ETC	1,320,230	786,520	0	0	0	533,710	MINN VALLEY RESTORATION PROJ	O9
2005		135	1980-67	AM CSAH 60 INTERCHANGE IN LAKEVILLE, RECONSTRUCT INTERCHANGE, ETC	2,500,000	0	0	0	2,500,000	0	MN/DOT	E3



**TABLE A-20**  
**All Projects by Route Number**

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2005		I 35	1980-70	AM	CSAH 50 INTERCHANGE IN LAKEVILLE, WIDEN SB OFF RAMP, SIGNAL INSTALL ATION AT CSAH 5 TO NB I-35 ON RAMP	476,500	0	0	0	476,500	0	LAKEVILLE	E2
2005	2	I 35E	6280-304	MC	I-35E FROM TH 36 TO CR E & I-694 FROM RICE ST TO TH 61, GRADING, SURFACING, BRS (BAP PROJECT, PAYBACK IN 2006, 2007, 2008)	112,700,000	6,629,000	0	54,893,000	0	51,178,000	MN/DOT	A10
2005	2	I 35E	6280-317	MC	I-35E UNDER EDGERTON IN VADNAIS HEIGHTS, APPROACHES TO BR 62906 BAP PROJECT)	1,820,000	420,000	0	0	0	1,400,000	MN/DOT	A05
2005		I 35E	6280-321	SC	GRAND AVE TO UNIVERSITY AVE IN ST PAUL, REPLACE SIGNING	318,000	286,200	0	0	31,800	0	MN/DOT	O8
2005		I 35E	6280-326	BI	IN ST PAUL, OVER MISSISSIPPI RIVER & UP RR-INSTALL ANTI-ICING SYSTEM ON BR 62912	1,200,000	960,000	0	0	240,000	0	MN/DOT	S19
2005	2	I 35E	6280-327AC	MC	I-35E UNDER EDGERTON (REPL BR 9561) & EB I-694 OVER TH 61 IN VADNAIS HEIGHTS-BR 62906 & WIDEN BR 62852 (BAP PAYBACK)	2,213,000	2,213,000	0	0	0		MN/DOT	S19
2005		I 35W	0280-52	RD	95TH AVE TO LEXINGTON AVE IN BLAINE, CULVERT JACKING	500,000	0	0	0	500,000	0	MN/DOT	NC
2005		I 35W	1981-100	SC	TH 13 INTERCHANGE IN BURNSVILLE, REPLACE LIGHTING SYSTEM	450,000	0	0	0	450,000	0	MN/DOT	S18
2005		I 35W	2782-27872A	BI	UNDER FRANKLIN IN MPLS, MILL & PATCH BR 27872	270,000	0	0	0	270,000	0	MN/DOT	S19
2005		I 35W	6284-133	AM	CLEVELAND & CO RD B IN ROSEVILLE, TURN LANES ON SB RAMP FROM 35W & WIDEN NB ON RAMP TO 35W	112,000	0	0	0	112,000	0	RAMSEY COUNTY	E1
2005		I 394	2789-122	TR	CSAH 73/RIDGEDALE LANE IN MINNETONKA, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	6,000,000	0	0	0	0	6,000,000	MET COUNCIL - MT	E6
2005	11	I 494	2785-301AC2	MC	E OF W BUSH LAKE RD TO TH 100-GRAD, SURF, BRS 27V33, 27V34, 27V37, 27V38, 27V47, 27X04, ETC (3RD LANE EA DIR)(AC PAYBACK)	7,500,000	7,500,000	0	0	0	0	MN/DOT	A10

**TABLE A-20**  
**All Projects by Route Number**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2005	12	1494	2785-304AC1	MC TH 5 IN EDEN PRAIRIE TO 0.1 MI S OF TH 55 IN PLYMOUTH, GRAD, SURF, BRS, ETC- RECONSTRUCT OF RDWY & ADD 3RD LN EA DIRECTION (BAP PAYBACK)	37,214,000	37,214,000	0	0	0	0	MN/DOT	A10
2005		1494	2785-317	RS 34TH AVE TO TH 100, GUARDRAIL, CULVERTS, ETC	696,761	0	0	0	696,761	0	MN/DOT	S19
2005	11	1494	2785-327AC2	MC TH 5 TO E OF W BUSH LAKE RD, GRADE, SURF, BRS 27V35, 27713, 27714, ETC (3RD LANE EA DIR)(AC PAYBACK)	10,000,000	10,000,000	0	0	0	0	MN/DOT	A10
2005	11	1494	2785-336	MC GOLDMAN POND/I-494, LANDSCAPING IN BLOOMINGTON	100,000	90,000	0	0	10,000	0	MN/DOT	O6
2005	11	1494	2785-337	MC TH 5 TO TH 169 IN BLOOMINGTON, LANDSCAPING	300,000	270,000	0	0	30,000	0	MN/DOT	O6
2005		1494	2785-343	TR PENN AVE IN RICHFIELD, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	300,000	0	0	0	0	300,000	MET COUNCIL - MT	E6
2005		1494	2785-344	TR 84TH/CHALET RD IN BLOOMINGTON, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	1,200,000	0	0	0	0	1,200,000	MET COUNCIL - MT	E6
2005	10	1494	8285-79AC2	MC WAKOTA BR AREA, N RING RD, BAILEY, MAXWELL, TH 61, 11 BRIDGES (AC PAYBACK)	11,800,000	11,800,000	0	0	0	0	MN/DOT	A10
2005	10	1494	8285-80AC2	MC TH 61 FROM ST PAUL PARK TO CARVER AVE & ON I-494 FROM LAKE RD TO CONCORD ST, GRADING, SURFACE, BRS, ETC - WAKOTA BRIDGE PROJECT (AC PAYBACK)	20,000,000	20,000,000	0	0	0	0	MN/DOT	A10
2005		1694	6286-46	SC EB I-694 OFF RAMP TO TH 61 IN MAPLEWOOD, WIDEN RAMP FOR DUAL RIGHT TURN LANES	265,000	0	0	0	265,000	0	MN/DOT	E1
2005		194	6283-170	MC 0.1 MI E OF RUTH ST TO 0.3 MI E OF CO LINE IN MAPLEWOOD, GRADING, SURFACING, BRIDGE WIDENING, ETC INCLUDING 3RD LANE EA DIRECTION (SAPP PROJECT)	10,525,961	0	0	0	10,525,961	0	MN/DOT	A10
2005		194	6283-9143B	MC BRS AT MCKNIGHT RD AND TH 120-PIER MODIFICATION	150,000	0	0	0	150,000	0	MN/DOT	S19
2005		MSAS 363	157-363-20	RC LYNDALE AVE FROM 76TH TO 77TH ST IN RICHFIELD, RECONSTRUCTION	1,400,000	0	700,000	0	0	700,000	RICHFIELD	S19

**TABLE A-20**  
**All Projects by Route Number**

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2005		MSAS 363	157-363-23	RC	LYNDALE AVE FROM 76TH TO 77TH ST IN RICHFIELD, CONSTRUCTION ENGINEERING FOR RECONSTRUCTION	129,054	0	65,418	0	0	63,636	RICHFIELD	S19
2005		MSAS 399	107-399-29	RC	W 79TH ST FROM FREMONT AVE TO BLAISDELL AVE IN BLOOMINGTON, RECONSTRUCT, WIDEN, TURN LANES, TRAFFIC SIGNAL, ETC	4,773,546	3,818,837	0	0	0	954,709	BLOOMINGTON	E1
2005		PED/BIKE	107-090-04	EN	ALONG E BUSH LAKE RD FROM 84TH ST TO 108TH ST IN BLOOMINGTON-CONSTRUCT PED/BIKE TRAIL(SUNSET DATE REMAINS 9/30/04)	1,321,820	742,000	0	0	0	579,820	BLOOMINGTON	O9
2005		PED/BIKE	141-080-27	EN	GREAT LAKE CENTER NEAR LAKE ST AND CHICAGO AVE IN MINNEAPOLIS, BICYCLE STATION	337,080	269,664	0	0	0	67,416	MINNEAPOLIS	O9
2005		PED/BIKE	141-090-13	BT	HIAWATHA TO W RIVER RD, MIDTOWN GREENWAY TRAIL IN MPLS (PHASE III)(MPO SUNSET DATE REMAINS 9/30/04)	1,178,932	943,146	0	0	0	235,786	MINNEAPOLIS	AQ2
2005		PED/BIKE	141-090-15	EN	NEAR NORTHSIDE REDEVELOPMENT PROJECT IN MPLS, PEDESTRIAN/BICYCLE TRAILS	1,101,128	786,520	0	0	0	314,608	MINNEAPOLIS	O9
2005		PED/BIKE	141-090-16	EN	GROVELAND TO VINELAND AND THE WEDGE TRIANGLE, LORING PARK BIKEWAY IN MPLS (PHASE 2) (LIVABLE COMMUNITIES PROJECT)	1,544,950	1,235,960	0	0	0	308,990	MINNEAPOLIS	O9
2005		PED/BIKE	141-090-18	BT	19TH AVE IN MINNEAPOLIS TO CO RD C IN ROSEVILLE, NORTHEAST MINNEAPOLIS BIKE TRAIL	2,368,548	1,894,839	0	0	0	473,709	MINNEAPOLIS	AQ2
2005		PED/BIKE	141-090-19	BT	11TH AVE S TO HENNEPIN AVE S IN MINNEAPOLIS, BIKE TRAIL CONNECTION	862,925	690,340	0	0	0	172,585	MINNEAPOLIS	AQ2
2005		PED/BIKE	141-090-21	BT	ALONG THE DINKYTOWN RAIL CORRIDOR FROM OAK ST TO MISS RIVER, U OF M TRANSITWAY TRAIL	872,000	697,600	0	0	0	174,400	MINNEAPOLIS	AQ2
2005		PED/BIKE	141-090-22	BT	ROYALSTON AVE TO W RIVER PKWY IN MPLS, CEDAR LAKE TRAIL(PHASE 3)	2,943,000	2,354,400	0	0	0	588,600	MINNEAPOLIS	AQ2

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**All Projects by Route Number**

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2005		PED/BIKE	160-090-07	BT	ALONG CO RD B2 FROM RICE ST TO WALNUT ST THEN N TO BURLINGTON NORTHERN RAIL CORRIDOR IN ROSEVILLE, CONSTRUCT PATHWAY(MPO SUNSET DATE REMAINS 9/30/04)	2,040,500	1,632,400	0	0	0	408,100	ROSEVILLE	AQ2
2005		PED/BIKE	164-030-05	BT	SIGNING & STRIPING, REMOVAL OF PARKING ON VARIOUS STREETS IN ST PAUL TO EXTEND THE COMO AVE BIKEWAY	1,031,903	825,522	0	0	0	206,381	ST PAUL	AQ2
2005		PED/BIKE	19-090-06	EN	N SIDE TH 110 FROM TH 149 IN MENDOTA HEIGHTS TO CHARLTON RD IN WEST ST PAUL, NORTH URBAN REGIONAL TRAIL (PHASE 2)	623,598	498,878	0	0	0	124,720	DAKOTA COUNTY	O9
2005		PED/BIKE	209-090-02	EN	ALONG CENTERVILLE RD FROM HORIZON AVE S TO EDGERTON ST IN VADNAIS HTS, CONSTRUCT CENTERVILLE RD TRAIL(MPO SUNSET DATE REMAINS 9/30/04)	804,904	643,923	0	0	0	160,981	VADNAIS HEIGHTS	O9
2005		PED/BIKE	27-090-02	BT	HENNEPIN COUNTY BIKEWAY, MIDTOWN 29TH ST GREENWAY PED/BIKE IMPROVEMENT	1,125,000	0	900,000	0	0	225,000	HENNEPIN COUNTY	AQ2
2005		PED/BIKE	27-090-05	BT	HENNEPIN COUNTY PUBLIC SAFETY FACILITY TO HAAF PARKING RAMP IN MINNEAPOLIS, CONSTRUCT SKYWAY(MPO SUNSET DATE REMAINS 9/30/04)	1,244,440	995,552	0	0	0	248,888	HENNEPIN COUNTY	AQ2
2005		PED/BIKE	27-090-08	BT	NEAR 36TH AVE & CSAH 81 IN ROBBINSDALE, CONSTRUCT PEDESTRIAN/BIKE BRIDGE ("OTHER FHWA" IS TCSP FUNDS)	937,500	0	0	0	0	187,500	HENNEPIN COUNTY	AQ2
2005		PED/BIKE	27-090-09	BT	NEAR 28TH ST & HIAWATHA (TH 55) IN MINNEAPOLIS, CONSTRUCT PEDESTRIAN/BIKE BRIDGE #??? (2003 OMNIBUS APPROPRIATION)	2,881,150	0	0	0	0	0	HENNEPIN COUNTY	AQ2
2005		PED/BIKE	91-090-32	EN	LOWRY AVE TO 45TH AVE TO LYNDALE AVE IN MPLS, RECONSTRUCT VICTORY MEM PKWY BIKE TRAIL	1,046,400	837,120	0	0	0	209,280	MPLS PARK/REC BOARD	O9

**TABLE A-20**  
**All Projects by Route Number**

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2005		PED/BIKE	91-090-33	EN	PHALEN CR TRL, SWEDE HOLLOW PK, INDIAN MOUNDS PK TO LOWERTOWN/GRR RD TRL IN ST PAUL, CONST LOWER PHALEN CR TRL (LIV COMM PROJ)	1,815,738	1,235,960	0	0	0	579,778	ST PAUL PARK/REC	O9
2005		PED/BIKE	91-090-34	EN	COMO REGIONAL PARK PED/BIKE TRAIL, CONSTRUCT TRAIL & MISC IMPROVEMENTS	872,000	697,600	0	0	0	174,400	ST PAUL PARK/REC	AQ2
2005		RR	27-00249	SR	N SHORE DRIVE AT CP RR IN GREENFIELD, INSTALL SIGNALS & GATES(SUNSET DATE IS 9/30/2004)	150,000	135,000	0	0	0	15,000	MN/DOT	S1
2005		RR	27-00255	SR	N SHORE DRIVE AT CP RR IN GREENFIELD, INSTALL SIGNALS & GATES(SUNSET DATE IS 9/30/2004)	150,000	135,000	0	0	0	15,000	MN/DOT	S1
2005		RR	27-00259	SR	CSAH 150, MAIN ST IN ROGERS- INSTALL NEW SIGNALS & GATES	196,630	176,967	0	0	0	19,663	MN/DOT	S1
2005		RR	27-00261	SR	BENJAMIN ST, MUN 292, CITY OF MINNEAPOLIS, SAFETY IMPROVEMENTS	190,750	171,675	0	0	0	19,075	MN/DOT	S1
2005		RR	27-00262	SR	37TH AVE, MSAS 272, CITY OF MINNEAPOLIS, INSTALL CANTILEVERS & CIRCUITRY	218,000	196,200	0	0	0	21,800	MN/DOT	S1
2005		RR	27-00263	SR	JOHNSON ST, MSAS 103, MINNEAPOLIS, INSTALL CANTILEVERS AND CIRCUITRY	190,750	171,675	0	0	0	19,075	MN/DOT	S1
2005		RR	62-00185	SR	PORTLAND AVE, CSAH 71, WHITE BEAR LAKE, INSTALL SIGNALS AND GATES	190,750	171,675	0	0	0	19,075	MN/DOT	S1
2005		RR	70-00114	SR	UP CORRIDOR SAFETY STUDY, SHAKOPEE AND SAVAGE- PHASE 1-INCLUDES VERNON/YOSEMITE & SPENCER/SOMMERVILLE	545,000	490,500	0	0	0	54,500	MN/DOT	O1
2005		RR	70-00115	SR	MARSHALL RD, CSAH 17, SHAKOPEE, SCOTT CO, ADD GATES	136,250	122,625	0	0	0	13,625	MN/DOT	S1
2005		RR	82-00134	SR	122ND ST N(CSAH 7) 0.5 MI E OF HUGO IN MAY TOWNSHIP- INSTALL SIGNALS AND GATES	190,750	171,675	0	0	0	19,075	MN/DOT	S1

**TABLE A-20**  
**All Projects by Route Number**

Yr	Prt	Route	Proj Num	Prog. Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2005		TH 10	199-010-05	PL ARMSTRONG BLVD TO SUNFISH LAKE BLVD IN RAMSEY, SCOPING STUDY(2004 APPROPRIATIONS ACT-DISCRETIONARY)	250,000	200,000	0	0	0	50,000	RAMSEY	O2
2005		TH 10	6205-34	RD I-35W TO I-694 IN ARDEN HILLS, REHABILITATE EB & WB FOR "BUS ON SHLDS" (BAP TRANSIT ADVANTAGE PROJECT)	300,000	0	0	0	300,000	0	MN/DOT	S4
2005		TH 100	2733-84	TR HANSEN RD/VERNON AVE IN EDINA, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	300,000	0	0	0	0	300,000	MET COUNCIL - MT	E6
2005		TH 100	2733-9895	BI UNDER PED BRS, EDEN, 50TH, MINNEHAHA CREEK, & 44TH IN EDINA & ST LOUIS PARK, PAINT BRS 9895, 9896, 27029, 27102, 27103, 27104, 27105	1,020,000	816,000	0	0	204,000	0	MN/DOT	S10
2005		TH 100	2734-40	NO 44TH AVE TO EXCELSIOR BLVD IN ST LOUIS PARK- ACCELERATION LANE & NOISE ABATEMENT ON WEST SIDE	2,870,000	0	0	0	1,570,000	1,300,000	MN/DOT	O3
2005	6	TH 100	2735-178	MC GLENWOOD AVE TO DULUTH ST, LANDSCAPING	380,000	304,000	0	0	76,000	0	MN/DOT	O6
2005	6	TH 100	2755-75AC	MC INDIANA AVE TO 50TH AVE N, GRADE, SURF, BRS, ETC- UPGRADE TO FREEWAY (AC PAYBACK)	7,100,000	7,100,000	0	0	0	0	MN/DOT	A05
2005		TH 100	2755-82	SC BROOKLYN BLVD IN BROOKLYN CENTER, REBUILD TRAFFIC SIGNAL	200,000	0	0	0	200,000	0	MN/DOT	E2
2005		TH 101	1009-14	SC PIONEER TRAIL IN CHANHASSEN, CHANNELIZATION & TRAFFIC SIGNAL INSTALLATION	920,000	0	0	0	460,000	460,000	MN/DOT	E1
2005	1	TH 12	2713-75AC1	MC CO RD 6 TO WAYZATA BLVD, RELOCATE RR TRACK, RECONSTRUCT TH 12, INTERCHANGES, ETC-STAGE 1(AC PAYBACK)	13,700,000	13,700,000	0	0	0	0	MN/DOT	A10
2005		TH 12	2713-91	AM E OF TOWNLINE RD IN MEDINA, CLOSE ACCESS AND CONSTRUCT SPRUCE WAY	121,000	0	0	0	121,000	0	MEDINA	NC
2005		TH 120	6227-60	RS 4TH ST N IN OAKDALE TO 0.2 MI N OF CO RD D IN MAHTOMEDI, BIT MILL & OVERLAY	1,275,000	0	0	0	1,275,000	0	MN/DOT	S10

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**All Projects by Route Number**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2005		TH 120	6227-62	AM 7TH ST IN N ST PAUL, TURN LANES, TRAF SIGNAL REVISION, REALIGN 7TH ST APPROACH, ETC	185,900	0	0	0	185,900	0	NORTH SAINT PAUL	E1
2005		TH 120	8220-9883A	BI OVER I-494 IN WOODBURY, REHAB BRS 9883 & 82017	2,000,000	0	0	0	2,000,000	0	MN/DOT	S19
2005		TH 13	7001-91	SC 2.0 MI N OF TH 19 AT CSAH 2, CHANNELIZATION & TRAFFIC SIGNAL INSTALLATION	540,000	0	0	0	390,000	150,000	MN/DOT	E1
2005	7	TH 169	2776-02AC1	MC ANDERSON LAKES PKWY & AT PIONEER TRAIL, CONSTRUCT INTERCHANGES, MILL & OVERLAY MAINLINE, ETC (BAP PAYBACK)	1,629,000	1,629,000	0	0	0	0	MN/DOT	NC
2005		TH 169	7008-48RW	RW BETWEEN SOUTH ST AND LAREDO ST IN BELLE PLAINE, PURCHASE RIGHT OF WAY (ACCESS MANAGEMENT PROJECT)	1,000,000	0	0	0	1,000,000	0	MN/DOT	O4
2005		TH 21	7002-40	AM CSAH 66 TO SAWMILL RD IN JORDAN, INTERSECTION IMPROVEMENTS & REALIGNMENTS	337,500	0	0	0	337,500	0	JORDAN	E1
2005		TH 21	7002-9123A	BI OVER UP RR AND OVER SAND CREEK IN JORDAN, REPAIR BRS 9123 & 9124	350,000	0	0	0	350,000	0	MN/DOT	S19
2005		TH 212	1013-77	PL NORWOOD-YOUNG AMERICA TO COLOGNE, PRELIMINARY ENGINEERING(2004 APPROPRIATIONS ACT)	1,450,000	1,450,000	0	0	0	0	MN/DOT	O2
2005	9	TH 212	1017-12	MC CARVER CR 147 IN CHASKA TO HENNEPIN CSAH 4 IN EDEN PRAIRIE, DESIGN BUILD CONTRACT FOR 4-LN FREEWAY(BAP PROJECT, PAYBACK IN 2006, 2007, & 2008)	245,000,000	16,390,000	0	141,696,000	0	86,914,000	MN/DOT	A10
2005	9	TH 212	2762-16	MC CSAH 4 TO 0.5 MI E OF MITCHELL RD, LANDSCAPING	325,000	0	0	0	325,000	0	MN/DOT	O6
2005		TH 212	98-080-29	RW CO RD 134 IN NORWOOD YOUNG AMERICA, RIGHT OF WAY FOR INTERSECTION REVISION(2003 OMNIBUS APPROPRIATION)	130,000	0	0	0	0	0	CARVER COUNTY	O4

