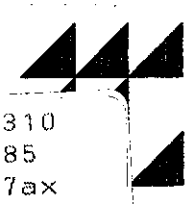
1998 - 2000

TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE

TWIN CITIES METROPOLITAN AREA



METROPOLITAN COUNCIL

1998 - 2000

TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE

TWIN CITIES METROPOLITAN AREA

Adopted August 14th 1997

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

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1998- 2000 TRANSPORTATION IMPROVEMENT PROGRAM

SUMMARY

The Twin Cities Metropolitan Planning Organization's Transportation Improvement Program (TIP) for 1998 through 2000 responds to procedures required by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The legislation requires that all federally funded transportation projects within the entire seven county area be included in the regional TIP. The TIP must be consistent with the projections of federal funds and local matching funds. All major transportation projects in the federally defined carbon-monoxide nonattainment area must be evaluated for their conformity with the Clean Air Act Amendments (CAAA) of 1990. This analysis must also include regionally significant non-federally funded projects. The 1998-2000 TIP is fiscally constrained and is in conformity with the CAAA of 1990 and was prepared through a process that gave adequate opportunity for public involvement.

The Transportation Improvement Program (TIP) for 1998 through 2000 is a multi-modal program of highway, transit, bicycle, pedestrian and transportation enhancement projects proposed for federal funding for the Twin Cities Metropolitan Area. Federal regulations require that a TIP be developed at least every two years. The region has chosen to revise its TIP every year. Last year the region developed a TIP that covered four years, 1997-2000. This year only minor modifications are required beyond removing those projects that were started or completed in 1997. Most of the federal funds have already been earmarked for the Twin Cities Area.

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

The 1998-2000 TIP for the Twin Cities Metropolitan Area includes Title I type projects valued at over $600 million for highway, transit, enhancement, bike and walk projects, of which approximately $300 million is requested of the federal government in addition to Demonstration funds allocated to regional projects.

The region has assumed it will receive approximately $60 million Section 5307 Capital Funds over the 1998-2000 period. The region will receive $3,376,000 in Section 5307 operating assistance for 1998. Approximately the same level of operating assistance is assumed for 1999 and 2000. Title I funds approved exclusively for transit capital projects and new service operating costs over the three year period totals approximately $18 million.

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

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

The TIP adopted by the Transportation Advisory Board and approved by the Metropolitan Council, is based on, implements and is consistent with the regional Transportation Development Guide/Policy Plan (TPP) adopted on Dec. 19, 1996.

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

1. INTRODUCTION

The 1998-2000 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[1] require that a Transportation Improvement Program:

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

The 1998-2000 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.

Metropolitan Council

Working for the Region, Planning for the Future

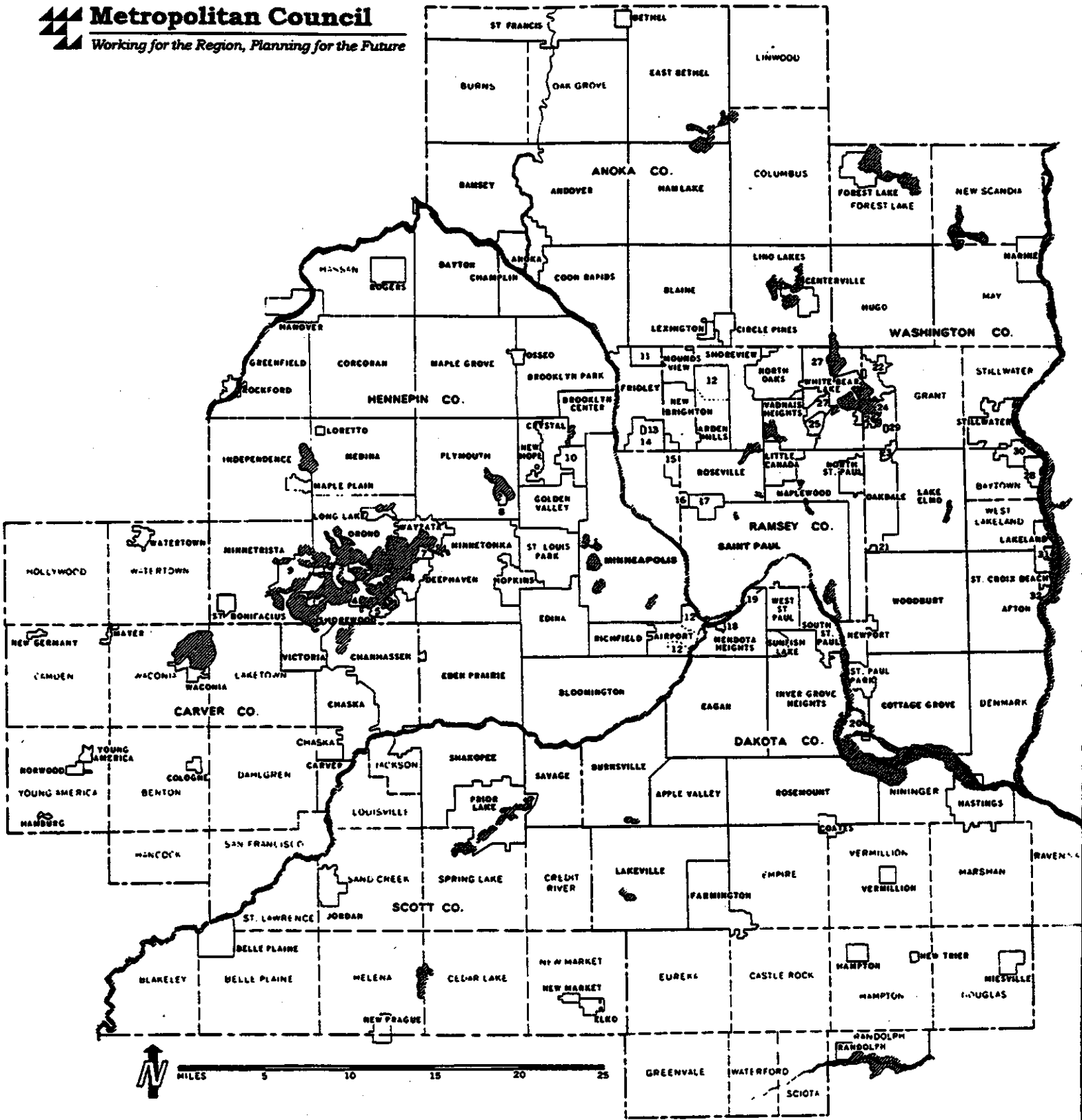


Fig. 1

Twin Cities Metropolitan Area
Political Boundaries, 1993

1 SPRING PARK
2 ORONO
3 MINNETONKA BEACH
4 TONKA BAY
5 EXCELSIOR
6 GREENWOOD
7 WOODLAND
8 MEDICINE LAKE
9 MOUND
10 ROBBINSDALE
11 SPRING LAKE PARK
12 U. S. GOVT.
13 HILLTOP
14 COLUMBIA HEIGHTS
15 ST. ANTHONY
16 LAUDERDALE
17 FALCON HEIGHTS
18 MENDOTA
19 LILYDALE
20 GREY CLOUD
21 LANDFALL
22 DELLWOOD
23 PINE SPRINGS
24 MANTORVILLE
25 GEM LAKE
26 BIRCHWOOD
27 WHITE BEAR
28 BAYPORT
29 WILLERNIE
30 OAK PARK HEIGHTS
31 LAKELAND SHORES
32 ST. MARY'S POINT

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

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

- Identification of the project;
- Description of the scope of project;
- Estimated total cost and the amount of federal funds proposed to be obligated during each of the program years;
- Proposed source of federal and nonfederal funds; and
- Identification of the regional or state local agencies that are the recipients responsible for carrying out the project.
- Air Quality Analysis Category
- 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' 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 Providers Advisory Committee and quarterly providers meetings.

PUBLIC PARTICIPATION OPPORTUNITIES IN PREPARATION OF THE TRANSPORTATION IMPROVEMENT PROGRAM

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

- A public meeting was held on April 16 1997, to explain and answer questions about the TIP on schedule and approval process.
- A public meeting was held on May 28, 1997, to initiate public comment on the draft TIP.
- An open house was held in June 11, 1997 to provide opportunity for interested public to review TIP document.
- A public hearing was held on June 18, 1997 to hear comments on the draft TIP.

In preparation for these meetings, 300 mailings were sent, notification was made in the State Register, press announcements were sent to the media, and the schedule was published in the Metropolitan Digest which is mailed to 600 local elected officials and legislators. Notification of adoption of the final 1998 - 2000 TIP by the Metropolitan Council was also made in the State Register.

In October, 1995 solicitation for projects to be funded by Enhancement funds were mailed to 700 cities, counties, agencies and special interest groups. A forum was held to discuss the solicitation process and answer questions in Dec. 1995. By Jan. 8, 1996, 111 projects were submitted requesting over $207 million in federal funds.

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

DEVELOPMENT AND CONTENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program process is shown in Figure 2. The TIP is a federally required three year program. The Metropolitan Council and TAB have chosen to prepare a four year document with a major amendment in alternate years. Last year a four year TIP was adopted, 1997-2000. This year the major amendment to that document will produce the 1998-2000 TIP. The TIP is an integral part of the overall transportation planning process, a cooperative effort among local units of government and metropolitan and state agencies. This cooperative process uses technical skills and resources of the various agencies, and minimizes duplication by the participants.

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

- The Blueprint sets the overall priorities for regional facilities and services in the Twin Cities Metropolitan Area.
- The Metropolitan Council's 2000 Transportation Development Guide/Policy Plan (TPP) sets overall regional transportation policy and details major long-range transportation plans. This plan was adopted in 1996 and addresses ISTEA requirements and considerations.

Figure 2
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROCESS

MN/DOT Capital Improvement Committee (CIC) monitors status of projects in current TIP as an ongoing process.

New TIP preparation starts with Council staff notifying Mn/DOT to prepare list of all regionally approved projects and Mn/DOT projects for inclusion in a new TIP.

Council staff prepares draft TIP in coordination with MPCA and MN/DOT.

TAC Funding & Programming Committee (F & PC) reviews and comments on draft TIP.

Draft TIP forwarded to MN/DOT Office of Intermodal Management for review and possible project additions.

Technical Advisory Committee (TAC) reviews.

Minnesota Pollution Control Agency (MPCA) reviews Air Conformity Analysis.

TAB ISTEA Programming Committee reviews and recommends document to TAB.

TAB adopts TIP after conducting public process.

Metropolitan Council Transportation Committee reviews TIP.

Metropolitan Council approves TIP* and Air Conformity Finding.

Council publishes TIP and forwards to MN/DOT and MPCA.

MN/DOT prepares State TIP, secures Governor's approval and forwards to U.S. DOT for conformance with ISTEA and CAAA, DOT sends to U.S. EPA for review.

*Although final approval rests with Metropolitan Council, TAB's action will be changed only if Council finds it inconsistent with Council policy.

- The Transportation Air Quality Control Plan, prepared by the Metropolitan Council, sets objectives and implementation strategies for transportation improvements to address air quality problems.

- Local comprehensive plans and transportation programs contain transportation elements that must be consistent with the Metropolitan Council's plans for transportation.

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

The Council and its MCTO identify transit service needs and objectives, planned transit service and capital improvements, and costs and funding sources that help implement the TPP.

Many of the highway construction projects included in this TIP are under Mn/DOT jurisdiction. They originate from ongoing Mn/DOT 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 Major Investment Studies (MIS) and corridor and location studies. These studies lead to specific project recommendations that are included in implementation programs. Other projects, such as those concerned with resurfacing, bridge improvements and safety, arise from continual monitoring and evaluation of existing highway facilities through Mn/DOT's pavement and bridge management plans.

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

PROGRAM AREAS IN THE TRANSPORTATION IMPROVEMENT PROGRAM

The ISTEA of 1991 establishes a number of highway funding programs. In most cases, transit projects can also be funded through these programs. ISTEA utilizes a number of transit funding programs which are the same as those used in the past.

These program areas are described below.

National Highway System (NHS). The NHS, 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.

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

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

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

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

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

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

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

PROJECT CATEGORIES

The programmed projects have been divided into five types for the 1998-2000 TIP. They are:

1. Preservation. Activities required to preserve existing infrastructure, including concrete joint repair, mill and/or overlay, sign replacement, etc. Replacement or revitalization of existing infrastructure, may include minimal capacity/operational improvements.

2. System Management. Projects to improve efficiency and/or operations as well as safety, capacity or air quality.

3. Agreements. Projects entered into by the department and a local unit. The projects vary in nature but benefit both Mn/DOT and the local jurisdiction.

4. Expansion. Major capital improvements which result in new or greatly expanded capabilities of corridors, i.e., new facility on new alignment, land additions in excess of auxiliary lanes, bridge at a new location, widened bridge to include more travel lanes.

5. Intelligent Vehicle Highway System Operational Tests. Projects to illustrate the effectiveness of ITS technology to improve the efficiency, operations, safety, capacity and air quality.

2. SUMMARY OF REGIONAL PLANS AND PRIORITIES

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

TRANSPORTATION DEVELOPMENT GUIDE CHAPTER/POLICY PLAN

Purpose and Authority

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

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

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

The *Transportation System Plan* has been prepared pursuant to Federal Intermodal Surface Transportation Efficiency Act (ISTEA) requirements and to Minnesota Statutes 473,145 and 146. Minnesota Statutes require the Council to review and revise the transportation guide at least every five years; ISTEA requires an update every three years. The plan preparation process includes the involvement of local elected officials through the Council's Transportation Advisory Board and the participation of citizens. The roles and responsibilities of all participants in the regional transportation planning process is fully described the *Prospectus*.

The *Transportation Policy Plan* conforms to ISTEA and the 1990 Clean Air Act Amendments (CAAA). ISTEA requires the consideration of 16 factors in the regional planning process for all metropolitan areas. The regional transportation planning process generates the development of various planning

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

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

Multi-Year Regional Planning Process

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

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

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

Relationship to Regional Growth Management Strategy

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

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

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

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

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

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

- The emphasis in the **permanent agricultural area** and the **permanent rural area** is on preservation and permanence. The areas will not be developed for urban uses.

- In the permanent agricultural area (the area with the best land for agricultural purposes), the standard will be no more than one dwelling unit per 40 acres.

- The permanent rural area will have a mix of farm and nonfarm uses. The standard will be up to (a maximum of) one dwelling unit per 10 acres. Clustered housing will be encouraged to protect the rural character, natural resources and open space. Clustered housing involves locating rural housing in close proximity so most of the land in the development remains in open space. The area will be planned so it will not need urban services.

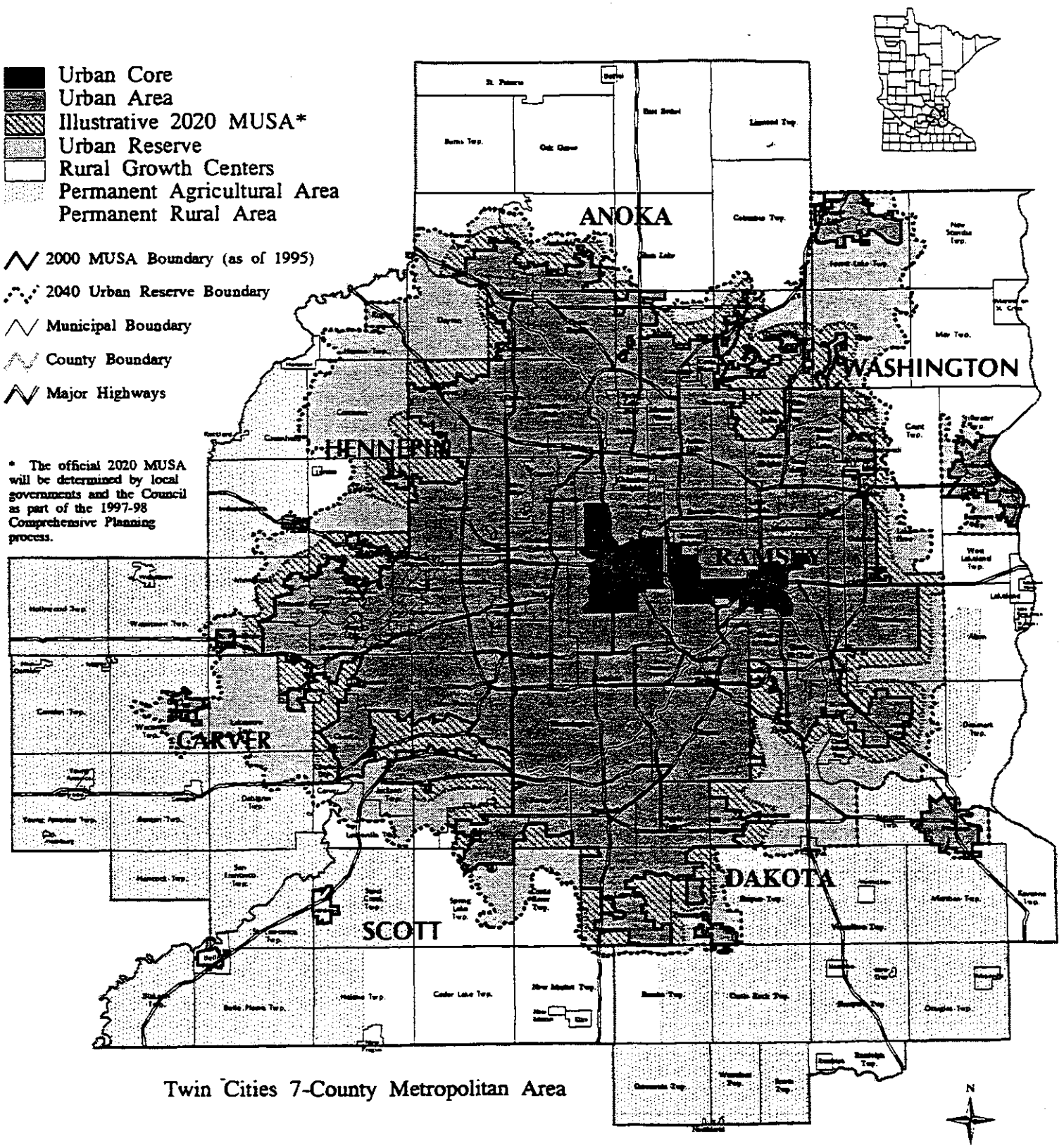
- The **"urban reserve"** is a new concept added to the *Blueprint*. It is a reservoir of land, established to accommodate the region's need for urbanization to the year 2040.

- The urban reserve will ring today's urban area in all parts of the region. Its outer edge will become the Twin Cities area's urban growth boundary. The boundary is based on watersheds, which allows the area to be served by more economical gravity sewers. Gravity sewers carry wastewater "downhill," reducing pumping costs.

- The Council will plan its regional sewer and transportation services and facilities based on the map. The Council plans and builds the large intercommunity sewer pipes; operates the public transit system; and in partnership with other units of government, plans the regional highway network. The Council will size new wastewater facilities for the entire urban growth area. Communities at the growing edge of the region will define and stage their 2020 Metropolitan Urban Service Area, or MUSA, within the urban reserve, in collaboration with the Council. The MUSA is the part of the region with urban-scale development and services. The area in the urban reserve, but outside the new 2020 MUSA will be planned so short-term development decisions are consistent with eventual full urbanization.

Growth Management Strategy Policy Areas

Fig. 3



Twin Cities 7-County Metropolitan Area

Metropolitan Council
Geographic Information Systems

December 19, 1996

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

- In the **urban area**, the focus will be on jobs and economic development activities within and around the Interstate Hwy. 494/694 beltway, with particular emphasis on the urban core (see Figure 3) and the nodes and corridors connected to it. The transportation system, especially transit, will be used to help bring about job concentrations. High levels of transportation services will be maintained in and around the major concentrations. The Council will offer transit service and other incentives will be used to encourage higher-density housing and business concentrations in the corridors.

- Redevelopment of housing and business properties throughout the area will be encouraged. Ways to accomplish this include Livable Communities grants and polluted site cleanup.

- The **urban core** of the region will be a major focus of reinvestment and redevelopment. The core area is limited to the areas in and adjacent to the two downtowns and in the corridor along University Avenue between them.

- Job concentrations and development nodes will be encouraged in the urban core area and brownfield sites (polluted former industrial sites) in the urban core will be prime targets for reinvestment and tax-base development. Access to job opportunities for core residents throughout the region will be increased.

- The urban core will be a priority for Council investments and incentives. The programs will aim at improving economic opportunities for residents and to improve the area's physical characteristics. The Council will use all of the tools at its disposal (such as Livable Communities grants and transit) to improve conditions in the core area, recognizing that its tools are limited.

- In the **counties adjacent to the Twin Cities**, the proposed policies support requiring long-range planning in communities with a population of over 5,000 people or where 50 percent of the residents commute to the Twin Cities to work. The policies support growth management and transportation planning, as well as steps toward economic self sufficiency. The adjacent counties are encouraged to coordinate their planning with the Council's planning.

- The emphasis in the **permanent agricultural area** and the **permanent rural area** is on preservation and permanence. The areas will not be developed for urban uses.

SUMMARY

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

The large amount of growth forecasted for the next 25 years will have a significant impact on the regional transportation system since little roadway expansion is planned. If current transportation

investment levels and priorities are projected to 2020, congestion on major metropolitan roadways, a barometer of the ability of the system to meet travel demand, is expected to increase from 100 miles in 1995 to 220 miles in the year 2020.

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

Key Transportation Policy Directions

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

1. Reduce Travel Demand

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

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

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

2. Increase Transportation Capacity Through Better System Management

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

- Better traffic signal timing
- More ramp meter bypasses for vehicles with two or more occupants
- Increased enforcement of high-occupancy vehicle (HOV) facility use
- Faster removal of stalled vehicles and accidents
- Enhanced traveler information systems about alternate routes

- Better roadway access control

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

3. Replace and Improve the Existing Highway System

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

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

4. Improve the Transit System

The main objectives of this strategy are to alleviate growing traffic congestion, provide better accessibility to jobs, promote higher-density development and revitalize the core area of the region. (See Figures 4 and 5)

Key components of this strategy are:

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

5. Expand Highway Capacity

The objective of this strategy is to provide some additional capacity on the Metropolitan Highway System, a 657-mile network of freeways and expressways. This system (See Figure 6) carries the majority of vehicle travel in the region, the longest trips at higher speeds and accommodates both the movement of people and goods. Examples of projects included in this strategy are:

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

Metropolitan Council

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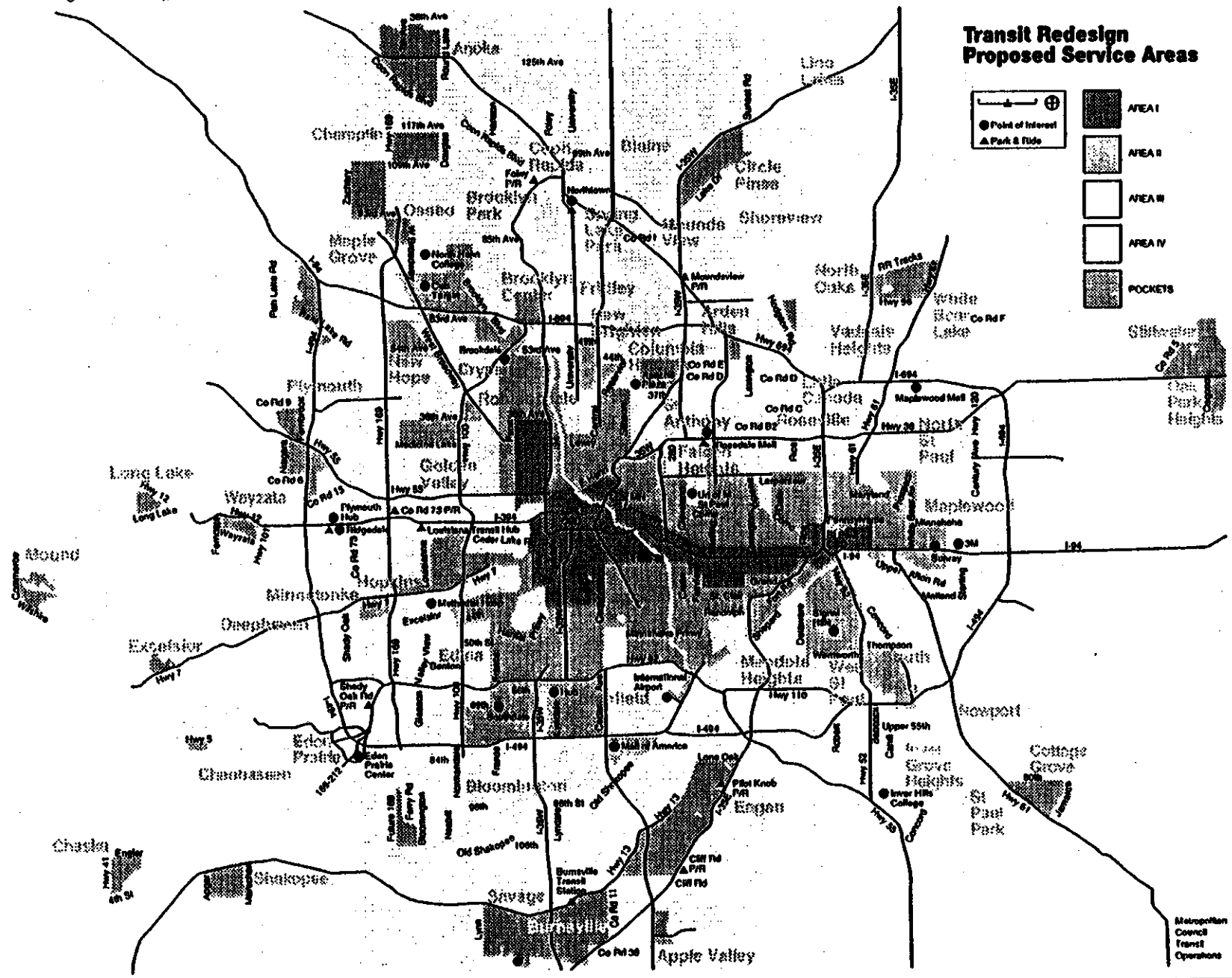
Transit Market Areas

Fig. 4



Metropolitan Council

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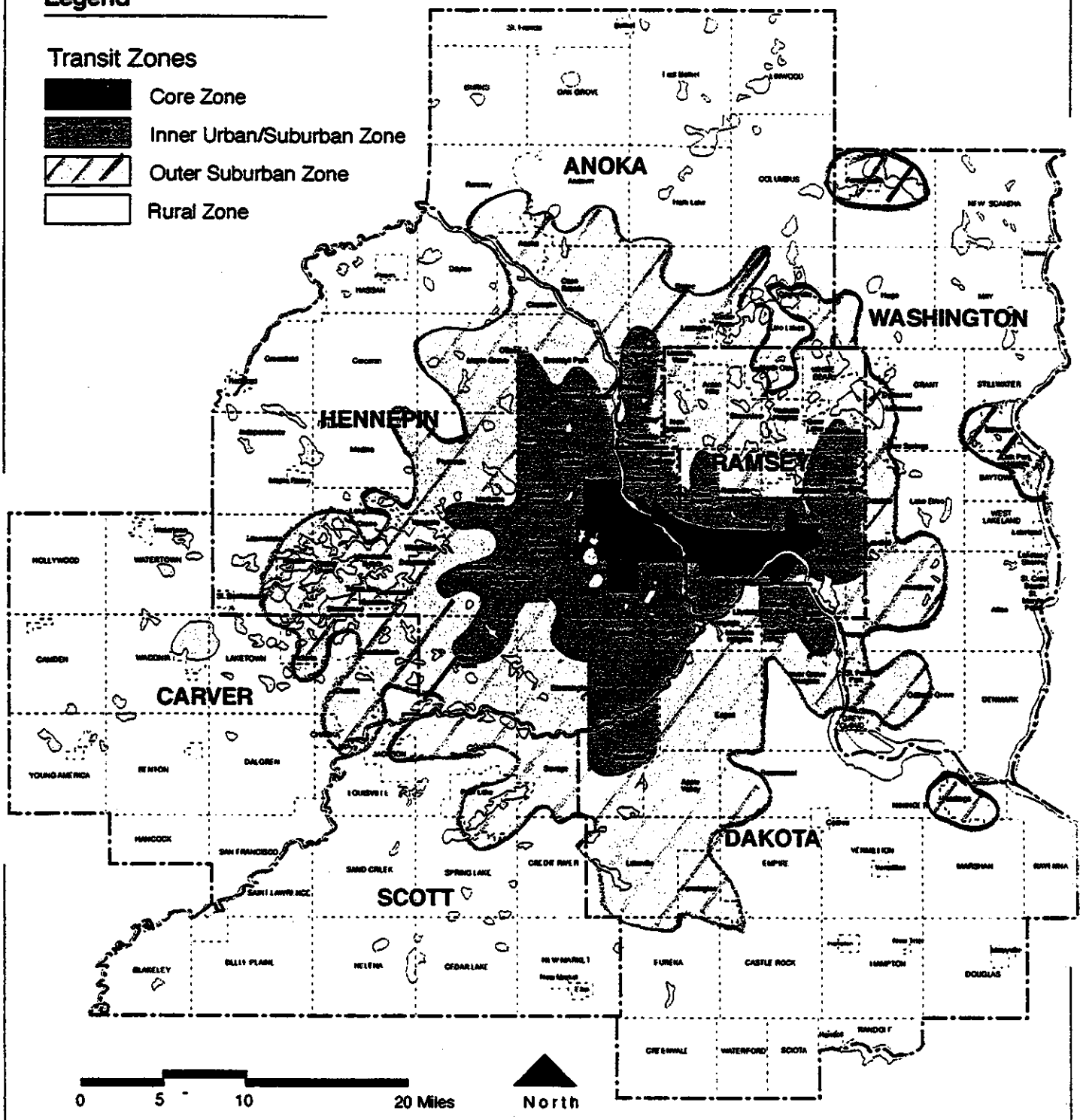
Transit System Concepts

Fig. 5

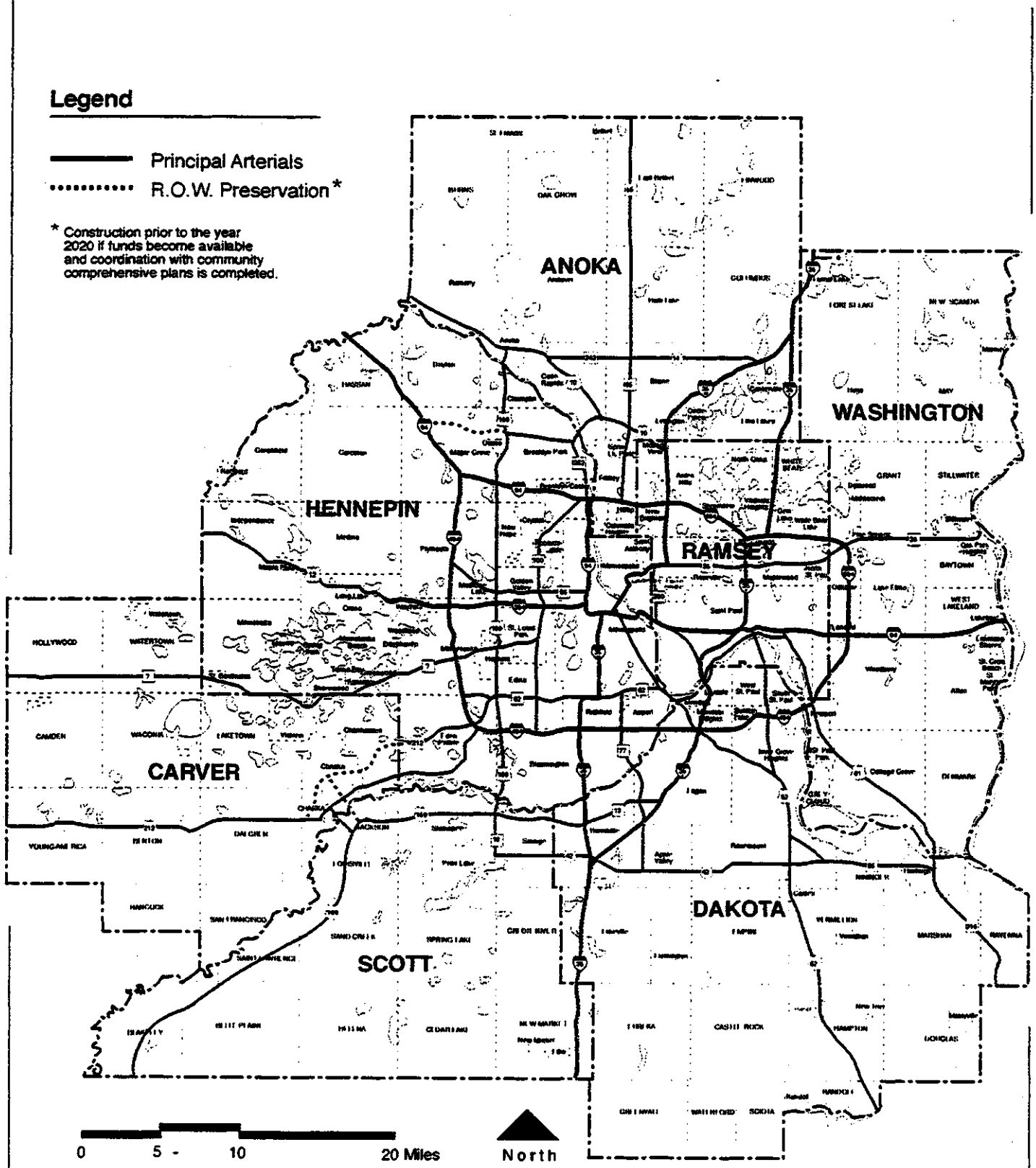


Metropolitan Council

Working for the Region, Planning for the Future

2020 Metropolitan Highway System

Fig. 6



Financial Outlook

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

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

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

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

REGIONAL TRANSPORTATION FINANCIAL PLAN

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

Transit is especially in dire need of a stable, dedicated commitment of adequate funding to preserve and improve the system. Even to maintain the level of transit services in operation today will require increases in operating funds of three to four percent per year to keep up with inflation. These increases need to come from a combination of fare increases and increases in state and local funds since federal funds are forecasted to be limited.

ADEQUACY OF FINANCIAL RESOURCES FOR MAINTAINING EXISTING HIGHWAY SYSTEM

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

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

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

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

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

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

Table 1

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

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

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

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

Table 2

County Total CSAH Allocations 1995

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

ADEQUACY OF TRANSIT SYSTEM OPERATING COSTS FUNDING

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

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

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

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

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

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

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

Table 3
1996 Transit System Operating Costs
($ millions)

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

*Only the subsidy level is shown here.

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

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

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

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

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

Table 4
1996 Transit System Funding Sources
($ millions)

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

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

ALLOCATION OF CAPITAL RESOURCES WITH REGIONAL CAPITAL PRIORITIES

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

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

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

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

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

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

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

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

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

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

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

TABLE 6

TRANSPORTATION GUIDE FINANCIAL ALLOCATIONS 2001-2020

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

TRANSPORTATION AIR QUALITY CONTROL PLAN

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

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

The TAQCP and the SIP contain the same measures to control CO but the SIP contains additional measures, including a mandated oxygenated gasoline program and a vehicle emissions and inspection

program. All federally approved or financially funded functions must "conform" to the SIP, and be consistent with the TPP and other officially adopted transportation plans of the MPOs under the 1977 and 1990 Clean Air Act Amendments. MPOs can only legally approve projects, plans, or programs that conform to the SIP.

CONFORMITY TO THE CLEAN AIR ACT AMENDMENTS

Conformity Determination Based on November 1993 Final Rule

The U. S. Environmental Protection Agency (EPA), in accordance with requirements of the CAAA, issued a final transportation conformity rule in November, 1993. As described in the rule, the MPO must make a conformity determination on transportation plans and programs for nonattainment areas, including federally funded or approved projects, as well as non-federal projects which are regionally significant. The MPO prepared the 1998-2000 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.

Projects Included in TIP Conformity Analysis

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

Conformity of the TIP

The Metropolitan Council and TAB have determined that the TIP conforms to the broad intentions of the CAAA and to the specific requirements of the final transportation conformity rules (EPA's 40 CFR PART 51). The TIP emissions analysis, using the latest available planning assumptions, traffic forecast models and EPA emission analysis approved models, shows that the TIP continues to meet the carbon monoxide emissions reduction test of comparing the emissions between the baseline and action scenario. The TIP is fiscally constrained, and comes from the conforming metropolitan long range transportation plan. Interagency consultation and public participation processes 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 REGIONAL PLAN AND FINANCIAL RESOURCES

ISTEA requirements have changed the project selection process and the content of the TIP. This chapter discusses how projects were selected for inclusion in the TIP, the progress made on major projects, consistency with the regional plan and the balance with financial resources.

The detailed description of projects approved for Title I and III funds are recorded in Appendix A. Also included are descriptions of projects being requested for additional Title III funds. The Title I funded projects are recorded in tables A-1 through A-11 identified by funding sources. Also included are state funded projects. A table of projects with letting dates in 1997 are also included. Technically, these need not be in the TIP since they will have funds obligated but they are included if for some reason a delay occurs. All Title I projects are also recorded in Table A-20 but identified by route number. When a project cannot be identified by route number, a project code has been provided instead.

PROJECT SELECTION PROCESS AND CRITERIA

The region has moved toward a process by which most federal Title I and III funds are selected in a comprehensive and consistent manner. Mn/DOT is committed to a statewide regional project selection process for all Federal Title I funds. A competitive regional process was used to select projects funded with STP Urban Guarantee, CMAQ, Enhancement, bridge improvement/replacement railroad surface and signals, and hazard elimination/safety funds. Projects funded through other Title I categories such as NHS and Interstate Maintenance, were selected through a cooperative process having representatives of the MPO, Mn/DOT and the TAC involved, including local, county and regional government staff. The decisions on investments were made based on jointly agreed upon regional and Mn/DOT priorities. The categories of investment priorities as well as the major facility investments are recorded in the TPP. The specifics of the two processes are discussed below.

COMPETITIVE PROJECT SELECTION PROCESS

A competitive process was developed by the region to select projects to be funded with STP Urban Guarantee, CMAQ, TEP, Bridge Improvement/Replacement, Hazard Elimination and Rail Safety. This process has been used to prioritize projects for use of these funds.

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

<u>Projects have been solicited in the following categories:</u>

- Principal Arterials
- "A" Minor Arterials (A category of minor arterials with regional importance)
  - Relievers
  - Augmenters
  - Expanders
  - Connectors
- Transit
- Bikeway

- Walkway
- CMAQ
- Enhancements
- Bridge Improvement/Replacement
- Hazrd Elimination/Safety
- Railroad Surface and Signals

Separate qualifying and prioritizing criteria were used for each category. A numerical rating was completed for each project in each category.

The ranking of all categories of projects was done by subcommittees of the TAC's Funding and Programming Committee. Using these rankings, the Funding and Programming Committee recommended the projects to be funded to the TAC. There was no predetermined distribution of funds by category or geographic subarea other than the level of funding suggested for enhancements and CMAQ.

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

Examples of Qualifying Criteria

- The project must be consistent with the policies of the Metropolitan Council's officially adopted Regional Blueprint which includes the TPP.

- The project must implement a solution to a transportation problem discussed within the local or county comprehensive plan and/or in a locally approved Capital Improvement Program (CIP).

- The proposer must include with the submittal a letter from the agency with jurisdiction over the road indicating it is aware of and understands the project being submitted and that it commits to operate and maintain the facility for its design life.

- The proposer must show that the project has been coordinated with all affected communities, MCTO and other levels of government.

Categories of Prioritizing Criteria

- Demonstrated Need for Facility - Present and Future.
- Service Provided.
- Characteristics of Area or Population Served.
- Consistency with Regional Plans.
- Access to Regional Activity Centers
- Reduction of congestion on principal or minor arterials from Congestion Management System (CMS)
- Increase in hourly person through put (from CMS)
- Accident Prevention and Control.
- Personal Safety
- Cost Effectiveness

- Air Quality
- Integration of Modes
- Innovation

Recorded in Table 7 is a summary of the project types selected through the competitive process in the region in 1995 and 1996. The selection process covered the letting years 1999 and 2000. The projects had to be placed in either of the two years; first priority was given to the project sponsor wishes and second, by the need to financially balance the TIP.

Mn/DOT solicited projects for Hazard Elimination/Safety, Railroad Surface and Signals and Bridge Improvement and Replacement. The criteria for project evaluation were reviewed and approved by the Funding and Programming Committee of the TAC. Once the projects were evaluated by Mn/DOT staff, the Funding and Programming Committee selected the projectes to be funded.