**TABLE A-20**  
**All Projects by Route Number**

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2005		TH 212	98-080-30	SC	CO RD 134 IN NORWOOD YOUNG AMERICA, CONSTRUCTION & CE FOR INTERSECTION REVISION(2003 OMNIBUS APPROPRIATION)	330,750	0	0	0	0	0	CARVER COUNTY	E1
2005		TH 242	0212-46	AM	FLINTWOOD AVE IN COON RAPIDS, TURN LANES, MEDIAN CLOSURE, ETC	174,500	0	0	0	174,500	0	COON RAPIDS	E1
2005		TH 25	1006-23	RS	TH 212 TO TH 7, BIT MILL & OVERLAY	2,550,000	2,040,000	0	0	510,000	0	MN/DOT	S10
2005		TH 25	1006-25	AM	7TH ST NE TO 5TH ST NE IN MAYER, SIDEWALK REPLACE & BIKE TRAIL CONSTRUCTION	108,000	0	0	0	108,000	0	MAYER	AQ2
2005		TH 3	1921-78	AM	CONNEMARA TO CSAH 38 IN ROSEMOUNT, SIGNAL, ACCESS MODIFICATION, TURN LANES, ETC	467,300	0	0	0	467,300	0	ROSEMOUNT	E2
2005		TH 36	6212-154	TR	RICE ST IN ROSEVILLE, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	875,000	0	0	0	0	875,000	MET COUNCIL - MT	E6
2005		TH 36	6212-9212	BI	UNDER CP RAIL, EDGERTON, & ARCADE IN LITTLE CANADA- PAINT BRS 9212, 62006, 62007	500,000	400,000	0	0	100,000	0	MN/DOT	S10
2005		TH 36	8214-140	AM	OSGOOD & OAKGREEN/GREENLEY AVE IN OAK PARK HTS, INSTALL EVP	16,200	0	0	0	16,200	0	OAK PARK HEIGHTS	S7
2005		TH 36	8214-141	BI	REHABILITATION OF BRIDGE 4654 OVER ST CROIX RIVER NEAR STILLWATER	5,000,000	0	0	0	0	0	MN/DOT	S19
2005		TH 41	7010-20	SH	AT TH 169-SIGNAL REVISION, ACCESS CLOSURES, FRONTAGE RD, ETC(INCLUDES SP 7010-21)	3,620,000	3,258,000	0	0	353,500	8,500	MN/DOT	E2
2005		TH 5	1002-48	RC	TH 5 E OF WACONIA NEAR LAKE WACONIA, RECONSTRUCT, RELOCATE, ETC(CARVER SP 10- 596-01)	7,760,000	5,500,000	0	0	1,375,000	885,000	MN/DOT	E4
2005		TH 5	8214-138	PM	TH 120 IN OAKDALE TO CSAH 15 IN LAKE ELMO, BITUMINOUS OVERLAY	2,000,000	1,600,000	0	0	400,000	0	MN/DOT	S10
2005		TH 50	1904-18	AM	NEAR WATER ST IN HAMPTON- CLOSE ALLEYWAY	10,700	0	0	0	10,700	0	HAMPTON	NC



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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2005		TH 51	6215-87	RD HEWITT AVE IN ST PAUL TO TH 36 IN ROSEVILLE, REHABILITATE NB & SB FOR "BUS ON SHLDS" (BAP TRANSIT ADVANTAGE PROJECT)	500,000	0	0	0	0	500,000	MN/DOT	S4
2005		TH 52	1906-48	MC AT CSAH 47 IN HAMPTON-GRADE SEPARATION, FRONTAGE RD CONSTRUCTION, ETC-TIED TO 19-647-16	3,100,000	2,480,000	0	0	620,000	0	MN/DOT	NC
2005		TH 52	1907-65	MC 117TH ST INTERCHANGE IN INVER GROVE HEIGHTS, LANDSCAPING	75,000	0	0	0	75,000	0	MN/DOT	O6
2005		TH 52	1908-73	SC LOTHEMBACH AVE IN W ST PAUL, REBUILD TRAFFIC SIGNAL	200,000	0	0	0	200,000	0	MN/DOT	E2
2005		TH 52	1928-48	PM I-494 TO TH 156, BITUMINOUS MILL & OVERLAY	2,380,000	1,904,000	0	0	476,000	0	MN/DOT	S10
2005		TH 55	1910-39	RS 0.3 MI W OF HASTINGS CITY LIMITS TO TH 61, BIT MILL & OVERLAY	720,000	576,000	0	0	144,000	0	MN/DOT	S10
2005		TH 55	2722-64	SC CSAH 19 IN MEDINA, REBUILD TRAFFIC SIGNAL	210,000	0	0	0	105,000	105,000	MN/DOT	E2
2005		TH 55	2722-69	SC GREENFIELD RD IN GREENFIELD, INTERSECTION IMPROVEMENTS, CLOSE RAIL CROSSINGS, ETC(ACCESS MANAGEMENT PROJECT)	300,000	0	0	0	300,000	0	MN/DOT	S1
2005		TH 55	2723-112	AM NEAR GENERAL MILLS & BOONE AVE IN GOLDEN VALLEY, TURN LANES, ACCESS CLOSURES ON GENERAL MILLS & BOONE AVE	540,000	0	0	0	540,000	0	GOLDEN VALLEY	E1
2005		TH 55	2724-115	PM 32ND ST TO 46TH ST IN MINNEAPOLIS, MILL & BIT OVERLAY	550,000	440,000	0	0	110,000	0	MN/DOT	S10
2005	4	TH 55	2725-58	MC 54TH ST IN MINNEAPOLIS TO TH 62, LANDSCAPING	337,080	0	0	0	337,080	0	MN/DOT	O6
2005		TH 56	1911-19	PM N OF CO RD 88 TO TH 50, BITUMINOUS MILL & OVERLAY	795,000	0	0	0	795,000	0	MN/DOT	S10
2005		TH 61	6220-66	TR LOWER AFTON RD IN ST PAUL, EXPAND PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	150,000	0	0	0	0	150,000	MN/DOT	E6
2005		TH 61	6220-67	RX WARNER RD TO BURNS AVE IN ST PAUL, RESURFACING	500,000	0	0	0	500,000	0	MN/DOT	S10

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**All Projects by Route Number**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2005		TH 61	6222-147	RD RAMSEY-WASHINGTON JUDICIAL DITCH NO 1 MI N OF MEEHAN DR ON TH 61, LINE CULVERT	50,000	0	0	0	50,000	0	MN/DOT	NC
2005		TH 61	6222-149	AM CSAH 15 (CO RD E), RECONSTRUCT TURN LANES, CLOSE ACCESSES, CONSTRUCT NEW ENTRANCE, ETC	467,600	0	0	0	467,600	0	GEM LAKE	E1
2005		TH 61	6222-150	AM CO RD D IN MAPLEWOOD, INTERSECTION REALIGNMENT & TRAFFIC SIGNAL INSTALLATION	540,000	0	0	0	540,000	0	MAPLEWOOD	E1
2005	10	TH 61	8205-100AC1	MC VICINITY OF ST PAUL PARK, RECONSTRUCT, INTERCHANGE, FR RDS, BRS 82025, 82026, 82027, ETC (AC PAYBACK)	6,000,000	6,000,000	0	0	0	0	MN/DOT	A10
2005	13	TH 610	2771-31	MC REALIGN HENN CSAH 81 IN THE VICINITY OF TH 610, GRADE, SURF, BR #??? , RR AGREEMENT, ETC	26,080,000	0	15,965,000	0	2,162,000	7,953,000	MN/DOT	A10
2005	13	TH 610	2771-31A	MC I-94 TO TH 169 IN MAPLE GROVE & BROOKLYN PARK, GRADE, SURF, ETC(2004 APPROPRIATIONS ACT)	3,750,000	3,750,000	0	0	0	0	MN/DOT	A10
2005	13	TH 610	2771-33	MC HEMLOCK LN TO JEFFERSON HWY IN MAPLE GROVE, RELOCATE GREAT RIVER ENERGY TOWERS & R/W ACQUISITION FOR UTILITY RELOCATION	4,000,000	0	3,200,000	0	800,000	0	MN/DOT	NC
2005	13	TH 610	2771-39	MC ELM CREEK INTERCEPTOR IN MAPLE GROVE, RELOCATE SEWER INTERCEPTOR	5,500,000	0	1,056,000	0	264,000	4,180,000	MN/DOT	A10
2005		TH 62	2775-12	RS PORTLAND AVE TO 43RD AVE BR IN MPLS, MILL & OVERLAY, REHABILITATE SHLDS FROM PORTLAND AVE TO TH 77 (BAP TRANSIT ADVANTAGE PROJECT)	2,300,000	1,840,000	0	0	460,000	0	MN/DOT	S10
2005		TH 62	2775-12C	RS PORTLAND AVE TO 43RD AVE BR IN MPLS, MILL & OVERLAY, REHABILITATE SHLDS FROM PORTLAND AVE TO TH 77 (BAP TRANSIT ADVANTAGE PROJECT PORTION OF 2775-12)	1,500,000	0	0	0	0	1,500,000	MN/DOT	S10
2005		TH 62	2775-27021B	BI OVER TH 77 & OVER 28TH AVE IN MINNEAPOLIS-REPAIR DECKS ON BRS 27021, 27022, AND 27521	600,000	480,000	0	0	120,000	0	MN/DOT	S19

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2005	TH 65	0208-124	SC	FROM MISSISSIPPI ST TO BUNKER LAKE BLVD IN FRIDLEY, SPRING LK PARK, BLAINE AND HAM LAKE-SIGNING REPLACEMENT	470,000	376,000	0	0	94,000	0	MN/DOT	O8
2005	TH 77	2758-27291	AM	UNDER 66TH ST IN RICHFIELD, CONSTRUCT BR 27291	1,000,000	0	0	0	1,000,000	0	METRO AIRPORT COMMISSION	E3
2005	TH 77	2758-65	RD	I-494 TO TH 62 IN RICHFIELD, REHABILITATE SB FOR "BUS ON SHLDS" (BAP TRANSIT ADVANTAGE PROJECT)	200,000	0	0	0	0	200,000	MN/DOT	S4
2005	TH 77	2758-9195A	AM	UNDER 66TH ST, OVERLAY, BRIDGE 9195, REPLACE JOINTS, REPAIR RAILINGS, ETC	215,000	0	0	0	215,000	0	METRO AIRPORT COMMISSION	S19
2005	TH 8	8213-21	SH	TH 61 N RAMPS IN FOREST LAKE, RECONSTRUCT MEDIAN, TRAFFIC SIGNAL, ETC	285,000	256,500	0	0	28,500	0	MN/DOT	E2
2005	TH 95	8208-31	PM	I-94 TO BAILEY RD (CSAH 18) IN WOODBURY & AFTON, MILL & OVERLAY	500,000	0	0	0	500,000	0	MN/DOT	S10
2005	TH 999	880M-AM-05	AM	METRO SETASIDE - MUNICIPAL AGREEMENTS - FY 2005	194,000	0	0	0	194,000	0	MN/DOT	NC
2005	TH 999	880M-BI-05	BI	METRO SETASIDE - BRIDGE IMPROVEMENT - FY 2005	1,850,000	0	0	0	1,850,000	0	MN/DOT	S19
2005	TH 999	880M-CA-05	CA	METRO SETASIDE - CONSULTANT AGREEMENTS - 2005	19,200,000	0	0	0	19,200,000	0	MN/DOT	NC
2005	TH 999	880M-ITS-05	TM	NEW ITS PROJECTS FOR FY 2005	500,000	0	0	0	500,000	0	MN/DOT	S7
2005	TH 999	880M-PF-05	RB	METRO SETASIDE - PRAIRIE TO FOREST - FY 2005	40,000	0	0	0	40,000	0	MN/DOT	O6
2005	TH 999	880M-RB-05	RB	METRO SETASIDE - LANDSCAPE PARTNERSHIPS - FY 2005	100,000	0	0	0	100,000	0	MN/DOT	O6
2005	TH 999	880M-RS-05	RS	METRO SETASIDE - RESURFACING & RECONDITIONING - FY 2005	600,000	0	0	0	600,000	0	MN/DOT	S10
2005	TH 999	880M-RW-05	RW	METRO SETASIDE - RIGHT OF WAY - FY 2005	45,000,000	0	0	0	45,000,000	0	MN/DOT	NC
2005	TH 999	880M-RX-05	RX	METRO SETASIDE - ROAD REPAIR - FY 2005	3,800,000	0	0	0	3,800,000	0	MN/DOT	S10

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**All Projects by Route Number**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2005		TH 999	880M-SA-05	SA METRO SETASIDE - SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2005	12,400,000	0	0	0	12,400,000	0	MN/DOT	NC
2005		TH 999	880M-SC-05	SC METRO SETASIDE - SAFETY CAPACITY - FY 2005	157,000	0	0	0	157,000	0	MN/DOT	NC
2005		TH 999	880M-TE-05	SC METRO SETASIDE - TRAFFIC ENGINEERING & HYDRAULICS PRESERVATION (LIGHTING, SIGNING, SIGNALS, CULVERTS, TMS, ETC) - FY 2005	430,000	0	0	0	430,000	0	MN/DOT	NC
2005		TH 999	880M-TM-05	TM METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2005	430,000	0	0	0	430,000	0	MN/DOT	NC
2005		TH 999	880M-TR-05	TR METRO SETASIDE - TRANSIT/RIDESHARE - FY 2005	1,700,000	0	0	0	1,700,000	0	MN/DOT	S7
2005		TH 999	8825-101	SC METROWIDE REPLACE CROSS STREET & RAMP SIGNING AT NUMEROUS LOCATIONS ON THE I-494/I-694 RING	1,000,000	800,000	0	0	200,000	0	MN/DOT	O8
2005		TH 999	8825-112	SC TH 52/TH 50, TH 10/HANSON BLVD, TH 8/35 & TH 8/61- INTERCHANGE LIGHTING	300,000	0	0	0	300,000	0	MN/DOT	S18
2005		TH 999	8825-146	PM VARIOUS LOCATIONS ON TH'S 13, 47, 169 & 242, MICROSURFACING	904,210	0	0	0	904,210	0	MN/DOT	S10
2005		TH 999	8825-151	SC METRO SETASIDE FOR CORRIDOR GUARDRAIL PRESERVATION PROJECTS FOR FY 2005	700,000	0	0	0	700,000	0	MN/DOT	S9
2005		TH 999	8825-154	SC RELAMP LIGHTING FIXTURES IN ONE QUADRANT, DISTRICTWIDE	300,000	0	0	0	300,000	0	MN/DOT	S18
2005		TH 999	8825-155	PM METROWIDE BITUMINOUS CRACK SEALING	600,000	0	0	0	600,000	0	MN/DOT	S10
2005		TH 999	8825-157	SC METROWIDE TRAFFIC CONTROL SYSTEM CABINET REPLACEMENTS	250,000	0	0	0	250,000	0	MN/DOT	S7
2005		TH 999	8825-164	TM ON TH 100 FROM CSAH 10 TO I694, AND ON I-394 FROM TH 100 TO I-94-FIBER NETWORK INSTALLATION	180,000	0	0	0	180,000	0	MN/DOT	S7
2005		TH 999	8825-175	TM METROWIDE-TRAFFIC MANAGEMENT SYSTEM CABINET ORDERS	250,000	0	0	0	250,000	0	MN/DOT	S7

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2005		TH 999	8825-176	TM METROWIDE-NETWORK/FIBER PRESERVATION	150,000	0	0	0	150,000	0	MN/DOT	S7
2005		TH 999	8825-177	TM METROWIDE-TRAFFIC MGMT SYSTEM SHELTER PRESERVATION	240,000	0	0	0	240,000	0	MN/DOT	S7
2005		TH 999	TRLF-RW-05	RW REPAYMENT IN FY 2005 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 12, 100, 212, OR 610	3,700,000	0	0	0	3,700,000	0	MN/DOT	NC
2006		CITY	107-020-51	RC E BUSH LK RD FROM GR VALLEY DR TO 84TH & ON 84TH FROM E BUSH LK RD TO 8500 84TH, GEOMETRIC, TRAF CONTROL, TRAF MGMT, ETC IMPROVEMENTS	4,934,077	3,947,262	0	0	0	986,815	BLOOMINGTON	E2
2006		CITY	141-080-23	BI ST ANTHONY PARKWAY OVER BN RR, REHAB BR 90664	5,090,300	2,925,560	0	0	0	2,164,740	MINNEAPOLIS	S19
2006		CITY	164-080-09	TR W END AREA OF DOWNTOWN ST PAUL, MULTI-MODAL HUB (SUNSET DATE REMAINS 9/30/04-BEING REVIEWED)	11,660,000	5,830,000	0	0	0	5,830,000	ST PAUL	E6
2006		CITY	195-114-04	SH DUCKWOOD DRIVE AT PILOT KNOB RD, CHANNELIZATION, TRAFFIC SIGNAL, ETC	502,285	452,057	0	0	0	50,228	EAGAN	S2
2006		CITY	62-665-41	SH WHITE BEAR AVE AT MINNEHAHA AVE IN ST PAUL, CHANNELIZATION, TRAFFIC SIGNAL, ETC	847,500	762,750	0	0	0	84,750	RAMSEY COUNTY	S2
2006		CMAQ	141-595-01	TR DOWNTOWN CIRCULATOR TRANSIT TERMINAL, HVAC, ELEVATOR, WAITING AREAS (AFFORDABLE HOUSING PROJECT)	1,017,600	795,000	0	0	0	222,600	MINNEAPOLIS	T8
2006		CMAQ	91-595-18	TR NEAR TH 101/TH 212, PASSENGER STATION, PARK/RIDE STALLS, ETC	1,864,500	1,491,600	0	0	0	372,900	SOUTHWEST METRO TRANSIT COMMISSION	E6
2006		CMAQ	CM-15	TR TWIN CITIES METRO TRANSIT - PURCHASE 40-FOOT BUSES	672,350	537,880	0	0	0	134,470	MET COUNCIL - MT	T10
2006		CMAQ	CM-23A	TR 2005 T & TE REGIONAL FLEET EXPANSION - PURCHASE LARGE & SMALL FEEDER PASSENGER VEHICLES	3,813,750	3,051,000	0	0	0	762,750	MET COUNCIL-T & TE	A10
2006		CMAQ	CM-25A	TM REGIONAL TDM & COMMUTER ALTERNATIVES PROGRAM	2,690,813	2,152,650	0	0	0	538,163	MET COUNCIL	AQ1

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2006		CMAQ	CM-36A	TM	DOWNTOWN MPLS TMO	423,750	339,000	0	0	0	84,750	MINNEAPOLIS	AQ1
2006		CMAQ	TRS-LRT-06	TR	HIAWATHA CORRIDOR LRT OPERATING ASSISTANCE	3,428,750	2,743,000	0	0	0	685,750	MET COUNCIL - MT	T1
2006		CMAQ	TRS-TCMT-05	TR	SECTOR 5C-I-35W SOUTH CORRIDOR SERVICE EXPANSION	2,866,560	2,293,248	0	0	0	573,312	MET COUNCIL - MT	A10
2006		CMAQ	TRS-TCMT-05A	TR	SECTOR 5B-HIAWATHA CORRIDOR SERVICE EXPANSION	2,310,668	1,848,534	0	0	0	462,134	MET COUNCIL - MT	A10
2006		CMAQ	TRS-TCMT-05B	TR	SECTOR 5A-WESTERN ST PAUL SERVICE EXPANSION	546,063	436,850	0	0	0	109,213	MET COUNCIL - MT	A10
2006		CMAQ	TRS-TCMT-05DA	TR	T & TE 2006 REGIONAL FLEET EXPANSION-PURCHASE BUSES	3,672,500	2,938,000	0	0	0	734,500	MET COUNCIL-T & TE	T10
2006		CMAQ	TRS-TCMT-05DB	TR	T & TE REGIONAL FLEET EXPANSION-PURCHASE BUSES	1,977,500	1,582,000	0	0	0	395,500	MET COUNCIL	T10
2006		CSAH 1	27-601-35	RC	W OF W JCT CSAH 4 TO E OF E JCT CSAH 4 IN EDEN PRAIRIE, RECONSTRUCT, SIGNALS, ETC	3,616,000	2,892,800	0	0	0	723,200	HENNEPIN COUNTY	E2
2006		CSAH 101	27-701-13	RC	S OF 14TH AVE TO 30TH AVE IN PLYMOUTH, RECONSTRUCT, SIGNALS, ETC	6,441,000	5,152,800	0	0	0	1,288,200	HENNEPIN COUNTY	S2
2006		CSAH 12	02-612-11	RC	TH 65 TO E OF CSAH 52 IN BLAINE, RECONSTRUCT, SIGNALS, ETC	3,390,000	2,712,000	0	0	0	678,000	ANOKA COUNTY	E1
2006		CSAH 13	82-613-22	RC	ON RADIO DR(CSAH 13) FROM S OF PIONEER DR/AFTON RD TO S OF BAILEY RD(CSAH 18)- RECONSTRUCT FROM 2-LANE RURAL RDWY TO 4-LANE DIVIDED RDWY WITH SEPARATED PED/BIKE PATH(AC PROJECT-PAYBACK IN 2008)	6,159,600	0	0	4,927,680	0	1,231,920	WASHINGTON COUNTY	A10
2006		CSAH 14	02-614-24	RC	I-35W TO I-35E IN CENTERVILLE & LINO LAKES, RECONSTRUCT, SIGNALS, ETC (AC PROJECT- PAYBACK IN 2007)	7,630,000	0	0	5,995,000	0	1,635,000	ANOKA COUNTY	E1
2006		CSAH 153	27-753-11	EN	LOWRY AVE CORRIDOR STREETSCAPE, SIDEWALKS, BIKE LANES, PED LIGHTING, & LANDSCAPING(AFFORDABLE HOUSING PROJECT)	884,805	707,844	0	0	0	176,961	HENNEPIN COUNTY	O9
2006		CSAH 17	166-020-11	SH	AT 10TH AVE IN SHAKOPEE, CHANNELIZATION, TRAFFIC SIGNAL, ETC	565,000	508,500	0	0	0	56,500	SHAKOPEE	S2