PROJECT SELECTION FOR ADDITIONAL TITLE I FUNDS THROUGH CAPITAL IMPROVEMENT COMMITTEE PROCESS

The Capital Improvement Committee (CIC), facilitated by Mn/DOT Metro Division, aids in identifying Mn/DOT projects for inclusion in the TIP. (See Figure 7 for explanation of CIC process.) The committee deals with state trunk highway projects, provides 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 Mn/DOT Metro Division functional areas, Transportation Advisory Board staff, Metropolitan Council staff and four members of the Technical Advisory Committee.

The Council and Mn/DOT have cooperatively identified priorities to be used to direct the inclusion of major projects into the TIP. In large part, the projects in the 1998-2000 TIP are the same projects (less those implemented) that were found in the 1997-2000 TIP.

The CIC partners have agreed to follow the process described below to determine what projects should be in the TIP. Many priorities discussed below have been taken directly from the TPP.

- The first step in the process was to determine if the project in the TIP could be implemented in accordance with the scheduled letting date. If not, the project was either moved to a later year or moved out of the TIP. The projects that have obligated funds are removed from the TIP.

- The second strategy used to identify projects was to follow the four broad regional priorities recorded in the order of importance:

  - Preserve
  - Manage
  - Improve
  - Expand

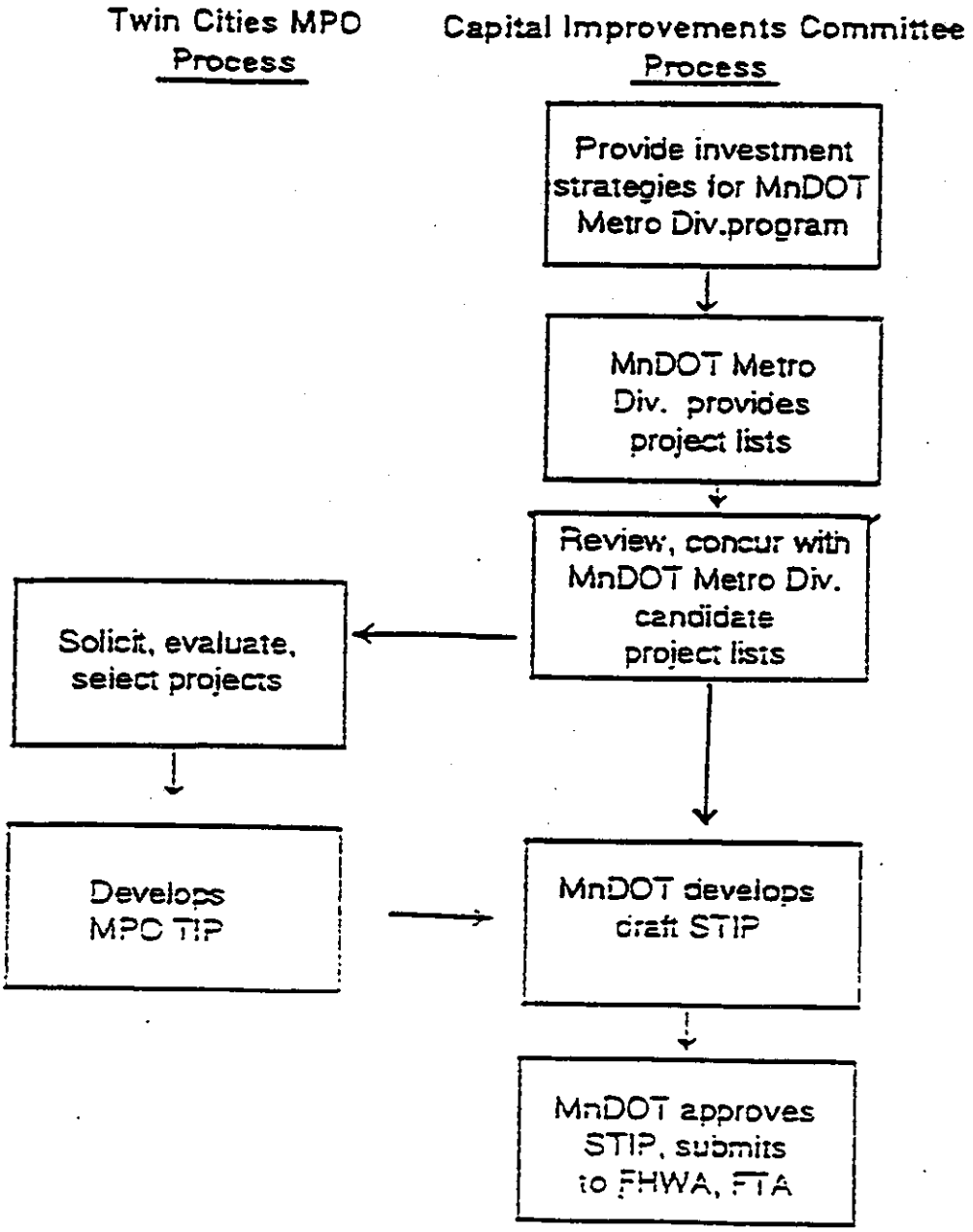
- The "preserve" and "manage" projects were considered highest priority and those "needs" were attempted to be met within the available funds. With the remaining funds, "expansion" projects were selected. The following criteria were used to establish priorities for the expansion projects:

Table 7

SUMMARY OF PROJECTS SELECTED COMPETITIVELY IN FIRST QUARTER, 1996

PROGRAM CATEGORY	PROGRAM YEAR FISCAL 1999	PROGRAM YEAR FISCAL 2000
Hazard Elimination/Safety (HES)	$1,080,000	$2,245,600
Railroad Surface & Signals (RRSS)	$ 908,000	$2,012,000
Bridge Improvement /Replacement (BIR)	$1,352,000	$5,282,500
Enhancements (EN)	$ 440,000	$4, 078,000
Congestion Mitigation Air Quality (CMAQ)	$3,640,800	$3,847,050
Surface Transportation Program (STP)	$24,400,000	$23,360,000
TOTALS	$31,820,800	$40,835,150

Figure 7
CAPITAL IMPROVEMENT COMMITTEE PROCESS



1. Complete projects which are currently under construction. This covered projects such as:

   - TH 10 - North Suburbs

2. Implement Demonstration projects. The region assumed that Demonstration funds were available until year 2000. The projects below were prioritized to allow use of these funds.

   - TH 55
   - TH 212
   - TH 610

3. Fund other expansion projects as money permitted with the intent that projects which provided incentives for those willing to share rides would be given a higher priority than projects to accommodate single occupant vehicles or projects that were identified through a specific process undertaken to identify priorities.

Status of Major Projects

Federal TIP guidance requires the progress made on major projects, or lack there of, to be recorded in the TIP. Over the past seven years the region has included a list of major projects in the TIP. Separate tables have been prepared on major highway and transit projects. The highway projects are found in Table 8. For each project a summary has been provided. The current letting year, cost and comments on the status of the project are included.

Most of the projects continue to move toward completion. I-94 Dartmouth interchange, TH 101 Rogers to Elk River and TH 101 Shakopee Bypass were completed in the last year or the last contract let. TH 10 and TH 55 Hiawatha are under construction. TH 212 has been extended one year to 1999.

The status of the four HOV lanes recommended in the TPP are important to the region. The start of the I-35W HOV from Minneapolis CBD to I-494 is scheduled for 1999 and the level of funds for the initial phase at $8.65 million. The remaining $61.6 million has been allocated to this project in 2001

I-94 HOV lane from CSAH 152 to I-494 was moved out of the TIP in 1994. Mn/DOT is now starting an Major Investment Study (MIS) on this project. $25 million have been tentatively allocated to this project in 2001.

I-494 HOV lane from TH 212 to 34th Av. This project is under study by Mn/DOT as a managed corridor instead of an HOV lane. $20 million are allocated to the project in 2000.

I-94 HOV lane from St. Paul CBD to the St. Croix River. This project is not in the TIP. The timing puts this project in jeopardy since it is anticipated to covert a mixed use lane to an HOV lane and the longer it is delayed, the higher the level of traffic and the less likely the project can be completed.

The status of major transit projects appears in Table 9. Bus replacement contracts have been regularly let. For the most part, transit projects have been moving toward completion on schedule. Relocation of

Table 8

STATUS OF MAJOR HIGHWAY PROJECTS

Project	Original Cost Estimates	Federal Participation	Program Year	Status/Comments
Highway and Bridge				
1. TH 10, Anoka County (Stage 2/3)	48,000	38,750	96,97,98	All stages will be let by 1998
2. I-35W, Temporary (HOV) Lane from I-35E to Minneapolis	26,000	21,000	96,97,98	HOV south of I-494 complete - HOV north of I-494 $9m in 1999, $61.6m in 2001, $9M in 2002 (this project has been delayed).
3. TH 36, St. Croix Bridge	78,000	39,000	1996,1997	Project on hold. $25.5M will be paid by Wisconsin.
4. TH 55, Hiawatha Avenue	12,000	9,600	1996-98	Total project costs have increased to $57.3M, extended to 1999. First stage of Hiawatha Transitway will be included in 1999 contract letting.
5. I-94, CSAH 152 to I-494 in Brooklyn Center HOV lane	10,000	8,000	--	Moved out of TIP in 1994. Now programmed past 2000.
6. TH 100, Reconstruct from Glenwood Av. To CSAH 152	27,350	22,000	1999,2000	EIS will define project, additional funds & time required to complete project.
7. TH 212, Eden Prairie to Cologne - Prelim. Eng. & R/W Aquisition	18,000	14,400	1996-99	Construction to Mitchell Rd., contracts let by 1998. Construction to CSAH 4 let in 1999.
8. I-494, TH 100 to TH 212 HOV lane	20,000	16,000	2000	Project under study, managed corridor demo expected.
9. TH 610, TH 10 to I-94 - first phase	40,000	38,400	1997-98	All contracts let by 1999.
10. TH 3, Lafayette	8,200	6,600	--	Complete
11. TH 55, Mendota Interchange & Bridge	16,400	13,100	--	Complete.
12. I-94 Dartmouth Bridge/U of M Interchange	23,500	18,800	--	Complete.
13. TH 101, Rogers to Elk River	17,000	13,600	1996	Complete.
14. TH 101, Shakopee Bypass	20,200	16,100	1996,1997	Complete.
15. TH 169, Osseo Bypass	6,000	4,800	--	Complete
16. CR 18, Bridge & Approaches, Reconstruct S. of I-494	31,500	18,000	--	Complete.

TABLE 9
STATUS OF MAJOR MCTO CAPITAL PROJECTS

PROJECT #	PROJECT	TOTAL $ ($1,000s)	FEDERAL PARTIC. ($1,000s)	GRANT APPL.	TYPE	PROJECT STATUS
	1. PROJECTS IN PLANNING STAGE					
	• BUS STOP SHELTERS	$1,827,000	$1,256,000	1994	STP	Not yet begun
	• TRANSIT HUBS					
3652	-Uptown Transit Hub (phase 1)	$550,000	$440,000	1996	STP	Site selection in progress
3652	-Uptown Transit Hub (phase 2)	$3,700,000	$2,760,000	1996	STP	Project scope design dependent on site
	• OPERATING ASSISTANCE					
	-I-35W Corridor	$3,875	$3,100	To be applied	CMAQ	Planned for 1998
	-I-35W Corridor	$4,350	$3,480	To be applied	CMAQ	Planned for 1999
	2. PROJECT DESIGN/ CONSTRUCTION SCHEDULE					
	• SNELLING GARAGE REPLACEMENT					
3530	-Phase 1	$3,900,000	3,120,000	1996	1996-5307	Planning, design & site selection in progress
3530	-Phase 2	$18,100,000	$8,380,000	1996	96,98, 5307	Construction expected 1998 - 1999
	• TRANSIT HUBS					
3552	-Robbinsdale	$200,000	$160,000	1996	STP	Construction - 1998
3555	-I-35W Corridor	$5,100,000	$,821,983	1994 - 1997	5307	Construction 1998 - 1999
	• PARK & RIDE LOTS					
3653	-Foley Park & Ride Lot Expansion	$5,400,000	$4,000,000	1999	STP	Rebuild existing lot in '97; 2nd deck design in '98, construction '99
	-Co. Road 73 Park & Ride Lot	$5,500	$4,400	To be applied	STP	
	3. PROJECTS BEING IMPLEMENTED					
	• FLEET REHAB					
3714	-Gillig Engine Purchase/Rebuild (phase 1-20 engines)	$267,085	$213,668	1996	1996-5307	New, expected to begin early 1997
3714	-Gillig Engine Purchase/Rebuild (phase 1 - 177 engines)	$2,358,915	$2,358,915	1997	1997 - 5307	New, expected to begin mid 1997
3715	-1997 Tire Leasing	$1,415,400	$1,132,320	1996, 1997	1996, 1997 - 5307	In process through 1997
	• BUS PURCHASES					
3511	-Purchase 65 Articulated Buses	$27,000,000	$19,344,130	1995, 1996	5307, 5309	Delivery expected March through August 1998
3710	-Purchase 98, 40 ft Gillig Buses (phase 2)	$25,720,000	$17,527,028	1997, 1998	5307, 5309	Delivery expected March through July 1998
	4. PROJECTS COMPLETED OR BEING COMPLETED					
3224	• ELECTRONIC FARE COLLECTION	$8,770,000	$2,884,934	1992	5307	Fareboxes/TRiM units installed - Testing continues
3556	• SPEEDLITE	$448,332	$128,000	1995	STP	Completion 1997
3610	• PURCHASE 119 GILLIG ENGINES	$1,539,504	$1,221,603	1990, 1996	5307	100 engines completed, remainder awaiting legal decision
3291	• BUS STOP SIGNS	$1.926,304	$960,000	1993	5307	Mpls completed 1997, remainder awaiting legal decision
3611	• TRANSMISSION REPLACEMENT - 160	$348,434	$272,548	1984, 90, 96	5307, 5309	Completion expected October 1997
3612	• PURCHASE 10 LIFTS	$134,392	$107,514	1996	5307	Completed - lifts installed on buses
3510	• PURCHASE 91 40 FT BUSES	$20,710,350	$16,358,536	1994, 1995	5307	Buses received & in service
3290	• BUS STOP LIGHTING/LIGHT-A-STOP	$250,814	$133,449	1993	STP	Project completed
	• TRANSIT HUBS					
3270	-Downtown St. Paul Transit Hub	$1,712,768	$324,000	1993	5307	Completed 1997
3370	-Hillcrest/Highland	$633,435	$152,540	1996	STP	Hillcrest completed; Highland - 1997

CONSISTENCY WITH THE REGIONAL TRANSPORTATION PLAN (TPP)

All projects contained in this TIP are consistent with the TPP. The top priority identified in the TPP was to maintain all 1,200 miles of trunk highways in the region. There is no need to attempt to point out the projects that are consistent with this priority. The majority of projects focus either wholly or in part on the rehabilitation and preservation of trunk highways. (See Table 10) Approximately $214 million of the funds are assigned to preservation projects. There are two categories of preservation distinguishing the more routine activities such as road repair and bridge improvement from the periodic major investment needed such as reconstruction and bridge replacement. This represents 36 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 $87 million or 14% are traffic management. The detailed project descriptions are found in Appendix A. A number of these projects put in place the facilities and equipment needed by Mn/DOT to manage all freeways in the urban area to ensure they are used effectively. 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 third priority for funding is the expansion category. All of the major projects identified on Table 8 are consistent with and in many cases, specifically identified in the TPP. The combined federal and state funds allocated to expansion projects represent approximately 42% or $255 million. This includes the $57 million of federal demonstration projects for 1998-2000. These expansion projects are included in the TPP priority list. The level of funds for expansion projects is high due in part to the need to spend the demonstration funds before 2000. The funds require advancing three large expansion projects.

The "A" minor arterial system is intended to provide for a more than local need. The "A" minor arterial system was adopted and is included in the regional transportation plan. The funding of the "A" minor arterial system addresses this need.

The TPP also includes a transit plan. Many projects selected for funding can be found in the transit plan. The other projects, while not necessarily found specifically in the TPP, are consistent with adopted policies. This has come about in part due to the criteria used to select the projects.

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

Table 10
1998-2000 PROJECTS BY WORK TYPE
(in millions)

	98	99	2000	TOTAL
Preservation (RX, RD, RS, BI)	$ 32	$ 20	$ 31	$83/14%
Preservation (RC, BR)	50	52	33	135/22%
Manage (TM, SH, SC, SR, CB)	33	31	22	86/14%
Other (AM, EN, TR, NA,BT,RB)	18	16	19	53/8%
Expansion (MC)	86	92	77	254/42%
TARGET TOTALS	$219	$211	$182	$612

AM - agreements
BR - bridge replacement
RC - reconstruction
RS - resurfacing
SC - safety-capacity improvements
SR - railroad safety projects
EN - enhancements
TR, CB, BT - transit subcategories
RB - Rest Area Beautification
NA - Noise Abatement
BI - bridge improvement
MC - major construction
RD - reconditioning
RX - road repair
SH - safety-hazard elimination
TM - traffic management

BALANCE WITH FINANCIAL RESOURCES

ISTEA requires that the region's TIP must be consistent with funding reasonably expected to be available. This means the forecasted revenues must be in balance with the obligations as recorded in the TIP. The Mn/DOT and the Metropolitan Council have agreed to use the figures that are discussed in this section of the TIP. The project costs closely match the funds available for all three years of the TIP.

Mn/DOT has developed and follows a process of fund allocation to the regions in the state that insures the regional project commitments and the STIP are in balance with the funds available. Mn/DOT sets funding targets for each of the regions to use as they developed their draft TIPs. The draft TIPs submitted to Mn/DOT can be over programmed by the regions as a means to request additional federal and state funds. Mn/DOT sets the final funding levels which are in balance for the state. This year MnDOT Office of Investment Management instructed Metro Division to over program the TIP in 1999 by $17 million and 2000 by $22 million. This was done because of a concern that major projects may not proceed as scheduled and that more federal funds would be available than had been anticipated. This level of funding is consistent with federal guidance.

The total Federal Title I and state highway funds allocated to the region are recorded in Table 11. The initial regional funding targets provided by Mn/DOT for Title I funds for 1998-2000 are $99 million for 1998 and 1999 and $101 million for 2000 or $299 million for the three year period. State funds allocated to the region were $264 million. This figure was reduced by approximately $29 million annually to provide for right-of-way costs, cost overruns and supplemental agreements. Therefore, the region could expect to receive an average $156 million annually of Title I and state funds.

In accordance with federal guidance, no overage of Title III federal funds are assumed for 1998. For 1998 - 2000, the federal grants are in line with the latest direction provided by FTA. The requests for additional funding have been separated from the approved funds.

In the case of Title III, Federal Transit Act, Section 5309, it is assumed approximately $60,000,000 of federal funds will be available for capital projects for 1998-2000 (Table A-12). Additional federal funds are being made available from Title I, CMAQ and STP programs for transit. Over the three year TIP, approximately $23,000,000 of federal funds will be made available to transit projects.

The region assumes it will receive, $3.376 million in 1998 and approximately the same levels for 1999 and 2000. This represents approximately 2 percent of the annual operating costs of MCTO for 1998.

Table 11
TITLE 1 AND STATE HIGHWAY FUNDS ALLOCATED 1998-2000
(millions)

	1998	1999	2000	Total
Federal Title I Funds	$ 99	$ 99	$ 101	$299
State Funds	86	86	92	264
SUBTOTAL	$185	$185	$193	$563
Reduction due to right-of-way cost, cost overruns and supplemental agreements (SF)	($ 29)	($ 29)	($ 35)	($93)
Target for Region	$156	$156	$158	$ 470
Additional Mn/DOT Allocations	+ 28	+ 33	+ 24	+ 85
Demonstration Projects	+ 35	+ 22	0	+ 57
TOTAL FUNDS	$ 219	$ 211	$ 182	$ 612

Table 12
FEDERAL TRANSIT FUNDING SUMMARY

Title III, 5307 Capital assistance available to region 1998-2000	$59,842,000
Title III, 5309 Approved projects - 1997, 1998	$22,955,000
Title I, Approved Projects - 1998-2000	$18,405,000

APPENDIX A
DETAILED PROJECT DESCRIPTION

Title I, Title III and
State Funded Projects

Title I Funded Projects

Title I Submittal Key A-3

1998-2000 "Parent" Projects A-4

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A-2 Enhancement Projects A-6

A-3 STP Urban Guarantee Projects A-8

A-4 STP Non-Urban Guarantee Projects A-10

A-5 Mn/DOT and State Aid Bridge Projects A-14

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Title I Projects Identified by Route Number of Project Code

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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,

PRG — Mn/DOT Program categories

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

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

MN/DOT Metro Division Construction Projects
1998-2000 PARENT Projects

Parent Number	Highway	Location	Description	Expansion	Lanes Before	Lanes After
1	TH 10	New TH 10 in Anoka County	Construct Freeway	Yes	NA	4
2	I-35W	Junction I-35E to Minneapolis	Preservation + Temporary HOV Lanes	Yes	Varies	Varies
3	TH 36/TH 5	St. Croix River Crossing	Construct New River Crossing	Yes	NA	4
4	TH 55	Hiawatha Avenue	Reconstruct Road	Yes	4	4
5	TH 100	I-394 to Indiana Avenue	Upgrade Per EIS Recommendation	To Be Determined		
6	TH 212	I-494 to Cologne	Construct Freeway	Yes	NA	4
7	TH 610	TH 10 to TH 169	Construct Freeway	Yes	NA	4

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

Twin Cities Metropolitan Area
1998-2000 Transportation Improvement Program

TABLE A-1
Congestion Mitigation Air Quality Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1998		I-35W	90-071-01	TR	3,875,000	3,100,000	0	775,000	I-35W SERVICE EXPANSION / REORGANIZATION	MCTO	Transit	T1
1998		TH 169	2772-19	TM	1,000,000	800,000	200,000	0	AT BREN RD TO SB TH 169, BREN RD TO NB TH 169 AND EXCELSIOR BLVD TO NB TH 169-HOV RAMP METER BYPASS	MN/DOT	Manage	S7
1998		TH 212	2763-36	TM	1,000,000	800,000	200,000	0	AT VALLEY VIEW RD TO EB TH 212, EB TH 5 TO EB I-494 & AT TH 62 TO WB I-494-HOV RAMP METER BYPASS	MN/DOT	Manage	S7
1999		CMAQ	90-070-09	TM	106,000	84,200	0	21,800	I-494 TRAVEL DEMAND MANAGEMENT PROGRAM	I-494 CORR COMM	Manage	AQ1
1999		I-35W	90-071-01A	TR	4,350,000	3,480,000	0	870,000	I-35W SERVICE EXPANSION	MCTO	Transit	T1
1999		CMAQ	90-070-08	TM	1,625,000	1,300,000	0	325,000	REGIONAL TRANSPORTATION DEMAND MANAGEMENT PROGRAM	MET COUNCIL	Manage	AQ1
1999		CMAQ	141-070-11	TM	248,750	199,000	0	49,750	DOWNTOWN MINNEAPOLIS TMO	MINNEAPOLIS	Manage	AQ1
1999		CMAQ	141-070-12	TM	350,000	280,000	0	70,000	VARIABLE MESSAGE SIGNS IN DOWNTOWN MINNEAPOLIS	MINNEAPOLIS	Manage	S7
1999		CMAQ	141-070-13	TM	890,500	562,600	0	327,900	PRIORITY VEHICLE CONTROL SYSTEMS ON NICOLLET AVE AND LAKE ST	MINNEAPOLIS	Manage	S7
1999		CMAQ	8809-180	TM	518,750	415,000	103,750	0	CONSTRUCTION/MAINTENANCE/SPECIAL EVENT ACTIVITY INFO SYSTEM	MN/DOT	Manage	O1
1999		TH 77	1925-36	TM	500,000	400,000	100,000	0	NB & SB TH 13 TO NB TH 77-HOV RAMP METER BYPASSES	MN/DOT	Manage	S7
1999		TH 77	1925-38	TM	500,000	200,000	50,000	250,000	127TH ST TO NB TH 77 & CLIFF RD TO NB TH 77-HOV RAMP METER BYPASSES	MN/DOT	Manage	S7
1999		TH 169	2772-28	TM	250,000	200,000	50,000		SB TH 169 EXIT LOOP TO EB TH 62-HOV RAMP METER BYPASS	MN/DOT	Manage	S7
2000		CMAQ	90-070-10	TM	109,625	87,700	0	21,925	I-494 TRAVEL DEMAND MANAGEMENT PROGRAM	I-494 CORR COMM	Manage	AQ1
2000		CMAQ	90-070-11	TM	1,875,000	1,500,000	0	375,000	REGIONAL TRANSPORTATION DEMAND MANAGEMENT PROGRAM	MET COUNCIL	Manage	AQ1
2000		CMAQ	141-070-10	TM	1,072,000	680,800	0	391,400	PRIORITY VEHICLE CONTROL SYSTEM ON CHICAGO AVE & CENTRAL AVE	MINNEAPOLIS	Manage	S7
2000		CMAQ	141-070-14	TM	266,000	212,750	0	53,250	DOWNTOWN MINNEAPOLIS TMO	MINNEAPOLIS	Manage	AQ1
2000		CMAQ	90-070-12	TM	1,353,766	1,083,013	0	270,753	SMTC REVERSE-COMMUTE MANAGEMENT TEAM IMPLEMENTATION	SMTC	Manage	T1
2000		CMAQ	8809-181	TM	256,250	205,000	51,250	0	CONSTRUCTION/MAINTENANCE/SPECIAL EVENT ACTIVITY INFO SYSTEM	MN/DOT	Manage	O1
2000		I-35E	1982-130	TM	500,000	400,000	100,000	0	AT YANKEE DOODLE RD AND AT LONE OAK RD TO NB I-35E-HOV RAMP METER BYPASSES	MN/DOT	Manage	S7
2000		I-94	2786-106	TM	250,000	200,000	50,000		CO RD 81 TO EB I-94-HOV RAMP METER BYPASS	MN/DOT	Manage	S7
2000		I-94	6283-164	TM	250,000	200,000	50,000		RUTH ST TO WB I-94-HOV RAMP METER BYPASS	MN/DOT	Manage	S7

Twin Cities Metropolitan Area
1998-2000 Transportation Improvement Program

TABLE A-2
Enhancement Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1998		EN	109-020-08	EN	625,000	500,000	0	125,000	BROOKLYN BLVD STREETSCAPE AMENITIES PROJECT	BROOKLYN CENTER	Other	O9
1998		EN	110-090-01	EN	634,000	500,000	0	134,000	WEST RIVER ROAD CORRIDOR ENHANCEMENTS-73RD AVE TO TH 252	BROOKLYN PARK	Other	O9
1998		EN	92-090-05	EN	493,000	394,000	0	99,000	GATEWAY TRAIL PHASE II EXTENSION-CAYUGA ST TO PENNSYLVANIA	DNR	Other	O9
1998		EN	130-090-01	EN	198,000	158,400	0	39,600	CITY OF HASTINGS/MINNESOTA VETERANS HOME BIKEWAY SEGMENT	HASTINGS	Other	O9
1998		EN	94-080-02	EN	250,000	200,000	0	50,000	SIBLEY HISTORIC SITE-BLDG REHAB & ARCHAEOLOGICAL WORK	MN HISTORIC SOCIETY	Other	O9
1998		EN	145-080-01	EN	879,000	500,000	0	379,000	LOST LAKE HISTORIC CANAL RESTORATION	MOUND	Other	O9
1998		EN	62-090-01	EN	450,000	360,000	0	90,000	BURLINGTON NORTHERN REGIONAL TRAIL-JOHNSON PKWY TO FROST AVE	RAMSEY CO	Other	O9
1998		EN	163-090-01	EN	625,000	500,000	0	125,000	SOUTHWEST REGIONAL TRAIL-CEDAR LAKE PARK TO HOPKINS TRAILHEAD OF HENN PARKS REG TRAIL	ST LOUIS PARK	Other	O9
1998		EN	164-080-08	EN	680,000	500,000	0	180,000	COMO PARK STREETCAR STATION RENOVATION	ST PAUL	Other	NC
1998		EN	164-090-04	EN	420,000	336,000	0	84,000	MISSISSIPPI RIVER TRAIL-WARNER RD SEGMENT	ST PAUL	Other	O9
1998		EN	209-090-01	EN	400,000	320,000	0	80,000	CENTERVILLE ROAD TRAIL-CSAH 96 TO VADNAIS BLVD	VADNAIS HEIGHTS	Other	O9
1998		TH 999	8809-164	EN	110,000	88,000	22,000	0	STATE ENTRYWAYS BEAUTIFICATION	MN/DOT	Other	O9
1999		EN	130-080-02	EN	600,000	480,000	0	120,000	HASTINGS MULTI-MODAL TRANSPORTATION CENTER	HASTINGS	Other	O9
1999		EN	27-612-08	EN	400,000	320,000	0	80,000	CLOQUET ISLAND SCENIC OVERLOOK	HENNEPIN CO	Other	O9
1999		EN	94-080-01	EN	102,000	81,600	0	20,400	MARINE MILL TRAILS & RUIN STABALIZATION	MN HISTORIC SOCIETY	Other	O9
1999		EN	90-080-07	EN	240,000	192,000	0	48,000	RAIL PASSENGER CAR RESTORATION	MN TRANS MUSEUM	Other	O9
1999		EN	179-090-02	EN	493,075	394,460	0	98,615	BURNSVILLE TRANSIT BIKEWAY	MVTA	Other	O9
1999		EN	185-090-01	EN	500,000	400,000	0	100,000	HADLEY AVE, 10TH ST, 50TH ST, STILLWATER BLVD-BIKE TRAILS	OAKDALE	Other	O9
1999		EN	155-020-07	EN	359,000	269,250	0	89,750	I-494/CO RD 9 PED/BIKE BRIDGE	PLYMOUTH	Other	O9
1999		EN	167-090-05	EN	332,900	266,320	0	66,580	TH 49 TRAIL-CO RD I TO CSAH 96	SHOREVIEW	Other	O9
1999		EN	164-080-07	EN	152,500	122,000	0	30,500	JACKSON STREET ROUNDHOUSE	ST PAUL	Other	NC
1999		EN	164-090-03	EN	620,000	496,000	0	124,000	COMO AVENUE BIKEWAY PROJECT	ST PAUL	Other	O9
2000		EN	141-080-22	EN	725,000	580,000	0	145,000	MAIN ST & 6TH AVE SURFACE TREATMENT	MINNEAPOLIS	Other	O9
2000		EN	91-090-01	EN	250,000	200,000	0	50,000	STONE ARCH BRIDGE TO BRIDGE 9-WEST RIVER PARKWAY TRAIL	MINNEAPOLIS	Other	O9
2000		EN	91-090-03	EN	875,000	700,000	0	175,000	MINNEHAHA PKWY TRAIL FROM LAKE HARRIET TO MINNEHAHA PARK	MINNEAPOLIS PARKS	Other	O9

TABLE A-2
Enhancement Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
2000		EN	91-080-03	EN	300,000	240,000	0	60,000	JACKSON ST ROUNDHOUSE RESTORATION	MN TRANS MUSEUM	Other	NC
2000		EN	145-090-01	EN	638,000	497,640	0	140,360	LOST LAKE MULTI-MODAL TRANSIT FACILITY	MOUND	Other	O9
2000		EN	91-090-02	EN	575,000	460,000	0	115,000	TH 7 OVERPASS ON THE SOUTHWEST LRT REGIONAL TRAIL	SUB HENN REG PARK DIST	Other	O9

Twin Cities Metropolitan Area
1998-2000 Transportation Improvement Program

TABLE A-3
STP Urban Guarantee Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1998		80TH ST	107-399-17	RC	3,588,000	2,870,400	0	717,600	79TH/80TH ST FROM CHICAGO TO CEDAR-RECONSTRUCT	BLOOMINGTON	Replace	E3
1998		CSAH 152	27-752-07	RC	2,000,000	1,600,000	0	400,000	HENNEPIN CSAH 152 FROM 64TH AVE TO 71ST AVE N - RECONSTRUCT	HENNEPIN CO	Replace	B-00
1998		BIKE/WALK	141-090-03	BT	1,270,000	1,016,000	0	254,000	MIDTOWN GREENWAY - PHASE I	MINNEAPOLIS	Trails	AQ2
1998		BIKE/WALK	141-090-04	BT	1,382,700	1,106,160	0	276,540	BASSETTS CREEK TRAIL	MINNEAPOLIS	Trails	AQ2
1998		BIKE/WALK	174-090-01	BT	775,000	620,000	0	155,000	BURLINGTON NORTHERN REGIONAL TRAIL	WHITE BEAR LAKE	Trails	AQ2
1998		TH 47	2726-27055	BR	715,000	572,000	143,000		UNIVERSITY AVE UNDER ST ANTHONY PARKWAY-REPLACE BR 5585	MN/DOT	Replace	S19
1998		TH 47	2726-27059	BR	1,587,067	1,213,287	373,780		UNIVERSITY AVE OVER CANADIAN PACIFIC RR-REPLACE BR 5586	MN/DOT	Replace	S19
1998		TH 47	2726-27072	BR	2,465,000	1,972,000	493,000		UNIVERSITY AVE OVER BN, INC-REPLACE BR 5588	MN/DOT	Replace	S19
1998		TH 47	2726-61	BR	2,250,000	1,800,000	450,000	0	27TH AVE TO 35TH AVE NE-RECONSTRUCT RDWY, BRIDGE APPROACHES AND REMOVALS	MN/DOT	Replace	S19
1998		TH 47	2726-64	BR	505,536	404,429	101,107		FRONTAGE RD FROM 30TH AVE TO ST ANTHONY BLVD & APPROACH TO BR 27059-GRADING, SURFACING	MN/DOT	Replace	S19
1999		BIKE/WALK	106-090-02	BT	300,000	240,000	0	60,000	CONSTRUCT BIKEWAY/WALKWAY ON CSAH 32 FROM TH 65 TO I-35W	BLAINE	Trails	AQ2
1999		CSAH 23	19-623-19	RC	5,375,000	4,300,000	0	1,075,000	RECONSTRUCT & WIDEN CSAH 23 FROM CSAH 9 TO CSAH 70	DAKOTA CO	Replace	A00
1999		CR 46	19-596-01	RC	5,900,000	4,720,000	0	1,180,000	RECONSTRUCT CR 46 FROM CSAH 31 TO TH 52	DAKOTA CO	Replace	A00
1999		CSAH 61	27-661-28	RC	4,800,000	3,840,000	0	960,000	RECONSTRUCT & WIDEN CSAH 61 FROM CSAH 10 TO I-94	HENNEPIN CO	Replace	A00
1999		XX	90-080-05	TR	5,000,000	4,000,000	0	1,000,000	EXPAND THE FOLEY PARK/RIDE FACILITY IN COON RAPIDS	MCTO	Transit	E6
2000		CSAH 78	02-678-11	RC	2,700,000	2,160,000	0	540,000	RECONSTRUCT & WIDEN CSAH 78(HANSON BLVD) FROM COON RAPIDS BLVD TO ROBINSON DRIVE	ANOKA CO	Replace	A00
2000		CSAH 130	189-020-06	RC	2,800,000	2,240,000	0	560,000	RECONSTRUCT & WIDEN CSAH 130 FROM HEMLOCK LANE TO TH 169	MAPLE GROVE	Replace	A00
2000		I-394	90-080-08	TR	6,875,000	5,500,000	0	1,375,000	I-394/CR 73 JOINT USE PARK AND RIDE EXPANSION	MCTO	Transit	E6
2000		BIKE/WALK	141-090-07	BT	956,000	700,000	0	256,000	DINKYTOWN BIKEWAY CONNECTION	MINNEAPOLIS	Trails	AQ2
2000		BIKE/WALK	141-090-09	BT	1,482,400	1,185,920	0	296,840	MIDTOWN GREENWAY-PHAS II	MINNEAPOLIS	Trails	AQ2
2000		CR B	62-625-22	SC	1,500,000	1,200,000	0	300,000	ON CO RD B FROM HAMLINE AVE TO DALE ST-GEOMETRIC & SIGNAL IMPROVEMENTS	RAMSEY CO	Manage	E2
2000		BIKE/WALK	164-090-05	BT	1,880,000	1,504,000	0	376,000	CONSTRUCT BICYCLE/PED BR OVER BN RR N OF ENERGY PARK	ST PAUL	Trails	AQ2
2000		CSAH 19	82-619-11	RC	3,500,000	2,800,000	0	700,000	RECONSTRUCT & WIDEN CSAH 19 FROM HUDSON RD TO CSAH 16	WASHINGTON CO	Replace	A00
2000		TH 7	2706-188	RC	1,850,000	1,280,000	570,000	0	RECONSTRUCT INTERCHANGE AT CO RD 82 & MILL & OVERLAY FROM TH 41 TO CHRISTMAS LAKE RD	MN/DOT	Replace	E3

TABLE A-3
STP Urban Guarantee Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
2000		TH 10	8202-24	MC	6,600,000	5,280,000	1,320,000	0	TH 61 TO THE ST CROIX RIVER -RECONSTRUCT	MN/DOT	Expand	E1

Twin Cities Metropolitan Area
1998-2000 Transportation Improvement Program

TABLE A-4
STP Non Urban Guarantee Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1998		CSAH 14	02-614-22	SH	20,000	16,000	0	4,000	CSAH 14(MAIN ST) AT CSAH 23(LAKE DRIVE)-OVERHEAD FLASHER	ANOKA CO	Manage	S2
1998		CSAH 156	27-756-16	SH	100,000	80,000	0	20,000	WINNETKA AVE AT 49TH AVE N-SIGNAL REBUILD	HENNEPIN	Manage	S2
1998		CSAH 1	27-601-30	SH	100,000	80,000	0	20,000	AT CSAH 35(PORTLAND AVE)-SIGNAL REBUILD	HENNEPIN CO	Manage	S2
1998		CSAH 32	27-632-21	SH	100,000	80,000	0	20,000	CSAH 32(PENN AVE) AT 98TH ST-SIGNAL REBUILD	HENNEPIN CO	Manage	S2
1998		CSAH 35	27-635-17	SH	100,000	80,000	0	20,000	CSAH 35(PORTLAND AVE) AT 86TH ST-SIGNAL REBUILD	HENNEPIN CO	Manage	S2
1998		CSAH 52	27-652-29	SH	100,000	80,000	0	20,000	AT 66TH STREET-SIGNAL REBUILD	HENNEPIN CO	Manage	S2
1998		CSAH 152	27-752-10	SH	100,000	80,000	0	20,000	CSAH 152(BROOKLYN BLVD) AT REGENT AVE/73RD AVE-SIGNAL REBUILD	HENNEPIN CO	Manage	S2
1998		RR	0206-48	SR	50,000	40,000	10,000	0	MNTH 47, FERRY ST IN ANOKA-UPGRADE CIRCUITRY	MN/DOT	Manage	S8
1998		RR	10-00112	SR	130,000	104,000	0	26,000	CSAH 10, CHASKA-UPGRADE SIGNALS, INSTALL GATES & RUBBER SURFACE	MN/DOT	Manage	S8
1998		RR	19-00120	SR	100,000	80,000	0	20,000	MSAS 108, BISCAYNE AVE, ROSEMOUNT-INSTALL CANTILEVER SIGNALS & GATES	MN/DOT	Manage	S8
1998		RR	19-00121	SR	100,000	80,000	0	20,000	MSAS 105, HOLYOKE AVE, LAKEVILLE-INSTALL SIGNALS	MN/DOT	Manage	S8
1998		RR	19-00125	SR	50,000	40,000	0	10,000	CSAH 50, ELM ST IN FARMINGTON-ADD GATES TO EXISTING SIGNALS	MN/DOT	Manage	S8
1998		RR	27-00215	SR	50,000	40,000	0	10,000	MUN 459, TALMAGE AVE, MPLS-UPGRADE CIRCUITRY	MN/DOT	Manage	S8
1998		RR	27-00218	SR	150,000	120,000	0	30,000	MUN 1629,CEDAR LAKE BLVD,MPLS-UPGRADE SIGNALS & SURFACE	MN/DOT	Manage	S8
1998		RR	62-00165	SR	50,000	40,000	0	10,000	MSAS 232, COMO AVE, ST PAUL-UPGRADE CIRCUITRY	MN/DOT	Manage	S8
1998		RR	62-00166	SR	50,000	40,000	0	10,000	MUN 516, COMO PLACE, ST PAUL-UPGRADE CIRCUITRY	MN/DOT	Manage	S8
1998		RR	62-00167	SR	100,000	80,000	0	20,000	CSAH 60, OTTER LAKE RD,RAMSEY CO-UPGRADE SIGNALS	MN/DOT	Manage	S8
1998		RR	62-00168	SR	80,000	64,000	0	16,000	MSAS 219, TERMINAL RD, ROSEVILLE-UPGRADE SIGNALS	MN/DOT	Manage	S8
1998		RR	62-00169	SR	80,000	64,000	0	16,000	CSAH 44, SILVER LAKE RD, NEW BRIGHTON(RAMSEY CO)-UPGRADE SIGNALS	MN/DOT	Manage	S8
1998		RR	6227-55	SR	75,000	60,000	15,000	0	MNTH 120, CENTURY AVE, MAPLEWOOD-UPGRADE CIRCUITRY & 12" LENSES	MN/DOT	Manage	S8
1998		RR	82-00119	SR	150,000	120,000	0	30,000	MUN 43, 12TH ST, NEWPORT-UPGRADE SIGNALS	MN/DOT	Manage	S8
1998		TH 5	8214-120	SH	110,000	88,000	22,000	0	AT CSAH 15 IN LAKE ELMO-SIGNAL INSTALLATION	MN/DOT	Manage	E2
1998		TH 5	8214-124	SH	625,000	100,000	525,000	0	AT I-694 RAMPS IN OAKDALE-SIGNAL INSTALLATION & INTERCONNECTION(EAST RAMP-HES;WEST RAMP-SF)	MN/DOT	Manage	E2
1998		TH 10	0215-48	SH	160,000	128,000	32,000	0	AT HANSON BLVD. RAMPS - SIGNAL REVISION	MN/DOT	Manage	S2
1998		TH 13	1901-131	SH	50,000	40,000	10,000	0	CSAH 5 TO LYNN AVENUE-INTERCONNECTION	MN/DOT	Manage	E2
1998		TH 13	7001-77	SH	35,000	28,000	7,000	0	DULUTH AVE TO CO RD 44-SIGNAL INTERCONNECTION	MN/DOT	Manage	S2

TABLE A-4
STP Non Urban Guarantee Projects

Year	Pri	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1998		TH 61	6222-130	SH	60,000	48,000	12,000	0	TH 244 TO CO RD F-SIGNAL INTERCONNECTION	MN/DOT	Manage	S2
1998		TH 65	0208-98	SH	710,000	0	470,000	240,000	AT CO RD 86 AND AT CSAH 24 IN E BETHEL-SIGNAL INSTALLATION AND TURN LANES	MN/DOT	Manage	S2
1998		TH 65	0208-99	SH	520,000	416,000	80,000	24,000	AT VIKING BLVD(CO RD 22)-SIGNAL REBUILD & CROSS STREET CHANNELIZATION	MN/DOT	Manage	S2
1998		TH 100	2755-72	SH	140,000	112,000	28,000	0	CSAH 10 RAMPS - REFURBISH 2 SIGNALS	MN/DOT	Manage	S2
1998		TH 101	2738-15	MC	165,000	132,000	33,000	0	I-94 TO TH 10(ROGERS TO ELK RIVER)-LANDSCAPING	MN/DOT	Expand	O6
1998		TH 110	1918-95	SH	70,000	56,000	14,000	0	DELAWARE TO MENDOTA RD-SIGNAL INTERCONNECTION	MN/DOT	Manage	S2
1998		TH 120	6227-54	SH	67,000	53,600	13,400	0	MINNEHAHA TO S JCT TH 5 & LARPENTEUR TO N JCT TH 5-SIGNAL INTERCONNECTION	MN/DOT	Manage	S2
1998		TH 169	2744-49	SH	400,000	320,000	80,000	0	EDEN PRAIRIE RD. TO CSAH 4 - NB AUX. LANE	MN/DOT	Manage	S2
1998		TH 169	2744-50	SH	135,000	108,000	27,000	0	AT REGIONAL CENTER RD IN EDEN PRAIRIE-SIGNAL INSTALLATION & INTERCONNECTION	MN/DOT	Manage	S2
1998		TH 212	1013-67	SH	25,000	20,000	5,000	0	FAXON ROAD TO CSAH 33 IN NORWOOD-SIGNAL INTERCONNECTION	MN/DOT	Manage	S2
1998		I-694	6285-118	SH	150,000	120,000	30,000	0	AT HAMLINE AVE(CO RD F)-SIGNAL INSTALLATION & LEFT TURN MODIFICATION	MN/DOT	Manage	S2
1998		TH 999	8809-79	SH	70,000	56,000	14,000	0	DISTRICTWIDE ADVANCE WARNING FLASHERS	MN/DOT	Manage	S7
1999		CSAH 10	02-610-10	SH	100,000	80,000	0	20,000	CSAH 10(BIRCH ST) AT TH 49(HODGSON RD)-SIGNAL INSTALLATION, ADD LEFT TURN LANE	ANOKA CO	Manage	S2
1999		CSAH 35	27-635-18	SH	100,000	80,000	0	20,000	CSAH 35(PORTLAND AVE) AT 90TH ST-SIGNAL REBUILD	HENNEPIN CO	Manage	S2
1999		RR	27-00211	SR	85,000	68,000	0	17,000	CSAH 52,HENNEPIN AVE,MPLS-INSTALL RUBBER SURFACE	MN/DOT	Manage	S8
1999		RR	27-00216	SR	150,000	120,000	0	30,000	MSAS 261, E 42ND ST, MPLS-UPGRADE SIGNALS AND INSTALL RUBBER SURFACE	MN/DOT	Manage	S8
1999		RR	27-00217	SR	150,000	120,000	0	30,000	CSAH 121,FERNBROOK LANE, MAPLE GROVE-INSTALL SIGNALS & RUBBER SURFACE	MN/DOT	Manage	S8
1999		RR	27-00219	SR	150,000	120,000	0	30,000	CSAH 9,42ND AVE N,ROBBINSDALE-UPGRADE SIGNALS & INSTALL RUBBER SURFACE	MN/DOT	Manage	S8
1999		RR	27-00220	SR	400,000	320,000	0	80,000	HIAWATHA AVE CORRIDOR,MPLS(PHASE 1)-CORRIDOR SAFETY AT SOO LINE CROSSINGS	MN/DOT	Manage	S8
1999		RR	27-00221	SR	50,000	40,000	0	10,000	VALLEY VIEW RD, EDEN PRAIRIE-UPGRADE CIRCUITRY	MN/DOT	Manage	S8
1999		RR	27-00222	SR	150,000	120,000	0	30,000	HIAWATHA CORRIDOR IN MPLS AT 35TH ST-INSTALL NEW SIGNALS	MN/DOT	Manage	S8
1999		RR	62-00170	SR	50,000	40,000	0	10,000	CSAH 23,CO RD C,ROSEVILLE-UPGRADE CIRCUITRY & 12" LENSES	MN/DOT	Manage	S8
1999		RR	62-00171	SR	50,000	40,000	0	10,000	CSAH 19,CO RD D,ROSEVILLE-UPGRADE CIRCUITRY & 12" LENSES	MN/DOT	Manage	S8
1999		TH 12	2713-73A	SH	400,000	320,000	80,000	0	AT WRIGHT/HENNEPIN CO LINE-SIGNAL & GEOMETRIC IMPROVEMENTS	MN/DOT	Manage	S10
1999		TH 47	0206-43	SH	850,000	680,000	170,000	0	FROM CO RD 116 TO 180TH WAY-LIGHTING, TURN LANE & BYPASS	MN/DOT	Manage	S2
1999		TH 51	6216-113	SH	150,000	120,000	30,000	0	AT CO RD B2 EAST RAMPS-REMOVE FREE RIGHT & SIGNAL INSTALLATION	MN/DOT	Manage	S2

TABLE A-4
STP Non Urban Guarantee Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1999		TH 55	1909-77	SH	140,000	112,000	28,000	0	AT ARGENTA TRAIL-SIGNAL INSTALLATION & CROSS STREET CHANNELIZATION	MN/DOT	Manage	S2
1999		RR	0207-65	SR	50,000	40,000	10,000	0	TH 65 IN FRIDLEY-UPGRADE CIRCUITRY & 12" LENSES	MN/DOT	Manage	S8
1999		TH 65	0208-100	SH	680,000	544,000	88,000	48,000	AT CONSTANCE AND AT BUNKER LAKE RD-SIGNAL REBUILD, CHANNELIZATION	MN/DOT	Manage	S2
2000		CSAH 35	02-635-09	SH	500,000	400,000	0	100,000	REALIGN CSAH 35 AT TH 10 AND INSTALL SIGNAL AT PLEASANT VIEW DRIVE	ANOKA CO	Manage	S2
2000		CSAH 31	195-020-02	SH	500,000	400,000	0	100,000	DUCKWOOD DR TO YANKEE DOODLE RD-ADD THRU LANE,DUAL LEFT TURN LANE & REVISE SIGNALS	EAGAN	Manage	S2
2000		CSAH 1	27-601-31	SH	94,000	75,200	0	18,800	CSAH 1 AT CSAH 17-SIGNAL REVISION & RIGHT TURN LANE	HENNEPIN CO	Manage	S2
2000		CSAH 1	27-601-32	SH	415,000	332,000	0	83,000	CSAH 1 AT CSAH 34-ADD DUAL LEFT TURN LANES & REBUILD SIGNAL	HENNEPIN CO	Manage	S2
2000		RR	10-00113	SR	80,000	64,000	0	16,000	CSAH 33, MORSE ST IN NORWOOD-INSTALL NEW SIGNALS & GATES	MN/DOT	Manage	S8
2000		RR	10-00114	SR	80,000	64,000	0	16,000	MUN 4, UNION ST IN NORWOOD-INSTALL NEW SIGNALS & GATES	MN/DOT	Manage	S8
2000		RR	10-00115	SR	80,000	64,000	0	16,000	MUN 18, FAXON RD IN NORWOOD-INSTALL SIGNALS & GATES	MN/DOT	Manage	S8
2000		RR	19-00122	SR	100,000	80,000	0	20,000	MSAS 133, 10TH ST IN HASTINGS-INSTALL SIGNALS	MN/DOT	Manage	S8
2000		RR	19-00126	SR	150,000	120,000	0	30,000	ON CSAH 32 IN BURNSVILL-ADD GATES TO EXISTING SIGNALS, & INSTALL HIGH TYPE SURFACE	MN/DOT	Manage	S8
2000		RR	19-00127	SR	100,000	80,000	0	20,000	MSAS 107, 117TH ST IN INVER GROVE HTS-SIGNAL MODERNIZATION	MN/DOT	Manage	S8
2000		RR	19-00128	SR	100,000	80,000	0	20,000	MUN 193, DUPONT AVENUE IN BURNSVILLE-SIGNAL MODERNIZATION	MN/DOT	Manage	S8
2000		RR	27-00223	SR	100,000	80,000	0	20,000	MUN 16,LAKE SARAH HTS DR IN GREENFIELD-INSTALL SIGNALS & GATES	MN/DOT	Manage	S8
2000		RR	27-00224	SR	175,000	140,000	0	35,000	CSAH 1, OLD SHAKOPEE RD IN BLOOMINGTON-INSTALL NEW SIGNALS & NEW HIGH TYPE SURFACE	MN/DOT	Manage	S8
2000		RR	27-00225	SR	300,000	240,000	0	60,000	HIAWATHA CORRIDOR IN MPLS, E 32ND & 33RD STS-INSTALL NEW SIGNALS & NEW HIGH TYPE SURFACE	MN/DOT	Manage	S8
2000		RR	27-00226	SR	100,000	80,000	0	20,000	MUN 56, TOWN LINE RD IN MEDINA-INSTALL SIGNALS & GATES	MN/DOT	Manage	S8
2000		RR	27-00227	SR	175,000	140,000	0	35,000	MSAS 107, 49TH AVE N IN NEW HOPE-SIGNAL MODERNIZATION	MN/DOT	Manage	S8
2000		RR	27-00228	SR	80,000	64,000	0	16,000	MUN 554, TAFT ST IN MPLS-INSTALL NEW SIGNALS & GATES	MN/DOT	Manage	S8
2000		RR	27-00229	SR	15,000	12,000	0	3,000	CSAH 92, DOGWOOD ST IN ROCKFORD-INSTALL NEW LENSES	MN/DOT	Manage	S8
2000		RR	27-00230	SR	15,000	12,000	0	3,000	CSAH 50, REBECCA LAKE DR IN ROCKFORD-INSTALL NEW LENSES	MN/DOT	Manage	S8
2000		RR	27-00231	SR	100,000	80,000	0	20,000	MUN 20, WILLOW DR IN MEDINA-INSTALL SIGNALS & GATES	MN/DOT	Manage	S8
2000		RR	62-00172	SR	40,000	32,000	0	8,000	MSAS 157, KASOTA AVE IN ST PAUL-UPGRADE CIRCUITRY	MN/DOT	Manage	S8
2000		RR	62-00173	SR	75,000	60,000	0	15,000	CSAH 36, RANDOLPH RD IN ST PAUL-INSTALL NEW CIRCUITRY	MN/DOT	Manage	S8

TABLE A-4
STP Non Urban Guarantee Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
2000		RR	62-00175	SR	100,000	80,000	0	20,000	CSAH 12,CO RD F IN VADNAIS HTS-INSTALL NEW CANTILEVER SIGNALS	MN/DOT	Manage	S8
2000		RR	62-00176	SR	100,000	80,000	0	20,000	MSAS 245, PLATO BLVD IN ST PAUL-SIGNAL MODERNIZATION	MN/DOT	Manage	S8
2000		RR	82-00120	SR	200,000	160,000	0	40,000	MUN 77, 21ST ST IN NEWPORT-SIGNAL MODERNIZATION	MN/DOT	Manage	S8
2000		RR	82-00121	SR	100,000	80,000	0	20,000	MUN 153, INMAN AVE S IN COTTAGE GROVE-INSTALL SIGNALS & GATES	MN/DOT	Manage	S8
2000		TH 7	1003-26	SH	200,000	160,000	40,000		AT TH 25-LEFT TURN LANES	MN/DOT	Manage	S6
2000		TH 7	2706-192	SH	100,000	80,000	20,000	0	AT WATER ST/CHASKA RD-RAISED MEDIAN CONSTRUCTION	MN/DOT	Manage	S2
2000		TH 13	1901-134	SH	220,000	176,000	44,000	0	AT CSAH 5 IN BURNSVILLE-SIGNAL REBUILD & EXTEND WB DUAL LEFT TURN LANE	MN/DOT	Manage	S2
2000		TH 13	7001-79	SH	38,000	30,400	7,600	0	FISH POINT RD TO CSAH 44-INTERCONNECTION	MN/DOT	Manage	S2
2000		TH 36	8204-48	SH	125,000	100,000	25,000	0	AT CSAH 17 IN LAKE ELMO-TRAFFIC SIGNAL INSTALLATION	MN/DOT	Manage	S2
2000		TH 65	0207-66	SH	500,000	176,000	324,000	0	AT WEST MOORE LAKE DR/CSAH 35-SIGNAL REBUILD & GRADE CORRECTION	MN/DOT	Manage	S2
2000		TH 65	0207-67	SH	355,000	284,000	71,000	0	AT 81ST AVENUE-SIGNAL REBUILD & GRADE CORRECTION	MN/DOT	Manage	S2
2000		TH 65	0208-102	SH	240,000	192,000	48,000	0	AT 89TH AVENUE IN BLAINE-SIGNAL REBUILD W/CROSS-STREET CHANNELIZATION	MN/DOT	Manage	S2
2000		TH 282	7011-SR	SR	100,000	80,000	20,000	0	ON TH 282 IN JORDAN-INSTALL NEW CANTILEVER SIGNALS	MN/DOT	Manage	S8

Twin Cities Metropolitan Area
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TABLE A-5
MN/DOT and State Aid Bridge Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1998		CR 63	70-598-02	BR	150,000	120,000	0	30,000	REPL BR L-3046 OVER SAND CREEK, 1 MI N OF JORDAN	SCOTT CO	Replace	S19
1998	3	TH 36	8214-113	MC	6,840,000	5,472,000	1,368,000	0	WASHINGTON AVE TO ST CROIX RIVER-DEMOLITION, UTILITY RELOCATION, BYPASSES, ETC	MN/DOT	Expand	B-00
1998	3	TH 36	8214-129	BR	620,000	496,000	124,000	0	ST CROIX RIVER BRIDGE DECK DRAINAGE-STORM WATER POND	MN/DOT	Replace	B-00
1998	3	TH 36	8217-12	BR	48,600,000	19,440,000	4,860,000	24,300,000	OVER ST CROIX RIVER AT STILLWATER-BR 82011(REPLACE BR 4654), RIVER SPANS & EAST ABUTMENT	MN/DOT	Replace	B-00
1998		TH 41	7010-18	BR	1,500,000	1,200,000	300,000	0	OVER MN RIVER OVERFLOW 0.8 MI N OF TH 169 - REPL BR 6763 & A	MN/DOT	Replace	S19
1999		CSAH 152	27-752-09	BR	825,000	660,000	0	165,000	WASH AVE OVER BN - BR 27167 (REPL BR 6992) & APPRS,	HENNEPIN CO	Replace	S19
1999	3	TH 36	8214-122	BR	180,000	144,000	36,000	0	BRIDGE 82011 OVER ST CROIX RIVER-HISTORICAL MITIGATION	MN/DOT	Replace	O1
1999		TH 47	0206-711	BR	100,000	80,000	20,000	0	OVER FORD BROOK, 6.1 MI N OF TH 10-REPLACE BR 711	MN/DOT	Replace	S19
1999		TH 61	6221-5514	BR	2,500,000	2,000,000	500,000	0	ARCADE ST OVER C&NW RY-RECONSTRUCT BR 5514	MN/DOT	Replace	S19
1999	5	TH 100	2735-134	BR	16,125,000	12,900,000	3,225,000	0	GLENWOOD AVE TO GOLDEN VALLEY RD-GRADING, SURFACING, BRIDGE REPLACEMENTS, ETC	MN/DOT	Replace	S19
1999	5	TH 100	2735-5974	BR	2,100,000	1,680,000	420,000	0	TH 100 OVER TH 55-REPLACE BR 5974	MN/DOT	Replace	S19
1999		TH 101	2736-27017	BR	1,300,000	584,000	716,000	0	AT GRAYS BAY 2.8 MI N OF TH 7-BR 27017(REP BR 3334) & APPROACHES	MN/DOT	Replace	S19
2000		CSAH 66	27-666-14	BR	1,100,000	880,000	0	220,000	GOLDEN VALLEY RD OVER BN RR-RECONSTRUCT BR 90604	HENNEPIN CO	Replace	S19
2000		CITY	141-080-23	BR	579,000	421,500	0	157,500	ST ANTHONY PKWY OVER BN RR	MINNEAPOLIS	Replace	S19
2000		CSAH 44	62-644-16	BR	2,295,000	804,000	0	1,491,000	SILVER LAKE ROAD(CSAH 44) OVER SOO LINE RR-REPLACE BR 6631	RAMSEY CO	Replace	S19
2000		CSAH 60	62-660-03	BR	306,000	169,000	0	137,000	ON ARCADE ST BETWEEN TH 36 & KELLER PKWY-REPLACE BR 90413	RAMSEY CO/MAPLEWOOD	Replace	S19
2000		CSAH 42/46	62-642-03	BR	10,000,000	8,000,000	0	2,000,000	FORD PKWY OVER MISSISSIPPI RIVER-REP BR 3575	RAMSEY/HENNEPIN CO	Replace	S19
2000		CSAH 9	70-609-07	BR	2,130,000	1,344,000	0	786,000	CSAH 9 SO OF THE MINNESOTA RIVER TO 0.8 MI NO OF THE MINNESOTA RIVER-REPLACE BR 5364	SCOTT CO	Replace	S19
2000		CSAH 21	82-621-21	BR	325,000	120,000	0	205,000	CSAH 21 OVER TROUT BROOK-REPLACE BR 4611	WASHINGTON CO	Replace	S19
2000		TH 3	1921-46	BR	2,500,000	2,000,000	500,000	0	5.6 MI N OF ROSEMOUNT UNDER SOO LINE-BR 19080(REPLACE 6307) & APPROACHES	MN/DOT	Replace	S19
2000		TH 7	2706-5323	BR	230,000	184,000	46,000	0	OVER RECREATIONAL TRAIL IN EXCELSIOR, REPLACE BR 5323	MN/DOT	Replace	S19
2000		TH 12	2713-66	BR	106,500	85,200	21,300	0	UNDER LUCE LINE TRAIL 4.5 MI W OF TH 494-REPLACE BR 4643	MN/DOT	Replace	S19

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

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
2000		I-35E	6280-9096	BR	1,700,000	1,360,000	340,000	0	I-35E SB UNDER I-35E NB OFF RAMP TO WB I-694-REPLACE BR 9096	MN/DOT	Replace	S19

Twin Cities Metropolitan Area
1998-2000 Transportation Improvement Program

TABLE A-6
Demo Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1998	4	TH 55	2724-105	MC	16,000,000	0	$10,800,000	1,200,000	4,000,000	I-94 TO E 29TH ST - GR, SURF, UTIL, RET WALLS, SIGS, LIGHTS,	MN/DOT	Expand	B-00
1998	4	TH 55	2724-105A	MC	6,000,000	0	$5,400,000	600,000		I-94 TO LAKE ST-RELOCATE CP RAIL YARD	MN/DOT	Expand	NC
1998	4	TH 55	2724-98RW	RW	500,000	0	$450,000	50,000		I-94 TO TH 62-TH 55 RIGHT OF WAY FOR FY 1998	MN/DOT	Other	B-00
1998	7	TH 610	2771-11	MC	8,925,000	0	$7,140,000	1,785,000	0	0.25 MI E OF FRANCE AVE TO W END OF BR OVER MISS RIVER-GRADING, SURFACING,SIGNALS,ETC-STAGE 2	MN/DOT	Expand	B-00
1998	7	TH 610	2771-27214	MC	400,000	0	$320,000	80,000		RAMP A OVER MCES SEWER-BR 27214	MN/DOT	Expand	B-00
1998	7	TH 610	2771-27217	MC	1,450,000	0	$1,160,000	290,000	0	TH 610 UNDER TH 252 NB RAMP B-BR 27217	MN/DOT	Expand	B-00
1998	7	TH 610	2771-27218	MC	2,150,000	0	$1,720,000	430,000	0	TH 610 UNDER TH 252 NB RAMP C-BR 27218	MN/DOT	Expand	B-00
1998	7	TH 610	2771-27219	MC	1,900,000	0	$1,520,000	380,000	0	RAMP B UNDER TH 252 SB RAMP C-BR 27219	MN/DOT	Expand	B-00
1998	7	TH 610	2771-27220	MC	1,200,000	0	$960,000	240,000	0	PED BR OVER TH 610 WEST OF TH 252-BR 27220	MN/DOT	Expand	B-00
1998	7	TH 610	2771-28	MC	3,000,000	0	$2,400,000	600,000		APPROACH FILLS FOR BRS 27214, 27217, 27218, 27219-GRADING	MN/DOT	Expand	B-00
1998	7	TH 610	2771-98RW	RW	4,000,000	0	$3,200,000	800,000		TH 252 TO TH 169-TH 610 RIGHT OF WAY FOR FY 1998	MN/DOT	Other	B-00
1999	4	TH 55	2724-102	MC	25,000,000	0	$17,600,000	7,400,000	0	HIAWATHA AVE FROM 60M S OF E 54TH ST TO E 46TH ST-GRADING, SURFACING, ETC	MN/DOT	Expand	B-00
1999	4	TH 55	2725-52	MC	14,200,000	7,360,000	$4,000,000	2,840,000	0	HIAWATHA AVE FROM TH 62 TO E. 54TH ST-GRADING, SURFACING, ETC	MN/DOT	Expand	B-00

Twin Cities Metropolitan Area
1998-2000 Transportation Improvement Program

TABLE A-7
MN/DOT Interstate Maintenance Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1998		I-35W	0280-9831	BI	350,000	280,000	70,000	0	UNDER SUNSET & CO RD J-PAINT BRS 9831,9606	MN/DOT	Preserve	S10
1998		I-35W	2783-9340	BI	700,000	560,000	140,000	0	OVER MISSISSIPPI RIVER-REPLACE JOINTS & RAILING BR 9340	MN/DOT	Preserve	S9
1998		I-35W	6284-123	RC	4,500,000	3,600,000	900,000		TH 118 TO TH 10-ADD AUXILIARY LANE, MEDIAN BARRIER, BITUMINOUS OVERLAY, ETC	MN/DOT	Replace	A-00
1998		I-94	2781-382	RS	1,300,000	1,170,000	130,000	0	TH694 TO 0.5 MI.N.OF LOWRY TUNNEL-MINOR CONC. REPAIR & RESEAL JOINTS	MN/DOT	Preserve	S10
1998		I-94	6282-62839	BI	175,000	140,000	35,000	0	ST ANTHONY OVER FAIRVIEW-OVERLAY & REP JOINTS BR 62839	MN/DOT	Preserve	S10
1998		I-494	2785-27V05	BI	5,000,000	4,500,000	500,000	0	OVER CSAH 5, CREEK, TRAIL -BRS 27V05 & 27V06(REPLACE BRS 9755, 9756)	MN/DOT	Preserve	S19
1998		I-494	2785-27V07	BI	3,000,000	2,700,000	300,000	0	OVER BN INC & STONE RD -BRS 27V07 & 27V08(REPLACE BRS 9759 & 9760)	MN/DOT	Preserve	S19
1998		I-494	2785-297	RS	4,425,000	3,540,000	885,000	0	34TH AVENUE TO TH 100-MILL & BITUMINOUS OVERLAY, MEDIAN BARRIER, GUARDRAIL	MN/DOT	Preserve	S10
1998		I-494	2785-307	RC	2,800,000	2,240,000	560,000		CSAH 5(MINNETONKA BLVD) TO STONE RD-GRADING, SURFACING,ETC	MN/DOT	Replace	S19
1998		I-494	2785-309	BI	3,500,000	2,800,000	700,000	0	OVER TH 5-BRS 27V09 & 27V10(REPLACE BRS 9741, 9742) & APPROACHES	MN/DOT	Preserve	S19
1998		TH 999	8809-74	TM	3,500,000	3,150,000	350,000	0	ON I35W FROM CRYSTAL LAKE RD TO MINN RIVER, ON I35E FROM S JCT I35W TO YANKEE DOODLE RD, & ON TH 77 FROM I35E TO MINN	MN/DOT	Manage	S7
1999		I-35W	2782-268	RC	8,650,000	6,920,000	1,730,000	0	TH 494 TO 66TH ST-CONSTRUCT HOV LANE & REDECK & WIDEN 66TH ST BRIDGE	MN/DOT	Replace	A-00
1999		I-94	2780-42	RC	500,000	400,000	100,000	0	AT WEAVER LAKE RD IN MAPLE GROVE-EXTEND RAMP	MN/DOT	Replace	E3
1999		I-94	2781-27862	BI	1,125,000	900,000	225,000	0	ON RAMP TO EB 94-REDECK BR 27862; 6TH ST RAMP TO 94 OVER I-35W-REDECK BR 27876	MN/DOT	Preserve	S10
1999		I-94	2781-27865	BI	135,000	108,000	27,000		UNDER 20TH AVE-OVERLAY AND REPLACE JOINTS ON BR 27865	MN/DOT	Preserve	S10
1999		I-94	2781-337	RD	1,950,000	1,560,000	390,000	0	LOWRY HILL TUNNEL-TUNNEL EQUIPMENT MODERNIZATION & CAMERAS	MN/DOT	Preserve	O6
1999		I-494	8285-9883	BI	1,100,000	0	1,100,000	0	UNDER TH 120 IN WOODBURY-REHAB BR 9883;OVERLAY & JOINTS ON BR 82017	MN/DOT	Preserve	S10
2000		I-35E	6280-9097	BI	500,000	400,000	100,000		NB OFF RAMP TO I-694 WB-REPLACE SUPERSTRUCTURE ON BR 9097	MN/DOT	Preserve	S19
2000		I-94	2781-27851	BI	1,250,000	1,000,000	250,000		UNDER PORTLAND & UNDER GROVELAND-PAINT BRS 27851 & 27966	MN/DOT	Preserve	S10
2000		I-494	2785-301	MC	15,000,000	12,000,000	3,000,000	0	TH 100 TO TH 212-GRADING, SURFACING, 3RD LANE EACH DIRECTION	MN/DOT	Expand	A00
2000		I-694	6285-9196	BI	1,060,000	848,000	212,000		OVER RR AT W JCT I-35E-REPLACE SUPERSTRUCTURE ON BRS 9196 & 9197	MN/DOT	Preserve	S19
2000		I-694	6285-9301	BI	800,000	640,000	160,000		EB OVER NB TH 51 & OVER SB TH 51 RAMP-REHAB DECK ON BRS 9301,9302	MN/DOT	Preserve	S19

Twin Cities Metropolitan Area
1998-2000 Transportation Improvement Program

TABLE A-8
Intelligent Transportation Systems Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Other Fed $	State $	Other $	Description	Agency	Category	AQ
1998		ITS	ARTIC (98)	TM	117,000	0	57,000	30,000	30,000	ADVANCED RURAL TRAFFIC INFO & COORD.	MN/DOT	Manage	S7
1998		ITS	AUSCI-2 (98	TM	913,860	44,160	660,100	28,750	180,850	AUTOMATED URBAN SIGNAL CONTROL-PHASE 2	MN/DOT	Manage	S7
1998		ITS	CVO PROJ (	TM	500,000	0	300,000	100,000	100,000	COMMERCIAL VEHICLE OPERATIONS BUS PLAN	MN/DOT	Manage	O1
1998		ITS	ICTM (98)	TM	1,115,439	55,000	554,751	138,688	367,000	INTEGRATED CORRIDOR TRAFFIC MANAGEMENT	MN/DOT	Manage	S7
1998		ITS	ITS (98)	TM	1,874,000	0	0	1,874,000	0	NEW ITS PROJECTS	MN/DOT	Manage	S7
1998		ITS	MANAGE (9	TM	1,650,000	0	250,000	0	1,400,000	MANAGEMENT 1998	MN/DOT	Manage	O1
1998		ITS	ONE-STOP (	TM	39,000	0	0	35,000	4,000	ONE-STOP SHOPPING	MN/DOT	Manage	O1
1998		ITS	POLARIS (9	TM	250,750	0	128,000	122,750	0	POLARIS-ARCHITECTURE	MN/DOT	Manage	O1
1998		ITS	SMARTDAR	TM	18,500	0	0	18,500	0	SMART DARTS PHASE 2	MN/DOT	Manage	O1
1998		ITS	TRILOGY (9	TM	1,104,353	0	683,482	170,871	250,000	TRILOGY	MN/DOT	Manage	O1
1998		ITS	UM (322) (98	TM	10,000	0	8,000	0	2,000	U OF M AGREEMENT (322) (98)	MN/DOT	Manage	S7
1998		ITS	UM (327) (98	TM	300,000	0	240,000	0	60,000	U OF M AGREEMENT (327) (98)	MN/DOT	Manage	S7
1998		ITS	UM 73952 (9	TM	20,000	0	16,000	0	4,000	U OF M AGREEMENT 73952 (98)	MN/DOT	Manage	S7
1998		ITS	UM 74580 (9	TM	50,000	0	40,000	0	10,000	U OF M AGREEMENT 74580 (98)	MN/DOT	Manage	S7
1999		ITS	AUSCI-2 (99	TM	184,100	9,600	143,500	6,250	24,750	AUTOMATED URBAN SIGNAL CONTROL-PHASE 2	MN/DOT	Manage	S7
1999		ITS	CVOPROJ (	TM	200,000	0	0	100,000	100,000	COMMERCIAL VEHICLE OPERATIONS BUS PLAN	MN/DOT	Manage	O1
1999		ITS	ITS (99)	TM	1,878,750	0	0	1,878,750	0	NEW ITS PROJECTS	MN/DOT	Manage	S7
1999		ITS	MANAGE (9	TM	1,650,000	0	250,000	0	1,400,000	MANAGEMENT 1999	MN/DOT	Manage	O1
1999		ITS	TRILOGY (9	TM	75,000	0	60,000	15,000	0	TRILOGY	MN/DOT	Manage	O1
2000		ITS	ITS (00)	TM	2,000,000	0	0	2,000,000	0	NEW ITS PROJECTS	MN/DOT	Manage	S7

Twin Cities Metropolitan Area
1998-2000 Transportation Improvement Program

TABLE A-9
NHS Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1998	1	TH 10	0214-02043	MC	1,000,000	800,000	200,000	0	POLK ST OVER TH 10-BR 02043(STAGE 4)	MN/DOT	Expand	B-00
1998	1	TH 10	0214-13	MC	9,900,000	7,920,000	1,980,000	0	UNIVERSITY AVE TO TH 65-GRADE,SURFACE,SIGNALS, NOISE WALLS,ETC	MN/DOT	Expand	B-00
1998	1	TH 10	0214-20	MC	280,000	224,000	56,000	0	CO RD 51(UNIVERSITY AVE) TO TH 65-SIGNING(STAGE 4)	MN/DOT	Expand	O8
1998	1	TH 10	0214-21	MC	30,000	24,000	6,000	0	CO RD 51(UNIVERSITY AVE) TO TH 65-LIGHTING(STAGE 4)	MN/DOT	Expand	S18
1998	3	TH 36	8214-125	BR	600,000	480,000	120,000	0	ST CROIX RIVER BR-WETLAND MITIGATION	MN/DOT	Replace	B-00
1998		TH 62	2763-34	BI	1,400,000	1,120,000	280,000	0	OVER MN&S R/R - 0.6 MI W OF TH 100 - REPL DECK BR.S 27085 & 27086	MN/DOT	Preserve	S19
1998		TH 101	7005-75	MC	225,000	180,000	45,000	0	CO RD 79 TO JCT OLD TH 169-LANDSCAPING	MN/DOT	Expand	O6
1998	6	TH 212	2762-11	MC	11,750,000	9,400,000	2,350,000	0	0.5 MI E OF MITCHELL RD TO I-494-GRADING, SURFACING OF STAGE 1	MN/DOT	Expand	B-00
1998		TH 212	2762-25	MC	1,150,000	920,000	230,000		AT PRAIRIE CENTER DRIVE-3 SIGNAL INSTALLATIONS & 7 TEMPORARY SIGNALS	MN/DOT	Expand	E2
1998	6	TH 212	2762-27141	MC	250,000	200,000	50,000		RAMP A OVER BUS CONNECTION-BR 27141	MN/DOT	Expand	B-00
1998	6	TH 212	2762-27148	MC	2,020,000	1,616,000	404,000	0	PRAIRIE CENTER DRIVE OVER TH 212-BR 27148	MN/DOT	Expand	B-00
1998	7	TH 610	2771-15	MC	11,900,000	9,520,000	2,380,000	0	TH 169 TO HAMPSHIRE AVE AVE-GRADING, SURFACING, SIGNALS, ETC-STAGE 4	MN/DOT	Expand	B-00
1998	7	TH 610	2771-27225	MC	1,500,000	1,200,000	300,000	0	TH 610 UNDER WEST BROADWAY AVE-BR 27225	MN/DOT	Expand	B-00
1998	7	TH 610	2771-27233	MC	950,000	760,000	190,000	0	TH 610 WB OVER TH 169-BR 27233	MN/DOT	Expand	B-00
1998	7	TH 610	2771-27234	MC	800,000	640,000	160,000	0	TH 610 EB OVER TH 169-BR 27234	MN/DOT	Expand	B-00
1999	1	TH 10	0214-23	MC	200,000	160,000	40,000	0	FROM EGRET BLVD TO THE N JCT TH 47,10,610-LANDSCAPING	MN/DOT	Expand	O6
1999	1	TH 10	0214-24	MC	350,000	280,000	70,000	0	FROM N JCT TH 47,10,610 TO 0.2 MI E OF TH 65-LANDSCAPING	MN/DOT	Expand	O6
1999		TH 36	6212-141	BR	3,800,000	3,040,000	760,000	0	AT DALE ST INTERCHANGE-BR 62073(WB), 62074(EB);REPLACE BR 6724 & RECONSTRUCT INTERCHANGE,SIGNING,LIGHTING,SIGNALS	MN/DOT	Replace	E3
1999	3	TH 36	8214-114	MC	19,660,000	12,528,000	3,132,000	4,000,000	FROM WASHINGTON AVE TO ST CROIX RIVER - GRADING, SURFACING, LIGHTING,SIGNING,LAND SPANS TO BR 82011,ETC	MN/DOT.	Expand	B-00
1999	5	TH 100	2735-5399	BR	1,875,000	1,500,000	375,000	0	OVER SOO LINE RR & CITY ST. 0.9 MI. NW OF JCT.TH 12-RECONSTR	MN/DOT	Replace	S19
1999		TH 101	7005-76	MC	280,000	224,000	56,000	0	VALLEY PARK DRIVE TO CO RD 79-LANDSCAPING	MN/DOT	Expand	O6
1999	6	TH 212	2762-13	MC	15,000,000	12,000,000	3,000,000	0	0.25 MI W OF WALLACE RD TO 0.5 MI E OF MITCHELL RD-GRADING, SURFACING, ETC(STAGE 2)	MN/DOT	Expand	B-00
1999	6	TH 212	2762-27144	MC	380,000	304,000	76,000	0	W.B. TH 5 OVER MARTIN DRIVE-BR 27144	MN/DOT	Expand	B-00
1999	6	TH 212	2762-27145	MC	410,000	328,000	82,000	0	W.B. TH 212 OVER WALLACE RD-BR 27145	MN/DOT	Expand	B-00

TABLE A-9
NHS Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1999	6	TH 212	2762-27146	MC	410,000	328,000	82,000	0	E.B. TH 212 OVER WALLACE RD-BR 27146	MN/DOT	Expand	B-00
1999	6	TH 212	2762-27147	MC	1,980,000	1,584,000	396,000	0	MITCHELL ROAD OVER TH 212-BR 27147	MN/DOT	Expand	B-00
1999	6	TH 212	2762-27150	MC	380,000	304,000	76,000	0	E.B. TH 5 OVER WALLACE RD-BR 27150	MN/DOT	Expand	B-00
1999	6	TH 212	2762-27194	MC	2,100,000	1,680,000	420,000	0	E.B. TH 212 OVER WALLACE RD-BR 27146	MN/DOT	Expand	B-00
1999	7	TH 610	2771-14	MC	6,800,000	5,440,000	1,360,000	0	HAMPSHIRE AVE TO REGENT AVE(INCLUDES HAMPSHIRE)-GRADING, SURFACING, BRS, ETC	MN/DOT	Expand	B-00
1999	7	TH 610	2771-27223	MC	1,400,000	1,120,000	280,000	0	TH 610 UNDER ZANE AVE-BR 27223	MN/DOT	Expand	B-00
1999	7	TH 610	2771-27224	MC	800,000	640,000	160,000	0	TH 610 UNDER HAMPSHIRE AVE-BR 27224	MN/DOT	Expand	B-00
2000	1	TH 10	0214-31	TM	4,000,000	3,200,000	800,000	0	I-35W TO TH 169-TRAFFIC MANAGEMENT SYSTEM	MN/DOT	Manage	S7
2000	4	TH 55	2724-108	MC	9,000,000	0	9,000,000		NEAR THE METRODOME TO 46TH ST-HIAWATHA TRANSITWAY	MN/DOT	Expand	A05
2000	5	TH 100	2735-143	BR	1,635,000	1,148,000	287,000	200,000	UNDER CSAH 8(BROADWAY AVE)-BR 27170(REPLACE BR 5885)	MN/DOT	Replace	S19
2000	5	TH 100	2735-159	MC	14,230,000	11,384,000	2,846,000	0	39TH AVE N TO INDIANA AVE-RECONSTRUCT EXPRESSWAY, NEW INTERCHANGE AT CSAH 81, ETC	MN/DOT	Expand	E3
2000	5	TH 100	2735-160	MC	13,800,000	11,040,000	2,760,000	0	29TH AVE N TO 39TH AVE N(36TH AVE INTERCHANGE)-GRADING, SURFACING, ETC	MN/DOT	Expand	E3
2000	6	TH 212	2762-12	MC	8,100,000	6,480,000	1,620,000	0	CSAH 4 TO 0.25 MI W OF WALLACE RD-GRADING, SURFACING(STAGE 3)	MN/DOT	Expand	B-00
2000	6	TH 212	2762-27138	MC	1,700,000	1,360,000	340,000	0	CSAH 4 OVER TH 212-BR 27138	MN/DOT	Expand	B-00
2000		TH 610	2771-24	MC	175,000	140,000	35,000		E OF NOBLE AVE TO W OF REGENT AVE IN BROOKLYN PARK-LANDSCAPING	MN/DOT	Expand	O6