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2006		CSAH 35	157-020-19	RC PORTLAND AVE FROM 64TH TO 68TH ST & 66TH ST FROM CLINTON TO COLUMBUS IN RICHFIELD, RECONSTRUCT & CHANNELIZE, ETC (LIVABLE COMMUNITIES PROJECT)	2,359,560	1,887,648	0	0	0	471,912	RICHFIELD	E1
2006		CSAH 5	27-605-22	BR CSAH 5, MINNETONKA BLVD OVER HUTCHINSON SPUR TRAIL, REPLACE BR 27501	226,000	180,800	0	0	0	45,200	HENNEPIN COUNTY	S19
2006		CSAH 61	27-661-37	BR SHADY OAK RD OVER HCRRRA CORRIDOR, REPLACE BR 90596	904,000	723,200	0	0	0	180,800	HENNEPIN COUNTY	S19
2006		CSAH 73	27-673-08	BR HOPKINS CROSSROAD OVER BNSF RR, REPLACE BR 27518	1,073,500	858,800	0	0	0	214,700	HENNEPIN COUNTY	S19
2006		CSAH 78	02-678-16	RC S OF TH 242 IN COON RAPIDS TO N OF CSAH 116 IN ANDOVER, RECONSTRUCT TO 4 LANES, SIGNALS, ETC	5,650,000	4,520,000	0	0	0	1,130,000	ANOKA COUNTY	A10
2006		CSAH 78	62-678-10	RC TH 280/35W INTERCHANGE TO FULHAM ST IN ROSEVILLE- REALIGN & RECONSTRUCT TERMINAL RD/CO RD B2(MPO SUNSET DATE REMAINS 9/30/05)	5,168,560	4,134,848	0	0	0	1,033,712	RAMSEY COUNTY	E2
2006		CSAH 8	82-608-07	MC WASHINGTON 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, RECONSTR TO 4-LANE RDWY, PARK/RIDE, ETC	5,056,200	4,044,960	0	0	0	1,011,240	WASHINGTON COUNTY	A10
2006	EN		160-020-17	EN LONG LAKE RD TO LEXINGTON AVE IN ROSEVILLE, STREETScape CONSTRUCTION	2,156,153	1,130,000	0	0	0	1,026,153	ROSEVILLE	O6
2006	EN		164-595-01	EN UPPER LANDING PARK, MISSISSIPPI RIVERBANK IMPROVEMENTS	1,765,060	1,130,000	0	0	0	635,060	ST PAUL	O6
2006	EN		164-595-02	EN HARVEST STATES/HIGH BRIDGE BARGE FLEETING AREA, MISSISSIPPI RIVERBANK IMPROVEMENTS	1,765,000	1,130,000	0	0	0	635,000	ST PAUL	O6
2006	EN		164-595-04	EN COMMERCIAL NAVIGATION INTERPRETIVE MISSISSIPPI RIVER OVERLOOK	635,060	406,800	0	0	0	228,260	ST PAUL PARK/REC	O9
2006	I 35		1980-19807A	BI OVER 205TH, UNDER 195TH, & OVER DAKOTA CSAH 50 IN LAKEVILLE, PAINT BRS 19843, 19844, 19841, 19807 & 19808	690,000	0	0	0	690,000	0	MN/DOT	S10

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2006	2	I 35E	6280-304AC1	MC I-35E FROM TH 36 TO CR E & I-694 FROM RICE ST TO TH 61, GRADING, SURFACING, BRS (BAP PAYBACK)	12,173,000	12,173,000	0	0	0	0	MN/DOT	A10
2006		I 35E	6280-319	MC TH 13 IN LILYDALE TO SHEPARD RD IN ST PAUL, LANDSCAPING	300,000	270,000	0	0	30,000	0	MN/DOT	O6
2006		I 35E	6280-320	RS TH 5 TO KELLOGG BLVD, MILL & BIT OVERLAY	1,580,000	1,422,000	0	0	158,000	0	MN/DOT	S10
2006		I 35W	2782-277A	MC 79TH/80TH ST OVER I-35W, CONSTRUCT BRIDGE 27R05(DEBT MGMT PAYBACK FOR 2004/2005 CONSTRUCTION)	957,500	0	0	0	957,500	0	MN/DOT	NC
2006		I 35W	2783-9340D	BI MISSISSIPPI RIVER TO JOHNSON ST IN MPLS, REPAIR BR 9340, PAINT & REPAIR BRS 27887,27888, PAINT BRS 27989,27994,27999	3,390,000	3,051,000	0	0	339,000	0	MN/DOT	S19
2006		I 35W	6284-134	BI UNDER EB TH 88 IN NEW BRIGHTON & UNDER CR H IN ARDEN HILLS, DECK REPAIR ON BR 9492 & RAIL REPAIR ON BR 9582	320,000	288,000	0	0	32,000	0	MN/DOT	S19
2006		I 394	2789-124	SC FROM PLYMOUTH RD TO PENN AVE IN MINNETONKA, ST LOUIS PARK, GOLDEN VALLEY, MPLS-SIGNING REPLACEMENT	550,000	495,000	0	0	55,000	0	MN/DOT	O8
2006		I 394	2789-125	SC FROM PENN AVE TO DOWNTOWN MPLS-SIGNING REPLACEMENT	250,000	225,000	0	0	25,000	0	MN/DOT	O8
2006	12	I 494	2785-304AC2	MC TH 5 IN EDEN PRAIRIE TO 0.1 MI S OF TH 55 IN PLYMOUTH, GRAD, SURF, BRS, ETC-RECONSTRUCTION OF RDWY & ADD 3RD LN EA DIRECTION(BAP PAYBACK)	46,592,000	46,592,000	0	0	0	0	MN/DOT	A10
2006		I 494	2785-328	MC PENN AVE IN RICHFIELD, RECONSTRUCT INTERCHANGE, ETC(DEBT MGMT PAYBACK)	4,700,000	0	0	0	4,700,000	0	MN/DOT	A05
2006		I 494	2785-333	MC NEAR E JCT TH 5, STORM WATER POND AGREEMENT WITH MAC(DEBT MANAGEMENT)	2,300,000	0	0	0	2,300,000	0	MN/DOT	NC
2006	11	I 494	2785-338	MC TH 100 TO W BUSH LAKE RD IN BLOOMINGTON, LANDSCAPING	170,000	136,000	0	0	34,000	0	MN/DOT	O6
2006	11	I 494	2785-339	MC W BUSH LAKE RD TO E BUSH LAKE RD IN BLOOMINGTON, LANDSCAPING	165,000	132,000	0	0	33,000	0	MN/DOT	O6



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2006	11	I 494	2785-340	MC E BUSH LAKE RD TO TH 100 IN BLOOMINGTON, LANDSCAPING	300,000	240,000	0	0	60,000	0	MN/DOT	O6
2006	10	I 494	8285-80AC3	MC 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)	20,000,000	20,000,000	0	0	0	0	MN/DOT	A10
2006		I 694	6285-9209	BI OVER ISLAND LAKE CHAIN, WIDEN & REDECK BRS 9209 & 9210	880,000	792,000	0	0	88,000	0	MN/DOT	S19
2006		I 694	6285-9301	BI EB OVER NB TH 51 & OVER SB TH 51 RAMP, REHAB DECK ON BRS 9301,9302	880,000	792,000	0	0	88,000	0	MN/DOT	S19
2006		I 94	2781-406	RD TH 252 IN BROOKLYN CENTER TO BROADWAY AVE IN MPLS, REHABILITATE SB FOR "BUS ON SHLDS" (BAP TRANSIT ADVANTAGE PROJECT)	450,000	0	0	0	0	450,000	MN/DOT	S4
2006		MSAS 363	157-363-19	BR LYNDALE AVE OVER I-494 (REPLACE BRIDGE 9076), RIGHT OF WAY & CONSTRUCTION (MNDOT PORTION-SP IS 2785-342)	5,500,000	0	0	0	5,500,000	0	RICHFIELD	S19
2006		MSAS 363	157-363-19A	BR LYNDALE AVE OVER I-494 (REPLACE BRIDGE 9076), RIGHT OF WAY & CONSTRUCTION (2003 OMNIBUS APPROPRIATION)	2,980,500	0	0	0	0	0	RICHFIELD	S19
2006		MSAS 363	157-363-19B	RC LYNDALE AVE OVER I-494 (REPLACE BRIDGE 9076) IN RICHFIELD & BLOOMINGTON, RIGHT OF WAY & CONSTRUCTION (2004 APPROPRIATION ACT)	3,000,000	3,000,000	0	0	0	0	BLOOMINGTON	S19
2006		MSAS 363	157-363-19L	BR LYNDALE AVE OVER I-494 (REPLACE BRIDGE 9076), RIGHT OF WAY & CONSTRUCTION	11,519,500	0	7,400,000	0	0	4,119,500	RICHFIELD	S19
2006		PED/BIKE	127-090-04	EN TH 47 TO BNSF RR IN FRIDLEY, 85TH AVE TRAIL	1,130,000	904,000	0	0	0	226,000	FRIDLEY	AQ2
2006		PED/BIKE	151-090-01	EN OVER TH 36 BETWEEN 3RD ST AND MARGARET, PEDESTRIAN BRIDGE #???	1,015,000	812,000	0	0	0	203,000	NORTH ST PAUL	O9
2006		PED/BIKE	91-090-31	EN 37TH AVE NE TO STINSON PKWY IN MPLS, ST ANTHONY PKWY BIKE TRAIL	1,076,890	861,512	0	0	0	215,378	MPLS PARK/REC BOARD	AQ2

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2006		PED/BIKE	92-090-22	EN	OVER CSAH 12 IN GRANT TOWNSHIP, GATEWAY STATE TRAIL BRIDGE #??? & APPROACHES	389,850	311,880	0	0	0	77,970	MN DNR	AQ2
2006	RR		27-00264	SR	NOBLES AVE, MSAS 298, ROBBINSDALE, INSTALL CANTILEVERS	197,750	177,975	0	0	0	19,775	MN/DOT	S1
2006	RR		27-00265	SR	W 79TH ST, MSAS 399, BLOOMINGTON, INSTALL CANTILEVERS AND GATES	226,000	203,400	0	0	0	22,600	MN/DOT	S1
2006	RR		27-00266	SR	DAKOTA AVE, MSAS 280, ST LOUIS PARK, INSTALL NEW SIGNALS	189,500	152,550	0	0	0	16,950	MN/DOT	S1
2006	RR		62-00186	SR	NORTHWEST AVE, CO 89, WHITE BEAR LAKE, ADD GATES & UPGRADE CIRCUITRY	197,750	177,975	0	0	0	19,775	MN/DOT	S1
2006	RR		62-00187	SR	LEXINGTON AVE, CSAH 51, SHOREVIEW, ADD CANTILEVERS & NEW CIRCUITRY	197,750	177,975	0	0	0	19,775	MN/DOT	S1
2006	RR		62-00188	SR	MCMENEMY ST, CSAH 57, VADNAIS HEIGHTS, UPGRADE CIRCUITRY & LED'S	56,500	50,850	0	0	0	5,650	MN/DOT	S1
2006	RR		62-00189	SR	ARLINGTON AVE, MSAS 109, ST PAUL, INSTALL NEW SIGNALS AND GATES	197,750	177,975	0	0	0	19,775	MN/DOT	S1
2006	RR		82-00135	SR	OTCHIPWE AVE N, CSAH 11, WASH CO, INSTALL SIGNALS AND GATES	197,750	177,975	0	0	0	19,775	MN/DOT	S1
2006	TH 10		0202-80	RS	ANOKA-SHERBURNE CO LINE TO FAIROAK AVE, MILL & BIT OVERLAY, TURN LANES, REHAB SHLDS, ETC	2,415,000	1,932,000	0	0	483,000	0	MN/DOT	S10
2006	TH 10		0202-81	SC	RAMSEY BLVD IN RAMSEY, REBUILD TRAFFIC SIGNAL	254,400	0	0	0	127,200	127,200	MN/DOT	E2
2006	TH 10		0202-85	SC	SUNFISH LAKE BLVD IN RAMSEY, REBUILD TRAFFIC SIGNAL	200,000	0	0	0	200,000	0	MN/DOT	E2
2006	TH 10		0202-86	SC	FAIROAK AVE IN ANOKA, REBUILD TRAFFIC SIGNAL	200,000	0	0	0	200,000	0	MN/DOT	E2
2006	TH 10		0214-35	NO	FROM CO RD J TO I-35W IN MOUNDS VIEW-EXTENSION OF NOISE WALLS	300,000	0	0	0	300,000	0	MNDOT	O3
2006	TH 10		8216-03	BI	OVER ST CROIX RIVER NEAR PRESCOTT, REPAIR BR 82010	900,000	0	0	0	900,000	0	MN/DOT	S19

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Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2006	6	TH 100	2735-180	MC 39TH AVE N TO TWIN LAKES, LANDSCAPING	480,000	384,000	0	0	96,000	0	MN/DOT	O6
2006	6	TH 100	2735-182	MC DULUTH ST TO BASSET CREEK, LANDSCAPING	180,000	144,000	0	0	36,000	0	MN/DOT	O6
2006		TH 101	1009-17	RC LYMAN AVE TO TH 5 IN CHANHASSEN, CREEK REALIGNMENT	250,000	0	0	0	250,000	0	MN/DOT	NC
2006	1	TH 12	2713-75AC2	MC CO RD 6 TO WAYZATA BLVD-RELOCATE RR TRACK, RECONSTRUCT TH 12, INTERCHANGES, ETC, STAGE 1(AC PAYBACK)	8,000,000	8,000,000	0	0	0	0	MN/DOT	A10
2006		TH 12	2713-77	SC HENNEPIN CSAH 29(TOWNLINE RD) IN MAPLE PLAIN, CHANNELIZE, SIGNAL, ETC (\$0.75M OF ACCESS MGMT \$\$)	1,365,000	0	0	0	1,365,000	0	MN/DOT	E1
2006	1	TH 12	2713-83	MC CO RD 6 TO WAYZATA BLVD, CONSTRUCT INTERCHANGES, ETC (AC PROJECT, PAYBACK IN 2007 & 2008)	22,505,000	3,604,000	0	14,400,000	4,501,000	0	MN/DOT	A10
2006		TH 12	2713-87	MC WAYZATA BLVD IN WAYZATA TO CSAH 6 IN ORONO, LANDSCAPING	450,000	360,000	0	0	90,000	0	MN/DOT	O6
2006		TH 12	2713-88	RC CSAH 83 TO BOUNDARY AVE IN MAPLE PLAIN, MEDIAN, INTERSECTION IMPROVEMENTS, ACCESS CLOSURES, ETC(ACCESS MGMT PROJECT)	1,825,000	0	0	0	1,825,000	0	MN/DOT	S16
2006		TH 12	2713-90	RS 0.2 MI E OF HENN/WRIGHT CO LINE TO HENNEPIN CSAH 90, MILL & OVERLAY	1,030,000	0	0	0	1,030,000	0	MN/DOT	S10
2006		TH 120	6227-57	SC I-94 TO CONWAY AVE IN MAPLEWOOD, FRONTAGE RD EXTENSION, TRAFFIC SIGNAL REVISION, ETC	1,285,000	0	0	0	1,285,000	0	MN/DOT	E2
2006		TH 13	7001-96	RD BETWEEN DAKOTA AVE AND QUENTIN AVE IN SAVAGE, CONNECT FRONTAGE RD ON SOUTH SIDE OF TH 13(ACCESS MANAGEMENT PROJECT)	2,450,000	0	0	0	1,300,000	1,150,000	MN/DOT	NC
2006		TH 169	2750-57RW	RW S OF CSAH 81 TO N OF CSAH 109 IN BROOKLYN PARK, RIGHT OF WAY NECESSARY TO CONSTRUCT INTERCHANGE, BRIDGES, PARK/RIDE, ETC	3,000,000	0	0	0	3,000,000	0	MN/DOT	O4

**TABLE A-20**  
**All Projects by Route Number**

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2006		TH 169	2772-43	BI	OVER TH 55, UP RR, & 13TH AVE N IN PLYMOUTH, REPLACE DECK OVERLAY ON BRS 27014, 27539, & 27540	960,000	768,000	0	0	192,000	0	MN/DOT	S19
2006	7	TH 169	2776-02AC2	MC	ANDERSON LAKES PKWY & PIONEER TRAIL, CONSTRUCT INTERCHANGES, MILL & OVERLAY MAINLINE, ETC (BAP PAYBACK)	3,986,831	3,986,831	0	0	0	0	MN/DOT	NC
2006	8	TH 169	2776-03	MC	I-494 IN BLOOMINGTON, RECONSTRUCT INTERCHANGE (BAP PROJECT, PAYBACK IN 2007 & 2008)	82,300,000	12,980,000	0	45,739,000	0	23,581,000	MN/DOT	A10
2006		TH 169	7008-48	MC	BETWEEN SOUTH ST AND LAREDO ST IN BELLE PLAINE, CONSTRUCT FRONTAGE RD (ACCESS MANAGEMENT PROJECT)	1,000,000	0	0	0	1,000,000	0	MN/DOT	NC
2006		TH 19	4003-18	SC	CSAH 37 IN NEW PRAGUE, CHANNELIZATION & TRAFFIC SIGNAL INSTALLATION	1,035,000	0	0	0	735,000	300,000	MN/DOT	E1
2006		TH 19	4003-20	SC	1ST AVE (CSAH 60) IN NEW PRAGUE, REBUILD TRAFFIC SIGNAL	200,000	0	0	0	200,000	0	MN/DOT	E2
2006		TH 20	1903-06	PM	N OF TH 19 TO TH 50, MILL & BIT OVERLAY (METRO ATP PORTION- REMAINDER OF PROJECT IN ATP 6 UNDER SP 2504-12)	1,225,000	0	0	0	1,225,000	0	MN/DOT	S10
2006		TH 212	1013-73	RS	NORWOOD-YOUNG AMERICA TO COLOGNE, MILL & BIT OVERLAY	1,790,000	1,432,000	0	0	358,000	0	MN/DOT	S10
2006	9	TH 212	1017-12AC1	MC	CARVER CR 147 IN CHASKA TO HENNEPIN CSAH 4 IN EDEN PRAIRIE, DESIGN BUILD CONTRACT FOR 4-LN FREEWAY (BAP PAYBACK)	59,195,000	59,195,000	0	0	0	0	MN/DOT	A10
2006	9	TH 212	1017-13	MC	CSAH 147 IN CARVER, CONSTRUCT NEW INTERCHANGE	5,900,000	4,240,000	0	0	1,060,000	600,000	MN/DOT	A10
2006		TH 280	6241-41	RC	N OF LARPENDEUR TO I-35W, RESURFACE, CHANNELIZE, ETC	10,000,000	7,200,000	0	0	2,800,000	0	MN/DOT	E1
2006		TH 36	151-248-13	RC	3RD ST TO CHARLES ST IN N ST PAUL, GRADING, SURFACING, MARGARET ST BR OVER TH 36, FRONTAGE RDS, ETC	9,280,000	6,380,000	0	0	0	2,900,000	NORTH ST PAUL	E1