Twin Cities Metropolitan Area
1998-2000 Transportation Improvement Program

TABLE A-10
100% State Funded Projects

Year	Pri	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1998		TH 10	0215-50	SC	185,000	0	185,000	0	AT HANSON BLVD IN COON RAPIDS-RAMP & SIGNAL IMPROVEMENTS	ANOKA COUNTY	Manage	E2
1998		TH 252	2748-47	AM	11,000		11,000		TH 252 AT 73RD & I-94 AT BOONE AVE-EVP INSTALLATION	BROOKLYN PARK	Other	E2
1998		TH 47	0206-50	AM	432,000		432,000		142ND ST TO CSAH 5 IN RAMSEY-WIDENING, TURN LANES, SIGNAL	CITY OF RAMSEY	Other	E2
1998		TH 65	0207-69	AM	54,000		54,000		AT 9 LOCATIONS IN COLUMBIA HTS-EVP & SIGNAL REVISIONS	COLUMBIA HEIGHTS	Other	E2
1998		TH 242	0212-39	AM	146,000		146,000		AT SHENANDOAH BLVD-RECONSTRUCTION & SIGNAL INSTALLATION	COON RAPIDS	Other	E2
1998		TH 55	1909-79	AM	124,000		124,000		AT CSAH 26(LONE OAK RD)-INTERSECTION RECONSTRUCTION, SIGNAL MODIFICATIONS	DAKOTA CO	Other	E2
1998		TH 952A	1908-68	AM	70,000	0	70,000	0	AT MENDOTA RD(CSAH 14) IN INVER GROVE HTS & W ST PAUL-SIGNAL REVISION	DAKOTA COUNTY	Other	E2
1998		TH 13	1901-137	AM	270,000		270,000		AT BLACKHAWK RD IN EAGAN-WIDENING,TURN LANE, SIGNAL	EAGAN	Other	E2
1998		TH 999	8825-17	AM	216,000		216,000		ON VARIOUS HIGHWAYS IN EAGAN-EVP INSTALLATION	EAGAN	Other	E2
1998		TH 62	2774-6	AM	216,000		216,000		AT FRANCE AVE IN EDINA-INTERCHANGE IMPROVEMENTS	EDINA	Other	E3
1998		TH 100	2733-80	AM	92,000		92,000		AT W 77TH ST IN EDINA-INTERCHANGE IMPROVEMENTS	EDINA	Other	E3
1998		TH 55	2722-55	AM	25,000		25,000		AT CSAH 19 IN MEDINA & CORCORAN-SIGNAL MODIFICATION	HENNEPIN CO	Other	E2
1998		I-94	2780-51	AM	74,000		74,000		AT CSAH 109(WEAVER LAKE RD)-TURN LANES & SIGNAL MODIFICATION	HENNEPIN CO	Other	E2
1998		TH 7	2706-194	AM	205,000		205,000		IN MINNETONKA-FRONTAGE RD CONSTRUCTION & ACCESS CLOSURES NEAR TONKA & SPARROW	MINNETONKA	Other	NC
1998		TH 169	2772-26	AM	54,000	0	54,000	0	AT BREN RD IN MINNETONKA ON SB EXIT RAMP-RIGHT TURN LANE	MINNETONKA	Other	E1
1998		LANDSCAP	880M-RB-98	RB	100,000	0	100,000	0	1998 LANDSCAPE PARTNERSHIP	MN/DOT	Other	O6
1998		ITS	MD OPS/MAIN	TM	3,000,000	0	2,300,000	700,000	MODEL DEPLOYMENT OPERATIONS AND MAINTENANCE	MN/DOT	Manage	S7
1998		ITS	MODEL DEPL	TM	11,000,000	0	7,700,000	3,300,000	MODEL DEPLOYMENT PHASE 1	MN/DOT	Manage	S7
1998		TH 5	1002-66	AM	660,000	0	660,000	0	CSAH 17 TO LAKE ANN PARK ENTRANCE-CONSTRUCT FRONTAGE ROAD	MN/DOT	Other	NC
1998		TH 5	2732-41	SC	300,000		300,000		FROM S OF POST RD TO N OF AIRPORT ENTRANCE-LIGHTING REPLACEMENT	MN/DOT	Manage	S18
1998		TH 7	1003-25	RS	1,300,000	0	1,300,000	0	TH 25 TO ST BONIFACIOUS-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		TH 7	2706-191	RS	1,400,000	0	1,400,000	0	CHRISTMAS LAKE RD TO SHADY OAK ROAD-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		TH 7	2706-193	RX	849,492	0	849,492		VINEHILL RD TO E OF I-494-MILL & BITUMINOUS OVERLAY	MN/DOT	Preserve	S10

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1998		TH 13	7001-73	SC	40,000	0	40,000	0	AT CSAH 12 IN PRIOR LAKE - SIGNAL, CHANNELIZATION	MN/DOT	Manage	E2
1998		TH 13	7001-76	SC	750,000	0	610,000	140,000	CSAH 16/MCCOLL AVE, SIGNAL SYSTEM; RAISED CHANNELIZATION; ENTER LEFT AND RIGHT TURN LANES	MN/DOT	Manage	E2
1998		TH 25	1007-15	BR	700,000	0	700,000	0	OVER S FORK CROW RIVER 1.6 MI S OF WATERTOWN-REPLACE BR 5184	MN/DOT	Replace	S19
1998		I-35E	1982-125	SC	120,000	0	120,000	0	AT CO RD 11 NORTH RAMP-SIGNAL INSTALLATION	MN/DOT	Manage	E2
1998		I-35E	1982-126	SC	80,000	0	80,000	0	AT CSAH 26(LONE OAK RD) IN EAGAN-SIGNAL REVISION & DUAL LEFT TURN LANE	MN/DOT	Manage	E2
1998		TH 36	6211-62070	BI	165,000	0	165,000	0	OVER TH 61-OVERLAY & REP JOINTS BR 62070	MN/DOT	Preserve	S10
1998		TH 41	1008-54	RS	420,000		420,000		TH 169 TO TH 212-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		TH 47	0206-46	JY	30,000	0	30,000	0	SALVAGE YARD CLEANUP-ST FRANCIS AUTO PARTS	MN/DOT	Other	O6
1998		TH 47	2726-27055A	BR	1,345,000	0	1,205,000	140,000	STEEL GIRDER DELIVERY FOR BRS. 27055, 27072, 27074	MN/DOT	Replace	S19
1998		TH 50	1904-14	RD	400,000	0	400,000	0	E OF VERMILLION RIVER TO HAMPTON-MILL,WIDEN, & OVERLAY	MN/DOT	Preserve	S10
1998		TH 52	1905-24	RS	760,000	0	760,000	0	CO RD 86 IN HAMPTON TO TH 50-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		TH 55	2722-54	AM	3,290,000	0	3,290,000	0	ARROWHEAD TO HUNTER DR-CONSTRUCT 4-LANE ROADWAY	MN/DOT	Other	B-00
1998		TH 61	1913-54	RS	350,000	0	350,000	0	TH 316 TO MISSISSIPPI RIVER-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		TH 61	6222-131	SC	155,000	0	155,000	0	AT ROSELAWN AVE IN MAPLEWOOD-SIGNAL INSTALLATION	MN/DOT	Manage	E2
1998		TH 62	2774-3	SH	225,000	0	225,000	0	TH 62 UNDER TH 100 - MODIFY WEAVE AREA & MILL AND OVERLAY	MN/DOT	Manage	S6
1998		TH 62	2775-27524	BI	160,000	0	160,000	0	UNDER 43RD AVE S & UNDER BLOOMINGTON AVE-OVERLAY & REP JOINTS BR 27524,27525	MN/DOT	Preserve	S10
1998		TH 65	0208-95	SC	400,000	0	350,000	50,000	CLOVERLEAF/93RD AVE, SIGNAL REBUILD; AUX LANE; DUAL LEFT TURN LANE	MN/DOT	Manage	E1
1998		I-94	2781-386	TM	200,000	0	200,000	0	I-394 TO I-694-CHANGEABLE MESSAGE SIGNS	MN/DOT	Manage	S7
1998		I-94	2786-104	SC	187,416		87,416	100,000	HEMLOCK LANE TO EB I-94-HOV RAMP METER BYPASS	MN/DOT	Manage	S7
1998		I-94	2786-97	AM	160,000	0	160,000	0	CSAH 152 RAMPS--REBUILD 2 SIGNALS	MN/DOT	Other	S7
1998		TH 100	2733-78	SC	200,000	0	100,000	100,000	AT 77TH ST RAMP TERMINI IN EDINA-SIGNAL REVISION	MN/DOT	Manage	E2
1998		TH 100	2735-27002	BI	310,000	0	310,000	0	OVER DULUTH ST & TH 55 OVER RR E OF TH 100-OVERLAY & REP JOINTS ON BRS 27002,5891	MN/DOT	Preserve	S10
1998		TH 100	2763-9500	BI	40,000	0	40,000	0	OVER TH 62-REP EXPANSION JOINTS BR 9500	MN/DOT	Preserve	S10
1998		TH 101	2738-17	AM	400,000		400,000		FRONTAGE ROAD CONSTRUCTION IN ROGERS	MN/DOT	Other	NC
1998		TH 101	7005-74	MC	330,000	0	330,000	0	TH 13 TO VALLEY PARK DRIVE-LANDSCAPING	MN/DOT	Expand	O6
1998		TH 169	2750-53	SC	400,000		400,000		ON TH 169 FROM I-394 TO CSAH 81 AND ON TH 100 FROM FRANCE AVE TO I-694-SIGNING REPLACEMENT	MN/DOT	Manage	S7
1998		TH 169	2772-16	SC	150,000	0	150,000	0	AT LONDONDERRY RD - WIDEN NB EXIT RAMP AND SIGNAL REVISION	MN/DOT	Manage	S7
1998		TH 169	2772-21	RS	400,000	0	400,000	0	I-494 TO TH 62-MILL & OVERLAY	MN/DOT	Preserve	S10

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1998		TH 169	2772-22	SC	230,000	0	230,000	0	AT 49TH AVE RAMPS-SIGNAL INSTALLATION	MN/DOT	Manage	E2
1998		TH 169	2772-23	SC	110,000	0	110,000	0	AT MEDICINE LAKE ROAD EAST RAMP-SIGNAL INSTALLATION	MN/DOT	Manage	E2
1998		TH 169	2772-27523	BI	465,000	0	465,000	0	UNDER BASS LAKE RD,49TH AVE,LONDONDERRY RD,& 7TH ST S-OVERLAY & REP JOINTS BRS 27523,27555, 27566,27567	MN/DOT	Preserve	S10
1998		TH 169	2772-6	SC	200,000	0	100,000	100,000	VALLEY VIEW RD. RAMPS--INSTALL 2 SIGNALS	MN/DOT	Manage	E2
1998		TH 212	2763-35	SC	250,000	0	250,000	0	CSAH 61 (SHADY OAK ROAD), SIGNAL SYSTEM; CHANNELIZATION REMOVAL	MN/DOT	Manage	E2
1998		TH 244	8219-18	SC	250,000	0	250,000	0	AT CSAH 12 IN MAHTOMEDI-SIGNAL INSTALLATION & CHANNELIZATION	MN/DOT	Manage	E2
1998		TH 252	2748-45	RS	980,000	0	980,000	0	TH 94 TO TH 610-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		TH 280	6241-62821	BI	180,000	0	180,000	0	SB 280 UNDER RAMP(BR 62821) & UNDER WABASH AVE(BR 62843)-OVERLAY & JOINT REPLACEMENT	MN/DOT	Preserve	S10
1998		TH 288	0213-08	SC	140,000	0	140,000		AT CO RD 79-SIGNAL INSTALLATION & CHANNELIZATION	MN/DOT	Manage	E2
1998		I-494	2785-276	SH	400,000	0	400,000	0	I 494 UNDER TH 7 - MODIFY WEAVE AREA & MILL AND OVERLAY	MN/DOT	Manage	S6
1998		TH 952	1908-67	RS	500,000	0	500,000	0	TH 110 TO MISSISSIPPI RIVER-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		TH 999	1900-6	RD	200,000		200,000		IN HASTINGS-WETLAND MITIGATION	MN/DOT	Preserve	NC
1998		TH 999	8809-160	TM	115,000	0	115,000	0	METROWIDE-LOOP DETECTOR REPLACEMENT	MN/DOT	Manage	S7
1998		TH 999	8809-161	TM	120,000	0	120,000	0	METROWIDE-CABINET MODIFICATIONS AT HOV METER BYPASSES	MN/DOT	Manage	S7
1998		TH 999	8809-162	TM	140,000	0	140,000	0	METROWIDE-REFURBISH RAMP CONTROL SIGNALS	MN/DOT	Manage	S7
1998		TH 999	8809-172	TM	250,000	0	250,000	0	DIVISIONWIDE-INSTALL TRAFFIC COUNTING STATIONS	MN/DOT	Manage	S7
1998		TH 999	8809-174	TM	150,000	0	150,000	0	UPGRADE 170 CONTROLLERS	MN/DOT	Manage	S7
1998		TH 999	880M-BI-98	BI	200,000	0	200,000	0	METROWIDE SET ASIDE TO RETROFIT PEDESTRIAN FENCES ON BRIDGES	MN/DOT	Preserve	S19
1998		TH 999	880M-P/R-98	TM	1,400,000	0	1,400,000	0	METRO SET ASIDE FOR TRANSIT/RIDESHARE ENHANCEMENTS FOR FY 98	MN/DOT	Manage	E6
1998		TH 999	880M-RW-98	RW	20,000,000	0	20,000,000	0	RIGHT OF WAY/ACCESS CONTROL SET ASIDE FOR METRO DIVISION FY98	MN/DOT	Other	O1
1998		TH 999	8825-19	SC	60,000		60,000		TH 3 AT LONE OAK RD,TH 282 AT CSAH 17,TH 96 AT JAMACA AND AT NORELL RD-INSTALL FLASHERS	MN/DOT	Manage	S2
1998		TH 999	8825-20	RX	500,000		500,000		ON VARIOUS HIGHWAYS IN MINNEAPOLIS-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		TH 999	DIST-M-454D	RX	1,000,000	0	1,000,000	0	SET ASIDE FOR ROAD REPAIR FY98	MN/DOT	Preserve	S10
1998		TH 999	DIST-M-98-OV	SA	9,000,000	0	9,000,000	0	COST OVERRUN/SUPP. AGREEMENT SET ASIDE FOR METRO-FY98	MN/DOT	Other	O1
1998		TH 999	DIST-M-ENT9	RB	25,000	0	25,000	0	SET ASIDE FOR STATE ENTRYWAYS FY98	MN/DOT	Other	O6
1998		TH 999	DIST-M-PF98	RB	40,000	0	40,000	0	SET ASIDE FOR PRAIRIE TO FOREST FY98	MN/DOT	Other	O6
1998		TH 999	DIST-M-TRAF	SC	800,000	0	800,000	0	SET ASIDE FOR TRAFFIC ENGINEERING PRESERVATION FY98	MN/DOT	Manage	O1

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1998		TH 5	8214-132	AM	103,000		103,000		HADLEY AVE TO IDEAL AVE-INTERCONNECTION & SIGNAL INSTALLATION	OAKDALE	Other	E2
1998		I-694	8286-54	AM	68,000		68,000		CSAH 6(STILLWATER BLVD) OVER I-694-WIDEN BR 82804 FOR TRAIL	OAKDALE	Other	S19
1998		TH 13	7001-82	AM	935,000		935,000		AT TH 101 IN SAVAGE-RECONSTRUCTION, TURN LANES, MEDIAN X-OVER CLOSURE	SAVAGE	Other	E1
1998		TH 5	6201-77	AM	97,000		97,000		ST PETER/SHEPARD RD IN ST PAUL-REPLACE STORM SEWER OUTLET	ST PAUL	Other	NC
1998		TH 5	6201-78	AM	76,000		76,000		AT WHEELER/MUNSTER AVE IN ST PAUL-ACCESS MANAGEMENT	ST PAUL	Other	NC
1998		TH 5	6228-58	AM	81,000		81,000		AT KITTSON ST IN ST PAUL-TRAFFIC SIGNAL INSTALLATION	ST PAUL	Other	E2
1998		TH 51	6215-83	AM	184,000	0	184,000	0	AT ENERGY PARK DRIVE-TRAFFIC SIGNAL INSTALLATION	ST PAUL	Other	E2
1999		ITS	MD OPS/MAIN	TM	1,500,000	0	1,000,000	500,000	MODEL DEPLOYMENT OPERATIONS AND MAINTENANCE	MN/DOT	Manage	S7
1999		ITS	MODEL DEPL	TM	13,500,000		9,000,000	4,500,000	MODEL DEPLOYMENT PHASE 2	MN/DOT	Manage	S7
1999		TH 3	1921-65	SC	150,000	0	150,000	0	AT ANN MARIE TRAIL-TURN LANE IMPROVEMENTS	MN/DOT	Manage	E1
1999		TH 25	1007-16	BR	220,000	0	220,000	0	OVER STREAM 0.5 MI W OF WATERTOWN-REPLACE BR 130	MN/DOT	Replace	S19
1999		I-35	0283-02806	BI	505,000	0	505,000	0	UNDER TH 97, WASH CSAH 2, & TH 8-PAINT BRS 02806, 82801, & 82815	MN/DOT	Preserve	S19
1999		I-35	1980-19531A	MC	2,160,000	0	2,160,000	0	AT CO RD 46-NEW INTERCHANGE PAYBACK TO DAKOTA COUNTY(DEBT MANAGEMENT)	MN/DOT	Expand	NC
1999		I-35E	6280-305	RS	3,125,000		3,125,000		I-94 TO I-694-BITUMINOUS OVERLAY	MN/DOT	Preserve	S10
1999		I-35E	6280-9832	BI	80,000	0	80,000	0	UNDER MONTREAL AVE IN ST PAUL-OVERLAY, JOINTS, RAIL REPAIR ON BR 9832	MN/DOT	Preserve	S10
1999		I-35W	2783-9340A	BI	2,300,000		2,300,000	0	OVER MISSISSIPPI RIVER 1.0 MI NE OF I-94-PAINT BR 9340	MN/DOT	Preserve	S10
1999		TH 36	8204-41	RB	150,000	0	150,000	0	AT TH 5-LANDSCAPING	MN/DOT	Other	O6
1999		TH 41	1008-51	RS	750,000	0	750,000	0	TH 212 TO TH 5-MILL & OVERLAY, OVERLAY SHOULDERS	MN/DOT	Preserve	S10
1999		TH 47	0206-392	BI	200,000	0	200,000	0	OVER FORD BROOK(2 LOCATIONS)-REPLACE BRS 392 & 393 WITH BOX CULVERTS	MN/DOT	Preserve	S19
1999		TH 47	2726-63	RB	60,000	0	60,000	0	UNIV. AVE, ST ANTHONY, SOO LINE AREA-LANDSCAPING	MN/DOT	Other	O6
1999		TH 49	6214-82	SC	120,000	0	120,000	0	AT SOUTH OWASSO BLVD-TRAFFIC SIGNAL INSTALLATION	MN/DOT	Manage	E2
1999		TH 52	1906-9675	BI	650,000	0	650,000	0	NB OVER VERMILLION RIVER &OVER CO RD 42 0.2 MI S OF TH 55-REDECK & SUPERSTRUCTURE OF BRS 9675, 19001, & 19002	MN/DOT	Preserve	S19
1999		TH 55	2723-27013	BI	325,000	0	325,000	0	EB OVER RR 1.4 MI E OF I-494-REDECK & SUPERSTRUCTURE OF BR 27013	MN/DOT	Preserve	S19
1999		TH 55	2725-54	MC	4,000,000		4,000,000		ON TH 55 FROM GSA BLDG TO 52ND ST-GRAD, SURF, OVERLAY OF TRANSITWAY	MN/DOT	Expand	A05
1999		I-94	2780-27968	BI	380,000	0	380,000	0	EB OVER ELM CREEK & RICE LAKE-OVERLAY & REPAIR JTS ON BR 27970;REDECK BR 27968	MN/DOT	Preserve	S19

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
1999		I-94	6282-9452	BI	1,240,000	0	1,240,000	0	FROM PELHAM TO FAIRVIEW IN ST PAUL-PAINT BRS 9452,9457,62813,62814,62845,62846,62848	MN/DOT	Preserve	S19
1999		I-94	6282-88	SC	200,000	0	200,000	0	AT ST CROIX WEIGH STATION-RELOCATE BRAKE TESTING AND CONSTRUCT BUILDING	MN/DOT	Manage	E5
1999		TH 97	6212-17	SC	300,000	0	250,000	50,000	GOODVIEW AVE/8TH ST, SIGNAL SYSTEM AND CHANNELIZATION	MN/DOT	Manage	E2
1999		TH 120	8220-11	SC	750,000	0	750,000	0	AT LOWER AFTON RD IN WOODBURY/MAPLEWOOD-SIGNAL INSTALLATION & CHANNELIZATION	MN/DOT	Manage	E2
1999		TH 169	2772-25	RS	3,500,000	0	3,500,000	0	I-394 TO I-94-BITUMINOUS OVERLAY	MN/DOT	Preserve	S10
1999		TH 169	2772-27	SC	650,000	520,000	130,000	0	FROM CEDAR LAKE RD TO CSAH 5-ADD AUXILLARY LANE	MN/DOT	Manage	E1
1999		TH 169	2772-5805	BI	780,000	0	780,000	0	SB OVER BN RR 1.1 MI N OF TH 7-MAJOR REHAB BR 5805 & ADD AUXILLARY LANE	MN/DOT	Preserve	E1
1999		I-494	2785-305	SC	250,000	0	250,000	0	AT VALLEY VIEW RD EAST & WEST RAMPS-TRAFFIC SIGNAL INSTALLATION	MN/DOT	Manage	E2
1999		I-494	2785-306	TM	250,000	0	250,000	0	UPGRADE TMS ON I494 FROM I35W TO BUSH LAKE RD & ON TH 100 AT 494/77TH ST	MN/DOT	Manage	S7
1999		TH 999	8809-163	TM	4,500,000	0	4,500,000	0	ON I-94 FROM TMC TO I-694 & ON I-694 FROM I-94 TO I-35W-UPGRADE TMS	MN/DOT	Manage	S7
1999		TH 999	8809-175	TM	60,000	0	60,000	0	DIVISIONWIDE-REPLACE LOOP DETECTORS	MN/DOT	Manage	S7
1999		TH 999	8809-176	TM	100,000	0	100,000	0	DIVISIONWIDE-REPLACE RAMP CONTROL SIGNALS	MN/DOT	Manage	S7
1999		TH 999	8809-177	TM	350,000	0	350,000	0	DIVISIONWIDE-REPLACE DRUMTYPE CMS WITH LED	MN/DOT	Manage	S7
1999		TH 999	8809-178	TM	120,000	0	120,000	0	DIVISIONWIDE-BOND/GROUND/SHIELD OLDER CABINETS	MN/DOT	Manage	S7
1999		TH 999	8809-179	TM	200,000	0	200,000	0	DIVISIONWIDE-REFURBISH DRUM CHANGEABLE MESSAGE SIGNS	MN/DOT	Manage	S7
1999		TH 999	880M-AM-99	AM	3,500,000	0	3,500,000	0	METRO SET ASIDE FOR MUNICIPAL AGREEMENTS FOR FY 1999	MN/DOT	Other	NC
1999		TH 999	880M-ENT-99	RB	25,000	0	25,000	0	METRO SET ASIDE FOR STATE ENTRYWAYS FOR FY 1999	MN/DOT	Other	O6
1999		TH 999	880M-NA-99	NA	1,500,000	0	1,500,000	0	METRO SET ASIDE FOR NOISE ABATEMENT FOR FY 99	MN/DOT	Other	O3
1999		TH 999	880M-P/R-99	TM	1,500,000	0	1,500,000	0	METRO SET ASIDE FOR TRANSIT/RIDESHARE ENHANCEMENTS FOR FY 99	MN/DOT	Manage	E6
1999		TH 999	880M-PF-99	RB	40,000	0	40,000	0	METRO SET ASIDE FOR PRAIRE TO FOREST FOR FY 1999	MN/DOT	Other	O6
1999		TH 999	880M-RB-99	RB	100,000	0	100,000	0	METRO SET ASIDE FOR LANDSCAPE PARTNERSHIPS IN FY 1999	MN/DOT	Other	O6
1999		TH 999	880M-RW-99	RW	20,000,000	0	20,000,000	0	RIGHT OF WAY/ACCESS CONTROL SETASIDE FOR METRO DIVISION FY99	MN/DOT	Other	NC
1999		TH 999	880M-RX-99	RX	1,500,000	0	1,500,000	0	METRO SET ASIDE FOR ROAD REPAIR FOR FY 1999	MN/DOT	Preserve	S10
1999		TH 999	880M-SA-99	SA	9,000,000	0	9,000,000	0	METRO SET ASIDE FOR SUPPLEMENTAL AGREEMENTS & OVERRUNS FOR FY 1999	MN/DOT	Other	NC
1999		TH 999	880M-SC-99	SC	1,900,000	0	1,900,000	0	SET ASIDE FOR TURN LANES, IMPACT ATTENTUATORS, & LIGHT STANDARDS	MN/DOT	Manage	NC
2000		ITS	MD OPS/MAIN	TM	1,000,000			1,000,000	MODEL DEPLOYMENT OPERATIONS AND MAINTENANCE	MN/DOT	Manage	S7

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
2000		TH 5	1002-61	MC	8,000,000	0	8,000,000	0	TH 41 TO CSAH 17-GRADING, SURFACING, 4 LANES	MN/DOT	Expand	A00
2000		TH 5	1002-6654	BI	600,000		600,000		OVER RECREATIONAL TRAIL IN VICTORIA-MAJOR REHAB ON BR 6654	MN/DOT	Preserve	S19
2000		TH 7	1004-24	RS	3,000,000	0	3,000,000	0	CO RD 92 TO TH 41-SHOULDER IMPROVEMENTS, TURN LANES, ETC	MN/DOT	Preserve	E1
2000		TH 7	2704-6714	BI	400,000		400,000		OVER SIX MILE CREEK IN ST BONIFACIUS-WIDEN & REDECK BR 6714	MN/DOT	Preserve	S19
2000		TH 7	2706-195	RS	1,925,000		1,925,000		0.2KM W OF SHADY OAK RD TO TH 100-MILL & OVERLAY, MEDIAN BARRIER, BUS STOPS, ETC	MN/DOT	Preserve	S10
2000		TH 7	2706-196	RS	820,000		820,000		E OF CHRISTMAS LAKE RD TO TH 101-OVERLAY, GUARDRAIL, MEDIAN BARRIER	MN/DOT	Preserve	S10
2000		TH 10	0215-9715	BI	130,000		130,000		UNDER 4TH AVE(CSAH 31)-OVERLAY, REPLACE JOINTS & RAIL ON BR 9715	MN/DOT	Preserve	S10
2000		TH 19	4003-16	RS	1,825,000		1,825,000		TH 13 TO NEW PRAGUE-MILL AND OVERLAY	MN/DOT	Preserve	S10
2000		TH 21	7002-33	RS	1,860,000		1,860,000		TH 19 TO JORDAN-MILL & OVERLAY 6 MILES;REPLACE PAVEMENT 2.2 MILES	MN/DOT	Preserve	S10
2000		I-35W	2782-27868	BI	710,000		710,000		UNDER PED BRIDGE, 26TH ST, 26TH ST, & FRANKLIN AVE-PAINT BRS 27868, 27869, 27870, 27872	MN/DOT	Preserve	S10
2000		TH 36	8214-127	RB	230,000	0	230,000	0	WASHINGTON AVE TO OSGOOD-LANDSCAPING	MN/DOT	Other	O6
2000		TH 36	8217-4654	BI	300,000		300,000		OVER ST CROIX RIVER AT STILLWATER-REPLACE SIDEWALK ON BR 4654	MN/DOT	Preserve	S19
2000		TH 50	1904-19011	BI	900,000		900,000		OVER TH 52 IN HAMPTON-REPLACE SUPERSTRUCTURE ON BR 19011	MN/DOT	Preserve	S19
2000		TH 55	2722-53	AM	1,481,000		1,481,000		DEBT MANAGEMENT WITH HENNEPIN COUNTY FOR TH 55 IMPROVEMENTS	MN/DOT	Other	A00
2000		TH 65	0208-104	RS	1,385,000		1,385,000		TH 10 TO 153RD AVE NE-MILL & OVERLAY, ETC	MN/DOT	Preserve	S10
2000		I-94	2780-27944	BI	180,000		180,000		UNDER CSAH 144-OVERLAY & REPLACE JOINTS ON BR 27944	MN/DOT	Preserve	S10
2000		I-94	2780-27959	BI	150,000		150,000		UNDER 101ST AVE N-OVERLAY & REPLACE JOINTS ON BR 27959	MN/DOT	Preserve	S10
2000		I-94	2780-49	RB	1,000,000	0	1,000,000	0	AT ELM CREEK REST AREA-REHABILITATE SITE	MN/DOT	Other	S15
2000		TH 95	8209-41	RS	715,000		715,000		N JCT TH 36 TO 7TH AVE IN BAYPORT-MILL & OVERLAY	MN/DOT	Preserve	S10
2000		TH 100	2733-77	RS	1,850,000		1,850,000		FROM I-494 TO EXCELSIOR BLVD-CONCRETE REHABILITATION	MN/DOT	Preserve	S10
2000		TH 149	1917-34	RS	720,000		720,000		MENDOTA HTS RD TO HIGH BRIDGE(62090)-MILL & OVERLAY, GUARDRAIL	MN/DOT	Preserve	S10
2000		TH 169	0209-22	RC	2,600,000	0	2,600,000	0	MISSISSIPPI RIVER TO TH 10 IN ANOKA-RECONSTRUCT, WIDEN, ETC	MN/DOT	Replace	S19
2000		TH 169	1011-26	RS	1,860,000		1,860,000		MINNESOTA RIVER BRIDGE IN SHAKOPEE TO CSAH 1 IN EDEN PRAIRIE-MILL & OVERLAY	MN/DOT	Preserve	S10
2000		TH 169	7007-23	RC	2,700,000		2,700,000		S OF BELLE PLAINE AND NEAR JORDAN-RECONSTRUCTION	MN/DOT	Replace	S19
2000		TH 242	0212-3656	BI	1,800,000		1,800,000		OVER COON CREEK & OVER TH 10-MAJOR REHAB ON BRS 3656 & 02011	MN/DOT	Preserve	S19
2000		I-494	2785-311	RC	140,000		140,000		AT TH 169 INTERCHANGE IN BLOOMINGTON/EDINA-LANDSCAPING	MN/DOT	Replace	O6

TABLE A-10
100% State Funded Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	State $	Other $	Description	Agency	Category	AQ
2000		I-494	2785-9878	BI	130,000		130,000		UNDER ORCHARD RD-OVERLAY, REPLACE JOINTS & RAIL ON BR 9878	MN/DOT	Preserve	S19
2000		TH 999	8809-182	TM	60,000	0	60,000	0	DIVISIONWIDE-REPLACE LOOP DETECTORS	MN/DOT	Manage	S7
2000		TH 999	8809-183	TM	100,000	0	100,000	0	DIVISIONWIDE-REPLACE RAMP CONTROL SIGNALS	MN/DOT	Manage	S7
2000		TH 999	8809-184	TM	350,000	0	350,000	0	DIVISIONWIDE-REPLACE DRUMTYPE CMS WITH LED	MN/DOT	Manage	S7
2000		TH 999	8809-185	TM	120,000	0	120,000	0	DIVISIONWIDE-BOND/GROUND/SHIELD OLDER CABINETS	MN/DOT	Manage	S7
2000		TH 999	8809-186	TM	200,000	0	200,000	0	DIVISIONWIDE-REFURBISH DRUM CHANGEABLE MESSAGE SIGNS	MN/DOT	Manage	S7
2000		TH 999	8809-187	TM	250,000	0	250,000	0	DIVISIONWIDE-UPGRADE TWISTED PAIR MAIN TRUNK/CABINET CONNECTIONS	MN/DOT	Manage	S7
2000		TH 999	880M-AM-00	AM	3,000,000	0	3,000,000	0	METRO SET ASIDE FOR MUNICIPAL AGREEMENTS FOR FY 2000	MN/DOT	Other	NC
2000		TH 999	880M-BI-00	BI	1,500,000	0	1,500,000	0	METRO SET ASIDE FOR BRIDGE IMPROVEMENTS FOR FY 2000	MN/DOT	Preserve	S19
2000		TH 999	880M-ENT-00	RB	25,000	0	25,000	0	METRO SET ASIDE FOR STATE ENTRYWAYS FOR FY 2000	MN/DOT	Other	O6
2000		TH 999	880M-NA-00	NA	1,500,000	0	1,500,000	0	METRO SET ASIDE FOR NOISE ABATEMENT FOR FY 2000	MN/DOT	Other	O3
2000		TH 999	880M-P/R-00	TM	1,500,000	0	1,500,000	0	METRO SET ASIDE FOR TRANSIT/RIDESHARE ENHANCEMENTS FOR FY 2000	MN/DOT	Manage	E6
2000		TH 999	880M-PF-00	RB	40,000	0	40,000	0	METRO SET ASIDE FOR PRAIRIE TO FOREST FOR FY 2000	MN/DOT	Other	O6
2000		TH 999	880M-RB-00	RB	100,000	0	100,000	0	METRO SET ASIDE FOR LANDSCAPE PARTNERSHIPS IN FY 2000	MN/DOT	Other	O6
2000		TH 999	880M-RS-00	RS	3,000,000		3,000,000		METRO SETASIDE FOR ADDITIONAL FY 2000 RESURFACING PROJECTS	MN/DOT	Preserve	S10
2000		TH 999	880M-RW-00	RW	25,000,000	0	25,000,000	0	RIGHT OF WAY/ACCESS CONTROL SETASIDE FOR METRO DIVISION FY 2000	MN/DOT	Other	NC
2000		TH 999	880M-RX-00	RX	1,500,000	0	1,500,000	0	METRO SET ASIDE FOR ROAD REPAIR FOR FY 2000	MN/DOT	Preserve	S10
2000		TH 999	880M-SA-00	SA	10,000,000	0	10,000,000	0	METRO SET ASIDE FOR SUPPLEMENTAL AGREEMENTS & OVERRUNS FOR FY 2000	MN/DOT	Other	NC
2000		TH 999	880M-SC-00	SC	1,900,000	0	1,900,000	0	SET ASIDE FOR TURN LANES, IMPACT ATTENTUATORS, & LIGHT STANDARDS	MN/DOT	Manage	NC

Twin Cities Metropolitan Area
1998-2000 Transportation Improvement Program

TABLE A-11
Previous Fiscal Year Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1997		TH 5	2701-42	RX	350,000	0		350,000		MITCHELL RD TO I-494-MILL & BITUMINOUS OVERLAY	MN/DOT	Preserve	S10
1997		CSAH 1	02-601-37	RC	2,600,000	2,080,000	$0	0	520,000	E RIVER RD FROM RICKARD RD TO 84TH AVE-RECONSTRUCT FROM 4-LANE UNDIVIDED TO 4-LANE DIVIDED	ANOKA CO	Replace	S10
1997		CSAH 1	02-601-39	SH	325,000	260,000	$0	0	65,000	CSAH 1(COON RAPIDS BLVD) AT CSAH 78(HANSON BLVD)-SIGNAL REVISION & CHANNELIZATION	ANOKA CO	Manage	S2
1997		CSAH 35	02-00127	SR	50,000	40,000	$0	0	10,000	CSAH 35, FRIDLEY - INSTALL SURFACE	ANOKA CO	Manage	S1
1997		CSAH 78	02-678-12	SH	300,000	240,000	$0	0	60,000	CSAH 78(HANSON BLVD) AT CO RD 116(BUNKER LAKE BLVD)-SIGNAL REBUILD AND CHANNELIZATION	ANOKA CO	Manage	S2
1997		CSAH 23	186-070-01	RC	625,000	500,000	$0	0	125,000	AT CSAH 23 AND CSAH 42-CONSTRUCT TRANSIT FACILITY	APPLE VALLEY	Replace	E6
1997		CSAH 11	10-611-02	MC	2,381,000	1,904,800	$0	0	476,200	CSAH 11-TH 5 TO CSAH 10	CARVER CO	Expand	E2
1997		EN	194-090-03	EN	300,000	240,000	$0	0	60,000	PEDESTRIAN UNDERPASS AT TH 5 SOUTH FRONTAGE ROAD	CHANHASSEN	Other	O9
1997		CSAH 9	19-00116	SR	80,000	64,000	$0	0	16,000	CSAH 9, LAKEVILLE - INSTALL SIGNALS	DAKOTA CO	Manage	S1
1997		CSAH 32	19-00117	SR	80,000	64,000	$0	0	16,000	CSAH 32, EAGAN - INSTALL SIGNALS	DAKOTA CO	Manage	S1
1997		TH 65	127-010-13	TR	1,900,000	1,520,000	$0	0	380,000	I-694 TO E MOORE LAKE DRIVE-TURN LANES, SIGNAL & MULTI-MODAL IMPROVEMENTS, ETC	FRIDLEY	Transit	E2
1997		CSAH 1	27-601-27	RC	3,900,000	3,120,000	$0	0	780,000	CSAH 1/9320 - TH 169 TO W OF CSAH 18	HENNEPIN CO	Replace	B-00
1997		CSAH 3	27-603-24	SH	520,000	416,000	$0	0	104,000	CSAH 3 - WOODALE TO FRANCE - REBUILD 4 SIGNALS W/COORDINATION	HENNEPIN CO	Manage	S19
1997		CSAH 4	27-604-12	RC	1,451,000	1,161,000	$0	0	290,000	HENNEPIN CO; FROM CSAH 1 TO TERREY PINE DR - RECONSTRUCT CSAH 4	HENNEPIN CO	Replace	B-00
1997		CSAH 53	27-653-12	RC	692,000	553,600	$0	0	138,400	CSAH 53 (66TH ST) - CSAH 17 TO CSAH 31 - RECONSTRUCT	HENNEPIN CO	Replace	S10
1997		CMAQ	90-071-02A	TM	1,375,000	1,100,000	$0	0	275,000	TRAVEL DEMAND MANAGEMENT PROGRAM	MCTO	Manage	AQ1
1997		BB	90-080-01	TR	4,000,000	3,200,000	$0	0	800,000	HENNEPIN/LAGOON TRANSIT HUB	MCTO	Transit	E6
1997		TH 169	2772-24	TM	200,000	0	$0	0	200,000	TH 55 TO 36TH AVE N-SHOULDER IMPROVEMENTS	MCTO	Manage	S4
1997		I-494	2785-296	TM	66,468	0	$0	0	66,468	SB 24TH AVE TO WB I-494-HOV RAMP METER BYPASS	MCTO	Manage	S7
1997		EN	107-090-02	EN	300,000	240,000	$0	0	60,000	LONG MEADOW CROSSING	MCWS	Other	O9
1997		CMAQ	141-070-07	TR	691,000	400,000	$0	0	291,000	IN MPLS; PRIORITY VEHICLE CONTROL SYSTEM FOR TRANSIT BUSES - SIG REV IN MANY LOCATIONS	MINNEAPOLIS	Transit	T3