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**All Projects by Route Number**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2006		TH 36	6211-81	AM MCKNIGHT RD IN NORTH ST PAUL, CONSTRUCT INTERCHANGE, ETC	7,500,000	6,000,000	0	0	1,500,000	0	MN/DOT	E3
2006		TH 41	1008-61	BR OVER MINNESOTA RIVER AT THE SCOTT/CARVER CO LINE IN CHASKA-BRIDGE 10012(REPLACE BR 9010)	7,375,000	5,900,000	0	0	1,475,000	0	MN/DOT	S19
2006		TH 41	92-090-30	EN ALONG NEW TH 41 BRIDGE 10012 OVER MINN RIVER AT CHASKA, CONSTRUCT MINN VALLEY PED/BIKE TRAIL CONNECTION TO TRAIL WHICH EXTENDS TO SHAKOPEE	797,500	638,000	0	0	55,000	104,500	DNR	O9
2006		TH 47	0205-81	SH OSBORNE RD IN FRIDLEY, REBUILD TRAFFIC SIGNAL	650,000	585,000	0	0	65,000	0	MN/DOT	S2
2006		TH 47	0205-84	BI OVER CSAH 10 IN COON RAPIDS, REPLACE DECK OVERLAY ON BRS 9725 & 9726	380,000	0	0	0	380,000	0	MN/DOT	S19
2006		TH 47	0206-55	RS TH 10 TO COOLIDGE & 180TH TO CSAH 24-BIT MILL & OVERLAY; REPLACE TRAFFIC SIGNAL AT PLEASANT AVE (CSAH 30) IN ANOKA & TURN LANE @ MCKINLEY	1,700,000	0	0	0	1,700,000	0	MN/DOT	E2
2006		TH 5	2701-43	SH DELL RD IN EDEN PRAIRIE, TRAFFIC SIGNAL REVISION	125,000	112,500	0	0	12,500	0	MN/DOT	S2
2006	10	TH 61	8205-100AC2	MC VICINITY OF ST PAUL PARK, RECONSTRUCT, INTERCHANGE, FR RDS,BRS 82025,82026,82027,ETC(AC PAYBACK)	6,000,000	6,000,000	0	0	0	0	MN/DOT	A10
2006		TH 62	2763-41	RS SHADY OAK RD IN MINNETONKA TO TH 100 IN EDINA, MILL & OVERLAY; TH 169 TO TH 100- REHAB SHLDS FOR BUSES (BAP TRANSIT ADVANTAGE PROJECT)	900,000	0	0	0	900,000	0	MN/DOT	S10
2006		TH 62	2763-41C	RS SHADY OAK RD IN MINNETONKA TO TH 100 IN EDINA, MILL & OVERLAY; TH 169 TO TH 100- REHAB SHLDS FOR BUSES (BAP TRANSIT ADVANTAGE PROJECT PORTION OF 2763-41)	1,100,000	0	0	0	0	1,100,000	MN/DOT	S10
2006		TH 65	0208-116	RS 0.2 MI S OF 153RD AVE IN HAM LAKE TO 217TH AVE NE IN EAST BETHEL, MILL & BIT OVERLAY	4,350,000	3,480,000	0	0	870,000	0	MN/DOT	S10

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2006		TH 65	0208-121	RD	109TH AVE TO PAUL PKWY NE IN BLAINE, CONSTRUCT FRONTAGE RD (ACCESS MANAGEMENT PROJECT)	8,800,000	0	0	0	1,500,000	7,300,000	MN/DOT	NC
2006		TH 999	880M-AM-06	AM	METRO SETASIDE - MUNICIPAL AGREEMENTS - FY 2006	3,240,000	0	0	0	3,240,000	0	MN/DOT	NC
2006		TH 999	880M-BI-06	BI	METRO SETASIDE - BRIDGE IMPROVEMENT - FY 2006	4,600,000	3,680,000	0	0	920,000	0	MN/DOT	S19
2006		TH 999	880M-CA-06	CA	METRO SETASIDE - CONSULTANT DESIGN -2006	11,100,000	0	0	0	11,100,000	0	MN/DOT	NC
2006		TH 999	880M-ITS-06	TM	METRO SETASIDE - ITS PROJECTS - FY 2006	500,000	0	0	0	500,000	0	MN/DOT	S7
2006		TH 999	880M-PF-06	RB	METRO SETASIDE - PRAIRIE TO FOREST - FY 2006	40,000	0	0	0	40,000	0	MN/DOT	O6
2006		TH 999	880M-RB-06	RB	METRO SETASIDE - LANDSCAPE PARTNERSHIPS - FY 2006	100,000	0	0	0	100,000	0	MN/DOT	O6
2006		TH 999	880M-RS-06	RS	METRO SETASIDE - RESURFACING & RECONDITIONING - FY 2006	5,275,000	4,220,000	0	0	1,055,000	0	MN/DOT	S10
2006		TH 999	880M-RW-06	RW	METRO SETASIDE - RIGHT OF WAY - FY 2006(INCLUDES \$5.0M FOR I-35W/TH 62 RW)	23,000,000	0	0	0	23,000,000	0	MN/DOT	NC
2006		TH 999	880M-RX-06	RX	METRO SETASIDE - ROAD REPAIR - FY 2006	4,600,000	0	0	0	4,600,000	0	MN/DOT	S10
2006		TH 999	880M-SA-06	SA	METRO SETASIDE - SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2006	12,400,000	0	0	0	12,400,000	0	MN/DOT	NC
2006		TH 999	880M-SC-06	SC	METRO SETASIDE - SAFETY CAPACITY - FY 2006	168,000	0	0	0	168,000	0	MN/DOT	NC
2006		TH 999	880M-TE-06	SC	METRO SETASIDE - TRAFFIC ENGINEERING & HYDRAULICS PRESERVATION(LIGHTING,SIGNI NG,SIGNALS,CULVERTS,ETC) - FY 2006	3,700,000	0	0	0	3,700,000	0	MN/DOT	NC
2006		TH 999	880M-TM-06	TM	METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2006	550,000	0	0	0	550,000	0	MN/DOT	NC
2006		TH 999	880M-TR-06	TM	METRO SETASIDE - TRANSIT/RIDESHARE - FY 2006	1,600,000	0	0	0	1,600,000	0	MN/DOT	S7

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2006		TH 999	8825-113	SC VARIOUS LOCATIONS ON THE I-94/I-494/I-694 RING, REPLACE CROSS-STREET AND RAMP SIGNING	1,060,000	848,000	0	0	212,000	0	MN/DOT	O8
2006		TH 999	TRLF-RW-06	RW REPAYMENT IN FY 2006 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 12,100,212, OR 610	3,700,000	0	0	0	3,700,000	0	MN/DOT	NC
2007		CMAQ	CM-2-03	NA RTDM & COMMUTER ALT PROGRAMS INCL FUNDS FOR METRO COMMUTER SERV, DOWNTOWN MPLS TMO, ST PAUL TMO, ST PAUL MIDWAY TMO, AND I-494 CORRIDOR COALITION	3,781,250	3,025,000	0	0	0	756,250	MET COUNCIL	AQ1
2007		CSAH 11	114-010-14	RC HANSON BLVD (CSAH 11/ 78) AT TH 10 INTERCHANGE IN COON RAPIDS, RECONSTRUCT TO A SINGLE-POINT DIAMOND, REPLACE TH 10 BRIDGE, AND 0.39 MI OF CSAH 11	7,562,500	6,050,000	0	0	0	1,512,500	COON RAPIDS	E3
2007		CSAH 14	02-614-24AC	RC I-35W TO I-35E IN CENTERVILLE & LINO LAKES, RECONSTRUCT, SIGNALS, ETC(AC PAYBACK)	5,995,000	5,995,000	0	0	0	0	ANOKA COUNTY	E1
2007		CSAH 15	82-615-20	RC TH 36 TO 0.3 MI N OF CSAH 12 IN WASHINGTON CO, RECONSTRUCT, SIGNALS, ETC	5,763,000	4,610,400	0	0	0	1,152,600	WASHINGTON COUNTY	E2
2007		CSAH 19	27-090-13	EN BAKER PARK RESERVE TO MAPLE PARK IN MEDINA, CONSTRUCT CSAH 19 MULTI-USE TRAIL(PHASE I)	495,880	396,704	0	0	0	99,176	HENNEPIN COUNTY	AQ2
2007		CSAH 19	90-595-10	TR CSAH 19 AND I-94 IN LAKE ELMO- CONSTRUCT NEW 500, CAR PARK/RIDE LOT	4,400,000	3,520,000	0	0	0	880,000	MET COUNCIL - MT	E6
2007		CSAH 3	27-603-31AC	RC CSAH 3 (LAKE ST) FROM 2ND AVE S TO 21ST AVE S IN MINNEAPOLIS, RECONSTRUCT, ETC(AC PAYBACK)	6,179,800	6,179,800	0	0	0	0	HENNEPIN COUNTY	E1
2007		CSAH 3	27-603-32AC	EN OAKLAND AVE TO 21ST AVE IN MINNEAPOLIS, LAKE ST STREETScape IMPROVEMENT(AC PAYBACK)	786,520	786,520	0	0	0	0	HENNEPIN COUNTY	O9
2007		CSAH 3	27-603-33AC	EN LYNDALE AVE TO OAKLAND AVE IN MINNEAPOLIS, LAKE ST STREETScape IMPROVEMENT(AC PAYBACK)	786,520	786,520	0	0	0	0	HENNEPIN COUNTY	O9

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2007		CSAH 3	27-603-34AC	EN	HIAWATHA AVE TO WEST RIVER PARKWAY IN MINNEAPOLIS, LAKE ST STREETSCAPE IMPROVEMENT(AC PAYBACK)	786,520	786,520	0	0	0	0	HENNEPIN COUNTY	O9
2007		CSAH 31	164-020-95	BI	EB MARYLAND AVE(CSAH 31) OVER SOO LINE & OVER BN RR IN ST PAUL, REDECK BRS 6599 & 6600	605,000	484,000	0	0	0	121,000	SAINT PAUL	S19
2007		CSAH 49	02-649-01	BR	CSAH 49 OVER RICE CREEK IN LINO LAKES, REPLACE BR 4711	379,500	303,600	0	0	0	75,900	ANOKA COUNTY	S19
2007		CSAH 51	02-651-04	RC	CSAH 51 (UNIV AVE) FROM 92ND AVE TO CSAH 10 IN COON RAPIDS & BLAINE, RECONSTRUCT, MEDIAN, TURN LANES, ETC	2,365,000	1,892,000	0	0	0	473,000	ANOKA COUNTY	S10
2007		CSAH 70	19-670-08	RC	CSAH 70 FROM 0.6 MI W OF I-35 TO 0.4 MI E OF I-35 IN LAKEVILLE, RECONSTRUCT INTERCHANGE AT I-35, CSAH 70 TO 4-LANE DIVIDED RDWY, BIKE TRAILS, FR RDS, ETC	7,562,500	6,050,000	0	0	0	1,512,500	DAKOTA COUNTY	A10
2007		CSAH 81	90-595-08	TR	CSAH 81 AND BROOKLYN BLVD IN BROOKLYN PARK, CONSTRUCT NEW 800-CAR PARK/RIDE LOT	7,562,500	6,050,000	0	0	0	1,512,500	MET COUNCIL - MT	E6
2007		CSAH 9	02-609-14	SH	ROUND LK BLVD(CSAH 9) AT NORTHDAL BLVD(CR 79) IN COON RAPIDS, DUAL LEFT TURN LANES, TRAF SIGNAL REVISION, ETC	165,000	148,500	0	0	0	16,500	ANOKA COUNTY	S2
2007	2	I 35E	6280-304AC2	MC	I-35E FROM TH 36 TO CR E & I-694 FROM RICE ST TO TH 61, GRADING, SURFACING, BRS (BAP PAYBACK)	21,556,000	21,556,000	0	0	0	0	MN/DOT	A10
2007		I 35W	2782-276	MC	NEAR 60TH ST IN MPLS, MNDOT PORTION OF PONDING AREA	1,400,000	0	0	0	1,400,000	0	MN/DOT	NC
2007	3	I 35W	2782-281	MC	66TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MPLS, GRADING, SURFACING, BRS, ETC & HOV LANE(AC PROJECT, PAYBACK IN 2008 THRU 2011)	218,000,000	10,300,000	0	175,000,000	32,700,000	0	MN/DOT	A10
2007		I 35W	2783-27873	BI	TH 55, WASHINGTON AVE, 3RD, & OVER MISSISSIPPI RIVER IN MPLS, REPAIR RAILING & DECK ON BRS 27873, 27874, 27879, 27879A, 27902, 27903, 27880, & DECK REPAIR ON 9340	5,190,000	4,671,000	0	0	519,000	0	MN/DOT	S19



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2007	12	I 494	2785-304AC3	MC	TH 5 IN EDEN PRAIRIE TO 0.1 MI S OF TH 55 IN PLYMOUTH, GRAD, SURF, BRS, ETC- RECONSTRUCTION OF RDWY & ADD 3RD LN EA DIRECTION(BAP PAYBACK)	20,961,000	20,961,000	0	0	0	0	MN/DOT	A10
2007		I 494	2785-328A	MC	PENN AVE IN RICHFIELD, RECONSTRUCT INTERCHANGE, ETC (DEBT MGMT PAYBACK)	2,000,000	0	0	0	2,000,000	0	MN/DOT	NC
2007		I 494	2785-346	RS	34TH AVE TO FRANCE AVE IN BLOOMINGTON, MILL & OVERLAY	1,550,000	1,395,000	0	0	155,000	0	MN/DOT	S10
2007	10	I 494	8285-80AC4	MC	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)	20,000,000	20,000,000	0	0	0	0	MN/DOT	A10
2007		I 694	6285-130	RC	ON COUNTY DR FROM RICE ST TO TWIN LAKES BLVD IN LITTLE CANADA-GRADING, SURFACING, BR OVER I-694, ETC(\$1.31M OF FY 2007 ACCESS MANAGEMENT FUNDS)	2,500,000	2,000,000	0	0	500,000	0	MN/DOT	S19
2007		I 94	2781-27726AA	BI	OVER GLENWOOD AVE & RR, RAMPS, & UNDER TH 55 IN MPLS, PAINT BRS 27726A, 27726B, 27728, 27727A, 27727B, 27727, & 27785	2,890,000	2,801,000	0	0	289,000	0	MN/DOT	S19
2007		I 94	2781-27726BA	BI	UNDER DUNWOODY, I-394, RAMPS@394, OVER LYNDAL & RR; I-394 UNDER PENN & OVER DUNWOODY & FILL-DECK REPAIR ON BRS 27726B, 27792, 27793, 27794, 27799R, 27831, 27831(ABCD), & 27758,	930,000	837,000	0	0	93,000	0	MN/DOT	S19
2007		MSAS 165	141-165-27	SH	CHICAGO AVE(MSAS 165) FROM 24TH ST TO 31ST ST IN MPLS, ADD MAST ARM OVERHEAD SIGNAL INDICATORS AT 5 INTERSECTIONS	209,000	188,100	0	0	0	20,900	MINNEAPOLIS	S2
2007		PED/BIKE	164-090-09	BT	MARSHALL AVE AT PASCAL ST TO VICTORIA ST AT PALACE AVE IN ST PAUL, AYD MILL RD BIKE/PED TRAIL ALONG E SIDE OF THE CP RR	1,512,500	1,210,000	0	0	0	302,500	SAINT PAUL	AQ2

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2007		PED/BIKE	19-090-07	EN COMPLETE EXISTING SOUTH ST. PAUL RIVERFRONT TRAIL AND CONNECT TO BKWY AT 70TH ST IN INVER GROVE HTS. CONSTRUCT MISS RIVER REGIONAL TRAIL - NORTHERN SEGMENT	885,500	708,400	0	0	0	177,100	DAKOTA COUNTY	O9
2007		PED/BIKE	91-090-35	EN 36TH AVE N IN NEW HOPE & PLYMOUTH, CONSTRUCT PEDESTRIAN/BICYCLE BRIDGE #??? OVER TH 169	1,034,000	827,200	0	0	0	206,800	THREE RIVERS PARK DISTRICT	AQ2
2007		PED/BIKE	91-090-36	RW TH 61 TO PRESCOTT BKWY IN DENMARK TWP, ACQUIRE ABANDONED RR ADJACENT TO THE MISS RIVER FOR FUTURE CONSTRUCTION OF PT DOUGLAS TRAIL(PHASE 1A)	550,000	440,000	0	0	0	110,000	WASHINGTON COUNTY	O9
2007		PED/BIKE	91-090-37	EN HARDWOOD CREEK REG TRAIL NEAR FOREST LAKE, CONSTRUCT A TRAILHEAD FACILITY ADJ TO TRAIL WITH PARKING, RESTROOMS, LIGHTING AND INFO KIOSKS	275,000	220,000	0	0	0	55,000	WASHINGTON COUNTY	O9
2007		PED/BIKE	91-090-40	EN FRANKLIN AVE TO FULTON ST/E RIVER PKWY IN MPLS, RECONSTRUCT E RIVER PKWY PED & BIKE TRAIL, SIGNS, LANDSCAPING, ETC	1,375,000	1,100,000	0	0	0	275,000	MPLS PARK/REC BOARD	O9
2007		PED/BIKE	92-090-28	EN LUCE LINE TRAIL IN WATERTOWN AND HOLLYWOOD TWPS-REHAB & WIDEN FROM WATERTOWN TO THE MCLEOD CO LINE	352,000	281,600	0	0	0	70,400	DNR	O9
2007	RR		02-00133	SR BNSF@CSAH 57, SUNFISH LAKE BLVD NW, ANOKA COUNTY, RELOCATE GATES, INSTALL CANTILEVERS & UPGRADE CIRCUITRY	275,000	247,500	0	0	0	27,500	MN/DOT	S1
2007	RR		19-00134	SR UP@CNTY 73, AKRON AVE, ROSEMOUNT, INSTALL SIGNALS & GATES	192,500	173,250	0	0	0	19,250	MN/DOT	S1
2007	RR		27-00268	SR UP@ZANE AVE, MSAS 408, GOLDEN VALLEY, INSTALL SIGNALS & GATES	192,500	173,250	0	0	0	19,250	MN/DOT	S1
2007	RR		27-00269	SR PR@W 76TH ST., RICHFIELD, INSTALL FLASHING LIGHT SIGNALS	165,000	148,500	0	0	0	16,500	MN/DOT	S1

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2007		RR	27-00270	SR BNSF@27TH AVE NE, MPLS, INSTALL SIGNALS & GATES	192,500	173,250	0	0	0	19,250	MN/DOT	S1
2007		RR	27-00271	SR UP@MEDICINE LAKE DR, PLYMOUTH, INSTALL SIGNALS & GATES	192,500	173,250	0	0	0	19,250	MN/DOT	S1
2007		RR	62-00192	SR MNNR@TERMINAL RD., ROSEVILLE, INSTALL SIGNALS & GATES	192,500	173,250	0	0	0	19,250	MN/DOT	S1
2007		RR	62-00193	SR CP@JAMES AVE, ST. PAUL, INSTALL SIGNALS & GATES	192,500	173,250	0	0	0	19,250	MN/DOT	S1
2007		RR	82-00136	SR ZEP@CSAH 15, MANNING AVE N, WASHINGTON COUNTY, INSTALL SIGNALS & GATES	275,000	247,500	0	0	0	27,500	MN/DOT	S1
2007		TH 100	2734-41A	BI EXCELSIOR BLVD(CSAH 3) OVER TH 100 IN ST. LOUIS PARK, DEBT MGMT PAYBACK FOR 2004 CONSTRUCTION	1,030,000	0	0	0	1,030,000	0	MN/DOT	NC
2007	6	TH 100	2755-80	MC TWIN LAKES TO 50TH AVE N, LANDSCAPING	220,000	176,000	0	0	44,000	0	MN/DOT	O6
2007		TH 101	1009-16	RC LYMAN AVE TO TH 5 IN CHANHASSEN, REALIGNMENT & CONSTRUCT TO 4-LANES	3,000,000	800,000	0	0	200,000	2,000,000	MN/DOT	E1
2007		TH 101	2738-27020B	BI OVER CROW RIVER & I-94 UNDER TH 101 IN ROGERS, REPAIR DECK ON BRS 27020, 27942, & 27943	570,000	0	0	0	570,000	0	MN/DOT	S19
2007	1	TH 12	2713-83AC1	MC CO RD 6 TO WAYZATA BLVD, CONSTRUCT INTERCHANGES, ETC(AC PAYBACK)	7,200,000	7,200,000	0	0	0	0	MN/DOT	A10
2007		TH 12	2713-85	BR UNDER BNSF RR W OF MAPLE PLAIN, REPLACE BR 4859	5,175,000	4,140,000	0	0	1,035,000	0	MN/DOT	S19
2007		TH 120	8220-9883B	BI OVER I-494 IN WOODBURY, REHAB BRS 9883 & 82017	3,000,000	2,400,000	0	0	600,000	0	MN/DOT	S19
2007		TH 13	7001-97	SC AT CSAH 12(170TH ST SW) IN PRIOR LAKE-RECONSTRUCT INTERSECTION, CHANNELIZE, ACCESS CLOSURES, ETC(ACCESS MANAGEMENT PROJECT)	860,000	0	0	0	860,000	0	MNDOT	E1
2007		TH 149	178-010-02	RC WESCOTT RD TO TH 55 IN EAGAN, RECONSTRUCT 2-LANE UNDIVIDED TO 4-LANE DIVIDED HWY, PED/BIKE PATH, TRAFFIC SIGNAL, ETC(TIED TO 1916-25)	6,050,000	6,050,000	0	0	0	0	EAGAN	A10