TABLE A-11
Previous Fiscal Year Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1997		CMAQ	141-071-04	TM	596,000	451,000	$0	0	145,000	PRIORITY VEHICLE CONTROL SYSTEMS - LYNDALE/CEDAR	MINNEAPOLIS	Manage	S7
1997		EN	141-080-18	EN	0	0	$0	0	0	FREIGHT HEAD HOUSE PRESERVATION	MINNEAPOLIS	Other	NC
1997		EN	141-080-19	EN	625,000	500,000	$0	0	125,000	MILWAUKEE DEPOT PRESERVATION	MINNEAPOLIS	Other	NC
1997		BIKE/WALK	141-090-05	BT	606,000	485,000	$0	0	121,000	KENILWORTH TRAIL	MINNEAPOLIS	Trails	AQ2
1997			91-070-02	RB	340,000	272,000			68,000	MPLS GRAND ROUNDS-INTERPRETIVE PLAN AND INFORMATION KIOSK	MINNEAPOLIS	Other	O5
1997		EN	142-080-03	EN	380,000	304,000	$0	0	76,000	CHARLES H BURWELL PROPERTY RESTORATION PROJECT	MINNETONKA	Other	O9
1997		EN	94-100-17	EN	516,000	413,000	$0	0	103,000	HISTORIC FORT SNELLING/GREAT RIVER ROAD	MN HISTORICAL SOCIETY	Other	O9
1997		EN	146-020-07	EN	0	0	$0	0	0	PEDESTRIAN BRIDGE ACROSS HWY 10	MOUNDS VIEW	Other	O9
1997		CSAH 67	62-00164	SR	65,295	52,236	$0	0	13,059	CSAH 67, WHITE BEAR LAKE - UPGRADE SIGNALS	RAMSEY	Manage	S8
1997		EN	62-590-06	EN	425,000	340,000	$0	0	85,000	BATTLE CREEK BIKEWAY-MCKNIGHT RD TO UPPER AFTON RD	RAMSEY CO	Other	O9
1997		CSAH 30	62-630-42	RC	5,000,000	4,000,000	$0	0	1,000,000	CSAH 30 (LARPENTEUR AVE) - TH 280 TO CSAH 53 (DALE ST) - RECONSTRUCT	RAMSEY CO	Replace	S10
1997		EN	91-090-04	EN	875,000	700,000	$0	0	175,000	HWY 96 REGIONAL TRAIL CORRIDOR	RAMSEY CO PARKS	Other	O9
1997		EN	70-600-03	EN	350,000	280,000	$0	0	70,000	HISTORIC SITES AND TRANSPORTATION OF THE MINNESOTA RIVER VALLEY TRAIL	SCOTT CO	Other	O9
1997		EN	167-090-04	EN	434,000	347,200	$0	0	86,800	SNAIL LAKE OPEN SPACE TRAIL AND UNDERPASS	SHOREVIEW	Other	O9
1997		EN	168-090-02	EN	600,000	480,000	$0	0	120,000	HARDMAN REGIONAL PEDESTRIAN TRAIL IN SOUTH ST PAUL, DAKOTA COUNTY	SOUTH ST PAUL	Other	O9
1997		CMAQ	164-020-83	TM	970,000	680,000	$0	0	290,000	TRAFFIC SIGNAL SYSTEM IMPROVEMENTS	ST PAUL	Manage	S7
1997		BIKE/WALK	97-090-02	BT	12,000	9,500	$0	0	2,500	U OF M TRANSIT/BIKEWAY FROM OAK ST TO CENTRAL AVE	U OF M	Trails	AQ2
1997		BIKE/WALK	97-090-03	BT	329,000	263,700	$0	0	65,300	U OF M TRANSIT/BIKEWAY FROM OAK ST TO STONE ARCH BRIDGE	U OF M	Trails	AQ2
1997		EN	82-590-01	EN	475,000	380,000	$0	0	95,000	BURLINGTON NORTHERN RAILROAD-CSAH 6 TO N CO LINE	WASHINGTON CO	Other	O9
1997		CSAH 3	82-603-05	RC	2,440,000	1,950,000	$0	0	490,000	CSAH 3 CORRIDOR FROM CSAH 4 TO NORTH COUNTY LINE - GEOMETRIC AND LOAD CAPACITY IMPROVEMENTS	WASHINGTON CO	Replace	S10
1997		TH 10	0203-79	AM	0	0	$0	0	0	AT PLEASANT VIEW DRIVE(CR 124) IN SPRING LAKE PARK-SIGNAL & SPOT IMPROVEMENTS	ANOKA COUNTY	Other	E2
1997		TH 47	0205-74	AM	22,000	0	$0	22,000	0	AT MISSISSIPPI ST(CSAH 6A) IN FRIDLEY-TURN LANE IMPROVEMENTS	ANOKA COUNTY	Other	E1
1997		TH 169	7008-39	AM	0	0	$0	0	0	IN BELLE PLAINE-ACCESS IMPROVEMENTS	BELLE PLAINE	Other	E2

TABLE A-11
Previous Fiscal Year Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1997		TH 169	2750-52	AM	5,815	0	$0	5,815	0	AT CSAH 81 IN BROOKLYN PARK-EMERGENCY VEHICLE PRE-EMPTION	BROOKLYN PARK	Other	S7
1997		TH 252	2748-46	AM	12,356	0	$0	12,356	0	AT BROOKDALE DR & AT 81ST AVE IN BROOKLYN PARK-EMERGENCY VEHICLE PRE-EMPTION	BROOKLYN PARK	Other	S7
1997		TH 41	1008-52	AM	22,000	0	$0	22,000	0	AT WALNUT STREET IN CHASKA-TRAIL IMPROVEMENTS	CHASKA	Other	AQ2
1997		TH 3	1920-33	AM	0	0	$0	0	0	AT TH 50 IN FARMINGTON-SIGNAL REVISION	DAKOTA COUNTY	Other	E2
1997		TH 3	1920-34	AM	173,000	0	$0	173,000	0	AT TH 50 IN FARMINGTON-DRAINAGE IMPROVEMENTS/NURP PONDS	FARMINGTON	Other	NC
1997		TH 952A	1908-69	AM	70,000	0	$0	70,000	0	AT 50TH ST IN INVER GROVE HTS-SIGNAL INSTALLATION	INVER GROVE HTS	Other	E2
1997		I-35E	1982-127	TM	100,000	0	$0	0	100,000	ON NB I-35E FROM DIFFLEY RD TO TH 13-SHOULDER BUS LANE	MCTO	Manage	S4
1997		TH 36	6212-144	SC	150,000	0	$0	0	150,000	ROSEDALE PARK & RIDE TO RAMP FROM SB TH 51 TO WB TH 36-CONSTRUCT BUS RAMP METER BYPASS LANE	MCTO	Manage	S7
1997		TH 65	0207-64	TM	100,000	0	$0	0	100,000	ON TH 65 FROM TH 10 TO 45TH AVE NE-SHOULDER BUS LANES	MCTO	Manage	S4
1997		TH 110	1918-98	AM	20,000	0	$0	20,000	0	AT LEXINGTON AVE IN MENDOTA HTS-FRONTAGE RD/ACCESS IMPROVEMENTS	MENDOTA HTS	Other	NC
1997		TH 149	1917-33	AM	170,000	0	$0	170,000	0	AT THE 110 IN MENDOTA HTS-TURN LANE, SIGNAL REVISION, ETC	MENDOTA HTS	Other	E1
1997		EN	2700-27004A	EN	550,000	440,000	$0	0	110,000	STONE ARCH BRIDGE SCOUR COUNTERMEASURES	MN/DOT	Other	O9
1997		LANDSCAPE	880M-RB-97	RB	75,000	0	$0	75,000	0	1997 LANDSCAPE PARTNERSHIP	MN/DOT	Other	O6
1997		ITS	ADDRESSIN	TM	35,000	0	$0	0	35,000	RURAL ADDRESSING	MN/DOT	Manage	O1
1997		ITS	ADVPARK (9	TM	104,000	71,000	$0	10,000	23,000	ADVANCED PARKING SYSTEM	MN/DOT	Manage	S7
1997		ITS	AMWZTS (9	TM	509,000	364,000	$0	145,000	0	AUTOMATED MOBILE WORK ZONE	MN/DOT	Manage	S7
1997		ITS	ARTIC (97)	TM	750,000	496,000	$0	100,000	154,000	ADVANCED RURAL TRAFFIC INFO & COORD.	MN/DOT	Manage	S7
1997		ITS	AUSCI-2 (97	TM	2,793,400	1,837,200	$0	75,000	881,200	AUTOMATED URBAN SIGNAL CONTROL-PHASE 2	MN/DOT	Manage	S7
1997		ITS	CVO PROJ (	TM	800,000	200,000	$0	450,000	150,000	COMMERCIAL VEHICLE OPERATIONS BUS PLAN	MN/DOT	Manage	O1
1997		ITS	DIVERT (97)	TM	50,000	38,947	$0	2,632	8,421	DIVERT (FORMERLY ST PAUL INCIDENT MANAGEMENT)	MN/DOT	Manage	S7
1997		ITS	ENFORCEM	TM	5,000	0	$0	5,000	0	AUTOMATED ENFORCEMENT	MN/DOT	Manage	O1
1997		ITS	GENESIS (9	TM	4,000	3,000	$0	1,000	0	GENESIS PILOT	MN/DOT	Manage	O1
1997		ITS	ICTM (97)	TM	2,986,139	2,128,751	$0	504,688	354,700	INTEGRATED CORRIDOR TRAFFIC MANAGEMENT	MN/DOT	Manage	S7
1997		ITS	ITS (97)	TM	10,000	8,000	$0	2,000	0	NEW ITS PROJECTS	MN/DOT	Manage	S7
1997		ITS	MAGGUIDE(	TM	13,000	10,000	$0	3,000	0	MAGNETIC LATERAL CONTROL-MN/ROAD	MN/DOT	Manage	O1
1997		ITS	MAINSTREA	TM	104,000	52,000	$0	52,000	0	MIDWEST MAINSTREAMING FOR CVO	MN/DOT	Manage	S7

TABLE A-11
Previous Fiscal Year Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1997		ITS	MANAGE (9	TM	1,650,000	250,000	$0	0	1,400,000	MANAGEMENT 1997	MN/DOT	Manage	O1
1997		ITS	MAYDAY (97	TM	2,900,000	0	$0	1,070,000	1,830,000	MAYDAY/AUTO ACCIDENT NOTIFICATION	MN/DOT	Manage	O1
1997		ITS	MD OPS/MA	TM	500,000	0	$0	0	500,000	MODEL DEPLOYMENT OPERATIONS AND MAINTENANCE	MN/DOT	Manage	S7
1997		ITS	MODEL DEP	TM	21,200,000	7,300,000	$0	10,000,000	3,900,000	MODEL DEPLOYMENT PHASE 1	MN/DOT	Manage	S7
1997		ITS	NON-INTRU	TM	150,000	61,833	$0	88,167	0	NON-INTRUSIVE TESTING	MN/DOT	Manage	O1
1997		ITS	ONE-STOP (	TM	146,000	66,000	$0	50,000	30,000	ONE-STOP SHOPPING	MN/DOT	Manage	O1
1997		ITS	POLARIS (9	TM	2,434,000	918,200	$0	315,800	1,200,000	POLARIS-ARCHITECTURE	MN/DOT	Manage	O1
1997		ITS	R&D(97)	TM	25,000	0	$0	0	25,000	NEW RESEARCH AND DEVELOPMENT PROJECTS	MN/DOT	Manage	O1
1997		ITS	SMARTDAR	TM	202,850	135,000	$0	10,600	45,250	SMART DARTS PHASE 2	MN/DOT	Manage	O1
1997		ITS	TELEWORK	TM	116,162	96,162	$0	0	20,000	TELEWORK CENTERS	MN/DOT	Manage	O1
1997		ITS	TRANSITW	TM	39,000	0	$0	0	39,000	U OF M TRANSITWAY	MN/DOT	Manage	S7
1997		ITS	TRILOGY (9	TM	361,800	129,440	$0	32,360	200,000	TRILOGY	MN/DOT	Manage	O1
1997		ITS	UM (322) (97	TM	40,000	32,000	$0	0	8,000	U OF M AGREEMENT (322) (97)	MN/DOT	Manage	S7
1997		ITS	UM (323)	TM	40,000	32,000	$0	0	8,000	U OF M AGREEMENT (323)	MN/DOT	Manage	S7
1997		ITS	UM (324)	TM	225,000	180,000	$0	0	45,000	U OF M AGREEMENT (324)	MN/DOT	Manage	S7
1997		ITS	UM (327) (97	TM	1,000,000	800,000	$0	0	200,000	U OF M AGREEMENT (327) (97)	MN/DOT	Manage	S7
1997		ITS	UM 71275	TM	62,000	50,000	$0	0	12,000	U OF M AGREEMENT 71275	MN/DOT	Manage	S7
1997		ITS	UM 71337	TM	4,000	3,000	$0	0	1,000	U OF M AGREEMENT 71337	MN/DOT	Manage	S7
1997		ITS	UM 71984(0	TM	1,565,000	1,252,000	$0	0	313,000	U OF M AGREEMENT 71984(006S)	MN/DOT	Manage	S7
1997		ITS	UM 71984(0	TM	1,358,000	1,086,000	$0	0	272,000	U OF M AGREEMENT 71984(010)	MN/DOT	Manage	S7
1997		ITS	UM 72447	TM	95,000	76,000	$0	0	19,000	U OF M AGREEMENT 72447	MN/DOT	Manage	S7
1997		ITS	UM 72981	TM	45,000	36,000	$0	0	9,000	U OF M AGREEMENT 72981	MN/DOT	Manage	S7
1997		ITS	UM 73597	TM	20,000	16,000	$0	0	4,000	U OF M AGREEMENT 73597	MN/DOT	Manage	S7
1997		ITS	UM 73952 (9	TM	60,000	48,000	$0	0	12,000	U OF M AGREEMENT 73952 (97)	MN/DOT	Manage	S7
1997		ITS	UM 73958	TM	10,000	8,000	$0	0	2,000	U OF M AGREEMENT 73958	MN/DOT	Manage	S7
1997		ITS	UM 74580 (9	TM	350,000	280,000	$0	0	70,000	U OF M AGREEMENT 74580 (97)	MN/DOT	Manage	S7
1997		ITS	VEHNAV (97	TM	700,000	0	$0	100,000	600,000	IN-VEHICLE NAVIGATION	MN/DOT	Manage	O1
1997		ITS	VEHSIGN (9	TM	43,000	32,250	$0	10,750	0	IN-VEHICLE SIGNING	MN/DOT	Manage	O1
1997		ITS	WIND (97)	TM	125,000	100,000	$0	25,000	0	WEATHER INFO NETWORK DEMONSTRATION	MN/DOT	Manage	O1
1997		TH 3	1920-35	SC	15,000	0		15,000		AT S JCT TH 50-EVP INSTALLATION	MN/DOT	Manage	E2
1997		TH 5	1002-63	RS	1,499,262	0	$0	1,499,262	0	FROM TH 25 TO W OF TH 41- MILL AND OVERLAY	MN/DOT	Preserve	E2
1997		TH 5	1002-65	SC	463,664	0	$0	391,164	72,500	AT CSAH 13 IN VICTORIA-TRAFFIC SIGNAL INSTALLATION & CHANNELIZATION	MN/DOT	Manage	E2

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Previous Fiscal Year Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1997		TH 5	1002-67	SC	0	0	$0	0	0	AT STEIGER LAKE LANE IN VICTORIA-RELOCATE FRONTAGE ROAD ACCESS	MN/DOT	Manage	E2
1997		TH 5	1002-68	AM	48,600	0	$0	48,600	0	94TH ST TO CSAH 32 IN WACONIA-TURN LANES, SURFACING, ETC	MN/DOT	Other	E2
1997		TH 5	6201-62066	BI	183,560	0	$0	183,560	0	SOO LINE RR AND ROAD - LS OVERLAY AND JOINTS	MN/DOT	Preserve	S10
1997		TH 5	6201-74	AM	349,619	0	$0	349,619	0	DAVERN/SHEPARD TO N OF WHEELER & MUNSTER-SEWER SEPARATION	MN/DOT	Other	NC
1997		TH 5	6201-76	AM	162,242	0	$0	162,242	0	ON STEWART AVE FROM WHEELER TO MADISON-SEWER SEPARATION	MN/DOT	Other	NC
1997		TH 7	1004-22	RS	1,135,386	0	$0	1,135,386	0	CO RD 92 TO TH 41-MILL & OVERLAY DRIVING LANES	MN/DOT	Preserve	S7
1997		TH 7	2706-164	SH	1,236,864	989,491	$0	247,373	0	CHRISTMAS LK RD - REVISE INTERSECTION & SIGNAL	MN/DOT	Manage	S2
1997	1	TH 10	0214-02031	MC	841,269	661,015	$0	180,254	0	TH 10 UNDER EGRET BLVD-BR 02031(STAGE 2)	MN/DOT	Expand	B-00
1997	1	TH 10	0214-02035	MC	3,590,152	2,872,122	$0	718,030	0	TH 10 EB & WB OVER TH 47 NB-BR 02035(STAGE 2)	MN/DOT	Expand	B-00
1997	1	TH 10	0214-02037	MC	3,912,517	3,130,014	$0	782,503	0	TH EB & WB OVER TH 610 WB & CO RD 51-BR 02037(STAGE 3)	MN/DOT	Expand	B-00
1997	1	TH 10	0214-02039	MC	617,766	494,213	$0	123,553	0	TH 610 WB OVER CO RD 51(UNIV AVE)-BR 02039(STAGE 3)	MN/DOT	Expand	B-00
1997	1	TH 10	0214-02040	MC	844,280	675,424	$0	168,856	0	TH 610 EB OVER CO RD 51(UNIV AVE)-BR 02040(STAGE 3)	MN/DOT	Expand	B-00
1997	1	TH 10	0214-02041	MC	844,280	675,424	$0	168,856	0	TH 610 WB OVER TH 47-BR 02041(STAGE 3)	MN/DOT	Expand	B-00
1997	1	TH 10	0214-02042	MC	1,091,386	873,109	$0	218,277	0	TH 610 EB OVER TH 47-BR 02042(STAGE 3)	MN/DOT	Expand	B-00
1997	1	TH 10	0214-02044	MC	926,649	741,319	$0	185,330	0	PEDESTRIAN BR OVER TH 10-BR 02044(STAGE 3)	MN/DOT	Expand	B-00
1997	1	TH 10	0214-11	MC	11,232,022	8,960,681	$0	2,245,066	26,275	900' S OF TH 610 TO 2200' NW OF EGRET BLVD-GRADING, SURFACING, SIGNALS(STAGE 2)	MN/DOT	Expand	B-00
1997	1	TH 10	0214-12	MC	11,716,959	9,373,567	$0	2,343,392	0	TH 10, TH 47, TH 610 & CSAH 51 INTERCHANGE-GRADE, SURFACE(STAGE 3)	MN/DOT	Expand	B-00
1997	1	TH 10	0214-16	MC	331,503	265,195	$0	66,308	0	FROM 900' S OF TH 610 TO 2200' NW OF EGRET BLVD-SIGNING(STAGE 2)	MN/DOT	Expand	B-00
1997	1	TH 10	0214-17	MC	449,442	359,542	$0	89,900	0	900' S OF TH 610 TO 2200' NW OF EGRET BLVD-LIGHTING(STAGE 2)	MN/DOT	Expand	B-00
1997	1	TH 10	0214-18	MC	164,738	131,790	$0	32,948	0	TH 10, TH 47, TH 610 & CSAH 51 INTERCHANGE-SIGNING(STAGE 3)	MN/DOT	Expand	O8
1997	1	TH 10	0214-19	MC	473,620	378,896	$0	94,724	0	TH 10, TH 47, TH 610 & CSAH 51 INTERCHANGE-LIGHTING(STAGE 3)	MN/DOT	Expand	S18
1997	1	TH 10	0214-22	MC	190,450	152,360	$0	38,090	0	0.5 MI W OF I-35W TO TH 65-LANDSCAPING	MN/DOT	Expand	O6
1997		TH 10	0214-32	MC	2,484,500	1,987,600	$0	496,900	0	APPROACH FILLS FOR BRS. 02037, 02039, 02040	MN/DOT	Expand	B-00
1997		TH 13	1901-132	RS	1,000,000	0	$0	1,000,000	0	CSAH 32(CLIFF RD) TO CSAH 26(LONE OAK RD)-MILL & OVERLAY	MN/DOT	Preserve	S10

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Previous Fiscal Year Projects

Year	Pri	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1997		TH 13	1901-135	RX	445,076	0	$0	445,076	0	650' W OF YOSEMITE AVE IN SAVAGE TO 700' W OF CSAH 5 IN BURNSVILLE-BITUMINOUS MILL AND OVERLAY	MN/DOT	Preserve	S10
1997		TH 13	7001-78	SC	0	0	$0	0	0	AT PRIOR LAKE RD-INTERCONNECTION	MN/DOT	Manage	E1
1997		TH 13	7001-81	RS	1,025,000	0		1,025,000		TH 282 TO PRIOR LAKE-OVERLAY, GUARDRAIL, ETC	MN/DOT	Preserve	S10
1997		I-35	0283-20	RS	2,900,000	2,320,000	$0	580,000	0	N JCT I35E & I35W TO TH 8-MILL & OVERLAY	MN/DOT	Preserve	S10
1997		I-35	1980-56	RC	7,668,215	6,134,572	$0	1,533,643	0	OLD TH 50 TO SCOTT CSAH 2(SB ONLY)-UNBONDED CONCRETE OVERLAY, GRADE CORRECTION, BR REMOVALS,ETC	MN/DOT	Replace	S10
1997		I-35E	6280-291	SC	172,765	0	$0	86,633	86,133	AT MARYLAND AVE-REBUILD SIGNALS	MN/DOT	Manage	E2
1997		I-35E	6280-454	RX	34,995	0	$0	34,995	0	WABASHA ST TO JACKSON ST IN ST PAUL-SAFETY RESTRAINT SYSTEM	MN/DOT	Preserve	S6
1997		I-35E	6280-9330	BI	300,000	0	$0	300,000	0	OVER MISSISSIPPI RIVER - RAILING REPAIR	MN/DOT	Preserve	S10
1997		I-35E	6281-36	BR	2,416,791	0	$0	2,416,791	0	I694 TO CO RD E - BR 62695 - REPLACE BR 9638; RECONSTRUCT INTERCHANGE AT CO RD E; AUXILIARY LANE ON I35E (LET BY CITY 1992-P	MN/DOT	Replace	S19
1997		I-35W	0280-47	AM	150,000	0		150,000		AT LEXINGTON AVE INTERCHANGE-TRAFFIC SIGNAL INSTALLATION	MN/DOT	Other	E2
1997		I-35W	2782-269	SC	35,000	0	$0	12,000	23,000	AT 76TH ST IN RICHFIELD-SIGNAL REVISION	MN/DOT	Manage	E2
1997		I-35W	2783-100	BI	850,547	0	$0	850,547	0	UNDER TH 55 RAMP TO TH 94 WB - REDECK BR 27650 & REPLACE APPROACHES	MN/DOT	Preserve	S19
1997		I-35W	6284-117	RS	1,715,576	1,292,461	$0	323,115	100,000	1.0 MI S OF TO 0.2 MI N OF I694-MILL & OVERLAY	MN/DOT	Preserve	S10
1997		TH 36	6211-77	SC	111,965	0	$0	111,965	0	AT MCKNIGHT RD-SIGNAL REVISION	MN/DOT	Manage	E2
1997	3	TH 36	8204-37	MC	7,854,032	6,283,226	$0	1,570,806	0	FROM 0.6 MI W OF TO 0.4 MI E OF TH 5-RECONSTRUCT, RELOCATE FRONTAGE ROAD	MN/DOT	Expand	B-00
1997	3	TH 36	8204-44	RC	500,000	400,000	$0	100,000	0	NE QUADRANT FR RD AT TH 5-GRADE & SURFACE (ADVANCE FUNDING)	MN/DOT	Replace	B-00
1997	3	TH 36	8214-97RW	RW	8,000,000	0	$0	8,000,000	0	ST CROIX RIVER BRIDGE - RIGHT-OF-WAY ACQUISTION	MN/DOT	Other	B-00
1997	3	TH 36	8217-14	BR	218,250	0	$0	109,125	109,125	BRIDGE 82011 OVER ST CROIX RIVER-MUSSELL RELOCATION	MN/DOT	Replace	O1
1997		TH 41	1008-48	SH	144,971	89,977	$0	54,994	0	AT TH 212 - TURN LANE AND SIGNAL REVISIONS	MN/DOT	Manage	S2
1997		TH 47	0205-71	SC	330,000	0	$0	330,000	0	NORTHEAST RAMP TERMINAL AT I-694-RAMP WIDENING & SIGNAL REVISION	MN/DOT	Manage	E2
1997		TH 47	2726-62	BR	57,360	0	$0	57,360	0	UNIV AVE, ST ANTHONY, SOOLINE & BNRR-TRANSPLANT VEGETATION	MN/DOT	Replace	O6
1997		TH 52	1906-40	RS	2,293,069	0	$0	2,293,069	0	S JCT OF TH 55 TO TH 50 - MILL AND OVERLAY	MN/DOT	Preserve	S10
1997		TH 52	1907-9107	AM	1,900,000	0	$0	1,900,000	0	NB TH 52 OVER SB TH 56 - REMOVE BRIDGE - PART OF TH 56 TURN BACK	MN/DOT	Other	B-00
1997		TH 55	2723-100	TM	642,125	513,700	$0	128,425	0	TH 55 TO SB & NB I494-HOV RAMP METER BYPASS	MN/DOT	Manage	S7
1997		TH 55	2723-85	BR	2,000,000	1,600,000	$0	400,000	0	OVER SOO LINE R/R 0.3 MI W OF TH 100 -- REPLACE BRS. 6344 & 6747	MN/DOT	Replace	S19

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Previous Fiscal Year Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1997		TH 55	2723-97	SH	177,090	141,672	$0	17,709	17,709	AT INDUSTRIAL PARK BLVD. - TRAFFIC SIGNAL INSTALLATION	MN/DOT	Manage	S2
1997		TH 55	2724-107	RC	1,108,105	0		1,108,105	0	0.1 KM S OF I94 TO I35W-RECONSTRUCT ROADWAY	MN/DOT	Replace	S10
1997		TH 55	2724-97RW	RW	4,000,000	0	$3,600,000	400,000	0	TH 55 (HIAWATHA AVE) I-94 TO TH 62: PURCHASE OF RIGHT OF WAY - FY 1997	MN/DOT	Other	O4
1997		TH 56	1912-51	SC	241,000	141,200	$0	64,500	35,300	FROM I494 S RAMP TO WENTWORTH AVE-SIGNAL REVISIONS & INTERCONNECT	MN/DOT	Manage	S7
1997		TH 61	6220-63	RS	600,000	0	$0	600,000	0	N OF I-494 TO N OF BURNS AVENUE-MILL & OVERLAY	MN/DOT	Preserve	S10
1997		TH 61	6222-133	SC	9,000	0		9,000		IN WHITE BEAR TOWNSHIP AT CSAH 8-EVP INSTALLATION	MN/DOT	Manage	E2
1997		TH 65	0207-68	SC	65,000	0	$0	65,000	0	53RD AVE IN FRIDLEY TO 89TH AVE IN BLAINE-INTERCONNECTION	MN/DOT	Manage	E1
1997		TH 65	0208-84	SH	437,551	350,041	$0	87,510	0	AT 85TH AVE NE- REVISE INTERSECTION & SIGNAL	MN/DOT	Manage	E2
1997		TH 65	0208-92	RS	145,000	0	$0	145,000	0	FROM 2.4 MI S OF N ANOKA CO LINE (226TH AVE NE) TO CSAH 24-MILL & OVERLAY	MN/DOT	Preserve	S10
1997		TH 65	0208-94	RS	165,000	0	$0	165,000	0	217TH AVE (NB) TO 229TH AVE, MILL AND OVERLAY.	MN/DOT	Preserve	S10
1997		TH 77	1925-35	RS	270,000	0	$0	270,000	0	TH 13 TO MINNESOTA RIVER-MILL & OVERLAY	MN/DOT	Preserve	S10
1997		I-94	2780-48	SC	110,000	0	$0	110,000	0	CROW RIVER TO CO RD 130-SIGN REPLACEMENT	MN/DOT	Manage	O8
1997		I-94	2780-50	RX	117,430	0	$0	117,430	0	AT ELM CREEK REST AREA-TRUCK PARKING EXPANSION	MN/DOT	Preserve	S15
1997		I-94	2781-454A	SC	60,800	0	$0	60,800	0	LOCATED ON I-94, I-35W, AND TH 36-IMPACT ATTENUATORS	MN/DOT	Manage	S9
1997		I-94	6283-157	SC	0	0	$0	0	0	ON TH 94 RAMP TERMINI WITH TH 120-SIGNAL REVISIONS	MN/DOT	Manage	S7
1997		I-94	6283-160	SC	73,546	0	$0	73,546	0	AT S RAMP OF MCKNIGHT RD-CHANNELIZATION & SIGNAL REVISION	MN/DOT	Manage	E2
1997		I-94	6283-161	SC	551,906	0	$441,525	110,381	0	FROM WESTERN AVE TO WHITE BEAR AVE IN ST PAUL-STRIPING	MN/DOT	Manage	S10
1997		I-94	6283-163	RX	400,000	0		400,000		WHITE BEAR AVE TO RUTH ST-MILL & OVERLAY	MN/DOT	Preserve	S10
1997		I-94	8281-9400B	BI	274,500	219,600	$0	54,900	0	PAINT WB BR OVER ST CROIX RIVER	MN/DOT	Preserve	S10
1997		I-94	8282-86	RS	0	0	$0	0	0	TH 120 TO W OF TH 95-CONCRETE REPAIR	MN/DOT	Preserve	S10
1997		I-94	8282-90	BR	56,270	0	$0	56,270	0	0.6 MI WEST OF TO THE ST CROIX RIVER-LANDSCAPING OF EB	MN/DOT	Replace	O6
1997		TH 95	8210-90	RB	43,326	0	$0	43,326	0	BOOMSITE REST AREA NEAR STILLWATER-CONSTRUCT NEW WASTEWATER SYSTEM	MN/DOT	Other	NC
1997		TH 97	8212-18	SC	100,000	0		100,000		AT GOODVIEW AVE/8TH ST-TEMPORARY SIGNAL, INTERSECTION OVERLAY	MN/DOT	Manage	E2
1997		TH 97	8212-454	SC	13,483	0	$0	13,483	0	AT THE INTERSECTION OF SCANDIA TRAIL, 8TH ST, AND GOODVIEW AVE IN WASHINGTON CO-FLASHING BEACON SYSTEM	MN/DOT	Manage	S7

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Previous Fiscal Year Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1997		TH 100	2733-79	SC	50,000	0	$0	25,000	25,000	AT 70TH ST IN EDINA-SIGNAL REVISION	MN/DOT	Manage	E2
1997		TH 100	2735-169	RX	103,352	0	$0	59,944	43,408	850' N OF UNITY AVE TO 35TH AVE N-SHOULDER RECONSTRUCTION	MN/DOT	Preserve	S4
1997		TH 101	7005-68	MC	482,925	386,340	$0	96,585	0	SHAKOPEE BYPASS, TH 169 TO JCT. OLD TH 101 - FENCING	MN/DOT	Expand	S13
1997		TH 110	1918-96	RS	850,000	0	$0	850,000	0	I-35E TO I-494-MILL & OVERLAY	MN/DOT	Preserve	S10
1997		TH 120	6227-53	SC	0	0	$0	0	0	AT I94 NO FR RD-GEOMETRIC & SIGNAL REVISIONS	MN/DOT	Manage	E2
1997		TH 169	0209-19	BR	7,804,858	6,033,504	$0	1,638,551	132,802	OVER MISSISSIPPI RIVER IN ANOKA-REPL BR 4380 & APPROACHES, SIGNAL,LIGHTING	MN/DOT	Replace	S19
1997		TH 169	2772-18	SC	129,226	0	$0	64,613	64,613	AT 77TH AVE N - 2 TEMP SIGNALS	MN/DOT	Manage	E2
1997		TH 169	2772-30	SC	300,000	0	$0	300,000	0	I-494 TO I-394-SIGN REPLACEMENT	MN/DOT	Manage	O8
1997		TH 169	2772-32	RX	657,925	0		657,925		I-394 TO I-94-SPOT CONCRETE REHABILITATION	MN/DOT	Preserve	S10
1997		TH 212	1013-63	SC	648,176	486,461	$0	159,715	0	AT THE EAST & WEST JCT WITH TH 101 - SIGNAL & CHANNELIZATION	MN/DOT	Manage	E2
1997		TH 280	6242-62	RB	77,113	0	$0	77,113	0	TERRITORIAL RD TO COMO AVENUE-LANDSCAPING	MN/DOT	Other	O6
1997		I-394	2789-108	MC	1,360,082	0	$0	1,360,082	0	AT PENN AVE-INTERCHANGE MODIFICATIONS, NOISE WALL; OVERLAY FROM DUNWOODY BLVD TO TH 100	MN/DOT	Expand	E3
1997		I-494	1985-120	RS	1,900,000	1,520,000	$0	380,000	0	ROBERT ST TO I-35E-MILL & OVERLAY	MN/DOT	Preserve	S10
1997		I-494	1986-19825	BI	450,047	0	$0	450,047	0	OVER TH 13 & C&NW RR - L.S. OVERLAY AND JOINTS	MN/DOT	Preserve	S10
1997		I-494	2785-280	SC	146,615	131,953	$0	14,662	0	AT E. BUSH LAKE ROAD - NEW SIGNALS AT RAMP TERMINALS	MN/DOT	Manage	E2
1997		I-494	2785-290	RC	9,923,321	5,438,657	$2,500,000	1,984,664	0	AT TH 169-RECONSTRUCT INTERCHANGE, ETC	MN/DOT	Replace	E3
1997		I-494	2785-299	SC	60,000	0	$0	60,000	0	3.22KM N OF TH 55 TO EB I94-SIGN REPLACEMENT	MN/DOT	Manage	O8
1997		I-494	2785-9079	BI	445,436	0	$0	445,436	0	UNDER PORTLAND AVE, REDECK BR 9079	MN/DOT	Preserve	S19
1997	7	TH 610	2771-12	MC	10,000,000	0	$8,000,000	2,000,000	0	REGENT AVE TO 0.25 MI E OF FRANCE AVE (INC REGENT) - GRADE, SURF, 2 BRS, SIGNALS - STAGE 2	MN/DOT	Expand	B-00
1997	7	TH 610	2771-27221	MC	1,450,000	0	$1,160,000	290,000	0	TH 610 UNDER NOBLE AVE-BR 27221	MN/DOT	Expand	B-00
1997	7	TH 610	2771-27222	MC	800,000	0	$640,000	160,000	0	TH 610 UNDER REGENT AVE-BR 27222	MN/DOT	Expand	B-00
1997	7	TH 610	2771-97RW	RW	6,000,000	0	$4,800,000	1,200,000	0	TH 610 RIGHT OF WAY ACQUISITION FOR FY 97	MN/DOT	Other	B-00
1997		I-694	6285-118	SC	130,000	0	$0	130,000	0	AT VICTORIA ST N RAMP IN SHOREVIEW-TRAFFIC SIGNAL INSTALLATION	MN/DOT	Manage	E2
1997		TH 999	8809-150	SC	0	0	$0	0	0	METRO WIDE SIGNAL REVISIONS	MN/DOT	Manage	E2
1997		TH 999	8809-156	TM	196,950	155,880	$0	41,070	0	CHANGEABLE MESSAGE SIGNS	MN/DOT	Manage	S7
1997		TH 999	8809-157	TM	73,884	59,107	$0	14,777	0	LOOP DETECTOR REPLACEMENT	MN/DOT	Manage	S7
1997		TH 999	8809-194	RX	369,745	0	$0	369,745	0	DIVISIONWIDE ON VARIOUS TRUNK HIGHWAYS-BITUMINOUS CRACK SEALING	MN/DOT	Preserve	S10

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Previous Fiscal Year Projects

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1997		TH 999	8809-72	TM	3,930,295	3,134,796	$0	795,499	0	ON I35E FROM MISSISSIPPI RIVER TO I94 ECT, - TRAFFIC MANAGEMENT SYSTEMS	MN/DOT	Manage	S7
1997		TH 999	8809-73	TM	2,899,098	2,319,007	$0	580,091	0	ON I94 FROM HURON TO I35E, TRAFFIC MANAGEMENT SYSTEMS	MN/DOT	Manage	S7
1997		TH 999	8809-80	SC	341,660	0	$0	341,660	0	ON TH 13,35E,55,61,77,96,110-DISTRICTWIDE SIGNAL REVISIONS	MN/DOT	Manage	E2
1997		TH 999	880M-RW-9	RW	12,200,000	0	$0	12,200,000	0	RIGHT OF WAY/ACCESS CONTROL SETASIDE FOR METRO DIVISION FY 97	MN/DOT	Other	O1
1997		TH 999	8825-1	TM	376,810	0		376,810	0	DIVISIONWIDE-PURCHASE OF CONTROL CABINETS, MODEMS, & CONTROLLERS FOR TRAFFIC MANAGEMENT	MN/DOT	Manage	S7
1997		TH 999	8825-18	RX	200,000	0		200,000		DIVISIONWIDE-STRIPING ON VARIOUS HIGHWAYS	MN/DOT	Preserve	S10
1997		TH 999	8825-2	TM	440,000	0		440,000	0	I394 AT PENN AVE, I494 AT W BUSH LAKE RD, AND I494 AT 34TH AVE-L.E.D. CHANGEABLE MESSAGE SIGNS	MN/DOT	Manage	S7
1997		TH 999	DIST-M-454	RX	0	0	$0	0	0	SET ASIDE FOR ROAD REPAIR FY97	MN/DOT	Preserve	S10
1997		TH 999	DIST-M-97-	SA	8,000,000	0	$0	8,000,000	0	COST OVERRUN/SUPP. AGREEMENT SETASIDE FOR METRO - FY 97	MN/DOT	Other	O1
1997		TH 999	DIST-M-ENT	RB	25,000	0	$0	25,000	0	SET ASIDE FOR STATE ENTRYWAYS FY97	MN/DOT	Other	O6
1997		TH 999	DIST-M-PF9	RB	40,000	0	$0	40,000	0	SET ASIDE FOR PRAIRIE TO FOREST FY97	MN/DOT	Other	O6
1997		TH 999	DIST-M-TRA	SC	80,000	0	$0	80,000	0	SET ASIDE FOR TRAFFIC ENGINEERING PRESERVATION FY97	MN/DOT	Manage	O1
1997		TH 999	MISCELLAN		1,689,518	0	$0	1,689,518	0	MISCELLANEOUS FY 1996 CARRYOVERS, ETC	MN/DOT		NC
1997		TH 88	62-688-01	SH	100,000	80,000	$0	0	20,000	AT CO RD C2-SIGNAL INSTALLATION	RAMSEY CO	Manage	S2
1997		I-694	6286-43	AM	270,000	0	$0	270,000	0	AT WHITE BEAR AVE IN WHITE BEAR LAKE-RAMP & SIGNAL IMPROVEMENTS	RAMSEY COUNTY	Other	E2
1997		I-35W	2782-264	AM	0	0	$0	0	0	AT WOOD LAKE IN RICHFIELD-DRAINAGE IMPROVEMENTS/NURP PONDS	RICHFIELD	Other	NC
1997		TH 47	0205-72	AM	92,535	0	$0	92,535	0	AT 81ST AVE NE IN SPRING LAKE PARK-FRONTAGE ROAD SETBACK	SPRING LAKE PARK	Other	NC
1997		TH 5	6201-75	AM	509,707	0	$0	509,707	0	MAYNARD/STEWART/DAVERN OUTLET IN ST PAUL-SEWER SEPARATION	ST PAUL	Other	NC
1997		TH 999	8809-171	AM	18,500	0	$0	18,500	0	VARIOUS LOCATIONS IN ST PAUL-SIGNAL/AIR QUALITY IMPROVEMENTS	ST PAUL	Other	E2

Twin Cities Metropolitan Area
1998-2000 Transportation Improvement Program

TABLE A-12
Transit Section 5309

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	FTA $	State $	Other $	Description	Agency	Category	AQ
1997		BB	TRF-MCTO-97G	3B	7,940,000		$5,955,000		1,985,000	SECT 5309: TWIN CITIES MCTO-PURCHASE 40 FT BUSES	MCTO	Transit	T10
1998		BB	TRF-MCTO-98E	3B	5,333,000		$4,000,000		1,333,000	SECT 5309: TWIN CITIES MCTO-800 MHZ RADIO SYSTEM/AVL	MCTO	Transit	T10
1998		BB	TRF-MCTO-98F	3B	8,000,000		$6,000,000		2,000,000	SECT 5309: TWIN CITIES MCTO-PURCHASE 40-FT BUSES	MCTO	Transit	T10
1998		BB	TRF-MCTO-98G	3B	6,667,000		$5,000,000		1,667,000	SECT 5309: TWIN CITIES MCTO-REPLACE SNELLING GARAGE FACILITY	MCTO	Transit	T8
1998		BB	TRF-MCTO-98H	3B	3,500,000		$2,800,000		700,000	SECT 5309: CENTRAL CORRIDOR FEIS AND PRELIM. ENGINEERING	MN/DOT	Transit	O2
1999		BB	TRF-MCTO-99E	3B	10,667,000		$8,000,000		2,667,000	SECT 5309: TWIN CITIES MCTO-800 MHZ RADIO SYSTEM/AVL	MCTO	Transit	T10
1999		BB	TRF-MCTO-99F	3B	6,667,000		$5,000,000		1,667,000	SECT 5309: TWIN CITIES MCTO-REPLACE SNELLING GARAGE FACILITY	MCTO	Transit	T8
1999		BB	TRF-MCTO-99G	3B	9,333,000		$7,000,000		2,333,000	SECT 5309: TWIN CITIES MCTO-PURCHASE 40-FT BUSES	MCTO	Transit	T10
1999		BB	TRF-MCTO-99H	3B	4,000,000		$3,000,000		1,000,000	SECT 5309: TWIN CITIES MCTO-BUS STATION FACILITIES	MCTO	Transit	T8
1999		BB	TRF-MCTO-99J	3B	6,200,000		$4,920,000		1,280,000	SECT 5309: CENTRAL CORRIDOR FINAL DESIGN	MN/DOT	Transit	O2
2000		BB	TRF-MCTO-00E	3B	9,333,000		$7,000,000		2,333,000	SECT 5309: TWIN CITIES MCTO-PURCHASE 40-FT BUSES	MCTO	Transit	T10
2000		BB	TRF-MCTO-00F	3B	4,000,000		$3,000,000		1,000,000	SECT 5309: TWIN CITIES MCTO-BUS STATION FACILITIES	MCTO	Transit	T8