**TABLE A-20**  
**All Projects by Route Number**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2007		TH 149	1916-25	RC WESCOTT RD TO TH 55 IN EAGAN, RECONSTRUCT TO A 4-LANE DIVIDED HWY, PED/BIKE PATH, TRAFFIC SIGNAL, ETC(\$0.6M OF FY 2007 ACCESS MANAGEMENT FUNDS)MATCH FOR 178-010-02	1,600,000	0	0	0	1,600,000	0	EAGAN	E1
2007		TH 169	2750-57	MC S OF CSAH 81 TO N OF CSAH 109 IN BROOKLYN PARK, CONSTRUCT INTERCHANGE, BRIDGES #S ???? , PARK/RIDE, ETC	34,705,000	22,220,000	0	0	5,555,000	6,930,000	MN/DOT	A10
2007		TH 169	2750-57UG	MC S OF CSAH 81 TO N OF CSAH 109 IN BROOKLYN PARK, CONSTRUCT INTERCHANGE, BRIDGES #S ???? , PARK/RIDE, ETC(URBAN GUARANTEE PORTION)	6,875,000	5,500,000	0	0	1,375,000	0	MN/DOT	A10
2007		TH 169	2750-63	TR HENNEPIN CSAH 81 & BROOKLYN BLVD IN BROOKLYN PARK, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	5,500,000	0	0	0	0	5,500,000	MET COUNCIL - MT	E6
2007	8	TH 169	2776-03AC1	MC I-494 IN BLOOMINGTON, RECONSTRUCT INTERCHANGE (BAP PAYBACK)	23,419,000	23,419,000	0	0	0	0	MN/DOT	A10
2007	9	TH 212	1017-12AC2	MC CARVER CR 147 IN CHASKA TO HENNEPIN CSAH 4 IN EDEN PRAIRIE, DESIGN BUILD CONTRACT FOR 4-LN FREEWAY(BAP PAYBACK)	62,501,000	62,501,000	0	0	0	0	MN/DOT	A10
2007		TH 36	8214-9115	BR EB TH 36 OVER TH 95, REPLACE BR 9115	2,000,000	1,600,000	0	0	400,000	0	MN/DOT	S19
2007		TH 51	6215-62011A	BI OVER PIERCE BUTLER, BNSF RR, ENERGY PARK DR, COMO AVE, & TH 36 IN ST PAUL & ROSEVILLE, REPAIR DECKS ON BRS 62011, 62012, 62014, 62015, 9012, & 9013; DECK REPAIR/PAINT BR 62013	2,185,000	0	0	0	2,185,000	0	MN/DOT	S19
2007		TH 51	6216-116	SH NB SNELLING AVE IN ROSEVILLE FROM HARMAR ENT TO EB TH 36 ENT RAMP, ADD 3RD LANE, TRAF SIGNAL REV AT CR B, ETC	1,650,000	1,350,000	0	0	150,000	150,000	MN/DOT	E3

**TABLE A-20**  
**All Projects by Route Number**

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2007		TH 55	2723-111	TR	HENNEPIN CSAH 73 IN PLYMOUTH, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	2,000,000	0	0	0	0	2,000,000	MET COUNCIL - MT	E6
2007		TH 55	2751-49	RS	E OF TH 100 TO HUMBOLDT AVE IN MINNEAPOLIS, MILL & BITUMINOUS OVERLAY	910,000	0	0	0	910,000	0	MN/DOT	S10
2007		TH 61	1913-5895B	BI	OVER MISSISSIPPI RIVER, RR, & STREET IN HASTINGS, REPAIR DECK & PARTIAL PAINT BR 5895	500,000	0	0	0	500,000	0	MN/DOT	S19
2007	10	TH 61	8205-100AC3	MC	VICINITY OF ST PAUL PARK, RECONSTRUCT, INTERCHANGE, FR RDS,BRS 82025,82026,82027,ETC(AC PAYBACK)	2,100,000	2,100,000	0	0	0	0	MN/DOT	A10
2007		TH 62	2774-7264	BI	OVER VALLEY VIEW RD, TH 77, & 28TH AVE; UNDER PED AT 14TH AVE, PED AT 40TH AVE, & 43RD AVE; TH 121 UNDER PED AT 81ST IN EDINA, RICHFIELD, & MPLS-PAINT BRS 7264,7265,27021,27022,27521,2706 1,27535,27530, & 27524	1,165,000	0	0	0	1,165,000	0	MN/DOT	S19
2007		TH 65	0207-80	SC	OSBORNE RD IN SPRING LAKE PARK, REBUILD TRAFFIC SIGNAL	254,400	0	0	0	127,200	127,200	MN/DOT	E2
2007		TH 65	0208-115	SC	AT CROSSTOWN BLVD(CSAH 18) IN HAM LAKE-TRAFFIC SIGNAL REBUILD & INTERCONNECT	250,000	0	0	0	250,000	0	MN/DOT	E2
2007		TH 65	0208-122	TR	IN EAST BETHEL, PARK & RIDE LOT (BAP TRANSIT ADVANTAGE PROJECT)	200,000	0	0	0	0	200,000	MET COUNCIL - MT	E6
2007		TH 65	0208-123	MC	AT TH 242 IN BLAINE, CONSTRUCT INTERCHANGE (SAPP PROJECT)	24,000,000	0	0	0	12,000,000	12,000,000	MN/DOT	NC
2007		TH 65	0208-125	SC	FROM BUNKER LAKE BLVD TO ISANT-ANOKA CO LINE IN BLAINE, HAM LAKE, & EAST BETHEL-SIGNING REPLACEMENT	470,000	376,000	0	0	94,000	0	MN/DOT	O8
2007		TH 7	1003-30	RS	FROM MACLEOD/CARVER CO LINE TO ST BONIFACIUS-BITUMINOUS MILL & OVERLAY, ROUNDABOUTS AT TH 25 & AT CSAH 10, ETC	5,000,000	4,000,000	0	0	1,000,000	0	MN/DOT	S10

**TABLE A-20**  
**All Projects by Route Number**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2007		TH 95	8210-93	RD WASHINGTON-CHISAGO COUNTY LINE TO I-94 IN LAKELAND-CULVERT REPLACEMENT	750,000	0	0	0	750,000	0	MN/DOT	NC
2007		TH 999	880M-AM-07	AM METRO SETASIDE - MUNICIPAL AGREEMENTS - FY 2007	4,280,000	0	0	0	4,280,000	0	MN/DOT	NC
2007		TH 999	880M-BI-07	BI METRO SETASIDE - BRIDGE IMPROVEMENT - FY 2007	2,900,000	0	0	0	2,900,000	0	MN/DOT	S19
2007		TH 999	880M-CA-07	CA METRO SETASIDE - CONSULTANT DESIGN -2007	11,000,000	0	0	0	11,000,000	0	MN/DOT	NC
2007		TH 999	880M-IN-07	RC METRO SETASIDE - INTERCHANGE PROJECTS - FY 2007	5,000,000	0	0	0	5,000,000	0	MN/DOT	E3
2007		TH 999	880M-ITS-07	TM METRO SETASIDE - ITS PROJECTS - FY 2007	500,000	0	0	0	500,000	0	MN/DOT	S7
2007		TH 999	880M-NO-07	NO METRO SETASIDE - NOISE ABATEMENT - FY 2007	1,500,000	0	0	0	1,500,000	0	MN/DOT	O3
2007		TH 999	880M-PF-07	RB METRO SETASIDE - PRAIRIE TO FOREST - FY 2007	40,000	0	0	0	40,000	0	MN/DOT	O6
2007		TH 999	880M-RB-07	RB METRO SETASIDE - LANDSCAPE PARTNERSHIPS - FY 2007	100,000	0	0	0	100,000	0	MN/DOT	O6
2007		TH 999	880M-RS-07	RS METRO SETASIDE - RESURFACING & RECONDITIONING - FY 2007	12,100,000	9,680,000	0	0	2,420,000	0	MN/DOT	S10
2007		TH 999	880M-RW-07	RW METRO SETASIDE - RIGHT OF WAY - FY 2007	11,900,000	0	0	0	11,900,000	0	MN/DOT	NC
2007		TH 999	880M-RX-07	RX METRO SETASIDE - ROAD REPAIR - FY 2007	4,600,000	0	0	0	4,600,000	0	MN/DOT	S10
2007		TH 999	880M-SA-07	SA METRO SETASIDE - SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2007	12,400,000	0	0	0	12,400,000	0	MN/DOT	NC
2007		TH 999	880M-SC-07	SC METRO SETASIDE - SAFETY CAPACITY PROJECTS - FY 2007	850,000	0	0	0	850,000	0	MN/DOT	NC
2007		TH 999	880M-TE-07	SC METRO SETASIDE - TRAFFIC ENGINEERING & HYDRAULICS PRESERVATION(LIGHTING,SIGNI NG,SIGNALS,CULVERTS,ETC) - FY 2007	4,580,000	0	0	0	4,580,000	0	MN/DOT	NC
2007		TH 999	880M-TM-07	TM METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2007	380,000	0	0	0	380,000	0	MN/DOT	NC

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**All Projects by Route Number**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2007	TH	999	880M-TR-07	TM METRO SETASIDE - TRANSIT/RIDESHARE - FY 2007	1,340,000	0	0	0	1,340,000	0	MN/DOT	S7
2007	TH	999	TRLF-RW-07	RW REPAYMENT IN FY 2007 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 12,100,212, OR 610	3,700,000	0	0	0	3,700,000	0	MN/DOT	NC
2008	CMAQ		141-030-09	AT NEAR THE UNIVERSITY OF MINNESOTA EAST CAMPUS AREA IN MPLS-ADAPTIVE CONTROL EXPANSION BY PROVIDING SOPHISTICATED SIGNAL OPERATION DURING CONGESTED PERIODS	2,356,250	1,885,000	0	0	0	471,250	MINNEAPOLIS	E2
2008	CMAQ		CM-1-03	TR 2008 TWIN CITIES REGIONAL FLEET EXPANSION: PURCHASE 21 TRANSIT BUSES TO EXPAND THE REGIONAL FLEET AND INCREASE TRANSIT SERVICE FOR OPT-OUT TRANSIT PROVIDERS.	7,975,000	6,380,000	0	0	0	1,595,000	MET COUNCIL - MTS	A10
2008	CMAQ		CM-12-03	TR NEW EXPRESS COMMUTER SERVICE FROM LK ELMOWOODBURY TO DOWNTOWN MPLS-PURCHASE 10 HYBRID BUSES FOR I-94 E PARK/RIDE SERVICE EXPANSION	6,220,616	4,976,493	0	0	0	1,244,123	MET COUNCIL - MT	A10
2008	CMAQ		CM-14-03	TR NEW EXPRESS COMMUTER SERVICE FROM BROOKLYN PK TO DOWNTOWN MPLS-PURCHASE 10 HYBRID BUSES FOR NW CORRIDOR/SECTOR 8 SERVICE EXPANSION	6,220,616	4,976,493	0	0	0	1,244,123	MET COUNCIL - MT	A10
2008	CMAQ		CM-2-03A	NA RTDM & COMMUTER ALTERNATIVES PROGRAMS INCLUDING FUNDS FOR METRO COMMUTER SERVICES, THE DOWNTOWN MPLS TMO, THE ST PAUL TMO, THE ST PAUL MIDWAY TMO, AND THE I-494 CORRIDOR COALITION	3,987,500	3,190,000	0	0	0	797,500	MET COUNCIL	AQ1
2008	CSAH	10	182-020-22	RC ON BASS LAKE RD(CSAH 10) FROM ZEALAND AVE TO 1700 FT E IN NEW HOPE- RECONSTRUCT, TURN LANES, MEDIAN, PED/BIKE, ETC	1,793,360	1,434,688	0	0	0	358,672	NEW HOPE	E1

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**All Projects by Route Number**

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2008		CSAH 109	189-020-16	RC	ON WEAVER LK RD(CSAH 109) FROM I-94 TO VINEWOOD LN IN MAPLE GROVE, ECONSTUCT AS 6-LANE DIVIDED RDWY WITH ADJACENT PED/BIKE PATH	2,088,000	1,670,400	0	0	0	417,600	MAPLE GROVE	E2
2008		CSAH 116	02-652-05	RC	ON BUNKER LK BLVD(CSAH 116) FROM TH 65 TO RADISSON RD & ON RADISSON RD(CSAH 52) FROM BUNKER LK BLVD TO CSAH 14 IN HAM LAKE AND BLAINE-RECONSTRUCT SEGMENTS FROM 2-LANE RURAL 4-LANE DIVIDED RDWY, TRAIL, ETC	7,975,000	6,380,000	0	0	0	1,595,000	ANOKA COUNTY	A10
2008		CSAH 13	82-613-22AC	RC	ON RADIO DR(CSAH 13) FROM S OF PIONEER DR/AFTON RD TO S OF BAILEY RD(CSAH 18)-RECONSTRUCT FROM 2-LANE RURAL RDWY TO 4-LANE DIVIDED RDWY WITH SEPARATED PED/BIKE PATH(AC PAYBACK)	4,927,680	4,927,680	0	0	0	0	WASHINGTON COUNTY	A10
2008		CSAH 152	27-752-18	BR	CEDAR AVE(CSAH 152) OVER HCRRRA CORRIDOR IN MPLS-REPLACE BR 90437	1,415,200	1,132,160	0	0	0	283,040	HENNEPIN COUNTY	\$19
2008		CSAH 18	02-618-25	SH	ON CROSSTOWN BLVD(CSAH 18) AT TH 65 IN HAM LAKE-TURN LANES, CHANNELIZATION, TRAF SIGNAL REV, ETC	1,160,000	1,044,000	0	0	0	116,000	ANOKA COUNTY	S2
2008		CSAH 18	82-618-11	RC	ON 40TH ST N(CSAH 18) FROM TH 95 TO CSAH 21 IN AFTON-RECONSTRUCT, ADD SHLDS, ETC	4,072,760	3,258,208	0	0	0	814,552	WASHINGTON COUNTY	\$10
2008		CSAH 19	27-090-14	EN	FROM MAPLE PARK IN MEDINA TO CSAH 11 NEAR LORETTO-CONSTRUCT CSAH 19 MULTI-USE TRAIL(PHASE 2)	525,596	420,477	0	0	0	105,119	HENNEPIN COUNTY	O9
2008		CSAH 19	27-090-15	EN	FROM CSAH 11 NEAR LORETTO TO TH 55-CONSTRUCT CSAH 19 MULTI-USE TRAIL(PHASE 3)	472,236	377,789	0	0	0	94,447	HENNEPIN COUNTY	O9
2008		CSAH 19	82-619-14	EN	I-94 S FR RD IN WOODBURY TO LAKE ELMO PARK IN LAKE ELMO, RECONSTRUCT TRAIL ALONG CSAH 19 & CONSTRUCT TRAIL LINK S FR RD TO N FR RD AT I-94	261,000	208,800	0	0	0	52,200	WASHINGTON COUNTY	O9



**TABLE A-20**  
**All Projects by Route Number**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2008		CSAH 22	27-622-03	BR LYNDALE AVE(CSAH 22) OVER MINNEHAHA CREEK IN MPLS-REPLACE BR 90444	1,496,400	1,197,120	0	0	0	299,280	HENNEPIN COUNTY	S19
2008		CSAH 25	82-625-02	RC ON CENTURY AVE(CSAH 25) FROM WOODBINE AVE TO VALLEY CREEK RD(CSAH 16) IN WOODBURY-RECONSTRUCT 2-LANE TO 4-LANE RDWY, PED/BIKE PATH, SIGNALS, ETC	4,099,150	3,279,320	0	0	0	819,830	WASHINGTON COUNTY	A10
2008		CSAH 3	27-603-43	BR EXCELSIOR BLVD(CSAH 3) OVER MINNEHAHA CREEK IN ST. LOUIS PARK-REPLACE BR 90455	742,400	593,920	0	0	0	148,480	HENNEPIN COUNTY	S19
2008		CSAH 35	27-635-26	BR PORTLAND AVE(CSAH 35) OVER HCRRA CORRIDOR IN MPLS-REPLACE BR 90494	1,554,400	1,243,520	0	0	0	310,880	HENNEPIN COUNTY	S19
2008		CSAH 42	19-642-42	RC ON CSAH 42 FROM CSAH 5 IN BURNSVILLE TO GLENDALE RD IN SAVAGE-RECONSTRUCTION, LANE ADDITION, ACCESS MGMT, ETC	7,975,000	6,380,000	0	0	0	1,595,000	DAKOTA COUNTY	A10
2008		CSAH 47	19-686-08	SH ON NORTHFIELD BLVD(CSAH 47) AT 280TH ST(CSAH 86) IN SCIOTA & CASTLE ROCK TWP-INTERSECTION IMPROVEMENTS INCLUDING TURN LANES, SIGHT DISTANCE CORRECTIONS, SHLDS, ETC	837,778	754,000	0	0	0	83,778	DAKOTA COUNTY	S2
2008		CSAH 65	62-665-44	RC WHITE BEAR AVE FROM N OF RADATZ AVE TO N OF CO RD D IN MAPLEWOOD, RECONSTRUCT 4-LANE TO 6-LANES WITH LEFT TURN LN & ADJACENT ST CONNECTIONS	7,395,000	5,916,000	0	0	0	1,479,000	RAMSEY COUNTY	E1
2008		CSAH 86	70-686-01	RC 280TH ST E FROM TH 19 TO TEXAS AVE(CSAH 27) IN NEW MARKET TWP, RECONSTRUCT, TURN LANES, WIDEN AND PAVE SHLDS, ETC	2,900,000	2,320,000	0	0	0	580,000	SCOTT COUNTY	E1
2008	2	I 35E	6280-304AC3	MC I-35E FROM TH 36 TO CR E & I-694 FROM RICE ST TO TH 61-GRADING, SURFACING, BRS (BAP PAYBACK)	21,163,000	21,163,000	0	0	0	0	MN/DOT	A10

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**All Projects by Route Number**

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2008	3	I 35W	2782-281AC1	MC	66TH ST IN RICHFIELD TO MINNEHAHA CREEK IN MINNEAPOLIS-GRADING, SURFACING, BRS, ETC & HOV LANE(AC PAYBACK)	43,000,000	43,000,000	0	0	0	0	MN/DOT	A10
2008		I 35W	2782-288	BR	W 76TH ST OVER I-35W IN RICHFIELD-REPLACE BRIDGE 9796	3,445,200	2,756,160	0	0	689,040	0	MN/DOT	S19
2008	10	I 494	8285-80AC5	MC	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)	20,000,000	20,000,000	0	0	0	0	MN/DOT	A10
2008		I 94	8281-02A	BI	WB OVER ST CROIX RIVER AT HUDSON-PAINT BR 9400	7,670,000	0	0	0	3,835,000	3,835,000	MN/DOT	S19
2008		MSAS 164	155-164-11	SH	ON FERNBROOK LN(MSAS 164) FROM 27TH AVE TO TH 55 IN PLYMOUTH-CHANNELIZATION, ADDITIONAL LANES, TRAFFIC SIGNAL, ETC	1,020,800	918,720	0	0	0	102,080	PLYMOUTH	S2
2008		PED/BIKE	120-090-01	EN	ALONG INTERLACHEN BLVD/BLAKE RD FROM VERNON AVE IN EDINA TO SW LRT TRAIL IN HOPKINS-CONSTRUCT OFF-RD PED/BIKE TRAIL	1,450,000	1,160,000	0	0	0	290,000	EDINA	O9
2008		PED/BIKE	19-090-08	EN	SPRING LAKE PARK RESERVE IN NININGER TO EXISTING TRAILS IN HASTINGS-CONSTRUCT EASTERN SEGMENT OFMISS RIVER REGIONAL TRAIL	870,000	696,000	0	0	0	174,000	DAKOTA COUNTY	O9
2008		PED/BIKE	27-090-12	BT	OVER THE MISSISSIPPI RIVER AT 29TH ST IN MPLS-CONSTRUCT PED/BIKE BRIDGE ON INPLACE CP RR BRIDGE & APPROACHES	2,030,000	1,624,000	0	0	0	406,000	HENNEPIN COUNTY	AQ2
2008		PED/BIKE	82-090-01	EN	ON HARDWOOD CREEK REGIONAL TRAIL IN FOREST LAKE-CONSTRUCT PED/BIKE BRIDGE #??? OVER CSAH 2 (BROADWAY AVE)	794,600	635,680	0	0	0	158,920	WASHINGTON COUNTY	O9

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2008		PED/BIKE	91-090-39	EN	W SIDE OF MISS RIVER FROM FRANKLIN AVE TO 42ND ST/W RIVER PKWY IN MPLS- RECONSTRUCT WEST RIVER PKWY PED/BIKE TRAIL, SIGNS, LANDSCAPING, ETC	1,450,000	1,160,000	0	0	0	290,000	MPLS PARK/REC BOARD	O9
2008		PED/BIKE	92-090-29	EN	OVER CSAH 15(MANNING AVE) IN GRANT-CONSTRUCT GATEWAY TRAIL BRIDGE #??? & APPROACHES	1,044,000	835,200	0	0	0	208,800	DNR	O9
2008		RR	19-00135	SR	CP@210TH ST W, LAKEVILLE- INSTALL SIGNALS & GATES	203,000	182,700	0	0	0	20,300	MN/DOT	S1
2008		RR	27-00272	SR	CP@W 111TH ST, BLOOMINGTON-INSTALL SIGNALS & GATES	203,000	182,700	0	0	0	20,300	MN/DOT	S1
2008		RR	62-00194	SR	MNNR@4TH ST., WHITE BEAR LAKE-UPGRADE CIRCUITRY	87,000	78,300	0	0	0	8,700	MN/DOT	S1
2008		RR	62-00195	SR	MNNR@8TH ST NW, NEW BRIGHTON-INSTALL SIGNALS & GATES	203,000	182,700	0	0	0	20,300	MN/DOT	S1
2008		RR	62-00196	SR	CP@CSAH 51, LEXINGTON AVE., SHOREVIEW-INSTALL CANTILEVERS & GATES	290,000	261,000	0	0	0	29,000	MN/DOT	S1
2008		RR	62-00197	SR	UP@WITHAM AVE, ST. PAUL- INSTALL SIGNALS & GATES	203,000	182,700	0	0	0	20,300	MN/DOT	S1
2008		RR	62-00198	SR	MNNR@LONG LAKE RD., ROSEVILLE-INSTALL CANTILEVERS & GATES	290,000	261,000	0	0	0	29,000	MN/DOT	S1
2008		RR	70-00116	SR	UP@BLUFF DR (2 MI W OF JORDAN)-INSTALL SIGNALS & GATES	203,000	182,700	0	0	0	20,300	MN/DOT	S1
2008		RR	70-00117	SR	UP@ATWOOD ST, SHAKOPEE- INSTALL SIGNALS	174,000	156,600	0	0	0	17,400	MN/DOT	S1
2008	1	TH 12	2713-83AC2	MC	CO RD 6 TO WAYZATA BLVD- CONSTRUCT INTERCHANGES, ETC(AC PAYBACK)	7,200,000	7,200,000	0	0	0	0	MN/DOT	A10
2008	8	TH 169	2776-03AC2	MC	AT I-494 IN BLOOMINGTON- RECONSTRUCT INTERCHANGE (BAP PAYBACK)	22,320,000	22,320,000	0	0	0	0	MN/DOT	A10
2008	9	TH 212	1017-12AC3	MC	FROM CARVER CR 147 IN CHASKA TO HENNEPIN CSAH 4 IN EDEN PRAIRIE-DESIGN BUILD CONTRACT FOR 4-LN FREEWAY(BAP PAYBACK)	20,000,000	20,000,000	0	0	0	0	MN/DOT	A10

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**All Projects by Route Number**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2008		TH 999	880M-RS-08	RS METRO SETASIDE FOR RESURFACING & RECONDITIONING PROJECTS FOR FY 2008	21,200,000	0	0	0	21,200,000	0	MN/DOT	S10
2008		TH 999	880M-RW-08	RW METRO SETASIDE FOR RIGHT OF WAY FOR FY 2008	11,900,000	0	0	0	11,900,000	0	MN/DOT	NC
2008		TH 999	880M-RX-08	RX METRO SETASIDE FOR ROAD REPAIR FOR FY 2008	4,600,000	0	0	0	4,600,000	0	MN/DOT	S10
2008		TH 999	880M-SA-08	SA METRO SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR FY 2008	12,400,000	0	0	0	12,400,000	0	MN/DOT	NC
2008		TH 999	880M-SC-08	SC METRO SETASIDE FOR SAFETY CAPACITY PROJECTS FOR FY 2008	870,000	0	0	0	870,000	0	MN/DOT	NC
2008		TH 999	880M-TE-08	SC METRO SETASIDE FOR TRAFFIC ENGINEERING & HYDRAULICS PRESERVATION(LIGHTING,SIGNI NG,SIGNALS,CULVERTS,ETC) PROJECTS FOR FY 2008	6,500,000	0	0	0	6,500,000	0	MN/DOT	NC
2008		TH 999	880M-TM-08	TM METRO SETASIDE-TRAFFIC MANAGEMENT STATE FURNISHED MATERIALS FOR METRO PROJECTS IN FY 2008	200,000	0	0	0	200,000	0	MN/DOT	NC
2008		TH 999	880M-TR-08	TM METRO SETASIDE FOR TRANSIT/RIDESHARE FOR FY 2008	2,000,000	0	0	0	2,000,000	0	MN/DOT	S7
2008		TH 999	TRLF-RW-08	RW REPAYMENT IN FY 2008 OF TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH'S 12,100,212, OR 610	3,700,000	0	0	0	3,700,000	0	MN/DOT	NC
Totals					2,386,921,640		30,342,418		491,234,012			
						1,057,290,339		451,190,040		340,048,931		

**TABLE A-20**  
**All Projects by Route Number**

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2008		TH 280	6241-51	BR LARPENTEUR AVE OVER TH 280 IN LAUDERDALE-REPLACE BR 6738	3,016,000	2,412,800	0	0	603,200	0	MN/DOT	S19
2008		TH 36	6212-148RW	RW OVER LEXINGTON AVE IN ROSEVILLE-RIGHT OF WAY NECESSARY FOR REPLACING BR 5723 & RECONSTRUCTING INTERCHANGE	2,000,000	0	0	0	2,000,000	0	MN/DOT	O4
2008		TH 52	1907-69	SH FROM INVER GROVE TRAIL TO CLARK RD IN INVER GROVE HTS- CONSTRUCT FRONTAGE RD, ACCESS MGMT, ETC(\$950,000 OF FY 2007 ACCESS MANAGEMENT FUNDS INCLUDED)	2,110,000	1,044,000	0	0	1,066,000	0	MN/DOT	S2
2008		TH 61	1913-61	EN TH 61(VERMILLION ST) HISTORIC RETAINING WALL REHAB IN HASTINGS-REPAIR & REBUILD 0.27 MI OF WALL ALONG TH 61	266,800	213,440	0	0	53,360	0	MN/DOT	O9
2008		TH 61	8207-55	SC AT S JCT TH 97 IN FOREST LAKE TOWNSHIP-REALIGNMENT, TURN LANES, TRAFFIC SIGNAL INSTALLATION	1,630,000	0	0	0	1,630,000	0	MN/DOT	E1
2008		TH 999	880M-ACM-08	SC METRO SETASIDE FOR ACCESS MANAGEMENT PROJECTS FOR FY 2008	2,200,000	0	0	0	2,200,000	0	MN/DOT	NC
2008		TH 999	880M-AM-08	AM METRO SETASIDE FOR MUNICIPAL AGREEMENT PROJECTS FOR FY 2008	4,000,000	0	0	0	4,000,000	0	MN/DOT	NC
2008		TH 999	880M-BI-08	BI METRO SETASIDE FOR BRIDGE IMPROVEMENT PROJECTS FOR FY 2008	12,465,000	0	0	0	12,465,000	0	MN/DOT	S19
2008		TH 999	880M-CA-08	CA METRO SETASIDE - CONSULTANT DESIGN -2008	11,000,000	0	0	0	11,000,000	0	MN/DOT	NC
2008		TH 999	880M-ITS-08	TM METRO SETASIDE FOR ITS PROJECT FOR FY 2008	500,000	0	0	0	500,000	0	MN/DOT	S7
2008		TH 999	880M-NO-08	NO METRO SETASIDE FOR NOISE ABATEMENT PROJECTS FOR FY 2008	1,500,000	0	0	0	1,500,000	0	MN/DOT	O3
2008		TH 999	880M-PF-08	RB METRO SETASIDE FOR PRAIRIE TO FOREST FOR FY 2008	40,000	0	0	0	40,000	0	MN/DOT	O6
2008		TH 999	880M-RB-08	RB METRO SETASIDE FOR LANDSCAPE PARTNERSHIPS FOR FY 2008	100,000	0	0	0	100,000	0	MN/DOT	O6

## **Appendix B.**

### **Conformity Documentation**

*Of the 2005-2008 Transportation Improvement Program (TIP) to the 1990 Clean Air Act  
Amendments  
May 24, 2004*

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) adopted on January 24, 2001 and the FY 2005-2008 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. A map of the Twins Cities Area CO maintenance area is attached as Exhibit 1.

The analysis described in the appendix has resulted in a Conformity Determination that the projects included in the FY 2005-2008 TIP meet all relevant regional emissions analysis and budget tests as described herein. The TIP conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

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## **I. CONFORMITY OF THE 2005-2008 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 *2030 Regional Development framework*. The planning document 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 used in the TPP and the 2005-2008 TIP. They are the latest Council socio-economic forecasts used in the regional 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 2010, 2020 and 2025 are below the 1996 CO motor vehicle emissions budget for the region (see Table B-1). The CO emissions are estimated to be sustained below the budget for a reasonable period beyond the initial analysis year 2010.
- D. No regionally significant projects are planned or programmed for the City of New Prague. Two 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 seven-county 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. All TIP projects that are not specifically listed in the TPP are consistent with the policies and purposes of the transportation plan and will not interfere with other projects specifically included 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 maintenance 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 2000 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 MOBILE 6.2 an EPA approved air quality model. A description of the models used in the air quality analysis 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 regional 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 listed in the TIP, will remain below the emissions budget.



<b>7. Includes emissions from nonfederal funded regionally significant project in the plan emission analysis.</b>	<b>No regionally significant projects are funded during the analysis years with nonfederal sources and therefore are not included in the emissions analysis.</b>
<b>8. Appropriately classify TIP projects as exempt from needing regional emissions analysis , or in a category in which they may need a hotspot analysis</b>	<b>Exempt projects listed in the TIP tables are identified and categorized using the codes listed in Exhibit B- 3 of Appendix B.</b>
<b>9. The TIP is fiscally constrained for the first two years.</b>	<b>The TIP is fiscally constrained as documented in Section 3 of the TIP document.</b>
<b>10. Leads to no increases in the number or severity of violations at any monitored site currently violating federal air quality standards.</b>	<b>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 regional monitored site since 1991.</b>
<b>11. Demonstrates it meets public involvement requirements of TEA-21.</b>	<b>The TIP meets the TEA-21 public involvement requirements. Public involvement activities relative to the adoption of the TIP are listed 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.</b>
<b>13. Include all Title 23 ( FHWA) and Transit Act (FTA) projects</b>	<b>All Title 23 and FTA projects are listed in the TIP.</b>
<b>14. Identify all projects which have received National Environmental Policy Act (NEPA) approval, but have not progressed within three years.</b>	<b>There are no projects which have received NEPA approval and have not progressed within three years.</b>

## **II. 2005-2008 TRANSPORTATION IMPROVEMENT PROGRAM CONTRIBUTION TO EMISSION REDUCTIONS IN THE TWIN CITIES CARBON MONOXIDE MAINTENANCE AREA**

The EPA in response to a MPCA request, redesignated the Twin Cities seven-county Metropolitan Area and Wright County as in attainment for CO in October 1999. A 1996 motor vehicle emissions budget (MVEB) submitted by the MPCA as part of the redesignation request establishes a not-to-exceed threshold of 1,114 tons per day of CO emissions for the analysis milestone years of 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. The EPA approved redesignation request amended the state implementation plan for air quality.

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

<b>NETWORK</b>	<b>2010</b>	<b>2020</b>	<b>2025</b>
1996 BASELINE EMISSIONS BUDGET	1,114	1,114	1,114
ACTION (BUILD) SCENARIO	1,064	894	915
CO EMISSIONS BELOW THE EMISSIONS BUDGET	50	220	199

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

### **A. 2005-2008 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 MVEB and contribute to daily emissions reductions consistent with Sections 93.118 and 93.119 for the analysis milestone years 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 (2004-2006), or;
  - have completed the NEPA process.

Projects used in the year 2010 network (Table B-2) is a revised network of the 2005 action scenario projects listed in Appendix B of the 2004- 2006 TIP plus new projects identified or rescheduled projects in the 2005-2008 TIP, and other regionally significant projects expected to be completed by 2010 and open to traffic. The projects used in the Action Scenarios for the years 2010 -2020 and 2025 networks are the same used in tables K-2 to K-5 in the appendix of the TPP air quality conformity analysis and are listed in Tables B-2 through B-5 with the addition of new regionally significant projects listed in the TIP's subsequent to the January 2001 adoption of the TPP . 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 "action scenarios" were developed by adding regionally significant projects or making the changes by moving projects from one action scenario to another as warranted by changes to the timing of the project and projected funding availability.

**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 MVED established for the region. The 1999 SIP Amendment established a conformity daily emissions budget of 1,114 tons/day for the region. 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 to start construction in the time frame of the TIP.

The results of the emissions budget conformity test for the plan are shown in Table B-1. CO emissions from motor vehicle sources for the analysis milestone years 2010, 2020 and 2025 remain below the MVEB. 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. Adoption of a regional long-term 2030 Regional Development Framework. The Development Framework strategies support land use patterns that efficiently connect housing, jobs, retail centers and civil uses with neighborhoods, urban and rural centers and as transit oriented development along transit corridors. The strategies will pursue alternative methods such as congestion pricing to reduce congestion and the rate of

growth of vehicle miles traveled. A land use development pattern should emerge that is more compact, mixed-use and pedestrian -friendly. The Council has the authority by state statute to periodically review local comprehensive plans for consistency with regional plans, make capital investments for the regional sewer collection and treatment system and the metropolitan transit system which it operates, and approval of the design and capital investments on principal arterials.

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. The continued involvement of local governmental units in the regional 3C transportation planning process to address local congestion, effectively manage available capacities in the transportation system, and promote transit supportive land uses and development patterns as part of a coordinated 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.

An attainment area for PM-10 is located in the City of St. Paul. The attainment designation is based on an EPA approved MPCA plan to bring this area into attainment . The previous non-attainment designation was not due to transportation sources.

## **B. TRANSPORTATION IMPROVEMENT PROGRAM HIGHWAY PROJECTS**

### **EPA Transportation Exempt Projects**

Pursuant to the Conformity Rule, the projects in the 2005-2008 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 planned projects included in the air quality analysis as part of the "Action Scenario" for the analysis years 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 neither the county nor the city are part of the Seven County Metropolitan Area, Wright County and New Prague projects are not part of the Seven-County regional transportation model or emissions modeling. However, Wright County and New Prague projects are evaluated for air quality analysis purposes, and the emissions associated with the regionally significant projects identified are added to the Seven-County region's emissions total.

No regionally significant projects are planned or programmed for the City of New Prague during the time period of this TIP. Two Wright County projects were included in the to the regional air quality analysis. The construction of 9.32 miles of four- lanes (from two lanes) on TH25 from TH55 in Monticello to

I-94 in Buffalo in Wright County and its emission estimates were added to the results of the 2010 Action Scenario analysis. Approximately eight miles of TH 55 is planned to be widened to four lanes from Buffalo to Rockford and the results of its emission estimates were added to the 2020 Action Scenario 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 MnDOT.

**Table B – 2**  
**Regionally Significant TIP Projects**  
**2010 Action Scenario**

Route	Description	Agency	UNDOT Project Number/Comments
CSAH 8	ON CSAH 8 FROM TH 61 IN HUGO TO WASH/ANOKA CO LINE & ON ANOKA CSAH 14 FROM CO LINE TO I-35E IN LINO LAKES - RECONSTRUCT TO 4-LANE ROADWAY, PARK/RIDE	WASHINGTON COUNTY	82-608-07
TH 12	CO RD 6 TO WAYZATA BLVD – RECONSTRUCT TH 12 WITH INTERCHANGES AT COUNTY ROAD 6 AND AT WAYZATA BLVD.	MN/DOT	2713-83
CSAH 13	ON RADIO DR (CSAH 13) FROM SOUTH OF PIONEER DR/AFTON RD. TO SOUTH OF BAILY RD(CSAH 18) – RECONSTRUCT FROM 2-LANE RURAL RDWY TO 4-LANE DIVIDED RDWY WITH SEPARATED PED/BIKE PATH	WASHINGTON COUNTY	82-813-22
CSAH 17	ON LEXINGTON AVE FROM MAIN ST TO PHEASANT RIDGE DR - RECONSTRUCT & WIDEN TO 4-LANE ROADWAY	ANOKA COUNTY	02-617-13
CSAH 25	ON CENTURY AVE(CSAH 25) IN FROM WOODBINE AVE TO VALLEY CREEK RD(CASH 16) IN WOODBURY- RECONSTRUCT 2-LANE TO 4-LANE RDWY, PED/BIKE PATH SIGNALS,ETC.	WASHINGTON COUNTY	82-625-02
TH 25	TH 55 IN MONTICELLO TO I-94 IN BUFFALO, WRIGHT CO. - RECONSTRUCT TO 4 LANES	MN/DOT	8605-44
CR 28	TH 149 IN EAGAN TO CSAH 63 IN INVER GROVE HEIGHTS - CONSTRUCT 4-LANE ROADWAY	DAKOTA COUNTY	19-596-03
CSAH 42	ON CSAH 42 FROM CSAH 5 IN BURNSVILLE TO GLENDALE RD IN SAVAGE-RECONSTRUCTION, LANE ADDITION, ACCESS MANAGEMENT, ETC.	DAKOTA COUNTY	19-642-42
CSAH 60	CSAH 60 & CSAH 21 FROM KENYON AVE IN LAKEVILLE TO E OF THE CREDIT RIVER IN SCOTT CO - RECONSTRUCT TO 4-LN RDWY	DAKOTA COUNTY	19-660-05
TH 61	VICINITY OF ST PAUL PARK - RECONSTRUCT, INTERCHANGE, FR RDS, BRS	MN/DOT	8205-100 Part of Wakota Bridge project
CSAH 61	NORTH OF BREN RD TO SOUTH OF CSAH 3 - RECONSTRUCT TO 4-LANE ROADWAY	HENNEPIN COUNTY	27-661-34

**Table B – 2 (continued)**  
**Regionally Significant TIP Projects**  
**2010 Action Scenario**

CSAH 70	ON CSAH 70 FROM 0.6 MILE WEST OF I-35 TO 0.4 MILE OF I-35 IN LAKEVILLE –RECONSTRUCT INTERCHANGE AT I-35, CSAH 70 TO 4-LANE DIVIDED RDWY, BIKE TRAILS, FRONTAGE RDS, ETC	DAKOTA COUNTY	19-670-08
CSAH 78	S OF TH 242 IN COON RAPIDS TO N OF CSAH 116 IN ANDOVER - RECONSTRUCT TO 4 LANES, SIGNALS	ANOKA COUNTY	02-678-16
CSAH 101	TH 7 TO CSAH 5 IN MINNETONKA - RECONSTRUCT TO 4-LANE ROADWAY	HENNEPIN COUNTY	27-701-10
CSAH 116	ON BUNKER LAKE BLVD.(CSAH 116) FROM TH 65 TO RADISSON RD & ON RADISSON RD (CSAH 52) FROM BUNKER LAKE BLVD TO CASH 14 IN HAM LAKE AND BLAINE- RECONSTRUCT SEGMENTS FROM 2-LANE RURAL TO 4-LANE DIVIDED RDWY, TRAIL, ETC	ANOKA COUNTY	02-652-0
TH 149	FROM WESCOTT RD TO TH 55 IN EAGAN- RECONSTRUCT FROM EXISTING 2-LANE UNDIVIDED TO 4-LANE DIVIDED HWY. PED/BIKE PATH, TRAFFIC SIGNAL, ETC.	EAGAN	178-010-02 178-010-02L
TH 169	S OF CSAH 81 TO N OF CSAH 109 IN BROOKLYN PARK - CONSTRUCT INTERCHANGE, BR, PARK/RIDE	MN/DOT	2750-57
TH 169	AT ANDERSON LAKES PKWY. IN BLOOMINGTON - CONSTRUCT INTERCHANGE	MN/DOT	2776-02
TH 169	AT I-494 AND HIGHWOOD DRIVE- CONSTRUCT INTERCHANGE	MN/DOT	2776-02
TH 169	AT PIONEER TRAIL IN BLOOMINGTON, CONSTRUCT INTERCHANGE	MN/DOT	2776-02
TH 212	CSAH 4 IN HENNEPIN CO TO CR 147 IN CARVER CO – CONSTRUCT NEW FREEWAY	Mn/DOT	-
I- 35E/I-694	WEST OF JCT. WITH I-694 TO EAST OF JCT WITH I-694, GRADING, SURFACING, BRIDGES,WEAVE CORRECTION, ADD 3 <sup>RD</sup> LANE	MN/DOT	6280-317, 6280-304 "Unweave the weave"
I- 35W	66TH ST TO 42 <sup>ND</sup> ST. – GRADING, SURFACING, BRIDGE AND HOV LANE AND ON TH 62 FROM XERXES AVE. TO PORTLAND AVE. – RECONSTRUCT, HOV LANES	MN/DOT	2782-281 "Crosstown"
I- 94	MCKNIGHT RD TO TH 120, GRADING, ADD 3 <sup>RD</sup> LANE	Mn/DOT	6283-133
I- 494	TH 212 TO TH 55, GRADING, SURFACING, ADD 3 <sup>RD</sup> LANE EACH DIRECTION	Mn/DOT	2785-304
I- 494	TH 55 TO I- 94 - CORRIDOR IMPROVEMENTS, HOV/MIXED BUS SHOULDERS	Mn/DOT	2785-330
I- 494	WAKOTA BRIDGE FROM TH 61 TO TH 56 - REPLACE BRIDGE AND ADD LANE IN EACH DIRECTION	MN/DOT	"Wakota Bridge"

TH 610	REALIGN CSAH 81 IN THE VICINITY OF TH 610 - GRADING,SURFACING ,BRIDGE	MN/DOT	2771-31
<b>Table B – 2 (continued)</b> <b>Regionally Significant TIP Projects</b> <b>2010 Action Scenario</b>			
TH 610	AT ZACHARY LANE - CONSTRUCT OVERPASSES, PARK/RIDE	MN/DOT	2771-32
CITY	ON 4TH AVE FROM 20TH ST TO 2ND ST-RECONSTRUCTION & CONST ENG	NEWPORT	98-080-14 Part of Wakota Bridge project
CITY	ON 7TH AVE IN SAINT PAUL PARK - RECONSTRUCT	MN/DOT	184-108-01 Part of Wakota Bridge project