Twin Cities Metropolitan Area
1998-2000 Transportation Improvement Program

TABLE A-13
Transit Section 5307

Year	Pri	Route	Prj Number	Prg	Total $	Fed $	FTA $	State $	Other $	Description	Agency	Category	AQ
1997		BB	TRF-MCTO-97	9B	73,438,000	0	$3,378,000	0	70,062,000	SECT 5307: TWIN CITIES METROPOLITAN COUNCIL TRANSIT ORGANIZATION-OPERATING ASSISTANCE	MCTO	Transit	T1
1997		BB	TRF-MCTO-97A	9B	2,563,000		$2,050,000		513,000	SECT 5307: TWIN CITIES MCTO-MAINTENANCE OVERHAUL/TRANSFER TO OPERATING ASSISTANCE	MCTO	Transit	T3
1997		BB	TRF-MCTO-97B	9B	268,000	0	$214,000	0	54,000	SECT 5307: TWIN CITIES MCTO-BUS ENGINES PURCHASE/REBUILD(PHASED PROJECT)	MCTO	Transit	T10
1997		BB	TRF-MCTO-97C	9B	10,715,000		$8,572,000		2,143,000	SECT 5307: TWIN CITIES MCTO-PURCHASE 40 FT BUSES	MCTO	Transit	T10
1997		BB	TRF-MCTO-97D	9B	7,500,000	0	$6,000,000	0	1,500,000	SECT 5307: TWIN CITIES MCTO -SNELLING GARAGE REPLACEMENT	MCTO	Transit	T10
1997		BB	TRF-MCTO-97E	9B	4,384,000	0	$3,491,000	0	893,000	SECT 5307: TWIN CITIES MCTO-BUS ENGINE PURCHASE/REBUILD, TIRE LEASE, TRANSMISSIONS, LIFTS	MCTO	Transit	T10
1997		BB	TRF-MCTO-97F	9B	7,020,000	0	$5,255,000	0	1,765,000	SECT 5307: TWIN CITIES MCTO-FIXED GUIDEWAY IMPROVEMENTS, SHOULDER LANES,TRANSFER STATIONS,SIGNS, PARK/RIDES,PURCHASE BUSES, ETC	MCTO	Transit	T10
1998		BB	TRF-MCTO-98	9B	76,000,000		$3,375,000		72,625,000	SECT 5307: TWIN CITIES METROPOLITAN COUNCIL TRANSIT ORGANIZATION-OPERATING ASSISTANCE	MCTO	Transit	T1
1998		BB	TRF-MCTO-98A	9B	11,250,000		$9,000,000		2,250,000	SECT 5307: TWIN CITIES MCTO-PURCHASE BUSES	MCTO	Transit	T10
1998		BB	TRF-MCTO-98B	9B	2,500,000		$2,000,000		500,000	SECT 5307: TWIN CITIES MCTO-PURCHASE BUS ENGINES, TRANSMISSIONS, LIFTS, ETC	MCTO	Transit	T10
1998		BB	TRF-MCTO-98C	9B	1,467,000		$1,100,000		367,000	SECT 5307: TWIN CITIES MCTO-FIXED GUIDEWAY IMPROVEMENTS-TRANSIT HUBS-I35W CORRIDOR	MCTO	Transit	T10
1998		BB	TRF-MCTO-98D	9B	2,500,000		$2,000,000		500,000	SECT 5307: TWIN CITIES MCTO-MAINTENANCE OVERHAUL/TRANSFER TO OPERATING ASSISTANCE	MCTO	Transit	T3
1999		BB	TRF-MCTO-99	9B	76,000,000		$3,500,000		72,500,000	SECT 5307: TWIN CITIES MCTO-OPERATING ASSISTANCE	MCTO	Transit	T1
1999		BB	TRF-MCTO-99A	9B	11,250,000		$9,000,000		2,250,000	SECT 5307: TWIN CITIES MCTO-PURCHASE BUSES	MCTO	Transit	T10
1999		BB	TRF-MCTO-99B	9B	2,500,000		$2,000,000		500,000	SECT 5307: TWIN CITIES MCTO-PURCHASE BUS ENGINES, TRANSMISSIONS, LIFTS, ETC	MCTO	Transit	T10
1999		BB	TRF-MCTO-99C	9B	1,467,000		$1,100,000		367,000	SECT 5307: TWIN CITIES MCTO-FIXED GUIDEWAY IMPROVEMENTS	MCTO	Transit	T10
1999		BB	TRF-MCTO-99D	9B	2,500,000		$2,000,000		500,000	SECT 5307: TWIN CITIES MCTO-MAINTENANCE OVERHAUL/TRANSFER TO OPERATING ASSISTANCE	MCTO	Transit	T3

TABLE A-13
Transit Section 5307

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	FTA $	State $	Other $	Description	Agency	Category	AQ
2000		BB	TRF-MCTO-00	9B	76,000,000		$3,500,000		72,500,000	SECT 5307: TWIN CITIES MCTO-OPERATING ASSISTANCE	MCTO	Transit	T1
2000		BB	TRF-MCTO-00A	9B	11,250,000		$9,000,000		2,250,000	SECT 5307: TWIN CITIES MCTO-PURCHASE 40-FT BUSES	MCTO	Transit	T10
2000		BB	TRF-MCTO-00B	9B	2,500,000		$2,000,000		500,000	SECT 5307: TWIN CITIES MCTO-PURCHASE BUS ENGINES, TRANSMISSIONS, LIFTS, ETC	MCTO	Transit	T10
2000		BB	TRF-MCTO-00C	9B	1,467,000		$1,100,000		367,000	SECT 5307: TWIN CITIES MCTO-FIXED GUIDEWAY IMPROVEMENTS	MCTO	Transit	T10
2000		BB	TRF-MCTO-00D	9B	2,500,000		$2,000,000		500,000	SECT 5307: TWIN CITIES MCTO-MAINTENANCE OVERHAUL/TRANSFER TO OPERATING ASSISTANCE	MCTO	Transit	T3

Twin Cities Metropolitan Area
1998-2000 Transportation Improvement Program

TABLE A-14
Transit Section 5310

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	FTA $	State $	Other $	Description	Agency	Category	AQ
1997		BB	TRF-0327-97	NB	40,110	0	$32,088	0	8,022	SECT 5310: CARVER CO SOCIAL SERVICES, CHASKA-SMALL BUS	MN/DOT	Transit	T10
1997		BB	TRF-0710-97	NB	40,110	0	$32,088	0	8,022	SECT 5310: FAIRVIEW FOUNDATION, MINNEAPOLIS-SMALL BUS	MN/DOT	Transit	T10
1997		BB	TRF-2918-97	NB	45,360	0	$36,288	0	9,072	SECT 5310: HUMAN SERVICES, INC, OAKDALE-MEDIUM BUS	MN/DOT	Transit	T10
1997		BB	TRF-3877-97	NB	32,235	0	$25,788	0	6,447	SECT 5310: MN AGE & OPPORTUNITY, INC, MINNEAPOLIS-MAXI VAN	MN/DOT	Transit	T10
1997		BB	TRF-3981-97	NB	45,360	0	$36,288	0	9,072	SECT 5310: PLYMOUTH METROLINK, PLYMOUTH-MEDIUM BUS	MN/DOT	Transit	T10
1997		BB	TRF-7076-97	NB	32,235	0	$25,788	0	6,447	SECT 5310: EAST SUBURBAN RESOURCES, INC, STILLWATER-MAXI VAN	MN/DOT	Transit	T10
1998		BB	TRF-2151-98	NB	57,750		$46,200		11,550	SECT 5310: AMERICAN RED CROSS OF ST PAUL-SMALL BUS	AMER RED CROSS	Transit	T10
1998		BB	TRF-3264-98	NB	57,750		$46,200		11,550	SECT 5310: CHICANO LATINO, ST PAUL-SMALL BUS	CLUES	Transit	T10
1998		BB	TRF-0659-98	NB	72,450		$57,960		14,490	SECT 5310: EAST SIDE NEIGHBORHOOD SERVICES, MINNEAPOLIS-MEDIUM BUS	EAST SIDE	Transit	T10
1998		BB	TRF-2918-98	NB	72,450		$57,960		14,490	SECT 5310: HUMAN SERVICES, INC, OAKDALE-MEDIUM BUS	HUMAN SERVICES	Transit	T10
1998		BB	TRF-0514-98	NB	72,450		$57,960		14,490	SECT 5310: LIFEWORKS SERVICES, EAGAN-MEDIUM BUS	LIFEWORKS	Transit	T10
1998		BB	TRF-7222-98	NB	93,450		$74,760		18,690	SECT 5310: OWOBOPTE INDUSTRIES, INC IN EAGAN-LARGE BUS	OWOBOPTE	Transit	T10
1998		BB	TRF-3098-98	NB	57,750		$46,200		11,550	SECT 5310: SENIOR RESOURCES, MINNEAPOLIS-SMALL BUS	SENIOR RESOURCES	Transit	T10
1998		BB	TRF-6859-98	NB	57,750		$46,200		11,550	SECT 5310: WOMEN'S ASS'N OF HMONG & LAO, INC, ST PAUL-SMALL BUS	WOMEN'S ASS'N	Transit	T10

Twin Cities Metropolitan Area
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TABLE A-15
Transit Section 5311

Year	Prl	Route	Prj Number	Prg	Total $	Fed $	FTA $	State $	Other $	Description	Agency	Category	AQ
1997		BB	TRF-0009-97	OB	328,000	0	$73,000	0	255,000	SECT 5311: CARVER COUNTY TRANSIT OPERATING ASSISTANCE	MN/DOT	Transit	T1
1997		BB	TRF-0051-97	OB	461,000	0	$74,000	0	387,000	SECT 5311: SCOTT COUNTY TRANSIT OPERATING ASSISTANCE	MN/DOT	Transit	T1
1997		BB	TRF-3703-97	OB	189,000	0	$37,000	0	152,000	SECT 5311: HASTINGS TRANSIT OPERATING ASSISTANCE	MN/DOT	Transit	T1
1998		BB	TRF-0009-98	OB	341,000		$76,000		265,000	SECT 5311: CARVER COUNTY TRANSIT OPERATING ASSISTANCE	MN/DOT	Transit	T1
1998		BB	TRF-0051-98	OB	479,543		$77,443		402,100	SECT 5311: SCOTT COUNTY TRANSIT OPERATING ASSISTANCE	MN/DOT	Transit	T1
1998		BB	TRF-3703-98	OB	197,000		$39,000		158,000	SECT 5311: HASTIINGS TRANSIT OPERATING ASSISTANCE	MN/DOT	Transit	T1
1999		BB	TRF-0009-99	OB	355,000	0	$79,000	0	276,000	SECT 5311: CARVER COUNTY TRANSIT OPERTAING ASSISTANCE	MN/DOT	Transit	T1
1999		BB	TRF-0051-99	OB	498,724	0	$80,540	0	418,184	SECT 5311: SCOTT COUNTY TRANSIT OPERATING ASSISTANCE	MN/DOT	Transit	T1
1999		BB	TRF-3703-99	OB	204,939	0	$39,972	0	164,967	SECT 5311: HASTINGS TRANSIT OPERATING ASSISTANCE	MN/DOT	Transit	T1
2000		BB	TRF-0009-00	OB	369,000		$82,000		287,000	SECT 5311: CARVER COUNTY TRANSIT OPERATING ASSISTANCE	MN/DOT	Transit	T1
2000		BB	TRF-0051-00	OB	519,000		$84,000		435,000	SECT 5311: SCOTT COUNTY TRANSIT OPERATING ASSISTANCE	MN/DOT	Transit	T1
2000		BB	TRF-3703-00	OB	213,000		$41,000		172,000	SECT 5311: HASTINGS TRANSIT OPERATING ASSISTANCE	MN/DOT	Transit	T1

Twin Cities Metropolitan Area
1998-2000 Transportation Improvement Program

TABLE A-20
All Projects By Route Number

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1999		CSAH 10	02-610-10	SH	100,000	80,000	$0	0	20,000	CSAH 10(BIRCH ST) AT TH 49(HODGSON RD)-SIGNAL INSTALLATION, ADD LEFT TURN LANE	ANOKA CO	Manage	S2
1998		CSAH 14	02-614-22	SH	20,000	16,000	$0	0	4,000	CSAH 14(MAIN ST) AT CSAH 23(LAKE DRIVE)-OVERHEAD FLASHER	ANOKA CO	Manage	S2
2000		CSAH 35	02-635-09	SH	500,000	400,000	$0	0	100,000	REALIGN CSAH 35 AT TH 10 AND INSTALL SIGNAL AT PLEASANT VIEW DRIVE	ANOKA CO	Manage	S2
2000		CSAH 78	02-678-11	RC	2,700,000	2,160,000	$0	0	540,000	RECONSTRUCT & WIDEN CSAH 78(HANSON BLVD) FROM COON RAPIDS BLVD TO ROBINSON DRIVE	ANOKA CO	Replace	A00
1999		BIKE/WALK	106-090-02	BT	300,000	240,000	$0	0	60,000	CONSTRUCT BIKEWAY/WALKWAY ON CSAH 32 FROM TH 65 TO I-35W	BLAINE	Trails	AQ2
1998		80TH ST	107-399-17	RC	3,586,000	2,870,400	$0	0	717,600	79TH/80TH ST FROM CHICAGO TO CEDAR-RECONSTRUCT	BLOOMINGTON	Replace	E3
1998		EN	109-020-08	EN	625,000	500,000	$0	0	125,000	BROOKLYN BLVD STREETSCAPE AMENITIES PROJECT	BROOKLYN CENTER	Other	O9
1998		EN	110-090-01	EN	634,000	500,000	$0	0	134,000	WEST RIVER ROAD CORRIDOR ENHANCEMENTS-73RD AVE TO TH 252	BROOKLYN PARK	Other	O9
1999		CSAH 23	19-623-19	RC	5,375,000	4,300,000	$0	0	1,075,000	RECONSTRUCT & WIDEN CSAH 23 FROM CSAH 9 TO CSAH 70	DAKOTA CO	Replace	A00
1999		CR 46	19-596-01	RC	5,900,000	4,720,000	$0	0	1,180,000	RECONSTRUCT CR 46 FROM CSAH 31 TO TH 52	DAKOTA CO	Replace	A00
1998		EN	92-090-05	EN	493,000	394,000	$0	0	99,000	GATEWAY TRAIL PHASE II EXTENSION-CAYUGA ST TO PENNSYLVANIA	DNR	Other	O9
2000		CSAH 31	195-020-02	SH	500,000	400,000	$0	0	100,000	DUCKWOOD DR TO YANKEE DOODLE RD-ADD THRU LANE,DUAL LEFT TURN LANE & REVISE SIGNALS	EAGAN	Manage	S2
1998		EN	130-090-01	EN	198,000	158,400	$0	0	39,600	CITY OF HASTINGS/MINNESOTA VETERANS HOME BIKEWAY SEGMENT	HASTINGS	Other	O9
1999		EN	130-080-02	EN	600,000	480,000	$0	0	120,000	HASTINGS MULTI-MODAL TRANSPORTATION CENTER	HASTINGS	Other	O9
1998		CSAH 156	27-756-16	SH	100,000	80,000	$0	0	20,000	WINNETKA AVE AT 49TH AVE N-SIGNAL REBUILD	HENNEPIN	Manage	S2
1999		EN	27-612-08	EN	400,000	320,000	$0	0	80,000	CLOQUET ISLAND SCENIC OVERLOOK	HENNEPIN CO	Other	O9
1998		CSAH 1	27-601-30	SH	100,000	80,000	$0	0	20,000	AT CSAH 35(PORTLAND AVE)-SIGNAL REBUILD	HENNEPIN CO	Manage	S2
2000		CSAH 1	27-601-31	SH	94,000	75,200	$0	0	18,800	CSAH 1 AT CSAH 17-SIGNAL REVISION & RIGHT TURN LANE	HENNEPIN CO	Manage	S2
2000		CSAH 1	27-601-32	SH	415,000	332,000	$0	0	83,000	CSAH 1 AT CSAH 34-ADD DUAL LEFT TURN LANES & REBUILD SIGNAL	HENNEPIN CO	Manage	S2
1998		CSAH 32	27-632-21	SH	100,000	80,000	$0	0	20,000	CSAH 32(PENN AVE) AT 98TH ST-SIGNAL REBUILD	HENNEPIN CO	Manage	S2
1998		CSAH 35	27-635-17	SH	100,000	80,000	$0	0	20,000	CSAH 35(PORTLAND AVE) AT 86TH ST-SIGNAL REBUILD	HENNEPIN CO	Manage	S2

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All Projects By Route Number

Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1999		CSAH 35	27-635-18	SH	100,000	80,000	$0	0	20,000	CSAH 35(PORTLAND AVE) AT 90TH ST-SIGNAL REBUILD	HENNEPIN CO	Manage	S2
1998		CSAH 52	27-652-29	SH	100,000	80,000	$0	0	20,000	AT 66TH STREET-SIGNAL REBUILD	HENNEPIN CO	Manage	S2
1999		CSAH 61	27-661-28	RC	4,800,000	3,840,000	$0	0	960,000	RECONSTRUCT & WIDEN CSAH 61 FROM CSAH 10 TO I-94	HENNEPIN CO	Replace	A00
2000		CSAH 66	27-666-14	BR	1,100,000	880,000	$0	0	220,000	GOLDEN VALLEY RD OVER BN RR-RECONSTRUCT BR 90604	HENNEPIN CO	Replace	S19
1998		CSAH 152	27-752-07	RC	2,000,000	1,600,000	$0	0	400,000	HENNEPIN CSAH 152 FROM 64TH AVE TO 71ST AVE N - RECONSTRUCT	HENNEPIN CO	Replace	B-00
1998		CSAH 152	27-752-10	SH	100,000	80,000	$0	0	20,000	CSAH 152(BROOKLYN BLVD) AT REGENT AVE/73RD AVE-SIGNAL REBUILD	HENNEPIN CO	Manage	S2
1999		CSAH 152	27-752-09	BR	825,000	660,000	$0	0	165,000	WASH AVE OVER BN - BR 27167 (REPL BR 6992) & APPRS,	HENNEPIN CO	Replace	S19
1999		CMAQ	90-070-09	TM	106,000	84,200	$0	0	21,800	I-494 TRAVEL DEMAND MANAGEMENT PROGRAM	I-494 CORR COMM	Manage	AQ1
2000		CMAQ	90-070-10	TM	109,625	87,700	$0	0	21,925	I-494 TRAVEL DEMAND MANAGEMENT PROGRAM	I-494 CORR COMM	Manage	AQ1
2000		CSAH 130	189-020-06	RC	2,800,000	2,240,000	$0	0	560,000	RECONSTRUCT & WIDEN CSAH 130 FROM HEMLOCK LANE TO TH 169	MAPLE GROVE	Replace	A00
1999		XX	90-080-05	TR	5,000,000	4,000,000	$0	0	1,000,000	EXPAND THE FOLEY PARK/RIDE FACILITY IN COON RAPIDS	MCTO	Transit	E6
1998		I-35W	2783-98	TM	450,000	0	$0	0	450,000	ON NB I35W FROM 4TH ST TO LAKE DRIVE-SHOULDER IMPROVEMENTS	MCTO	Manage	S4
1998		I-35W	90-071-01	TR	3,875,000	3,100,000	$0	0	775,000	I-35W SERVICE EXPANSION / REORGANIZATION	MCTO	Transit	T1
1999		I-35W	90-071-01A	TR	4,350,000	3,480,000	$0	0	870,000	I-35W SERVICE EXPANSION	MCTO	Transit	T1
2000		I-394	90-080-06	TR	6,875,000	5,500,000	$0	0	1,375,000	I-394/CR 73 JOINT USE PARK AND RIDE EXPANSION	MCTO	Transit	E6
1999		CMAQ	90-070-08	TM	1,625,000	1,300,000	$0	0	325,000	REGIONAL TRANSPORTATION DEMAND MANAGEMENT PROGRAM	MET COUNCIL	Manage	AQ1
2000		CMAQ	90-070-11	TM	1,875,000	1,500,000	$0	0	375,000	REGIONAL TRANSPORTATION DEMAND MANAGEMENT PROGRAM	MET COUNCIL	Manage	AQ1
1998		BIKE/WALK	141-090-03	BT	1,270,000	1,016,000	$0	0	254,000	MIDTOWN GREENWAY - PHASE I	MINNEAPOLIS	Trails	AQ2
1998		BIKE/WALK	141-090-04	BT	1,382,700	1,106,160	$0	0	276,540	BASSETTS CREEK TRAIL	MINNEAPOLIS	Trails	AQ2
2000		BIKE/WALK	141-090-07	BT	956,000	700,000	$0	0	256,000	DINKYTOWN BIKEWAY CONNECTION	MINNEAPOLIS	Trails	AQ2
2000		BIKE/WALK	141-090-09	BT	1,482,400	1,185,920	$0	0	296,840	MIDTOWN GREENWAY-PHAS II	MINNEAPOLIS	Trails	AQ2
2000		CITY	141-080-23	BR	579,000	421,500	$0	0	157,500	ST ANTHONY PKWY OVER BN RR	MINNEAPOLIS	Replace	S19
1999		CMAQ	141-070-11	TM	248,750	199,000	$0	0	49,750	DOWNTOWN MINNEAPOLIS TMO	MINNEAPOLIS	Manage	AQ1
1999		CMAQ	141-070-12	TM	350,000	280,000	$0	0	70,000	VARIABLE MESSAGE SIGNS IN DOWNTOWN MINNEAPOLIS	MINNEAPOLIS	Manage	S7
1999		CMAQ	141-070-13	TM	890,500	562,600	$0	0	327,900	PRIORITY VEHICLE CONTROL SYSTEMS ON NICOLLET AVE AND LAKE ST	MINNEAPOLIS	Manage	S7

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
2000		CMAQ	141-070-10	TM	1,072,000	680,600	$0	0	391,400	PRIORITY VEHICLE CONTROL SYSTEM ON CHICAGO AVE & CENTRAL AVE	MINNEAPOLIS	Manage	S7
2000		CMAQ	141-070-14	TM	266,000	212,750	$0	0	53,250	DOWNTOWN MINNEAPOLIS TMO	MINNEAPOLIS	Manage	AQ1
2000		EN	141-080-22	EN	725,000	580,000	$0	0	145,000	MAIN ST & 6TH AVE SURFACE TREATMENT	MINNEAPOLIS	Other	O9
2000		EN	91-090-01	EN	250,000	200,000	$0	0	50,000	STONE ARCH BRIDGE TO BRIDGE 9-WEST RIVER PARKWAY TRAIL	MINNEAPOLIS	Other	O9
2000		EN	91-090-03	EN	875,000	700,000	$0	0	175,000	MINNEHAHA PKWY TRAIL FROM LAKE HARRIET TO MINNEHAHA PARK	MINNEAPOLIS PARKS	Other	O9
1998		EN	94-080-02	EN	250,000	200,000	$0	0	50,000	SIBLEY HISTORIC SITE-BLDG REHAB & ARCHAEOLOGICAL WORK	MN HISTORIC SOCIETY	Other	O9
1999		EN	94-080-01	EN	102,000	81,600	$0	0	20,400	MARINE MILL TRAILS & RUIN STABALIZATION	MN HISTORIC SOCIETY	Other	O9
1999		EN	90-080-07	EN	240,000	192,000	$0	0	48,000	RAIL PASSENGER CAR RESTORATION	MN TRANS MUSEUM	Other	O9
2000		EN	91-080-03	EN	300,000	240,000	$0	0	60,000	JACKSON ST ROUNDHOUSE RESTORATION	MN TRANS MUSEUM	Other	NC
1998		EN	145-080-01	EN	879,000	500,000	$0	0	379,000	LOST LAKE HISTORIC CANAL RESTORATION	MOUND	Other	O9
2000		EN	145-090-01	EN	638,000	497,640	$0	0	140,360	LOST LAKE MULTI-MODAL TRANSIT FACILITY	MOUND	Other	O9
1999		EN	179-090-02	EN	493,075	394,460	$0	0	98,615	BURNSVILLE TRANSIT BIKEWAY	MVTA	Other	O9
1999		EN	185-090-01	EN	500,000	400,000	$0	0	100,000	HADLEY AVE, 10TH ST, 50TH ST, STILLWATER BLVD-BIKE TRAILS	OAKDALE	Other	O9
1999		EN	155-020-07	EN	359,000	269,250	$0	0	89,750	I-494/CO RD 9 PED/BIKE BRIDGE	PLYMOUTH	Other	O9
2000		CR B	62-625-22	SC	1,500,000	1,200,000	$0	0	300,000	ON CO RD B FROM HAMLINE AVE TO DALE ST-GEOMETRIC & SIGNAL IMPROVEMENTS	RAMSEY CO	Manage	E2
1998		EN	62-090-01	EN	450,000	360,000	$0	0	90,000	BURLINGTON NORTHERN REGIONAL TRAIL-JOHNSON PKWY TO FROST AVE	RAMSEY CO	Other	O9
2000		CSAH 44	62-644-16	BR	2,295,000	804,000	$0	0	1,491,000	SILVER LAKE ROAD(CSAH 44) OVER SOO LINE RR-REPLACE BR 6631	RAMSEY CO	Replace	S19
2000		CSAH 60	62-660-03	BR	306,000	169,000	$0	0	137,000	ON ARCADE ST BETWEEN TH 36 & KELLER PKWY-REPLACE BR 90413	RAMSEY CO/MAPLEWOOD	Replace	S19
2000		CSAH 42/46	62-642-03	BR	10,000,000	8,000,000	$0	0	2,000,000	FORD PKWY OVER MISSISSIPPI RIVER-REP BR 3575	RAMSEY/HENNEPIN CO	Replace	S19
2000		CSAH 9	70-609-07	BR	2,130,000	1,344,000	$0	0	786,000	CSAH 9 SO OF THE MINNESOTA RIVER TO 0.8 MI NO OF THE MINNESOTA RIVER-REPLACE BR 5364	SCOTT CO	Replace	S19
1998		CR 63	70-598-02	BR	150,000	120,000	$0	0	30,000	REPL BR L-3046 OVER SAND CREEK, 1 MI N OF JORDAN	SCOTT CO	Replace	S19
1999		EN	167-090-05	EN	332,900	266,320	$0	0	66,580	TH 49 TRAIL-CO RD I TO CSAH 96	SHOREVIEW	Other	O9
2000		CMAQ	90-070-12	TM	1,353,766	1,083,013	$0	0	270,753	SMTC REVERSE-COMMUTE MANAGEMENT TEAM IMPLEMENTATION	SMTC	Manage	T1

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1998		EN	163-090-01	EN	625,000	500,000	$0	0	125,000	SOUTHWEST REGIONAL TRAIL-CEDAR LAKE PARK TO HOPKINS TRAILHEAD OF HENN PARKS REG TRAIL	ST LOUIS PARK	Other	O9
2000		BIKE/WALK	164-090-05	BT	1,880,000	1,504,000	$0	0	376,000	CONSTRUCT BICYCLE/PED BR OVER BN RR N OF ENERGY PARK	ST PAUL	Trails	AQ2
1998		EN	164-080-08	EN	680,000	500,000	$0	0	180,000	COMO PARK STREETCAR STATION RENOVATION	ST PAUL	Other	NC
1998		EN	164-090-04	EN	420,000	336,000	$0	0	84,000	MISSISSIPPI RIVER TRAIL-WARNER RD SEGMENT	ST PAUL	Other	O9
1999		EN	164-080-07	EN	152,500	122,000	$0	0	30,500	JACKSON STREET ROUNDHOUSE	ST PAUL	Other	NC
1999		EN	164-090-03	EN	620,000	496,000	$0	0	124,000	COMO AVENUE BIKEWAY PROJECT	ST PAUL	Other	O9
2000		EN	91-090-02	EN	575,000	460,000	$0	0	115,000	TH 7 OVERPASS ON THE SOUTHWEST LRT REGIONAL TRAIL	SUB HENN REG PARK DIST	Other	O9
1998		EN	209-090-01	EN	400,000	320,000	$0	0	80,000	CENTERVILLE ROAD TRAIL-CSAH 96 TO VADNAIS BLVD	VADNAIS HEIGHTS	Other	O9
2000		CSAH 19	82-619-11	RC	3,500,000	2,800,000	$0	0	700,000	RECONSTRUCT & WIDEN CSAH 19 FROM HUDSON RD TO CSAH 16	WASHINGTON CO	Replace	A00
2000		CSAH 21	82-621-21	BR	325,000	120,000	$0	0	205,000	CSAH 21 OVER TROUT BROOK-REPLACE BR 4611	WASHINGTON CO	Replace	S19
1998		BIKE/WALK	174-090-01	BT	775,000	620,000	$0	0	155,000	BURLINGTON NORTHERN REGIONAL TRAIL	WHITE BEAR LAKE	Trails	AQ2
1998		TH 10	0215-50	SC	185,000	0	$0	185,000	0	AT HANSON BLVD IN COON RAPIDS-RAMP & SIGNAL IMPROVEMENTS	ANOKA COUNTY	Manage	E2
1998		TH 252	2748-47	AM	11,000	0		11,000		TH 252 AT 73RD & I-94 AT BOONE AVE-EVP INSTALLATION	BROOKLYN PARK	Other	E2
1998		TH 47	0206-50	AM	432,000	0		432,000		142ND ST TO CSAH 5 IN RAMSEY-WIDENING, TURN LANES, SIGNAL	CITY OF RAMSEY	Other	E2
1998		TH 65	0207-69	AM	54,000	0		54,000		AT 9 LOCATIONS IN COLUMBIA HTS-EVP & SIGNAL REVISIONS	COLUMBIA HEIGHTS	Other	E2
1998		TH 242	0212-39	AM	146,000	0		146,000		AT SHENANDOAH BLVD-RECONSTRUCTION & SIGNAL INSTALLATION	COON RAPIDS	Other	E2
1998		TH 55	1909-79	AM	124,000	0		124,000		AT CSAH 26(LONE OAK RD)-INTERSECTION RECONSTRUCTION, SIGNAL MODIFICATIONS	DAKOTA CO	Other	E2
1998		TH 952A	1908-68	AM	70,000	0	$0	70,000	0	AT MENDOTA RD(CSAH 14) IN INVER GROVE HTS & W ST PAUL-SIGNAL REVISION	DAKOTA COUNTY	Other	E2
1998		TH 13	1901-137	AM	270,000	0		270,000		AT BLACKHAWK RD IN EAGAN-WIDENING,TURN LANE, SIGNAL	EAGAN	Other	E2
1998		TH 999	8825-17	AM	216,000	0		216,000		ON VARIOUS HIGHWAYS IN EAGAN-EVP INSTALLATION	EAGAN	Other	E2
1998		TH 62	2774-6	AM	216,000	0		216,000		AT FRANCE AVE IN EDINA-INTERCHANGE IMPROVEMENTS	EDINA	Other	E3
1998		TH 100	2733-80	AM	92,000	0		92,000		AT W 77TH ST IN EDINA-INTERCHANGE IMPROVEMENTS	EDINA	Other	E3

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1998		TH 55	2722-55	AM	25,000	0		25,000		AT CSAH 19 IN MEDINA & CORCORAN-SIGNAL MODIFICATION	HENNEPIN CO	Other	E2
1998		I-94	2780-51	AM	74,000	0		74,000		AT CSAH 109(WEAVER LAKE RD)-TURN LANES & SIGNAL MODIFICATION	HENNEPIN CO	Other	E2
1998		I-35W	2783-99	TM	450,000	0	$0	0	450,000	ON SB I-35W FROM LAKE DRIVE TO 4TH ST-SHOULDER BUS LANE	MCTO	Manage	S4
1998		I-94	6282-176	TM	500,000	0	$0	200,000	300,000	SNELLING/PASCAL TO EB I-94-HOV RAMP METER BYPASS	MCTO	Manage	S7
1998		TH 7	2706-194	AM	205,000	0		205,000		IN MINNETONKA-FRONTAGE RD CONSTRUCTION & ACCESS CLOSURES NEAR TONKA & SPARROW	MINNETONKA	Other	NC
1998		TH 169	2772-26	AM	54,000	0	$0	54,000	0	AT BREN RD IN MINNETONKA ON SB EXIT RAMP-RIGHT TURN LANE	MINNETONKA	Other	E1
1999		CMAQ	8809-180	TM	518,750	415,000	$0	103,750	0	CONSTRUCTION/MAINTENANCE/SPECIAL EVENT ACTIVITY INFO SYSTEM	MN/DOT	Manage	O1
2000		CMAQ	8809-181	TM	256,250	205,000	$0	51,250	0	CONSTRUCTION/MAINTENANCE/SPECIAL EVENT ACTIVITY INFO SYSTEM	MN/DOT	Manage	O1
1998		ITS	ARTIC (98)	TM	117,000	57,000	$0	30,000	30,000	ADVANCED RURAL TRAFFIC INFO & COORD.	MN/DOT	Manage	S7
1998		ITS	AUSCI-2 (98	TM	913,860	704,260	$0	28,750	180,850	AUTOMATED URBAN SIGNAL CONTROL-PHASE 2	MN/DOT	Manage	S7
1998		ITS	CVO PROJ (	TM	500,000	300,000	$0	100,000	100,000	COMMERCIAL VEHICLE OPERATIONS BUS PLAN	MN/DOT	Manage	O1
1998		ITS	ICTM (98)	TM	1,115,439	609,751	$0	138,688	367,000	INTEGRATED CORRIDOR TRAFFIC MANAGEMENT	MN/DOT	Manage	S7
1998		ITS	ITS (98)	TM	1,874,000	0	$0	1,874,000	0	NEW ITS PROJECTS	MN/DOT	Manage	S7
1998		ITS	MANAGE (9	TM	1,650,000	250,000	$0	0	1,400,000	MANAGEMENT 1998	MN/DOT	Manage	O1
1998		ITS	MD OPS/MA	TM	3,000,000	0	$0	2,300,000	700,000	MODEL DEPLOYMENT OPERATIONS AND MAINTENANCE	MN/DOT	Manage	S7
1998		ITS	MODEL DEP	TM	11,000,000	0	$0	7,700,000	3,300,000	MODEL DEPLOYMENT PHASE 1	MN/DOT	Manage	S7
1998		ITS	ONE-STOP (	TM	39,000	0	$0	35,000	4,000	ONE-STOP SHOPPING	MN/DOT	Manage	O1
1998		ITS	POLARIS (9	TM	250,750	128,000	$0	122,750	0	POLARIS-ARCHITECTURE	MN/DOT	Manage	O1
1998		ITS	SMARTDAR	TM	18,500	0	$0	18,500	0	SMART DARTS PHASE 2	MN/DOT	Manage	O1
1998		ITS	TRILOGY (9	TM	1,104,353	683,482	$0	170,871	250,000	TRILOGY	MN/DOT	Manage	O1
1998		ITS	UM (322) (98	TM	10,000	8,000	$0	0	2,000	U OF M AGREEMENT (322) (98)	MN/DOT	Manage	S7
1998		ITS	UM (327) (98	TM	300,000	240,000	$0	0	60,000	U OF M AGREEMENT (327) (98)	MN/DOT	Manage	S7
1998		ITS	UM 73952 (9	TM	20,000	16,000	$0	0	4,000	U OF M AGREEMENT 73952 (98)	MN/DOT	Manage	S7
1998		ITS	UM 74580 (9	TM	50,000	40,000	$0	0	10,000	U OF M AGREEMENT 74580 (98)	MN/DOT	Manage	S7
1999		ITS	AUSCI-2 (99	TM	184,100	153,100	$0	6,250	24,750	AUTOMATED URBAN SIGNAL CONTROL-PHASE 2	MN/DOT	Manage	S7
1999		ITS	CVOPROJ (	TM	200,000	0	$0	100,000	100,000	COMMERCIAL VEHICLE OPERATIONS BUS PLAN	MN/DOT	Manage	O1
1999		ITS	ITS (99)	TM	1,878,750	0	$0	1,878,750	0	NEW ITS PROJECTS	MN/DOT	Manage	S7
1999		ITS	MANAGE (9	TM	1,650,000	250,000	$0	0	1,400,000	MANAGEMENT 1999	MN/DOT	Manage	O1
1999		ITS	MD OPS/MA	TM	1,500,000	0	$0	1,000,000	500,000	MODEL DEPLOYMENT OPERATIONS AND MAINTENANCE	MN/DOT	Manage	S7

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1999		ITS	MODEL DEP	TM	13,500,000	0		9,000,000	4,500,000	MODEL DEPLOYMENT PHASE 2	MN/DOT	Manage	S7
1999		ITS	TRILOGY (9	TM	75,000	60,000	$0	15,000	0	TRILOGY	MN/DOT	Manage	O1
2000		ITS	ITS (00)	TM	2,000,000	0	$0	2,000,000	0	NEW ITS PROJECTS	MN/DOT	Manage	S7
2000		ITS	MD OPS/MA	TM	1,000,000	0			1,000,000	MODEL DEPLOYMENT OPERATIONS AND MAINTENANCE	MN/DOT	Manage	S7
1998		LANDSCAPE	880M-RB-98	RB	100,000	0	$0	100,000	0	1998 LANDSCAPE PARTNERSHIP	MN/DOT	Other	O6
1998		RR	0206-48	SR	50,000	40,000	$0	10,000	0	MNTH 47, FERRY ST IN ANOKA-UPGRADE CIRCUITRY	MN/DOT	Manage	S8
1998		RR	10-00112	SR	130,000	104,000	$0	0	26,000	CSAH 10, CHASKA-UPGRADE SIGNALS, INSTALL GATES & RUBBER SURFACE	MN/DOT	Manage	S8
1998		RR	19-00120	SR	100,000	80,000	$0	0	20,000	MSAS 108, BISCAYNE AVE, ROSEMOUNT-INSTALL CANTILEVER SIGNALS & GATES	MN/DOT	Manage	S8
1998		RR	19-00121	SR	100,000	80,000	$0	0	20,000	MSAS 105, HOLYOKE AVE, LAKEVILLE-INSTALL SIGNALS	MN/DOT	Manage	S8
1998		RR	19-00125	SR	50,000	40,000	$0	0	10,000	CSAH 50, ELM ST IN FARMINGTON-ADD GATES TO EXISTING SIGNALS	MN/DOT	Manage	S8
1998		RR	27-00215	SR	50,000	40,000	$0	0	10,000	MUN 459, TALMAGE AVE, MPLS-UPGRADE CIRCUITRY	MN/DOT	Manage	S8
1998		RR	27-00218	SR	150,000	120,000	$0	0	30,000	MUN 1629,CEDAR LAKE BLVD,MPLS-UPGRADE SIGNALS & SURFACE	MN/DOT	Manage	S8
1998		RR	62-00165	SR	50,000	40,000	$0	0	10,000	MSAS 232, COMO AVE, ST PAUL-UPGRADE CIRCUITRY	MN/DOT	Manage	S8
1998		RR	62-00166	SR	50,000	40,000	$0	0	10,000	MUN 516, COMO PLACE, ST PAUL-UPGRADE CIRCUITRY	MN/DOT	Manage	S8
1998		RR	62-00167	SR	100,000	80,000	$0	0	20,000	CSAH 60, OTTER LAKE RD,RAMSEY CO-UPGRADE SIGNALS	MN/DOT	Manage	S8
1998		RR	62-00168	SR	80,000	64,000	$0	0	16,000	MSAS 219, TERMINAL RD, ROSEVILLE-UPGRADE SIGNALS	MN/DOT	Manage	S8
1998		RR	62-00169	SR	80,000	64,000	$0	0	16,000	CSAH 44, SILVER LAKE RD, NEW BRIGHTON(RAMSEY CO)-UPGRADE SIGNALS	MN/DOT	Manage	S8
1998		RR	6227-55	SR	75,000	60,000	$0	15,000	0	MNTH 120, CENTURY AVE, MAPLEWOOD-UPGRADE CIRCUITRY & 12" LENSES	MN/DOT	Manage	S8
1998		RR	82-00119	SR	150,000	120,000	$0	0	30,000	MUN 43, 12TH ST, NEWPORT-UPGRADE SIGNALS	MN/DOT	Manage	S8
1999		RR	27-00211	SR	85,000	68,000	$0	0	17,000	CSAH 52,HENNEPIN AVE,MPLS-INSTALL RUBBER SURFACE	MN/DOT	Manage	S8
1999		RR	27-00216	SR	150,000	120,000	$0	0	30,000	MSAS 261, E 42ND ST, MPLS-UPGRADE SIGNALS AND INSTALL RUBBER SURFACE	MN/DOT	Manage	S8
1999		RR	27-00217	SR	150,000	120,000	$0	0	30,000	CSAH 121,FERNBROOK LANE, MAPLE GROVE-INSTALL SIGNALS & RUBBER SURFACE	MN/DOT	Manage	S8
1999		RR	27-00219	SR	150,000	120,000	$0	0	30,000	CSAH 9,42ND AVE N,ROBBINSDALE-UPGRADE SIGNALS & INSTALL RUBBER SURFACE	MN/DOT	Manage	S8
1999		RR	27-00220	SR	400,000	320,000	$0	0	80,000	HIAWATHA AVE CORRIDOR,MPLS(PHASE 1)-CORRIDOR SAFETY AT SOO LINE CROSSINGS	MN/DOT	Manage	S8
1999		RR	27-00221	SR	50,000	40,000	$0	0	10,000	VALLEY VIEW RD, EDEN PRAIRIE-UPGRADE CIRCUITRY	MN/DOT	Manage	S8