<b>Table B- 3</b> <b>Regionally Significant TIP Projects</b> <b>2020 Action Scenario</b>			
Route	Description	Agency	Mn/DOT Project Numbers – Comments
TH 36	OVER ST CROIX RIVER NEAR STILLWATER & OAK PARK HTS- REPLACE BR 4654 & APPROACHES (STAGE 1)	MN/DOT	8217-12 "Stillwater Bridge"
I- 35E	FROM I-94 TO MARYLAND AVE, REPLACE CAYUGA BRIDGE, CONNECT PHALEN BLVD	Mn/DOT	6280-308
I- 35W	AT LAKE ST IN MPLS, RECONSTRUCT, ADD INTERCHANGE	MN/DOT	2782-278
TH 55	FROM BUFFALO IN WRIGHT COUNTY TO ROCKFORD ; WIDEN TO 4- LANES	Mn/DOT	-
TH 100	FROM 36 <sup>TH</sup> AVENUE TO CEDAR LAKE ROAD – ADD 3 <sup>RD</sup> LANE,RECONSTRUCT	MN/DOT	2734-33
TH 169	IN BELLE PLAINE, CONSTRUCT INTERCHANGE AT TH 25	Mn/DOT	7008-45
TH 610	US 169 TO I-94; BUILD 4-LANE FREEWAY	Mn/DOT	-
I-694	FROM I-35W TO LEXINGTON AVENUE – ADD 3 <sup>RD</sup> LANE, MODIFY INTERCHANGE AT TH 10/51	MN/DOT	-



**Table B – 4**  
**Regionally Significant TIP Projects**  
**2025 Action Scenario**

Route	Description	Agency	Project Page Number Comments
I-35E	TH 110 TO TH 55 - CORRIDOR IMPROVEMENTS, ALTERNATIVES BEING STUDIED INCLUDE: HOV/MIXED USE/BUS SHOULDERS	Mn/DOT	-
I-35E	MARYLAND TO I-694 - CORRIDOR IMPROVEMENTS, ALTERNATIVES BEING STUDIED INCLUDE: HOV/MIXED USE/BUS SHOULDERS	Mn/DOT	-
TH 41	TH 169 TO TH 212 - NEW RIVER CROSSING AND CONSTRUCT 4-LANE ROAD	Mn/DOT	-
TH 252	73RD AVE TO TH 610 - CORRIDOR IMPROVEMENTS, ALTERNATIVES BEING STUDIED INCLUDE: HOV/MIXED USE/BUS SHOULDERS	Mn/DOT	-
I-494	TH 77 TO TH 100 - CORRIDOR IMPROVEMENTS, ALTERNATIVES BEING STUDIED INCLUDE: HOV/MIXED USE/BUS SHOULDERS	Mn/DOT	-
I-694	FROM EAST OF LEXINGTON AVE. TO JUNCTION I-35E ; GRADING, SURFACING , ADD 3 <sup>RD</sup> LANE	Mn/DOT	-
I-694	E JCT I-35E to TH36 - CORRIDOR IMPROVEMENTS, ALTERNATIVES BEING STUDIED INCLUDE: HOV/MIXED USE/BUS SHOULDERS	Mn/DOT	-

#### **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 2000 Travel Behavior Inventory was completed in 2002 incorporating available 2000 Census data. Changes made in 2000 to forecast modeling procedures for the transit network (see Transit Network, pageB-16) were used in the 2004-2006 TIP conformity analysis to more accurately reflect the goals and future investment priorities contained in the TPP. This network was also used in the TPP 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 as shown in the 2010 and 2025 "Dedicated Rights-of-Way Plans" in the TPP.*

- *Creating more efficient use of land and public infrastructure as part of a region wide Development Framework strategies linking land use to long-term transportation investments*

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   | 6. Undivided Arterial |
| 2. Unmetered Freeway | 7. Collector          |

- |                     |                       |
|---------------------|-----------------------|
| 3. Metered Ramp     | 8. HOV                |
| 4. Unmetered Ramp   | 9. Centroid Connector |
| 5. Divided Arterial | 10. HOV Ramp          |

The Geographic Information System (GIS) software was used to assign default speed based on 2000 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 2000 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.

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 2000 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 2000 Travel Behavior Inventory Home Interview Survey and the 1990 Transit Onboard Survey.

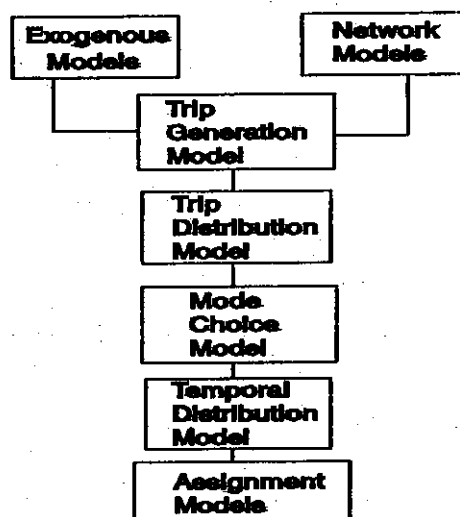
### Temporal Distribution Model

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 2000 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:

**Table B- 5  
REGIONALLY SIGNIFICANT TIP TRANSIT PROJECTS**

Fund	Year	Description	Agency	MMDOT Project Number Comments
CMAQ2007	2008	I-94 EAST PARK AND RIDE LOT : CONSTRUCT NEW 500 CAR LOT AT COUNTY ROAD 19 AND I-94 FOR EXPANSION SERVICE PURCHASE 10 HYBRID -ELECTRIC BUSES DEDICATED TO THE SERVICE EXPANSION	METROPOLITAN COUNCIL -- MetroTransit	90-595-10  CM-12-03
CMAQ2007	2008	CR 81/NORTHWEST CORRIDOR PARK AND RIDE LOT: CONSTRUCT NEW 800- CAR PARK AND RIDE LOT AT CR 81 AND BROOKLYN BLVD. FOR CORRIDOR SERVICE EXPANSION. PURCHASE 10 HYBRID-ELECTRIC BUSES DEDICATED TO SERVICE EXPANSION	METROPOLITAN COUNCIL -- Metro transit	90-595-08  CM-14-03

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 2003 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 MOBILE 6.2 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 MOBILE 6.2 air quality analysis models. of Section VI. The MOBILE 6.2 model is used to produce carbon monoxide emission factors from mobile sources for the region. Sample input files for MOBILE 6.2 are in Exhibit B- 2. 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. Sample input files for MOBILE 6.2 are in Exhibit B-2 . MOBILE 6.2 calculations are based factors (in grams per vehicle mile) multiplied by vehicle miles travel (VMT) and congested speed from a highway assignment model. Travel on Centroid connectors, and intrazonal travel also are accounted for by the model. 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 emission reduction benefits of CMAQ types of projects.

#### Seasonal Adjustments to Vehicle Trip Tables

Prior to assignment to the highway network, the vehicle trip tables were adjusted for the proper season. The travel demand model is calibrated to data collected by the Travel Behavior Inventory, which is conducted in the summer. The model is validated against ground count of traffic which are collected primarily by tube counters that can only be used in the snowless period of the year. Thus the regional travel demand model is considered to forecast an average summer week day.

The mobile emissions model, MOBILE 6.2, produces CO emission rates for the month of January. Winter is when the region typically experiences the most severe CO pollution events.

An adjustment to the summer month travel forecast by the regional model to make it consistent with the January timeframe of the emissions model was recognized as being needed. The Minnesota Department of Minnesota maintains a series of automatic traffic recorders that count traffic throughout the year. Data from this source was used to derive a January winter month adjustment factor to apply to the model trip tables prior to the highway assignment step.

**Table B - 6**

#### **MOBILE 6.2 INPUT VALUES**

The EPA-MOBILE 6.2 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 .....	MOBILE 6.2 - default

#### **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. The Citizen Participation Plan was updated in the 2000 TPP (Appendix D). 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, voice messages and notices on its web site are used to attract participation at the open houses, disburse informational materials and solicit public comments

The final TIP is adopted after a 45-day public comment period which is the draft TIP revised as needed in response to comments received. A public hearing is held by the TAB on the TIP during the public 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. The TIP public comment period and public hearing date are announced on the Council's web site. The draft TIP document can also be accessed through the web site. The public can contact the Council's transportation department directly by phone using a contact phone number posted on the web site.

#### **B. INTERAGENCY CONSULTATION PROCESS**

An interagency consultation process was used to develop the TTP. Consultation continues through out the public comment period to respond to comments and concerns raised by the public and 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 TIP. An interagency conformity work group provides a forum for interagency consultation. The work group has representatives from the Council, MPCA, MnDOT and the FHWA. The following is a list of interagency meetings held and scheduled to consult during the preparation and adoption of the TIP document. Ongoing communication occurred along with periodic meetings, draft reports, emails and phone calls.

<b>DATE</b>	<b>ACTIVITY</b>
February 2004	The Council, MPCA, FHWA and MnDOT (interagency conformity work group) developed conformity review schedule, identified exempt projects and their classification. TIP revision procedures and conformity review schedule were adopted by the TAB's Technical Advisory Committee (TAC) Funding and Programming Committee.
February 2004	Review revised project listings and format for Appendix B tables.
April 14, 2004	Joint meeting with the MPCA, MnDOT, FHWA and Council to review technical issues in modeling using Mobile 6.2, review possible options for remedies, and agree on a course of action.
April 19, 2004	MPCA, Council, FHWA and MnDOT, conference call with EPA Region 5 to present technical modeling issues and suggest a course of action.

April 22, 2004	MPCA, Council, FHWA and MnDOT conference call with EPA Region 5 to hear response from EPA on interim modeling procedures proposed by the interagency conformity work group. It was agreed to revise the emissions budget by the amending the SIP and seek EPA approval by December 2004.
April 29, 2004	Interagency work group developed schedule to revise SIP and to contract for air quality modeling consultant to assist in the SIP revisions.
May 10, 2004	MPCA, Council, MnDOT and FHWA met to review proposed changes in modeling using winter VMT rates rather than summer. The revised method to determine daily VMT for use in air quality modeling had to be accepted by the EPA before it could be applied.
May 14, 2004	Changes recommended by the interagency conformity work group to modeling procedures regarding use of winter VMT rates was presented to the EPA in a conference call. The EPA Region 5 approved the changes which addressed the technical modeling issues encountered for the draft TIP document conformity review.
June 16, 2004	MPCA completes review of TAC draft 2005-2008 TIP and provides comments to the Council for inclusion in the public review document adopted by the TAB on June 16 <sup>th</sup> .
June -- August 2004	TIP public comment period conducted by the TAB and a public hearing is held.
September 15, 2004	TAB 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.
October 13, 2004	Council adopts TIP and forwards to MnDOT for inclusion with the State Transportation Improvement Program (STIP) that is forwarded to the U.S. DOT by Mn/DOT.

The TAB and its Technical Advisory Committee are involved in the TIP 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 TIP 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 TIP 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 TIP and certifies that the TIP does not conflict with the implementation of the SIP. All Transportation System Management (TSM) strategies which were the adopted TCM's for the region have been implemented or ongoing and funded. Table B-7 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-7 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-7  
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)		
<ul style="list-style-type: none"><li>Establish VIM Program</li></ul>	<ul style="list-style-type: none"><li>Program became operational in July 1991 and was terminated in December 1999</li></ul>	
Exclusive Bus/Carpool Lane		
<ul style="list-style-type: none"><li>I-35W Bus/Metered Freeway Project</li></ul>	<ul style="list-style-type: none"><li>Metered freeway access locations have bus and carpool bypass lanes at strategic intersections on I-35W and I-394. In March, 2002 a revised metering program became operational.</li></ul>	
<ul style="list-style-type: none"><li>Reserved transit lanes in 3rd Ave. distributor in Minneapolis</li></ul>	<ul style="list-style-type: none"><li>3<sup>rd</sup> Ave. distributor project including exclusive bus/carpool lanes was completed in 1992. Auto circulation has been enhanced by installing a system of electronic signage.</li></ul>	
Alternative Fuels or Engines		
<ul style="list-style-type: none"><li>Gasohol demonstration project</li></ul>	<ul style="list-style-type: none"><li>Council implemented an alternatives fuel testing program for buses in 1992; completed in 1996. In 2002 tested a biodiesel blend. The Council has purchased 3 hybrid buses for service on Nicollet Mall and evaluation. All the buses are in regular service.</li></ul>	
Cold Start Emissions Reductions		
<ul style="list-style-type: none"><li>Auto plug-in program for cold-start reductions</li></ul>	<ul style="list-style-type: none"><li>The measure was studied and found not to be feasible.</li></ul>	
Staggered Work Hours		

**Table B-7**  
**TRANSPORTATION SYSTEM MANAGEMENT STRATEGIES**  
**LISTED IN THE TRANSPORTATION AIR QUALITY CONTROL PLAN**

TWIN CITIES AREA TSM STRATEGIES	STATUS
<ul style="list-style-type: none"> <li>Variable work hours implemented by various agencies</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>Improved Public Transit</b>	
<ul style="list-style-type: none"> <li>Reduced Metro Transit fares</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<ul style="list-style-type: none"> <li>Metro Transit Downtown Fare Zone</li> </ul>	<ul style="list-style-type: none"> <li>Special reduced fares for Mpls. and St. Paul downtowns implemented and ongoing.</li> </ul>
<ul style="list-style-type: none"> <li>Community Centered Transit</li> </ul>	<ul style="list-style-type: none"> <li>"Opt-out" provisions now allow communities to develop local service. Several community-focused transit hubs are now in operation.</li> </ul>
<ul style="list-style-type: none"> <li>Flexible Transit</li> </ul>	<ul style="list-style-type: none"> <li>Alternative transit modes such as dial-a-ride introduced to provide specialized transit service in lower density urban areas.</li> </ul>
<ul style="list-style-type: none"> <li>Total Community Service Demonstration (elderly, persons with disabilities service)</li> </ul>	<ul style="list-style-type: none"> <li>An accessible route service implemented in addition to ongoing Metro Mobility service.</li> </ul>
<ul style="list-style-type: none"> <li>Responsiveness in Routing and Scheduling</li> </ul>	<ul style="list-style-type: none"> <li>Transit agencies have implemented active planning and communication programs with communities such as restructuring of transit service through a regional Transit Redesign program. Reverse commute service between Minneapolis CBD and suburban major employers being implemented.</li> </ul>
<ul style="list-style-type: none"> <li>CBD Parking Shuttle</li> </ul>	<ul style="list-style-type: none"> <li>Shuttle service incorporated with the CBD regular route special fare zone.</li> </ul>
<ul style="list-style-type: none"> <li>Simplified Fare Structure</li> </ul>	<ul style="list-style-type: none"> <li>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 smartcard system designed to collect fares for bus, LRT and commuter rail transit services in 2004</li> </ul>
<ul style="list-style-type: none"> <li>Bus Shelters</li> </ul>	<ul style="list-style-type: none"> <li>Established ongoing program of installing and retrofitting bus shelters with ADA access.</li> </ul>
<ul style="list-style-type: none"> <li>Rider Information</li> </ul>	<p>Region-wide transit information is available through CBD Transit Stores, the Council's web site and a computerized phone system.</p>

**Table B-7**  
**TRANSPORTATION SYSTEM MANAGEMENT STRATEGIES**  
**LISTED IN THE TRANSPORTATION AIR QUALITY CONTROL PLAN**

TWIN CITIES AREA TSM STRATEGIES	STATUS
<ul style="list-style-type: none"> <li>Transit Marketing</li> </ul>	<ul style="list-style-type: none"> <li>Transit marketing is ongoing and remains an integral part of transit planning and the provision of services by the Council.</li> </ul>
<ul style="list-style-type: none"> <li>Cost Accounting Transit Performance Funding</li> </ul>	<ul style="list-style-type: none"> <li>Operation computer models developed to monitor and assess transit costs and develop performance measures.</li> </ul>
<ul style="list-style-type: none"> <li>Transit Maintenance Program</li> </ul>	<ul style="list-style-type: none"> <li>New maintenance garage facility in St. Paul became operational in 2001.</li> </ul>
<ul style="list-style-type: none"> <li>"Real-time" Monitoring</li> </ul>	<ul style="list-style-type: none"> <li>ITS "real time" programs implemented on I-394 corridor. New transit operations center opened in 2000 and regional Traffic Management Center operated by Mn/DOT in 2003.</li> </ul>
<ul style="list-style-type: none"> <li>Park and Ride</li> </ul>	<ul style="list-style-type: none"> <li>Joint Metro Transit-Mn/DOT program for the planning and construction of park-and-ride facilities throughout the region funded through a "Team Transit" program, federal, state and regional funding sources. Transit service coordinated with construction of suburban park and ride facilities.</li> </ul>
<b>Area-wide Carpool Programs</b>	
<ul style="list-style-type: none"> <li>Expand Existing Area-wide Shared-ride Programs</li> </ul>	<ul style="list-style-type: none"> <li>Commuter Services (rideshare) program is actively marketed by the Council.</li> </ul>
<b>On-street Parking Controls</b>	
<ul style="list-style-type: none"> <li>Enforcement of Parking Idling and Traffic Ordinances</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing enforcement aggressively pursued by Mpls. and St. Paul.</li> </ul>
<b>Park and Ride/Fringe Parking</b>	
<ul style="list-style-type: none"> <li>CBD Fringe Parking Programs in Mpls. and St. Paul</li> </ul>	<ul style="list-style-type: none"> <li>Mpls. and St. Paul implementing ongoing programs for fringe parking and incentives to encourage carpooling through their respective downtown traffic management organizations.</li> </ul>
<b>Pedestrian Malls</b>	
<ul style="list-style-type: none"> <li>Nicollet Mall (Mpls.)</li> </ul>	<ul style="list-style-type: none"> <li>Nicollet Mall pedestrian friendly renovations and extension completed. Street level passenger waiting areas built into new buildings on the mall.</li> </ul>
<ul style="list-style-type: none"> <li>Pedestrian Facilities/skyway Systems</li> </ul>	<ul style="list-style-type: none"> <li>Extension of Mpls. Skyway system to the fringe parking in the 3rd Ave. distributor is completed.</li> </ul>

**Table B-7**  
**TRANSPORTATION SYSTEM MANAGEMENT STRATEGIES**  
**LISTED IN THE TRANSPORTATION AIR QUALITY CONTROL PLAN**

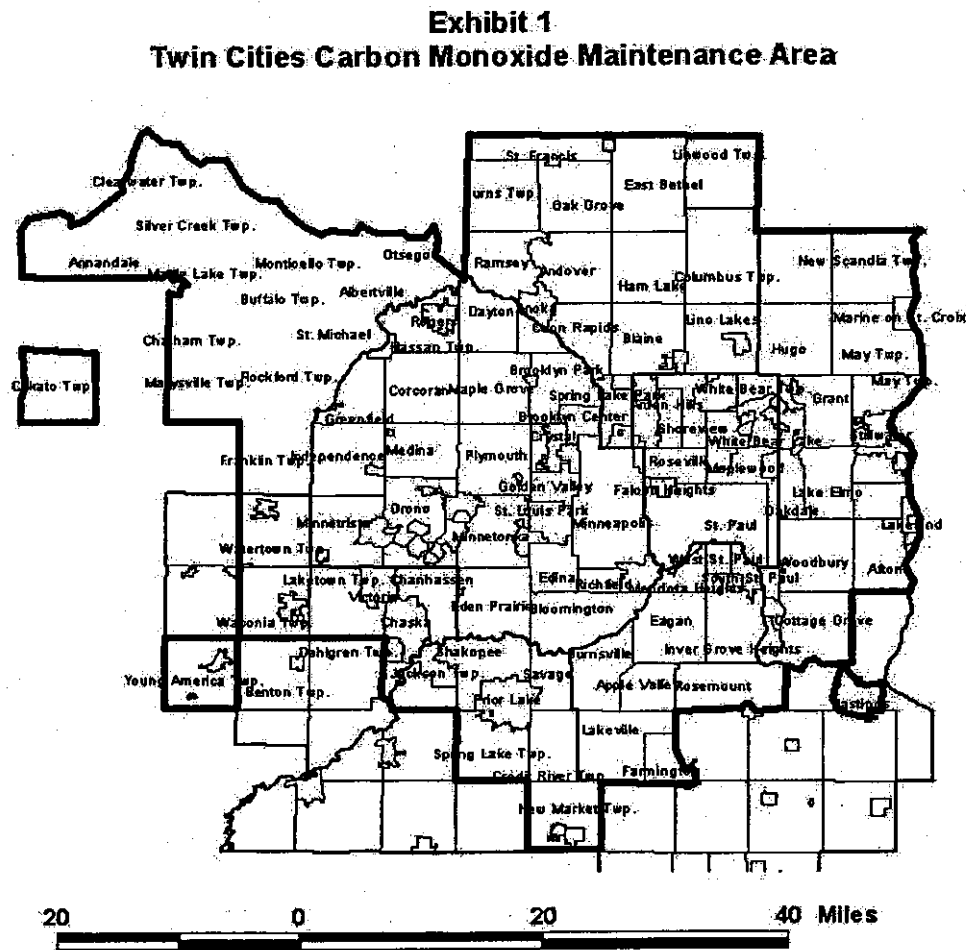
TWIN CITIES AREA TSM STRATEGIES	STATUS
<ul style="list-style-type: none"> <li>• CBD Housing and Related Pedestrian Way</li> </ul>	<ul style="list-style-type: none"> <li>• Mpls. and St. Paul are promoting the expansion of street level commercial uses and affordable housing as part of aggressive CBD redevelopment strategies to create more urban villages and transit supportive land uses in the CBD area.</li> </ul>
<b>Employer Programs for Transit, Paratransit and Bicycles</b>	
<ul style="list-style-type: none"> <li>• Shared-ride Programs Implemented and Underway in the Metropolitan Area</li> </ul>	<ul style="list-style-type: none"> <li>• Program designed to continually expand the number of Twin Cities employers supporting van and carpool programs and participating in Minnesota Rideshare program. Ongoing technical assistance is provided by the Council to implement local TSM programs. Collaboration formed with Clean Air Minnesota to promote awareness of increasing regional ozone problem and to promote volunteer program for emission reduction strategies for ozone precursors.</li> </ul> <p>Transportation Management Organizations established in the downtowns of Minneapolis, St. Paul and on the I-494 Strip in Bloomington.</p>
<b>Bicycle Lanes and Storage</b>	
<ul style="list-style-type: none"> <li>• Bicycle Facilities Implemented by Various Cities in Metropolitan Area</li> </ul>	<ul style="list-style-type: none"> <li>• 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 bike storage areas. First segments of the Midtown Greenway in Mpls. open to bike and pedestrian traffic—summer 2000. A regional bikeway map is under development.</li> </ul>
<b>Traffic Flow Improvements</b>	
<ul style="list-style-type: none"> <li>• Minneapolis Computerized Traffic Management System</li> </ul>	<ul style="list-style-type: none"> <li>• Minneapolis system installed. New hardware and software installation completed in 1992. System has been significantly extended since 1995 using CMAQ funding</li> </ul>
<ul style="list-style-type: none"> <li>• St. Paul Computerized Traffic Management System</li> </ul>	<ul style="list-style-type: none"> <li>• St. Paul system completed in 1991.</li> </ul>
<ul style="list-style-type: none"> <li>• New Construction - Minneapolis; 3rd Ave. Distributor, I-35E, St. Paul</li> </ul>	<ul style="list-style-type: none"> <li>• 3rd Ave. distributor in Minneapolis with computerized signals completed. I-35E through the downtown St. Paul reconstructed. Messaging signage system installed to direct motorists to available parking.</li> </ul>