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1999		RR	27-00222	SR	150,000	120,000	$0	0	30,000	HIAWATHA CORRIDOR IN MPLS AT 35TH ST-INSTALL NEW SIGNALS	MN/DOT	Manage	S8
1999		RR	62-00170	SR	50,000	40,000	$0	0	10,000	CSAH 23,CO RD C,ROSEVILLE-UPGRADE CIRCUITRY & 12" LENSES	MN/DOT	Manage	S8
1999		RR	62-00171	SR	50,000	40,000	$0	0	10,000	CSAH 19,CO RD D,ROSEVILLE-UPGRADE CIRCUITRY & 12" LENSES	MN/DOT	Manage	S8
2000		RR	10-00113	SR	80,000	64,000	$0	0	16,000	CSAH 33, MORSE ST IN NORWOOD-INSTALL NEW SIGNALS & GATES	MN/DOT	Manage	S8
2000		RR	10-00114	SR	80,000	64,000	$0	0	16,000	MUN 4, UNION ST IN NORWOOD-INSTALL NEW SIGNALS & GATES	MN/DOT	Manage	S8
2000		RR	10-00115	SR	80,000	64,000	$0	0	16,000	MUN 18, FAXON RD IN NORWOOD-INSTALL SIGNALS & GATES	MN/DOT	Manage	S8
2000		RR	19-00122	SR	100,000	80,000	$0	0	20,000	MSAS 133, 10TH ST IN HASTINGS-INSTALL SIGNALS	MN/DOT	Manage	S8
2000		RR	19-00126	SR	150,000	120,000	$0	0	30,000	ON CSAH 32 IN BURNSVILL-ADD GATES TO EXISTING SIGNALS, & INSTALL HIGH TYPE SURFACE	MN/DOT	Manage	S8
2000		RR	19-00127	SR	100,000	80,000	$0	0	20,000	MSAS 107, 117TH ST IN INVER GROVE HTS-SIGNAL MODERNIZATION	MN/DOT	Manage	S8
2000		RR	19-00128	SR	100,000	80,000	$0	0	20,000	MUN 193, DUPONT AVENUE IN BURNSVILLE-SIGNAL MODERNIZATION	MN/DOT	Manage	S8
2000		RR	27-00223	SR	100,000	80,000	$0	0	20,000	MUN 16,LAKE SARAH HTS DR IN GREENFIELD-INSTALL SIGNALS & GATES	MN/DOT	Manage	S8
2000		RR	27-00224	SR	175,000	140,000	$0	0	35,000	CSAH 1, OLD SHAKOPEE RD IN BLOOMINGTON-INSTALL NEW SIGNALS & NEW HIGH TYPE SURFACE	MN/DOT	Manage	S8
2000		RR	27-00225	SR	300,000	240,000	$0	0	60,000	HIAWATHA CORRIDOR IN MPLS, E 32ND & 33RD STS-INSTALL NEW SIGNALS & NEW HIGH TYPE SURFACE	MN/DOT	Manage	S8
2000		RR	27-00226	SR	100,000	80,000	$0	0	20,000	MUN 56, TOWN LINE RD IN MEDINA-INSTALL SIGNALS & GATES	MN/DOT	Manage	S8
2000		RR	27-00227	SR	175,000	140,000	$0	0	35,000	MSAS 107, 49TH AVE N IN NEW HOPE-SIGNAL MODERNIZATION	MN/DOT	Manage	S8
2000		RR	27-00228	SR	80,000	64,000	$0	0	16,000	MUN 554, TAFT ST IN MPLS-INSTALL NEW SIGNALS & GATES	MN/DOT	Manage	S8
2000		RR	27-00229	SR	15,000	12,000	$0	0	3,000	CSAH 92, DOGWOOD ST IN ROCKFORD-INSTALL NEW LENSES	MN/DOT	Manage	S8
2000		RR	27-00230	SR	15,000	12,000	$0	0	3,000	CSAH 50, REBECCA LAKE DR IN ROCKFORD-INSTALL NEW LENSES	MN/DOT	Manage	S8
2000		RR	27-00231	SR	100,000	80,000	$0	0	20,000	MUN 20, WILLOW DR IN MEDINA-INSTALL SIGNALS & GATES	MN/DOT	Manage	S8
2000		RR	62-00172	SR	40,000	32,000	$0	0	8,000	MSAS 157, KASOTA AVE IN ST PAUL-UPGRADE CIRCUITRY	MN/DOT	Manage	S8
2000		RR	62-00173	SR	75,000	60,000	$0	0	15,000	CSAH 36, RANDOLPH RD IN ST PAUL-INSTALL NEW CIRCUITRY	MN/DOT	Manage	S8
2000		RR	62-00175	SR	100,000	80,000	$0	0	20,000	CSAH 12,CO RD F IN VADNAIS HTS-INSTALL NEW CANTILEVER SIGNALS	MN/DOT	Manage	S8

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2000		RR	62-00176	SR	100,000	80,000	$0	0	20,000	MSAS 245, PLATO BLVD IN ST PAUL-SIGNAL MODERNIZATION	MN/DOT	Manage	S8
2000		RR	82-00120	SR	200,000	160,000	$0	0	40,000	MUN 77, 21ST ST IN NEWPORT-SIGNAL MODERNIZATION	MN/DOT	Manage	S8
2000		RR	82-00121	SR	100,000	80,000	$0	0	20,000	MUN 153, INMAN AVE S IN COTTAGE GROVE-INSTALL SIGNALS & GATES	MN/DOT	Manage	S8
1999		TH 3	1921-65	SC	150,000	0	$0	150,000	0	AT ANN MARIE TRAIL-TURN LANE IMPROVEMENTS	MN/DOT	Manage	E1
2000		TH 3	1921-46	BR	2,500,000	2,000,000	$0	500,000	0	5.6 MI N OF ROSEMOUNT UNDER SOO LINE-BR 19080(REPLACE 6307) & APPROACHES	MN/DOT	Replace	S19
1998		TH 5	1002-66	AM	660,000	0	$0	660,000	0	CSAH 17 TO LAKE ANN PARK ENTRANCE-CONSTRUCT FRONTAGE ROAD	MN/DOT	Other	NC
1998		TH 5	2732-41	SC	300,000	0		300,000		FROM S OF POST RD TO N OF AIRPORT ENTRANCE-LIGHTING REPLACEMENT	MN/DOT	Manage	S16
1998		TH 5	8214-120	SH	110,000	88,000	$0	22,000	0	AT CSAH 15 IN LAKE ELMO-SIGNAL INSTALLATION	MN/DOT	Manage	E2
1998		TH 5	8214-124	SH	625,000	100,000	$0	525,000	0	AT I-694 RAMPS IN OAKDALE-SIGNAL INSTALLATION & INTERCONNECTION(EAST RAMPHES;WEST RAMP-SF)	MN/DOT	Manage	E2
2000		TH 5	1002-61	MC	8,000,000	0	$0	8,000,000	0	TH 41 TO CSAH 17-GRADING, SURFACING, 4 LANES	MN/DOT	Expand	A00
2000		TH 5	1002-6654	BI	800,000	0		800,000		OVER RECREATIONAL TRAIL IN VICTORIA-MAJOR REHAB ON BR 6654	MN/DOT	Preserve	S19
1998		TH 7	1003-25	RS	1,300,000	0	$0	1,300,000	0	TH 25 TO ST BONIFACIOUS-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		TH 7	2706-191	RS	1,400,000	0	$0	1,400,000	0	CHRISTMAS LAKE RD TO SHADY OAK ROAD-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		TH 7	2706-193	RX	849,492	0		849,492		VINEHILL RD TO E OF I-494-MILL & BITUMINOUS OVERLAY	MN/DOT	Preserve	S10
2000		TH 7	1003-26	SH	200,000	160,000		40,000		AT TH 25-LEFT TURN LANES	MN/DOT	Manage	S6
2000		TH 7	1004-24	RS	3,000,000	0	$0	3,000,000	0	CO RD 92 TO TH 41-SHOULDER IMPROVEMENTS, TURN LANES, ETC	MN/DOT	Preserve	E1
2000		TH 7	2704-6714	BI	400,000	0		400,000		OVER SIX MILE CREEK IN ST BONIFACIUS-WIDEN & REDECK BR 6714	MN/DOT	Preserve	S19
2000		TH 7	2706-188	RC	1,850,000	1,280,000	$0	570,000	0	RECONSTRUCT INTERCHANGE AT CO RD 82 & MILL & OVERLAY FROM TH 41 TO CHRISTMAS LAKE RD	MN/DOT	Replace	E3
2000		TH 7	2706-192	SH	100,000	80,000	$0	20,000	0	AT WATER ST/CHASKA RD-RAISED MEDIAN CONSTRUCTION	MN/DOT	Manage	S2
2000		TH 7	2706-195	RS	1,925,000	0		1,925,000		0.2KM W OF SHADY OAK RD TO TH 100-MILL & OVERLAY, MEDIAN BARRIER, BUS STOPS, ETC	MN/DOT	Preserve	S10
2000		TH 7	2706-196	RS	820,000	0		820,000		E OF CHRISTMAS LAKE RD TO TH 101-OVERLAY, GUARDRAIL, MEDIAN BARRIER	MN/DOT	Preserve	S10
2000		TH 7	2706-5323	BR	230,000	184,000	$0	46,000	0	OVER RECREATIONAL TRAIL IN EXCELSIOR, REPLACE BR 5323	MN/DOT	Replace	S19
1998	1	TH 10	0214-02043	MC	1,000,000	800,000	$0	200,000	0	POLK ST OVER TH 10-BR 02043(STAGE 4)	MN/DOT	Expand	B-00

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1998	1	TH 10	0214-13	MC	9,900,000	7,920,000	$0	1,980,000	0	UNIVERSITY AVE TO TH 65-GRADE,SURFACE, SIGNALS,NOISE WALLS,ETC	MN/DOT	Expand	B-00
1998	1	TH 10	0214-20	MC	280,000	224,000	$0	56,000	0	CO RD 51(UNIVERSITY AVE) TO TH 65-SIGNING(STAGE 4)	MN/DOT	Expand	O8
1998	1	TH 10	0214-21	MC	30,000	24,000	$0	6,000	0	CO RD 51(UNIVERSITY AVE) TO TH 65-LIGHTING(STAGE 4)	MN/DOT	Expand	S18
1998		TH 10	0215-48	SH	160,000	128,000	$0	32,000	0	AT HANSON BLVD. RAMPS - SIGNAL REVISION	MN/DOT	Manage	S2
1999	1	TH 10	0214-23	MC	200,000	160,000	$0	40,000	0	FROM EGRET BLVD TO THE N JCT TH 47,10,610-LANDSCAPING	MN/DOT	Expand	O6
1999	1	TH 10	0214-24	MC	350,000	280,000	$0	70,000	0	FROM N JCT TH 47,10,610 TO 0.2 MI E OF TH 65-LANDSCAPING	MN/DOT	Expand	O6
2000	1	TH 10	0214-31	TM	4,000,000	3,200,000	$0	800,000	0	I-35W TO TH 169-TRAFFIC MANAGEMENT SYSTEM	MN/DOT	Manage	S7
2000		TH 10	0215-9715	BI	130,000	0		130,000		UNDER 4TH AVE(CSAH 31)-OVERLAY, REPLACE JOINTS & RAIL ON BR 9715	MN/DOT	Preserve	S10
2000		TH 10	8202-24	MC	6,600,000	5,280,000	$0	1,320,000	0	TH 61 TO THE ST CROIX RIVER -RECONSTRUCT	MN/DOT	Expand	E1
1999		TH 12	2713-73A	SH	400,000	320,000	$0	80,000	0	AT WRIGHT/HENNEPIN CO LINE-SIGNAL & GEOMETRIC IMPROVEMENTS	MN/DOT	Manage	S10
2000		TH 12	2713-66	BR	106,500	85,200	$0	21,300	0	UNDER LUCE LINE TRAIL 4.5 MI W OF TH 494-REPLACE BR 4643	MN/DOT	Replace	S19
1998		TH 13	1901-131	SH	50,000	40,000	$0	10,000	0	CSAH 5 TO LYNN AVENUE-INTERCONNECTION	MN/DOT	Manage	E2
1998		TH 13	7001-73	SC	40,000	0	$0	40,000	0	AT CSAH 12 IN PRIOR LAKE - SIGNAL, CHANNELIZATION	MN/DOT	Manage	E2
1998		TH 13	7001-76	SC	750,000	0	$0	610,000	140,000	CSAH 16/MCCOLL AVE, SIGNAL SYSTEM; RAISED CHANNELIZATION; ENTER LEFT AND RIGHT TURN LANES	MN/DOT	Manage	E2
1998		TH 13	7001-77	SH	35,000	28,000	$0	7,000	0	DULUTH AVE TO CO RD 44-SIGNAL INTERCONNECTION	MN/DOT	Manage	S2
2000		TH 13	1901-134	SH	220,000	176,000	$0	44,000	0	AT CSAH 5 IN BURNSVILLE-SIGNAL REBUILD & EXTEND WB DUAL LEFT TURN LANE	MN/DOT	Manage	S2
2000		TH 13	7001-79	SH	38,000	30,400	$0	7,600	0	FISH POINT RD TO CSAH 44-INTERCONNECTION	MN/DOT	Manage	S2
2000		TH 19	4003-16	RS	1,825,000	0		1,825,000		TH 13 TO NEW PRAGUE-MILL AND OVERLAY	MN/DOT	Preserve	S10
2000		TH 21	7002-33	RS	1,860,000	0		1,860,000		TH 19 TO JORDAN-MILL & OVERLAY 6 MILES;REPLACE PAVEMENT 2.2 MILES	MN/DOT	Preserve	S10
1998		TH 25	1007-15	BR	700,000	0	$0	700,000	0	OVER S FORK CROW RIVER 1.6 MI S OF WATERTOWN-REPLACE BR 5184	MN/DOT	Replace	S19
1999		TH 25	1007-16	BR	220,000	0	$0	220,000	0	OVER STREAM 0.5 MI W OF WATERTOWN-REPLACE BR 130	MN/DOT	Replace	S19
1999		I-35	0283-02806	BI	505,000	0	$0	505,000	0	UNDER TH 97, WASH CSAH 2, & TH 8-PAINT BRS 02806, 82801, & 82815	MN/DOT	Preserve	S19
1999		I-35	1980-19531A	MC	2,160,000	0	$0	2,160,000	0	AT CO RD 46-NEW INTERCHANGE PAYBACK TO DAKOTA COUNTY(DEBT MANAGEMENT)	MN/DOT	Expand	NC
1998		I-35E	1982-125	SC	120,000	0	$0	120,000	0	AT CO RD 11 NORTH RAMP-SIGNAL INSTALLATION	MN/DOT	Manage	E2

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1998		I-35E	1982-126	SC	80,000	0	$0	80,000	0	AT CSAH 26(LONE OAK RD) IN EAGAN-SIGNAL REVISION & DUAL LEFT TURN LANE	MN/DOT	Manage	E2
1999		I-35E	6280-305	RS	3,125,000	0		3,125,000		I-94 TO I-694-BITUMINOUS OVERLAY	MN/DOT	Preserve	S10
1999		I-35E	6280-9832	BI	80,000	0	$0	80,000	0	UNDER MONTREAL AVE IN ST PAUL-OVERLAY, JOINTS, RAIL REPAIR ON BR 9832	MN/DOT	Preserve	S10
2000		I-35E	1982-130	TM	500,000	400,000	$0	100,000	0	AT YANKEE DOODLE RD AND AT LONE OAK RD TO NB I-35E-HOV RAMP METER BYPASSES	MN/DOT	Manage	S7
2000		I-35E	6280-9096	BR	1,700,000	1,360,000	$0	340,000	0	I-35E SB UNDER I-35E NB OFF RAMP TO WB I-694-REPLACE BR 9096	MN/DOT	Replace	S19
2000		I-35E	6280-9097	BI	500,000	400,000		100,000		NB OFF RAMP TO I-694 WB-REPLACE SUPERSTRUCTURE ON BR 9097	MN/DOT	Preserve	S19
1998		I-35W	0280-9831	BI	350,000	280,000	$0	70,000	0	UNDER SUNSET & CO RD J-PAINT BRS 9831,9606	MN/DOT	Preserve	S10
1998		I-35W	2783-9340	BI	700,000	560,000	$0	140,000	0	OVER MISSISSIPPI RIVER-REPLACE JOINTS & RAILING BR 9340	MN/DOT	Preserve	S9
1998		I-35W	6284-123	RC	4,500,000	3,600,000		900,000		TH 118 TO TH 10-ADD AUXILIARY LANE, MEDIAN BARRIER, BITUMINOUS OVERLAY, ETC	MN/DOT	Replace	A-00
1999		I-35W	2782-268	RC	8,650,000	6,920,000	$0	1,730,000	0	TH 494 TO 66TH ST-CONSTRUCT HOV LANE & REDECK & WIDEN 66TH ST BRIDGE	MN/DOT	Replace	A-00
1999		I-35W	2783-9340A	BI	2,300,000	0	$0	2,300,000	0	OVER MISSISSIPPI RIVER 1.0 MI NE OF I-94-PAINT BR 9340	MN/DOT	Preserve	S10
2000		I-35W	2782-27868	BI	710,000	0		710,000		UNDER PED BRIDGE, 28TH ST, 26TH ST, & FRANKLIN AVE-PAINT BRS 27868, 27869, 27870, 27872	MN/DOT	Preserve	S10
1998		TH 36	6211-62070	BI	165,000	0	$0	165,000	0	OVER TH 61-OVERLAY & REP JOINTS BR 62070	MN/DOT	Preserve	S10
1998	3	TH 36	8214-113	MC	6,840,000	5,472,000	$0	1,368,000	0	WASHINGTON AVE TO ST CROIX RIVER-DEMOLITION, UTILITY RELOCATION, BYPASSES, ETC	MN/DOT	Expand	B-00
1998	3	TH 36	8214-125	BR	600,000	480,000	$0	120,000	0	ST CROIX RIVER BR-WETLAND MITIGATION	MN/DOT	Replace	B-00
1998	3	TH 36	8214-129	BR	620,000	496,000	$0	124,000	0	ST CROIX RIVER BRIDGE DECK DRAINAGE-STORM WATER POND	MN/DOT	Replace	B-00
1998	3	TH 36	8217-12	BR	48,600,000	19,440,000	$0	4,860,000	24,300,000	OVER ST CROIX RIVER AT STILLWATER-BR 82011(REPLACE BR 4654), RIVER SPANS & EAST ABUTMENT	MN/DOT	Replace	B-00
1999		TH 36	6212-141	BR	3,800,000	3,040,000	$0	760,000	0	AT DALE ST INTERCHANGE-BR 62073(WB), 62074(EB);REPLACE BR 6724 & RECONSTRUCT INTERCHANGE,SIGNING,LIGHTING,SIGNALS	MN/DOT	Replace	E3
1999		TH 36	8204-41	RB	150,000	0	$0	150,000	0	AT TH 5-LANDSCAPING	MN/DOT	Other	O6
1999	3	TH 36	8214-114	MC	19,660,000	12,528,000	$0	3,132,000	4,000,000	FROM WASHINGTON AVE TO ST CROIX RIVER - GRADING, SURFACING, LIGHTING,SIGNING,LAND SPANS TO BR 82011,ETC	MN/DOT	Expand	B-00
1999	3	TH 36	8214-122	BR	180,000	144,000	$0	36,000	0	BRIDGE 82011 OVER ST CROIX RIVER-HISTORICAL MITIGATION	MN/DOT	Replace	O1
2000		TH 36	8204-48	SH	125,000	100,000	$0	25,000	0	AT CSAH 17 IN LAKE ELMO-TRAFFIC SIGNAL INSTALLATION	MN/DOT	Manage	S2
2000		TH 36	8214-127	RB.	230,000	0	$0	230,000	0	WASHINGTON AVE TO OSGOOD-LANDSCAPING	MN/DOT	Other	O6

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
2000		TH 36	8217-4654	BI	300,000	0		300,000		OVER ST CROIX RIVER AT STILLWATER-REPLACE SIDEWALK ON BR 4654	MN/DOT	Preserve	S19
1998		TH 41	1008-54	RS	420,000	0		420,000		TH 169 TO TH 212-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		TH 41	7010-18	BR	1,500,000	1,200,000	$0	300,000	0	OVER MN RIVER OVERFLOW 0.8 MI N OF TH 169 - REPL BR 6763 & A	MN/DOT	Replace	S19
1999		TH 41	1008-51	RS	750,000	0	$0	750,000	0	TH 212 TO TH 5-MILL & OVERLAY, OVERLAY SHOULDERS	MN/DOT	Preserve	S10
1998		TH 47	0206-46	JY	30,000	0	$0	30,000	0	SALVAGE YARD CLEANUP-ST FRANCIS AUTO PARTS	MN/DOT	Other	O6
1998		TH 47	2726-27055	BR	715,000	572,000		143,000		UNIVERSITY AVE UNDER ST ANTHONY PARKWAY-REPLACE BR 5585	MN/DOT	Replace	S19
1998		TH 47	2726-27055A	BR	1,345,000	0		1,205,000	140,000	STEEL GIRDER DELIVERY FOR BRS. 27055, 27072, 27074	MN/DOT	Replace	S19
1998		TH 47	2726-27059	BR	1,587,067	1,213,287		373,780		UNIVERSITY AVE OVER CANADIAN PACIFIC RR-REPLACE BR 5586	MN/DOT	Replace	S19
1998		TH 47	2726-27072	BR	2,465,000	1,972,000		493,000		UNIVERSITY AVE OVER BN, INC-REPLACE BR 5588	MN/DOT	Replace	S19
1998		TH 47	2726-27074	BR	645,000	0			645,000	ST ANTHONY PARKWAY OVER SOO LINE RR-REPLACE BR 90662	MN/DOT	Replace	S19
1998		TH 47	2726-61	BR	2,250,000	1,800,000	$0	450,000	0	27TH AVE TO 35TH AVE NE-RECONSTRUCT RDWY, BRIDGE APPROACHES AND REMOVALS	MN/DOT	Replace	S19
1998		TH 47	2726-64	BR	505,536	404,429		101,107		FRONTAGE RD FROM 30TH AVE TO ST ANTHONY BLVD & APPROACH TO BR 27059-GRADING, SURFACING	MN/DOT	Replace	S19
1999		TH 47	0206-392	BI	200,000	0	$0	200,000	0	OVER FORD BROOK(2 LOCATIONS)-REPLACE BRS 392 & 393 WITH BOX CULVERTS	MN/DOT	Preserve	S19
1999		TH 47	0206-43	SH	850,000	680,000	$0	170,000	0	FROM CO RD 116 TO 180TH WAY-LIGHTING, TURN LANE & BYPASS	MN/DOT	Manage	S2
1999		TH 47	0206-711	BR	100,000	80,000	$0	20,000	0	OVER FORD BROOK, 6.1.MI N OF TH 10-REPLACE BR 711	MN/DOT	Replace	S19
1999		TH 47	2726-63	RB	60,000	0	$0	60,000	0	UNIV. AVE, ST ANTHONY, SOO LINE AREA-LANDSCAPING	MN/DOT	Other	O6
1999		TH 49	6214-82	SC	120,000	0	$0	120,000	0	AT SOUTH OWASSO BLVD-TRAFFIC SIGNAL INSTALLATION	MN/DOT	Manage	E2
1998		TH 50	1904-14	RD	400,000	0	$0	400,000	0	E OF VERMILLION RIVER TO HAMPTON-MILL, WIDEN, & OVERLAY	MN/DOT	Preserve	S10
2000		TH 50	1904-19011	BI	900,000	0		900,000		OVER TH 52 IN HAMPTON-REPLACE SUPERSTRUCTURE ON BR 19011	MN/DOT	Preserve	S19
1999		TH 51	6216-113	SH	150,000	120,000	$0	30,000	0	AT CO RD B2 EAST RAMPS-REMOVE FREE RIGHT & SIGNAL INSTALLATION	MN/DOT	Manage	S2
1998		TH 52	1905-24	RS	760,000	0	$0	760,000	0	CO RD 86 IN HAMPTON TO TH 50-MILL & OVERLAY	MN/DOT	Preserve	S10
1999		TH 52	1906-9675	BI	650,000	0	$0	650,000	0	NB OVER VERMILLION RIVER &OVER CO RD 42 0.2 MI S OF TH 55-REDECK & SUPERSTRUCTURE OF BRS 9675,19001, & 19002	MN/DOT	Preserve	S19
1998		TH 55	2722-54	AM	3,290,000	0	$0	3,290,000	0	ARROWHEAD TO HUNTER DR-CONSTRUCT 4-LANE ROADWAY	MN/DOT	Other	B-00

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1998	4	TH 55	2724-105	MC	16,000,000	0	$10,800,000	1,200,000	4,000,000	I-94 TO E 29TH ST - GR, SURF, UTIL, RET WALLS, SIGS, LIGHTS,	MN/DOT	Expand	B-00
1998	4	TH 55	2724-105A	MC	6,000,000	0	$5,400,000	600,000		I-94 TO LAKE ST-RELOCATE CP RAIL YARD	MN/DOT	Expand	NC
1998	4	TH 55	2724-98RW	RW	500,000	0	$450,000	50,000		I-94 TO TH 62-TH 55 RIGHT OF WAY FOR FY 1998	MN/DOT	Other	B-00
1999		TH 55	1909-77	SH	140,000	112,000	$0	28,000	0	AT ARGENTA TRAIL-SIGNAL INSTALLATION & CROSS STREET CHANNELIZATION	MN/DOT	Manage	S2
1999		TH 55	2723-27013	BI	325,000	0	$0	325,000	0	EB OVER RR 1.4 MI E OF I-494-REDECK & SUPERSTRUCTURE OF BR 27013	MN/DOT	Preserve	S19
1999	4	TH 55	2724-102	MC	25,000,000	0	$17,600,000	7,400,000	0	HIAWATHA AVE FROM 60M S OF E 54TH ST TO E 46TH ST-GRADING, SURFACING, ETC	MN/DOT	Expand	B-00
1999	4	TH 55	2725-52	MC	14,200,000	7,360,000	$4,000,000	2,840,000	0	HIAWATHA AVE FROM TH 62 TO E. 54TH ST-GRADING, SURFACING, ETC	MN/DOT	Expand	B-00
1999		TH 55	2725-54	MC	4,000,000	0		4,000,000		ON TH 55 FROM GSA BLDG TO 52ND ST-GRAD, SURF, OVERLAY OF TRANSITWAY	MN/DOT	Expand	A05
2000		TH 55	2722-53	AM	1,481,000	0		1,481,000		DEBT MANAGEMENT WITH HENNEPIN COUNTY FOR TH 55 IMPROVEMENTS	MN/DOT	Other	A00
2000	4	TH 55	2724-108	MC	9,000,000	0		9,000,000		NEAR THE METRODOME TO 46TH ST-HIAWATHA TRANSITWAY	MN/DOT	Expand	A05
1998		TH 61	1913-54	RS	350,000	0	$0	350,000	0	TH 316 TO MISSISSIPPI RIVER-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		TH 61	6222-130	SH	60,000	48,000	$0	12,000	0	TH 244 TO CO RD F-SIGNAL INTERCONNECTION	MN/DOT	Manage	S2
1998		TH 61	6222-131	SC	155,000	0	$0	155,000	0	AT ROSELAWN AVE IN MAPLEWOOD-SIGNAL INSTALLATION	MN/DOT	Manage	E2
1999		TH 61	6221-5514	BR	2,500,000	2,000,000	$0	500,000	0	ARCADE ST OVER C&NW RY-RECONSTRUCT BR 5514	MN/DOT	Replace	S19
1998		TH 62	2763-34	BI	1,400,000	1,120,000	$0	280,000	0	OVER MN&S R/R - 0.6 MI W OF TH 100 - REPL DECK BR.S 27085 & 27086	MN/DOT	Preserve	S19
1998		TH 62	2774-3	SH	225,000	0	$0	225,000	0	TH 62 UNDER TH 100 - MODIFY WEAVE AREA & MILL AND OVERLAY	MN/DOT	Manage	S6
1998		TH 62	2775-27524	BI	160,000	0	$0	160,000	0	UNDER 43RD AVE S & UNDER BLOOMINGTON AVE-OVERLAY & REP JOINTS BR 27524,27525	MN/DOT	Preserve	S10
1999		RR	0207-65	SR	50,000	40,000	$0	10,000	0	TH 65 IN FRIDLEY-UPGRADE CIRCUITRY & 12" LENSES	MN/DOT	Manage	S8
1998		TH 65	0208-95	SC	400,000	0	$0	350,000	50,000	CLOVERLEAF/93RD AVE, SIGNAL REBUILD; AUX LANE; DUAL LEFT TURN LANE	MN/DOT	Manage	E1
1998		TH 65	0208-98	SH	710,000	0	$0	470,000	240,000	AT CO RD 86 AND AT CSAH 24 IN E BETHEL-SIGNAL INSTALLATION AND TURN LANES	MN/DOT	Manage	S2
1998		TH 65	0208-99	SH	520,000	416,000	$0	80,000	24,000	AT VIKING BLVD(CO RD 22)-SIGNAL REBUILD & CROSS STREET CHANNELIZATION	MN/DOT	Manage	S2
1999		TH 65	0208-100	SH	680,000	544,000	$0	88,000	48,000	AT CONSTANCE AND AT BUNKER LAKE RD-SIGNAL REBUILD, CHANNELIZATION	MN/DOT	Manage	S2
2000		TH 65	0207-66	SH	500,000	176,000	$0	324,000	0	AT WEST MOORE LAKE DR/CSAH 35-SIGNAL REBUILD & GRADE CORRECTION	MN/DOT	Manage	S2
2000		TH 65	0207-67	SH	355,000	284,000	$0	71,000	0	AT 81ST AVENUE-SIGNAL REBUILD & GRADE CORRECTION	MN/DOT	Manage	S2

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2000		TH 65	0208-102	SH	240,000	192,000	$0	48,000	0	AT 89TH AVENUE IN BLAINE-SIGNAL REBUILD W/CROSS-STREET CHANNELIZATION	MN/DOT	Manage	S2
2000		TH 65	0208-104	RS	1,385,000	0		1,385,000		TH 10 TO 153RD AVE NE-MILL & OVERLAY, ETC	MN/DOT	Preserve	S10
1999		TH 77	1925-36	TM	500,000	400,000	$0	100,000	0	NB & SB TH 13 TO NB TH 77-HOV RAMP METER BYPASSES	MN/DOT	Manage	S7
1999		TH 77	1925-38	TM	500,000	200,000		50,000	250,000	127TH ST TO NB TH 77 & CLIFF RD TO NB TH 77-HOV RAMP METER BYPASSES	MN/DOT	Manage	S7
1998		I-94	2781-382	RS	1,300,000	1,170,000	$0	130,000	0	TH694 TO 0.5 MI.N.OF LOWRY TUNNEL-MINOR CONC.REPAIR & RESEAL JOINTS	MN/DOT	Preserve	S10
1998		I-94	2781-386	TM	200,000	0	$0	200,000	0	I-394 TO I-694-CHANGEABLE MESSAGE SIGNS	MN/DOT	Manage	S7
1998		I-94	2786-104	SC	187,416	0		87,416	100,000	HEMLOCK LANE TO EB I-94-HOV RAMP METER BYPASS	MN/DOT	Manage	S7
1998		I-94	2786-97	AM	160,000	0	$0	160,000	0	CSAH 152 RAMPS--REBUILD 2 SIGNALS	MN/DOT	Other	S7
1998		I-94	6282-62839	BI	175,000	140,000	$0	35,000	0	ST ANTHONY OVER FAIRVIEW-OVERLAY & REP JOINTS BR 62839	MN/DOT	Preserve	S10
1999		I-94	2780-27968	BI	380,000	0	$0	380,000	0	EB OVER ELM CREEK & RICE LAKE-OVERLAY & REPAIR JTS ON BR 27970;REDECK BR 27968	MN/DOT	Preserve	S19
1999		I-94	2780-42	RC	500,000	400,000	$0	100,000	0	AT WEAVER LAKE RD IN MAPLE GROVE-EXTEND RAMP	MN/DOT	Replace	E3
1999		I-94	2781-27862	BI	1,125,000	900,000	$0	225,000	0	ON RAMP TO EB 94-REDECK BR 27862; 6TH ST RAMP TO 94 OVER I-35W-REDECK BR 27876	MN/DOT	Preserve	S10
1999		I-94	2781-27865	BI	135,000	108,000		27,000		UNDER 20TH AVE-OVERLAY AND REPLACE JOINTS ON BR 27865	MN/DOT	Preserve	S10
1999		I-94	2781-337	RD	1,950,000	1,560,000	$0	390,000	0	LOWRY HILL TUNNEL-TUNNEL EQUIPMENT MODERNIZATION & CAMERAS	MN/DOT	Preserve	O6
1999		I-94	6282-9452	BI	1,240,000	0	$0	1,240,000	0	FROM PELHAM TO FAIRVIEW IN ST PAUL-PAINT BRS 9452,9457,62813,62814,62845,62846,62848	MN/DOT	Preserve	S19
1999		I-94	8282-88	SC	200,000	0	$0	200,000	0	AT ST CROIX WEIGH STATION-RELOCATE BRAKE TESTING AND CONSTRUCT BUILDING	MN/DOT	Manage	E5
2000		I-94	2780-27944	BI	180,000	0		180,000		UNDER CSAH 144-OVERLAY & REPLACE JOINTS ON BR 27944	MN/DOT	Preserve	S10
2000		I-94	2780-27959	BI	150,000	0		150,000		UNDER 101ST AVE N-OVERLAY & REPLACE JOINTS ON BR 27959	MN/DOT	Preserve	S10
2000		I-94	2780-49	RB	1,000,000	0	$0	1,000,000	0	AT ELM CREEK REST AREA-REHABILITATE SITE	MN/DOT	Other	S15
2000		I-94	2781-27851	BI	1,250,000	1,000,000		250,000		UNDER PORTLAND & UNDER GROVELAND-PAINT BRS 27851 & 27966	MN/DOT	Preserve	S10
2000		I-94	2786-106	TM	250,000	200,000		50,000		CO RD 81 TO EB I-94-HOV RAMP METER BYPASS	MN/DOT	Manage	S7
2000		I-94	6283-164	TM	250,000	200,000		50,000		RUTH ST TO WB I-94-HOV RAMP METER BYPASS	MN/DOT	Manage	S7
2000		TH 95	8209-41	RS	715,000	0		715,000		N JCT TH 36 TO 7TH AVE IN BAYPORT-MILL & OVERLAY	MN/DOT	Preserve	S10
1999		TH 97	8212-17	SC	300,000	0	$0	250,000	50,000	GOODVIEW AVE/8TH ST, SIGNAL SYSTEM AND CHANNELIZATION	MN/DOT	Manage	E2
1998		TH 100	2733-78	SC	200,000	0	$0	100,000	100,000	AT 77TH ST RAMP TERMINI IN EDINA-SIGNAL REVISION	MN/DOT	Manage	E2

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1998		TH 100	2735-27002	BI	310,000	0	$0	310,000	0	OVER DULUTH ST & TH 55 OVER RR E OF TH 100-OVERLAY & REP JOINTS ON BRS 27002,5691	MN/DOT	Preserve	S10
1998		TH 100	2755-72	SH	140,000	112,000	$0	28,000	0	CSAH 10 RAMPS - REFURBISH 2 SIGNALS	MN/DOT	Manage	S2
1998		TH 100	2763-9500	BI	40,000	0	$0	40,000	0	OVER TH 62-REP EXPANSION JOINTS BR 9500	MN/DOT	Preserve	S10
1999	5	TH 100	2735-134	BR	16,125,000	12,900,000	$0	3,225,000	0	GLENWOOD AVE TO GOLDEN VALLEY RD-GRADING, SURFACING, BRIDGE REPLACEMENTS, ETC	MN/DOT	Replace	S19
1999	5	TH 100	2735-5399	BR	1,875,000	1,500,000	$0	375,000	0	OVER SOO LINE RR & CITY ST. 0.9 MI. NW OF JCT. TH 12-RECONSTR	MN/DOT	Replace	S19
1999	5	TH 100	2735-5974	BR	2,100,000	1,680,000	$0	420,000	0	TH 100 OVER TH 55-REPLACE BR 5974	MN/DOT	Replace	S19
2000		TH 100	2733-77	RS	1,850,000	0		1,850,000		FROM I-494 TO EXCELSIOR BLVD-CONCRETE REHABILITATION	MN/DOT	Preserve	S10
2000	5	TH 100	2735-143	BR	1,635,000	1,148,000	$0	287,000	200,000	UNDER CSAH 8(BROADWAY AVE)-BR 27170(REPLACE BR 5885)	MN/DOT	Replace	S19
2000	5	TH 100	2735-159	MC	14,230,000	11,384,000	$0	2,846,000	0	39TH AVE N TO INDIANA AVE-RECONSTRUCT EXPRESSWAY, NEW INTERCHANGE AT CSAH 81, ETC	MN/DOT	Expand	E3
2000	5	TH 100	2735-160	MC	13,800,000	11,040,000	$0	2,760,000	0	29TH AVE N TO 39TH AVE N(36TH AVE INTERCHANGE)-GRADING, SURFACING, ETC	MN/DOT	Expand	E3
1998		TH 101	2738-15	MC	165,000	132,000	$0	33,000	0	I-94 TO TH 10(ROGERS TO ELK RIVER)-LANDSCAPING	MN/DOT	Expand	O6
1998		TH 101	2738-17	AM	400,000	0		400,000		FRONTAGE ROAD CONSTRUCTION IN ROGERS	MN/DOT	Other	NC
1998		TH 101	7005-74	MC	330,000	0	$0	330,000	0	TH 13 TO VALLEY PARK DRIVE-LANDSCAPING	MN/DOT	Expand	O6
1998		TH 101	7005-75	MC	225,000	180,000	$0	45,000	0	CO RD 79 TO JCT OLD TH 169-LANDSCAPING	MN/DOT	Expand	O6
1999		TH 101	2736-27017	BR	1,300,000	584,000	$0	716,000	0	AT GRAYS BAY 2.8 MI N OF TH 7-BR 27017(REP BR 3334) & APPROACHES	MN/DOT	Replace	S19
1999		TH 101	7005-76	MC	280,000	224,000	$0	56,000	0	VALLEY PARK DRIVE TO CO RD 79-LANDSCAPING	MN/DOT	Expand	O6
1998		TH 110	1918-95	SH	70,000	56,000	$0	14,000	0	DELAWARE TO MENDOTA RD-SIGNAL INTERCONNECTION	MN/DOT	Manage	S2
1998		TH 120	6227-54	SH	67,000	53,600	$0	13,400	0	MINNEHAHA TO S JCT TH 5 & LARPENTEUR TO N JCT TH 5-SIGNAL INTERCONNECTION	MN/DOT	Manage	S2
1999		TH 120	8220-11	SC	750,000	0	$0	750,000	0	AT LOWER AFTON RD IN WOODBURY/MAPLEWOOD-SIGNAL INSTALLATION & CHANNELIZATION	MN/DOT	Manage	E2
2000		TH 149	1917-34	RS	720,000	0		720,000		MENDOTA HTS RD TO HIGH BRIDGE(62090)-MILL & OVERLAY, GUARDRAIL	MN/DOT	Preserve	S10
1998		TH 169	2744-49	SH	400,000	320,000	$0	80,000	0	EDEN PRAIRIE RD. TO CSAH 4 - NB AUX. LANE	MN/DOT	Manage	S2
1998		TH 169	2744-50	SH	135,000	108,000	$0	27,000	0	AT REGIONAL CENTER RD IN EDEN PRAIRIE-SIGNAL INSTALLATION & INTERCONNECTION	MN/DOT	Manage	S2
1998		TH 169	2750-53	SC	400,000	0		400,000		ON TH 169 FROM I-394 TO CSAH 81 AND ON TH 100 FROM FRANCE AVE TO I-694-SIGNING REPLACEMENT	MN/DOT	Manage	S7
1998		TH 169	2772-16	SC	150,000	0	$0	150,000	0	AT LONDONDERRY RD - WIDEN NB EXIT RAMP AND SIGNAL REVISION	MN/DOT	Manage	S7