**Table B-7**  
**TRANSPORTATION SYSTEM MANAGEMENT STRATEGIES**  
**LISTED IN THE TRANSPORTATION AIR QUALITY CONTROL PLAN**

TWIN CITIES AREA TSM STRATEGIES	STATUS
<ul style="list-style-type: none"> <li>• University and Snelling Avenues, St. Paul; traffic flow improvements</li> </ul>	<ul style="list-style-type: none"> <li>• Improvements completed in 1990 and became fully operational in 1991.</li> </ul>

## VI. EXHIBITS

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



Based on Federal Register Notice November 6, 1991

## Exhibit 2

**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 3

## Samples of MOBILE 6.2 Input Files for 2010, 2020 and 2025 Analysis Milestone Years

```
*****
* MOBILE6.2.03 (24-Sep-2003)
* Input file: INPUT.IN (file 1, run 1).
*****
```

```
* #####
* CONVERTED MOBILE REGISTRATION
* File 1, Run 1, Scenario 1.
* #####
```

M 48 Warning:  
there are no sales for vehicle class HDGV8b

Calendar Year: 2010  
Month: Jan.  
Altitude: Low  
Minimum Temperature: 16.0 (F)  
Maximum Temperature: 38.0 (F)  
Absolute Humidity: 75. grains/lb  
Nominal Fuel RVP: 9.0 psi  
Weathered RVP: 9.9 psi  
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No  
Evap I/M Program: No  
ATP Program: No  
Reformulated Gas: No

Ether Blend Market Share: 0.001  
Ether Blend Oxygen Content: 0.017

Alcohol Blend Market Share: 0.999  
Alcohol Blend Oxygen Content: 0.027  
Alcohol Blend RVP Waiver: Yes

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT
HDDV MC All Veh							
GVWR:	<6000	>6000	(All)				
VMT Distribution:	0.3678	0.3800	0.1367		0.0311	0.0003	0.0020
0.0767 0.0053 1.0000							
Composite Emission Factors (g/mi):							
Composite VOC :	0.501	0.848	1.185	0.937	1.031	0.147	0.434
0.430 1.85 0.744							
Composite CO :	15.64	19.71	23.74	20.78	10.87	0.816	0.735
2.052 13.74 17.058							
Composite NOX :	0.556	0.914	1.460	1.058	3.248	0.364	0.757
8.472 1.65 1.513							



\*\*\*\*\*  
 \* MOBILE6.2.03 (24-Sep-2003) \*  
 \* Input file: INPUT.IN (file 1, run 2). \*  
 \*\*\*\*\*

\* #####  
 \* CONVERTED MOBILE REGISTRATION  
 \* File 1, Run 2, Scenario 1.  
 \* #####

M 48 Warning:  
 there are no sales for vehicle class HDGV8b  
 M 48 Warning:  
 there are no sales for vehicle class LDDT12

Calendar Year: 2020  
 Month: Jan.  
 Altitude: Low  
 Minimum Temperature: 16.0 (F)  
 Maximum Temperature: 38.0 (F)  
 Absolute Humidity: 75. grains/lb  
 Nominal Fuel RVP: 9.0 psi  
 Weathered RVP: 9.9 psi  
 Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No  
 Evap I/M Program: No  
 ATP Program: No  
 Reformulated Gas: No

Ether Blend Market Share: 0.001 Alcohol Blend Market Share: 0.999  
 Ether Blend Oxygen Content: 0.017 Alcohol Blend Oxygen Content: 0.027  
 Alcohol Blend RVP Waiver: Yes

HDDV	Vehicle Type: MC All Veh GVWR:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT
			<6000	>6000	(All)			
-----								
VMT Distribution:		0.2908	0.4350	0.1565		0.0319	0.0003	0.0023
0.0783	0.0050 1.0000							
-----								
Composite Emission Factors (g/mi):								
0.278	Composite VOC :	0.274	0.438	0.625	0.488	0.458	0.051	0.167
	1.85 0.414							
0.570	Composite CO :	13.29	13.95	16.31	14.58	9.21	0.571	0.402
	13.74 12.897							
2.199	Composite NOX :	0.237	0.441	0.708	0.512	0.991	0.033	0.210
	1.65 0.584							
-----								

```

*****
* MOBILE6.2.03 (24-Sep-2003)
* Input file: INPUT.IN (file 1, run 3).
*****

```

```

* #####
* CONVERTED MOBILE REGISTRATION
* File 1, Run 3, Scenario 1.
* #####

```

```

M 48 Warning:
      there are no sales for vehicle class HDGV8b
M 48 Warning:
      there are no sales for vehicle class LDDT12

```

```

      Calendar Year: 2025
      Month: Jan.
      Altitude: Low
      Minimum Temperature: 16.0 (F)
      Maximum Temperature: 38.0 (F)
      Absolute Humidity: 75. grains/lb
      Nominal Fuel RVP: 9.0 psi
      Weathered RVP: 9.9 psi
      Fuel Sulfur Content: 30. ppm

```

```

      Exhaust I/M Program: No
      Evap I/M Program: No
      ATP Program: No
      Reformulated Gas: No

```

```

      Ether Blend Market Share: 0.001
      Ether Blend Oxygen Content: 0.017
      Alcohol Blend Market Share: 0.999
      Alcohol Blend Oxygen Content: 0.027
      Alcohol Blend RVP Waiver: Yes

```

HDDV	Vehicle Type: MC All Veh GVWR:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT
			<6000	>6000	(All)			
-----	-----	-----	-----	-----	-----	-----	-----	-----
0.0783	0.0050 1.0000	0.2908	0.4350	0.1565		0.0319	0.0003	0.0023
-----								
Composite Emission Factors (g/mi):								
0.253	Composite VOC : 1.85 0.370	0.263	0.387	0.545	0.428	0.347	0.044	0.125
0.338	Composite CO : 13.74 12.421	13.17	13.30	15.47	13.87	9.05	0.571	0.361
1.071	Composite NOX : 1.65 0.430	0.216	0.380	0.602	0.439	0.489	0.027	0.148
-----								

## EXHIBIT 4

### 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 2004-2006 TIP. The coding system is revised from previous TIPs to be consistent with the coding system for exempt projects in the proposed Minnesota Pollution Control Agency (MPCA) revision to the State Implementation Plan for Air Quality for Transportation Conformity.

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

#### SAFETY

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

#### MASS TRANSIT

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

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

#### AIR QUALITY

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

#### OTHER

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

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

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

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

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

#### Projects Exempt from Regional Emissions Analyses

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

#### Regionally significant projects

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

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

#### Non-Classifiable Projects

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

#### Traffic Signal Synchronization

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

## **Appendix C.**

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

As requested by the Federal Transit Act (Sec. 3012) and Circular 7005.1, the following describes the process by which private transit providers were involved in developing the 2005-2008 Transportation Improvement Program (TIP).

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

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

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

\*\*\*

## **Appendix D.**

### **Regional Transportation Financial Plan**

#### **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.

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**

	<b>Mileage</b>	<b>Routine Maintenance</b>	<b>Life-Cycle Treatment</b>	<b>Combined</b>
<b>Estimated 1999 Cost per Mile</b>				
Urban Principal Arterials		\$33,720	\$24,000	\$57,720
Urban Minor Arterials		12,360	12,000	24,360
<b>State Highways (Mn/DOT)</b>				
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%
<b>County Highways</b>				
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%
<p>*1999 Mn/DOT eight-county metro district maintenance budget (\$43.5 million) adjusted to reflect seven-county area and principal and "A" minor arterial proportion of total state mileage.</p> <p>**One-third of estimated federal and state funds available for preservation of the metro highway system (\$58.2 million per year).</p>				

**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
<b>Metro Area Total</b>	<b>\$57,668,287</b>
Assumed Percent Available for Principal/"A" Minor Arterials	62%
<b>Amount Available for Principal/"A" Minor Arterials</b>	<b>\$35,754,338**</b>
*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
<b>Total</b>	<b>= \$35,754,338</b>

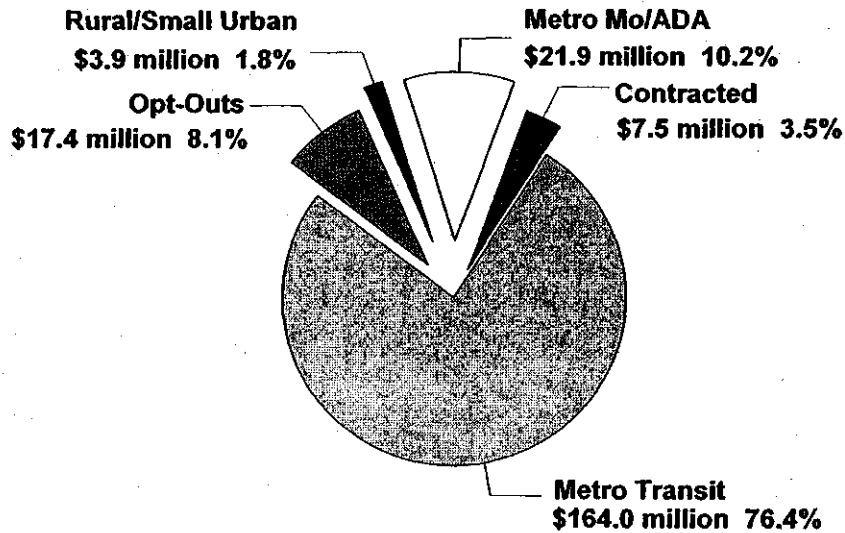
## **Adequacy of Transit Funding System – Operating Cost Funding**

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:

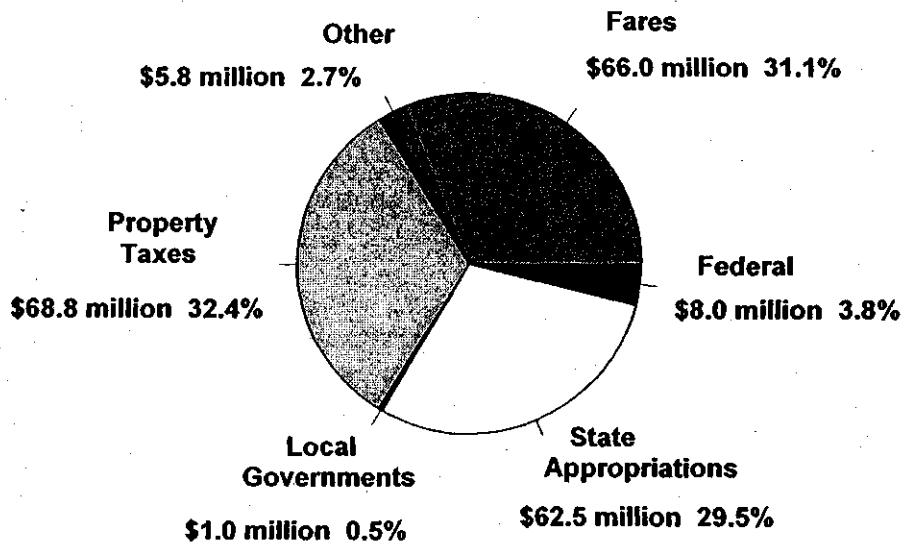
- **Metro Transit:** Provides regular route, primarily large bus service within the Transit Taxing District.
- **Contracted Regular-Route Services:** Provide regular-route bus service on approximately 45 routes through contracts with private companies with a variety of bus sizes within the Transit Taxing 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 9<sup>th</sup> 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**

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

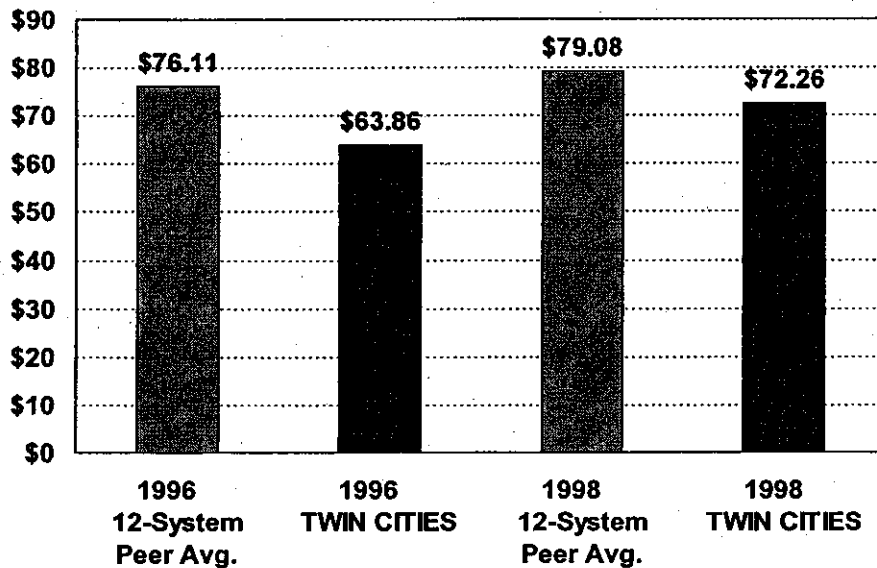
### **Cost-Efficiency**

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).

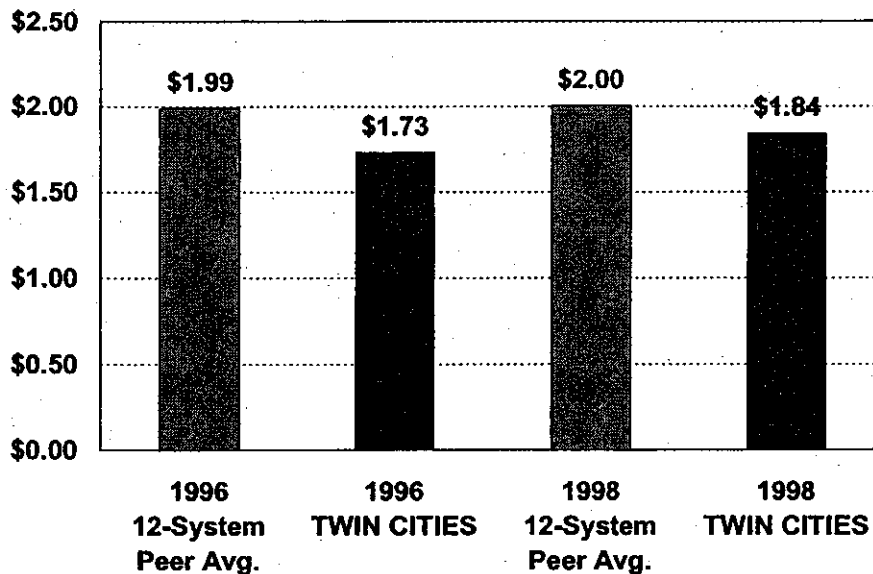
The average for 1998, similar to 1996, remained lower for the Twin Cities than for the 12-system peer average, which was \$76.11 in 1996 and \$79.08 in 1998.

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)

	<b>Expand Bus System</b>	<b>Busways</b>	<b>LRT</b>	<b>Commuter Rail</b>	<b>TOTAL</b>
<b>2025 Operating Cost</b>	\$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
<b>Total Capital</b>	\$1,750	\$1,415	\$540	\$1,250	\$725	\$134	\$5,814
<b>Annual Capital</b>	\$70	\$56	\$22	\$50	\$29	\$5	\$232
<b>Capital cost in 2025 of maintaining system</b>	\$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
<i>Historical Capital Funds for Highways</i>		
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)
<b>Highway Total</b>	<b>\$332.15</b>	<b>\$7,062.0</b>
<i>Historical Capital Funds for Transit</i>		
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
<i>State Funds</i>		
• None (Title III Section 5310, 5311 funds are administered by state.)		
<i>Local/Regional Transit Capital Funds</i>		
• Regional bonding (five-year historic average of principal excluding interest and five-year project of principal)	40.0	840.0
<b>Transit Total</b>	<b>\$93.25</b>	<b>\$1,958.25</b>
<b>Highway and Transit Total</b>	<b>\$421.1</b>	<b>\$9,020.25</b>
*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.		

**Table D-7.**  
**Transportation Policy Plan Financial Allocations, 2005-2025 (in millions)**

Major Projects in 2001-2004 TIP: additional funds required	\$230.0
Trunk Highway System-wide Life-Cycle Preservation	\$1,430.0
Trunk Highway Improvements/Bottleneck Removal*	\$943.0
Trunk Highway System-wide Management	\$510.0
Trunk Highway Expansion Projects *	\$1,490.0
Selected Regional Projects (Reduced by \$250M Mn/DOT Applications)	\$735.0
Transit Improvements (Title III Funds)	\$1,958.25
Enhancements (federally defined category)	\$126.0
Congestion Management/Air Quality	\$352.8
Set Asides (right-of-way, supplemental agreements, Cooperative agreements)	\$565.0
<b>Subtotal</b>	<b>\$8,340.05</b>
Unallocated Title I and State Trunk Highway funds to be invested to implement the revised <i>Blueprint</i> (2002) Interregional Corridors, or other priorities over next 25 years	\$680.2
<b>TOTAL:</b>	<b>\$9,020.25</b>
* Includes cost of needed right-of-way.	

The set-asides for right-of-way, supplement agreements and cooperative agreements recognize the need to have funds to address these needs or to take advantage of opportunities. The transit improvements are selected in a number of ways—from the development of the Metro Transit capital budget and from the regional selection process. The investments recorded in this plan will cost \$8,340 million. This does not include the cost of fixed guideways, transitways or busways. The region has and will continue to pursue special state and federal funds for these facilities as was done for the Hiawatha LRT line and for elements of the Riverview Corridor Busway.

Over the 21 years from 2004 to 2025, Title I and State Trunk Highway revenues would exceed the allocated costs by approximately \$680 million. This reserve has not been allocated, so various unmet needs might be implemented by 2025. There is a long list of unmet needs. These could draw on this reserve. Some examples follow. The region will update the *Regional Blueprint* in the next two years. This may require additional transportation investments. Mn/DOT will undertake studies of seven Interregional Corridors in the next year. The recommended improvements may require resources beyond those already allocated. The legislature has set aside \$177 million for such investments. This is over and above the \$680 million reserve identified here. The comprehensive plans of local communities may note various unfunded needs.

The comparison of the annual revenues available for the 2005-2025 period (as shown in Table D-6) to the average capital requirements (from Table D-7) illustrates that capital resources approximate the allocations for the 25 year planning horizon. The plan is in fiscal balance with reasonable expected resources.

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

### ***Strategies to Increase Available Resources***

The region is working to secure additional funds for transportation investments.

These activities focus on the passage of bills that will increase the traditional sources of state revenue available to transit operations and capital projects. The Council continues to work with Mn/DOT on the study and implementation of additional traditional and alternative funding sources..

The Council has identified \$9 billion in funds projected to be available to implement the plan over the period 2005-2025. This amount will fall short of the funding requirements needed to adequately satisfy regional transportation needs. These unmet needs include, among others, projects to implement the adopted Regional Growth Strategy, LRT, busways, commuter rail, improvements to interregional corridors and replacement and expansion of the trunk highway "A" minor arterials.

The expansion of the transit system will require additional operating funds. These cannot be obtained from fares or from inflationary growth in existing sources. The Council has and continues to pursue new sources with the following characteristics:

- Stable and reliable enough to allow long-range planning.
- Dedicated to transit.
- Grow both with the economy and with the population being served.
- Are broad-based.
- Utilize for both operating and capital needs.
- Provide diversity in revenue sources.

In conclusion, the region has developed a plan that respects the federal guidance for balance of resources with expenditures but the investments are not adequate to meet the mobility needs of the region. The region will continue to seek additional revenue sources.

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