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Year	Prt	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1998		TH 169	2772-19	TM	1,000,000	800,000	$0	200,000	0	AT BREN RD TO SB TH 169, BREN RD TO NB TH 169 AND EXCELSIOR BLVD TO NB TH 169-HOV RAMP METER BYPASS	MN/DOT	Manage	S7
1998		TH 169	2772-21	RS	400,000	0	$0	400,000	0	I-494 TO TH 62-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		TH 169	2772-22	SC	230,000	0	$0	230,000	0	AT 49TH AVE RAMPS-SIGNAL INSTALLATION	MN/DOT	Manage	E2
1998		TH 169	2772-23	SC	110,000	0	$0	110,000	0	AT MEDICINE LAKE ROAD EAST RAMP-SIGNAL INSTALLATION	MN/DOT	Manage	E2
1998		TH 169	2772-27523	BI	465,000	0	$0	465,000	0	UNDER BASS LAKE RD,49TH AVE,LONDONDERRY RD,& 7TH ST S-OVERLAY & REP JOINTS BRS 27523,27555,27566,27567	MN/DOT	Preserve	S10
1998		TH 169	2772-6	SC	200,000	0	$0	100,000	100,000	VALLEY VIEW RD. RAMPS--INSTALL 2 SIGNALS	MN/DOT	Manage	E2
1999		TH 169	2772-25	RS	3,500,000	0	$0	3,500,000	0	I-394 TO I-94-BITUMINOUS OVERLAY	MN/DOT	Preserve	S10
1999		TH 169	2772-27	SC	650,000	520,000	$0	130,000	0	FROM CEDAR LAKE RD TO CSAH 5-ADD AUXILLARY LANE	MN/DOT	Manage	E1
1999		TH 169	2772-28	TM	250,000	200,000		50,000		SB TH 169 EXIT LOOP TO EB TH 62-HOV RAMP METER BYPASS	MN/DOT	Manage	S7
1999		TH 169	2772-5805	BI	780,000	0	$0	780,000	0	SB OVER BN RR 1.1 MI N OF TH 7-MAJOR REHAB BR 5805 & ADD AUXILLARY LANE	MN/DOT	Preserve	E1
2000		TH 169	0209-22	RC	2,600,000	0	$0	2,600,000	0	MISSISSIPPI RIVER TO TH 10 IN ANOKA-RECONSTRUCT, WIDEN, ETC	MN/DOT	Replace	S19
2000		TH 169	1011-26	RS	1,860,000	0		1,860,000		MINNESOTA RIVER BRIDGE IN SHAKOPEE TO CSAH 1 IN EDEN PRAIRIE-MILL & OVERLAY	MN/DOT	Preserve	S10
2000		TH 169	7007-23	RC	2,700,000	0		2,700,000		S OF BELLE PLAINE AND NEAR JORDAN-RECONSTRUCTION	MN/DOT	Replace	S19
1998		TH 212	1013-67	SH	25,000	20,000	$0	5,000	0	FAXON ROAD TO CSAH 33 IN NORWOOD-SIGNAL INTERCONNECTION	MN/DOT	Manage	S2
1998	6	TH 212	2762-11	MC	11,750,000	9,400,000	$0	2,350,000	0	0.5 MI E OF MITCHELL RD TO I-494-GRADING, SURFACING OF STAGE 1	MN/DOT	Expand	B-00
1998		TH 212	2762-25	MC	1,150,000	920,000		230,000		AT PRAIRIE CENTER DRIVE-3 SIGNAL INSTALLATIONS & 7 TEMPORARY SIGNALS	MN/DOT	Expand	E2
1998	6	TH 212	2762-27141	MC	250,000	200,000		50,000		RAMP A OVER BUS CONNECTION-BR 27141	MN/DOT	Expand	B-00
1998	6	TH 212	2762-27148	MC	2,020,000	1,616,000	$0	404,000	0	PRAIRIE CENTER DRIVE OVER TH 212-BR 27148	MN/DOT	Expand	B-00
1998		TH 212	2763-35	SC	250,000	0	$0	250,000	0	CSAH 61 (SHADY OAK ROAD), SIGNAL SYSTEM; CHANNELIZATION REMOVAL	MN/DOT	Manage	E2
1998		TH 212	2763-36	TM	1,000,000	800,000	$0	200,000	0	AT VALLEY VIEW RD TO EB TH 212, EB TH 5 TO EB I-494 & AT TH 62 TO WB I-494-HOV RAMP METER BYPASS	MN/DOT	Manage	S7
1999	6	TH 212	2762-13	MC	15,000,000	12,000,000	$0	3,000,000	0	0.25 MI W OF WALLACE RD TO 0.5 MI E OF MITCHELL RD-GRADING, SURFACING, ETC(STAGE 2)	MN/DOT	Expand	B-00
1999	6	TH 212	2762-27144	MC	380,000	304,000	$0	76,000	0	W.B. TH 5 OVER MARTIN DRIVE-BR 27144	MN/DOT	Expand	B-00
1999	6	TH 212	2762-27145	MC	410,000	328,000	$0	82,000	0	W.B. TH 212 OVER WALLACE RD-BR 27145	MN/DOT	Expand	B-00
1999	6	TH 212	2762-27146	MC	410,000	328,000	$0	82,000	0	E.B. TH 212 OVER WALLACE RD-BR 27146	MN/DOT	Expand	B-00

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1999	6	TH 212	2762-27147	MC	1,980,000	1,584,000	$0	396,000	0	MITCHELL ROAD OVER TH 212-BR 27147	MN/DOT	Expand	B-00
1999	6	TH 212	2762-27150	MC	380,000	304,000	$0	76,000	0	E.B. TH 5 OVER WALLACE RD-BR 27150	MN/DOT	Expand	B-00
1999	6	TH 212	2762-27194	MC	2,100,000	1,680,000	$0	420,000	0	E.B. TH 212 OVER WALLACE RD-BR 27146	MN/DOT	Expand	B-00
2000	6	TH 212	2762-12	MC	8,100,000	6,480,000	$0	1,620,000	0	CSAH 4 TO 0.25 MI W OF WALLACE RD-GRADING, SURFACING(STAGE 3)	MN/DOT	Expand	B-00
2000	6	TH 212	2762-27138	MC	1,700,000	1,360,000	$0	340,000	0	CSAH 4 OVER TH 212-BR 27138	MN/DOT	Expand	B-00
2000		TH 242	0212-3656	BI	1,800,000	0		1,800,000		OVER COON CREEK & OVER TH 10-MAJOR REHAB ON BRS 3656 & 02011	MN/DOT	Preserve	S19
1998		TH 244	8219-18	SC	250,000	0	$0	250,000	0	AT CSAH 12 IN MAHTOMEDI-SIGNAL INSTALLATION & CHANNELIZATION	MN/DOT	Manage	E2
1998		TH 252	2748-45	RS	980,000	0	$0	980,000	0	TH 94 TO TH 610-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		TH 280	6241-62821	BI	180,000	0	$0	180,000	0	SB 280 UNDER RAMP(BR 62821) & UNDER WABASH AVE(BR 62843)-OVERLAY & JOINT REPLACEMENT	MN/DOT	Preserve	S10
2000		TH 282	7011-SR	SR	100,000	80,000	$0	20,000	0	ON TH 282 IN JORDAN-INSTALL NEW CANTILEVER SIGNALS	MN/DOT	Manage	S8
1998		TH 288	0213-08	SC	140,000	0		140,000		AT CO RD 79-SIGNAL INSTALLATION & CHANNELIZATION	MN/DOT	Manage	E2
1998		I-494	2785-276	SH	400,000	0	$0	400,000	0	I 494 UNDER TH 7 - MODIFY WEAVE AREA & MILL AND OVERLAY	MN/DOT	Manage	S6
1998		I-494	2785-27V05	BI	5,000,000	4,500,000	$0	500,000	0	OVER CSAH 5, CREEK, TRAIL -BRS 27V05 & 27V06(REPLACE BRS 9755, 9756)	MN/DOT	Preserve	S19
1998		I-494	2785-27V07	BI	3,000,000	2,700,000	$0	300,000	0	OVER BN INC & STONE RD -BRS 27V07 & 27V08(REPLACE BRS 9759 & 9760)	MN/DOT	Preserve	S19
1998		I-494	2785-297	RS	4,425,000	3,540,000	$0	885,000	0	34TH AVENUE TO TH 100-MILL & BITUMINOUS OVERLAY, MEDIAN BARRIER, GUARDRAIL	MN/DOT	Preserve	S10
1998		I-494	2785-307	RC	2,800,000	2,240,000		560,000		CSAH 5(MINNETONKA BLVD) TO STONE RD-GRADING,SURFACING,ETC	MN/DOT	Replace	S19
1998		I-494	2785-309	BI	3,500,000	2,800,000	$0	700,000	0	OVER TH 5-BRS 27V09 & 27V10(REPLACE BRS 9741,9742) & APPROACHES	MN/DOT	Preserve	S19
1999		I-494	2785-305	SC	250,000	0	$0	250,000	0	AT VALLEY VIEW RD EAST & WEST RAMPS-TRAFFIC SIGNAL INSTALLATION	MN/DOT	Manage	E2
1999		I-494	2785-306	TM	250,000	0	$0	250,000	0	UPGRADE TMS ON I494 FROM I35W TO BUSH LAKE RD & ON TH 100 AT 494/77TH ST	MN/DOT	Manage	S7
1999		I-494	8285-9883	BI	1,100,000	0	$0	1,100,000	0	UNDER TH 120 IN WOODBURY-REHAB BR 9883;OVERLAY & JOINTS ON BR 82017	MN/DOT	Preserve	S10
2000		I-494	2785-301	MC	15,000,000	12,000,000	$0	3,000,000	0	TH 100 TO TH 212-GRADING, SURFACING, 3RD LANE EACH DIRECTION	MN/DOT	Expand	A00
2000		I-494	2785-311	RC	140,000	0		140,000		AT TH 169 INTERCHANGE IN BLOOMINGTON/EDINA-LANDSCAPING	MN/DOT	Replace	O6
2000		I-494	2785-9878	BI	130,000	0		130,000		UNDER ORCHARD RD-OVERLAY, REPLACE JOINTS & RAIL ON BR 9878	MN/DOT	Preserve	S19
1998	7	TH 610	2771-11	MC	8,925,000	0	$7,140,000	1,785,000	0	0.25 MI E OF FRANCE AVE TO W END OF BR OVER MISS RIVER-GRADING, SURFACING,SIGNALS,ETC-STAGE 2	MN/DOT	Expand	B-00

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1998	7	TH 610	2771-15	MC	11,900,000	9,520,000		2,380,000	0	TH 169 TO HAMPSHIRE AVE AVE-GRADING, SURFACING, SIGNALS, ETC-STAGE 4	MN/DOT	Expand	B-00
1998	7	TH 610	2771-27214	MC	400,000	0	$320,000	80,000		RAMP A OVER MCES SEWER-BR 27214	MN/DOT	Expand	B-00
1998	7	TH 610	2771-27217	MC	1,450,000	0	$1,160,000	290,000	0	TH 610 UNDER TH 252 NB RAMP B-BR 27217	MN/DOT	Expand	B-00
1998	7	TH 610	2771-27218	MC	2,150,000	0	$1,720,000	430,000	0	TH 610 UNDER TH 252 NB RAMP C-BR 27218	MN/DOT	Expand	B-00
1998	7	TH 610	2771-27219	MC	1,900,000	0	$1,520,000	380,000	0	RAMP B UNDER TH 252 SB RAMP C-BR 27219	MN/DOT	Expand	B-00
1998	7	TH 610	2771-27220	MC	1,200,000	0	$960,000	240,000	0	PED BR OVER TH 610 WEST OF TH 252-BR 27220	MN/DOT	Expand	B-00
1998	7	TH 610	2771-27225	MC	1,500,000	1,200,000		300,000	0	TH 610 UNDER WEST BROADWAY AVE-BR 27225	MN/DOT	Expand	B-00
1998	7	TH 610	2771-27233	MC	950,000	760,000		190,000	0	TH 610 WB OVER TH 169-BR 27233	MN/DOT	Expand	B-00
1998	7	TH 610	2771-27234	MC	800,000	640,000		160,000	0	TH 610 EB OVER TH 169-BR 27234	MN/DOT	Expand	B-00
1998	7	TH 610	2771-28	MC	3,000,000	0	$2,400,000	600,000		APPROACH FILLS FOR BRS 27214, 27217, 27218, 27219-GRADING	MN/DOT	Expand	B-00
1998	7	TH 610	2771-98RW	RW	4,000,000	0	$3,200,000	800,000		TH 252 TO TH 169-TH 610 RIGHT OF WAY FOR FY 1998	MN/DOT	Other	B-00
1999	7	TH 610	2771-14	MC	6,800,000	5,440,000	$0	1,360,000	0	HAMPSHIRE AVE TO REGENT AVE(INCLUDES HAMPSHIRE)-GRADING, SURFACING, BRS, ETC	MN/DOT	Expand	B-00
1999	7	TH 610	2771-27223	MC	1,400,000	1,120,000	$0	280,000	0	TH 610 UNDER ZANE AVE-BR 27223	MN/DOT	Expand	B-00
1999	7	TH 610	2771-27224	MC	800,000	640,000	$0	160,000	0	TH 610 UNDER HAMPSHIRE AVE-BR 27224	MN/DOT	Expand	B-00
2000		TH 610	2771-24	MC	175,000	140,000		35,000		E OF NOBLE AVE TO W OF REGENT AVE IN BROOKLYN PARK-LANDSCAPING	MN/DOT	Expand	O6
1998		I-694	6285-116	SH	150,000	120,000	$0	30,000	0	AT HAMLINE AVE(CO RD F)-SIGNAL INSTALLATION & LEFT TURN MODIFICATION	MN/DOT	Manage	S2
2000		I-694	6285-9196	BI	1,060,000	848,000		212,000		OVER RR AT W JCT I-35E-REPLACE SUPERSTRUCTURE ON BRS 9196 & 9197	MN/DOT	Preserve	S19
2000		I-694	6285-9301	BI	800,000	640,000		160,000		EB OVER NB TH 51 & OVER SB TH 51 RAMP-REHAB DECK ON BRS 9301,9302	MN/DOT	Preserve	S19
1998		TH 952	1908-67	RS	500,000	0	$0	500,000	0	TH 110 TO MISSISSIPPI RIVER-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		TH 999	1900-6	RD	200,000	0		200,000		IN HASTINGS-WETLAND MITIGATION	MN/DOT	Preserve	NC
1998		TH 999	8809-160	TM	115,000	0	$0	115,000	0	METROWIDE-LOOP DETECTOR REPLACEMENT	MN/DOT	Manage	S7
1998		TH 999	8809-161	TM	120,000	0	$0	120,000	0	METROWIDE-CABINET MODIFICATIONS AT HOV METER BYPASSES	MN/DOT	Manage	S7
1998		TH 999	8809-162	TM	140,000	0	$0	140,000	0	METROWIDE-REFURBISH RAMP CONTROL SIGNALS	MN/DOT	Manage	S7
1998		TH 999	8809-164	EN	110,000	88,000	$0	22,000	0	STATE ENTRYWAYS BEAUTIFICATION	MN/DOT	Other	O9
1998		TH 999	8809-172	TM	250,000	0	$0	250,000	0	DIVISIONWIDE-INSTALL TRAFFIC COUNTING STATIONS	MN/DOT	Manage	S7
1998		TH 999	8809-174	TM	150,000	0	$0	150,000	0	UPGRADE 170 CONTROLLERS	MN/DOT	Manage	S7
1998		TH 999	8809-74	TM	3,500,000	3,150,000	$0	350,000	0	ON I35W FROM CRYSTAL LAKE RD TO MINN RIVER, ON I35E FROM S JCT I35W TO YANKEE DOODLE RD, & ON TH 77 FROM I35E TO MINN	MN/DOT	Manage	S7

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Year	Prl	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1998		TH 999	8809-79	SH	70,000	56,000	$0	14,000	0	DISTRICTWIDE ADVANCE WARNING FLASHERS	MN/DOT	Manage	S7
1998		TH 999	880M-BI-98	BI	200,000	0	$0	200,000	0	METROWIDE SET ASIDE TO RETROFIT PEDESTRIAN FENCES ON BRIDGES	MN/DOT	Preserve	S19
1998		TH 999	880M-P/R-98	TM	1,400,000	0	$0	1,400,000	0	METRO SET ASIDE FOR TRANSIT/RIDESHARE ENHANCEMENTS FOR FY 98	MN/DOT	Manage	E6
1998		TH 999	880M-RW-9	RW	20,000,000	0	$0	20,000,000	0	RIGHT OF WAY/ACCESS CONTROL SET ASIDE FOR METRO DIVISION FY98	MN/DOT	Other	O1
1998		TH 999	8825-19	SC	60,000	0		60,000		TH 3 AT LONE OAK RD,TH 282 AT CSAH 17,TH 96 AT JAMACA AND AT NORELL RD-INSTALL FLASHERS	MN/DOT	Manage	S2
1998		TH 999	8825-20	RX	500,000	0		500,000		ON VARIOUS HIGHWAYS IN MINNEAPOLIS-MILL & OVERLAY	MN/DOT	Preserve	S10
1998		TH 999	DIST-M-454	RX	1,000,000	0	$0	1,000,000	0	SET ASIDE FOR ROAD REPAIR FY98	MN/DOT	Preserve	S10
1998		TH 999	DIST-M-98-	SA	9,000,000	0	$0	9,000,000	0	COST OVERRUN/SUPP. AGREEMENT SET ASIDE FOR METRO-FY98	MN/DOT	Other	O1
1998		TH 999	DIST-M-ENT	RB	25,000	0	$0	25,000	0	SET ASIDE FOR STATE ENTRYWAYS FY98	MN/DOT	Other	O6
1998		TH 999	DIST-M-PF9	RB	40,000	0	$0	40,000	0	SET ASIDE FOR PRAIRIE TO FOREST FY98	MN/DOT	Other	O6
1998		TH 999	DIST-M-TRA	SC	800,000	0	$0	800,000	0	SET ASIDE FOR TRAFFIC ENGINEERING PRESERVATION FY98	MN/DOT	Manage	O1
1999		TH 999	8809-163	TM	4,500,000	0	$0	4,500,000	0	ON I-94 FROM TMC TO I-694 & ON I-694 FROM I-94 TO I-35W-UPGRADE TMS	MN/DOT	Manage	S7
1999		TH 999	8809-175	TM	60,000	0	$0	60,000	0	DIVISIONWIDE-REPLACE LOOP DETECTORS	MN/DOT	Manage	S7
1999		TH 999	8809-176	TM	100,000	0	$0	100,000	0	DIVISIONWIDE-REPLACE RAMP CONTROL SIGNALS	MN/DOT	Manage	S7
1999		TH 999	8809-177	TM	350,000	0	$0	350,000	0	DIVISIONWIDE-REPLACE DRUMTYPE CMS WITH LED	MN/DOT	Manage	S7
1999		TH 999	8809-178	TM	120,000	0	$0	120,000	0	DIVISIONWIDE-BOND/GROUND/SHIELD OLDER CABINETS	MN/DOT	Manage	S7
1999		TH 999	8809-179	TM	200,000	0	$0	200,000	0	DIVISIONWIDE-REFURBISH DRUM CHANGEABLE MESSAGE SIGNS	MN/DOT	Manage	S7
1999		TH 999	880M-AM-99	AM	3,500,000	0	$0	3,500,000	0	METRO SET ASIDE FOR MUNICIPAL AGREEMENTS FOR FY 1999	MN/DOT	Other	NC
1999		TH 999	880M-ENT-9	RB	25,000	0	$0	25,000	0	METRO SET ASIDE FOR STATE ENTRYWAYS FOR FY 1999	MN/DOT	Other	O6
1999		TH 999	880M-NA-99	NA	1,500,000	0	$0	1,500,000	0	METRO SET ASIDE FOR NOISE ABATEMENT FOR FY 99	MN/DOT	Other	O3
1999		TH 999	880M-P/R-99	TM	1,500,000	0	$0	1,500,000	0	METRO SET ASIDE FOR TRANSIT/RIDESHARE ENHANCEMENTS FOR FY 99	MN/DOT	Manage	E6
1999		TH 999	880M-PF-99	RB	40,000	0	$0	40,000	0	METRO SET ASIDE FOR PRAIRE TO FOREST FOR FY 1999	MN/DOT	Other	O6
1999		TH 999	880M-RB-99	RB	100,000	0	$0	100,000	0	METRO SET ASIDE FOR LANDSCAPE PARTNERSHIPS IN FY 1999	MN/DOT	Other	O6
1999		TH 999	880M-RW-9	RW	20,000,000	0	$0	20,000,000	0	RIGHT OF WAY/ACCESS CONTROL SETASIDE FOR METRO DIVISION FY99	MN/DOT	Other	NC

TABLE A-20
All Projects By Route Number

Year	Pri	Route	Prj Number	Prg	Total $	Fed $	Demo $	State $	Other $	Description	Agency	Category	AQ
1999		TH 999	880M-RX-99	RX	1,500,000	0	$0	1,500,000	0	METRO SET ASIDE FOR ROAD REPAIR FOR FY 1999	MN/DOT	Preserve	S10
1999		TH 999	880M-SA-99	SA	9,000,000	0	$0	9,000,000	0	METRO SET ASIDE FOR SUPPLEMENTAL AGREEMENTS & OVERRUNS FOR FY 1999	MN/DOT	Other	NC
1999		TH 999	880M-SC-99	SC	1,900,000	0	$0	1,900,000	0	SET ASIDE FOR TURN LANES, IMPACT ATTENTUATORS, & LIGHT STANDARDS	MN/DOT	Manage	NC
2000		TH 999	8809-182	TM	60,000	0	$0	60,000	0	DIVISIONWIDE-REPLACE LOOP DETECTORS	MN/DOT	Manage	S7
2000		TH 999	8809-183	TM	100,000	0	$0	100,000	0	DIVISIONWIDE-REPLACE RAMP CONTROL SIGNALS	MN/DOT	Manage	S7
2000		TH 999	8809-184	TM	350,000	0	$0	350,000	0	DIVISIONWIDE-REPLACE DRUMTYPE CMS WITH LED	MN/DOT	Manage	S7
2000		TH 999	8809-185	TM	120,000	0	$0	120,000	0	DIVISIONWIDE-BOND/GROUND/SHIELD OLDER CABINETS	MN/DOT	Manage	S7
2000		TH 999	8809-186	TM	200,000	0	$0	200,000	0	DIVISIONWIDE-REFURBISH DRUM CHANGEABLE MESSAGE SIGNS	MN/DOT	Manage	S7
2000		TH 999	8809-187	TM	250,000	0	$0	250,000	0	DIVISIONWIDE-UPGRADE TWISTED PAIR MAIN TRUNK/CABINET CONNECTIONS	MN/DOT	Manage	S7
2000		TH 999	880M-AM-00	AM	3,000,000	0	$0	3,000,000	0	METRO SET ASIDE FOR MUNICIPAL AGREEMENTS FOR FY 2000	MN/DOT	Other	NC
2000		TH 999	880M-BI-00	BI	1,500,000	0	$0	1,500,000	0	METRO SET ASIDE FOR BRIDGE IMPROVEMENTS FOR FY 2000	MN/DOT	Preserve	S19
2000		TH 999	880M-ENT-0	RB	25,000	0	$0	25,000	0	METRO SET ASIDE FOR STATE ENTRYWAYS FOR FY 2000	MN/DOT	Other	O6
2000		TH 999	880M-NA-00	NA	1,500,000	0	$0	1,500,000	0	METRO SET ASIDE FOR NOISE ABATEMENT FOR FY 2000	MN/DOT	Other	O3
2000		TH 999	880M-P/R-00	TM	1,500,000	0	$0	1,500,000	0	METRO SET ASIDE FOR TRANSIT/RIDESHARE ENHANCEMENTS FOR FY 2000	MN/DOT	Manage	E6
2000		TH 999	880M-PF-00	RB	40,000	0	$0	40,000	0	METRO SET ASIDE FOR PRAIRIE TO FOREST FOR FY 2000	MN/DOT	Other	O6
2000		TH 999	880M-RB-00	RB	100,000	0	$0	100,000	0	METRO SET ASIDE FOR LANDSCAPE PARTNERSHIPS IN FY 2000	MN/DOT	Other	O6
2000		TH 999	880M-RS-00	RS	3,000,000	0		3,000,000		METRO SETASIDE FOR ADDITIONAL FY 2000 RESURFACING PROJECTS	MN/DOT	Preserve	S10
2000		TH 999	880M-RW-0	RW	25,000,000	0	$0	25,000,000	0	RIGHT OF WAY/ACCESS CONTROL SETASIDE FOR METRO DIVISION FY 2000	MN/DOT	Other	NC
2000		TH 999	880M-RX-00	RX	1,500,000	0	$0	1,500,000	0	METRO SET ASIDE FOR ROAD REPAIR FOR FY 2000	MN/DOT	Preserve	S10
2000		TH 999	880M-SA-00	SA	10,000,000	0	$0	10,000,000	0	METRO SET ASIDE FOR SUPPLEMENTAL AGREEMENTS & OVERRUNS FOR FY 2000	MN/DOT	Other	NC
2000		TH 999	880M-SC-00	SC	1,900,000	0	$0	1,900,000	0	SET ASIDE FOR TURN LANES, IMPACT ATTENTUATORS, & LIGHT STANDARDS	MN/DOT	Manage	NC
1998		TH 5	8214-132	AM	103,000	0		103,000		HADLEY AVE TO IDEAL AVE-INTERCONNECTION & SIGNAL INSTALLATION	OAKDALE	Other	E2
1998		I-694	8286-54	AM	68,000	0		68,000		CSAH 6(STILLWATER BLVD) OVER I-694-WIDEN BR 82804 FOR TRAIL	OAKDALE	Other	S19
1998		TH 13	7001-82	AM	935,000	0		935,000		AT TH 101 IN SAVAGE-RECONSTRUCTION, TURN LANES, MEDIAN X-OVER CLOSURE	SAVAGE	Other	E1

METROPOLITAN COUNCIL
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APPENDIX B

CONFORMITY DOCUMENTATION

OF THE 1998-2000 TRANSPORTATION IMPROVEMENT PROGRAM TO THE 1990 CLEAN AIR ACT AMENDMENT

The Environmental Protection Agency's (EPA's) 40 CFR PART51 Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act (Conformity Rule), requires the Metropolitan Council to prepare a conformity analysis of the region's Transportation Plans and Transportation Improvement Program. Based on the air quality analysis, the Council must determine the conformity of the transportation plan to meet the 1990 Clean Air Act Amendments (CAAA) schedule to attain carbon monoxide (CO) standards. This appendix describes the procedures used to perform the analysis, and lists the findings and conclusions to support the Metropolitan Council's (Council's) determination that the 1998-2000 Transportation Improvement Program (TIP) conforms to the requirements of the CAAA.

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I. CONFORMITY OF THE TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

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

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

E. A quantitative analysis of the emissions impact was prepared using the TIP projects listed in Tables 2 through 4. The analysis was conducted using the MOBILE5A and EMIS mobile source emissions models. The analysis estimates annual reduction of 303 tons/year of CO in the analysis year of 2000 and 1,935 tons/year in the analysis year 2005, if the "action scenario" is implemented.

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

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

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

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

J. The public involvement process implemented complies with the ISTEA Metropolitan Planning Rule, Section 450.316 and Section 51.402(e) of the Conformity Rule. (See pages 5, B-12 and B-13.)

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

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

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

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

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

NETWORK	1990	2000	2005
BASELINE TIP SCENARIO	553,968	324,773	307,502
ACTION TIP SCENARIO	--	324,470	306,567
TIP CO REDUCTIONS	--	303	935

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

A. TRANSPORTATION IMPROVEMENT PROGRAM ANALYSIS

Pursuant to Sections 51.412 and 51.414 of the Conformity Rule, the Council has reviewed the TIP document. Based on this review, the Council finds that the TIP contributes to annual emissions reductions consistent with section 51.436 for program years 1998-2000. The following is the description of the scenarios used in the emissions analysis as required by the Conformity Rule.

The Baseline TIP Scenario, as described in Section 51.436(b), is the future transportation system that would result from current programs, composed of all in-place regionally significant highway and transit facilities, services and activities, all ongoing Transportation Demand Management (TDM) or TSM

activities, and completion of all regionally significant projects regardless of funding source, which are currently under construction or are undergoing right-of-way acquisition, that come from the first three years of a previously conforming TIP or have completed the NEPA process.

The Action TIP Scenario as described in Section 51.436(d), is the future transportation system that would result from the implementation of the TIP and other regionally significant projects in the time frame of the transportation plan. It includes all facilities, services and activities in the "baseline" scenario, completion of all TCMs and regionally significant projects included in the TIP, and all TDM and TSM activities known to the Council, but not included in the TIP. The regionally significant highway projects for Twin Cities Seven-County Metropolitan Area, included in the Action TIP Scenario, are listed in Tables 2 through 4.
The Council has estimated that the "Action TIP Scenario" contributes to emissions reductions by 303 tons/year more than the "baseline" scenario for the 2000 analysis year. The Council believes that CO reductions shown for the remaining analysis years are likely to continue to occur for the following reasons:

1. Continued improvement in auto emissions controls systems and the implementation of an oxygenated gasoline program as required by the CAAA.

2. A regional commitment to continue capital investments to maintain and improve the operational efficiencies of the highway and transit systems.

3. A regional commitment to seek alternative methods to reduce congestion and the rate of growth of vehicle miles traveled such as the use of congestion pricing promoting higher density and mixed use development and other techniques.

4. The continued involvement of local governmental units in the regional 3C transportation planning process to address local congestion and land use density problems.

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

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

B. TRANSPORTATION IMPROVEMENT PROGRAM HIGHWAY PROJECTS

Exempt Projects

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

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

2. The project is segmented for purposes of funding or construction and received all required environmental approvals from the lead agency under the National Environmental Protection Act (NEPA), including:

   a. A determination of categorical exclusion: or
   b. A finding of no significant impact: or

   c. A final Environmental Impact Statement for which a record of decision has been issued.

3. The project is exempt as defined in Section 51.460 in the Conformity 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 51.392 of the Conformity Rules, were identified and assigned to the appropriate scenario and analysis year for the TIP air quality analysis.

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

D. WRIGHT COUNTY AND THE CITY OF NEW PRAGUE PROJECTS

A significant portion of Wright County and the City of New Prague are included in the Twin Cities CO nonattainment area as identified in the November 6, 1991, *Federal Register*. However, since the county or the city are not part of the Seven County Metropolitan Area, Wright County and New Prague projects are not considered in the selection of projects for federal funding through the Transportation Advisory Board (TAB) and Council processes. However, Wright County and New Prague projects are evaluated

for air quality analysis purposes, and the emissions associated with the regionally significant county projects identified are added to the Seven-County region's emissions total.

No regionally significant projects are planned or programmed for the City of New Prague nor programmed for Wright County.

E. AIR QUALITY CONFORMITY DETERMINATIONS FOR TRANSIT PROJECTS

The transit projects listed in Appendix A support ongoing regional and local operations and maintenance of transit systems, and do not require National Environmental Protection Act (NEPA) reviews. Exempt projects fall within the "Mass Transit" category listed in the Conformity Rule. The type of exemption is indicated from the codes listed in Appendix C. The U.S. EPA does not provide guidance on the preparation of an air quality analysis for park-and-ride facilities. If an analysis is required, a hotspot analysis of intersections potentially affected by the facility, will be prepared by the project applicant.

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

Route	Project #	Year	Description	Agency
TH-10	0214-	97	Major Construction-Stage 2A; Foley Blvd. Interchange	MnDOT
TH 101	7005-57, etc.	97	Shakopee Bypass	MnDOT
TH 101	2738-10	97	Rogers to Elk River	MnDOT
TH 212	2762-27148	98	Prairie Ctr. Dr. over TH 212	MnDOT
TH 212	2762-12	98	.05 Mile East Mitchell Dr. to TH 494	MnDOT
TH 55	2724-105	97	Hiawatha Ave. - I-94 to E. 29th St.	MnDOT
TH 610	2771-12	97	Regent Ave. to .25 Mile East of France Ave.	MnDOT
TH 610	2771-11	98	.25 Mile East to West End of Bridge Over Mississippi River	MnDOT
TH 610	2771-15	98	TH 169 to Hampshire Ave.	MnDOT
TH 610	2771-14	99	Hampshire Ave. to Regent Ave.	MnDOT
TH 55	_	2000	From I-94 Southeast to I-494 Build 4-Lane Expressway	MnDOT
CSAH 4	27-604-12	96	Reconstruct from CSAH 1 to Terrey Pine Dr.	Henn. Co.
CSAH 16	AE-7	96	Reconstruct; Interlachen Dr. to CSAH 19	Wash. Co.

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

Route	Project #	Year	Description	Agency
TH 36	8204-37	97	From 0.6 mile west to 0.4 mile east of TH 5, reconstruct, relocate frontage road	MnDOT
TH 55	2724-102	99	Hiawatha Ave. from 6 mile south of E. 59th St. to E. 46th St.	Mn/DOT
TH 212	2762-27138	2000	CSAH 4 Over TH 212	MnDOT
TH 212	2762-12	2000	CSAH 4 to .25 Mile West of Wallace Rd.	MnDOT
TH 55	-	2000	Construct 4-Lane Expressway from 1.2 Miles Northwest to 2.6 Miles Southeast of Th 25	MnDOT
TH 36		2000	Stillwater/Holton River Crossing over the St. Croix	Washington
CSAH 1		2000	Reconstruct; TH 169 to W. Of CSAH 18	Hennepin
TH 7		2000	From TH 101 to the western boundary of Chanhassen, select capacity and safety improvements based on corridor study in plan's App. 2	Hennepin
80th St.		2000	79th/80th St. - Reconstruct from TH 100 to TH 77 (Cedar Ave.)	Hennepin
TH 169		98	From I-494 to TH 101, build bridge and 4-lane express according to EIS	Hennepin
TH 152	27-757-07	97	Reconstruct from 64th Ave. to 71st Ave. N.	Hennepin
TH 10	-	97	From TH 169 Southeast to TH 610	MnDOT

Table 3

YEAR 2000 ACTION SCENARIO PROJECTS

Route	Description	County
I-494	From junction with I-94 south to I-394, meter bypass ramps	Hennepin
CSAH 61	From CSAH 10 to I-94, reconstruct and widen	Hennepin
CSAH 130	From Hemlock Lane to TH 169, reconstruct and widen	Hennepin
CSAH 23	From CSAH 9 to CSAH 70, reconstruct and widen	Dakota
CSAH 78	From Coon Rapids Blvd. To Robinson Dr., reconstruct and widen Hansen Blvd.	Anoka
CR 46	From CSAH 31 to TH 52, reconstruct and widen CR 46 (160th St.)	Dakota
TH 55	From Arrowhead Dr. to Hunter Dr., construct 4-lane Roadway	Hennepin

Table 4

YEAR 2005 ACTION YEAR SCENARIO PROJECTS

Route	Description	County
I-494	From I-394 south to TH 169, bypass ramps	Hennepin
TH 77	From TH 13 to I-35E, meter, bypass ramps	Dakota
TH 280	From I-35W south to I-94, spot improvements	Ramsey
TH 169	From I-94 south to I-494, meter, bypass ramps	Hennepin
I-35W	From I-94 common section south to TH 52 to I-494 - add HOV lane	Hennepin
I-35W	From I-694 south to I-94 common section, meter, bypass ramps	Hennepin
I-94	I-494 to CSAH 152	Hennepin
I-94	From I-494 to Minneapolis CBD, complete meter bypass ramps, add HOV lanes	Hennepin
CSAH 19	Reconstruct and widen from Hudson Rd. To CSAH 16	Washington
TH 5	From TH 41 to CSAH 17 - grading, surfacing, 4 lanes	Hennepin

F. 1990 HIGHWAY NETWORK AND TRAFFIC ASSIGNMENT DOCUMENTATION

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

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

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

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

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

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

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

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

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

The Trip Generation Model

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

Trip Distribution Model

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

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

Mode Choice Model

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

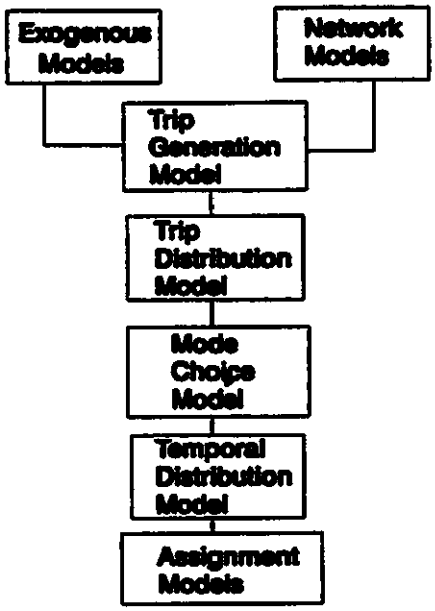
Temporal Distribution Model

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

Assignment Model

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

FIGURE 1
GENERAL FLOW DESCRIPTION OF THE TRIP GENERATION MODELS



G. AIR QUALITY MODELING

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

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

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

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

IV. CONSULTATION

A. PUBLIC INVOLVEMENT PROCESS

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

B. INTERAGENCY CONSULTATION PROCESS

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

The Council, MPCA and Mn/DOT conferred on the application of the latest air quality emission models, the review and selection of projects exempted from a conformity air quality analysis, and regionally significant projects that must be included in the conformity analysis of the TIP. The following is a list of interagency meetings held and scheduled to consult during the preparation and adoption of the TIP document.

DATE	ACTIVITY
Oct-Nov 1994	Series of meetings with a transportation/air quality task force by the Council, MPCA, Mn/DOT and other metropolitan planning organizations to develop consultation procedures as part of a SIP amendment required by the Conformity Rule. A public comment period was conducted by the MPCA. The Council and Mn/DOT submitted formal comments, as did the other MPO's in the state.
11/10/95	The consultation procedures in the final draft of the proposed SIP amendment are used for the regional solicitation of 1998-2000 TIP projects. The proposed consultation procedures will be applied to the solicitation process until adoption by the MPCA.
3/13/96	Council, MPCA, Mn/DOT staff meeting to identify and classify exempt projects,
4/17/96	Transportation Advisory Board (TAB) selects projects for inclusion in the TIP - hol
5/8/96	Council transmits TIP to MPCA for comments.
5/29/95	TAB approves TIP for the purposes of initiating a public comment period.
6/19/96	TAB conducts public hearing.

7/17/96 TAB reviews responses from public comments, and if issues are addressed, adopts TIP and forward it along with responses to comments received, to the Metropolitan Council.

8/8/96 Metropolitan Council approves TIP, conformity determination and sends TIP to Mn/DOT for inclusion in the state TIP.

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

V. CONFORMITY TO THE SIP AND TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES (TCMs)

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

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

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

Table 5 lists two TCMs that are traffic flow amendments to the SIP. The MPCA added them to the SIP since its original adoption. These include a one-way pair in Minneapolis to address air quality problems at a permanent monitoring site at Hennepin Avenue and Lake Street, and in St. Paul, a CO Traffic Management System at the Snelling and University Avenue monitoring site. While not control measures, the MPCA added two additional revisions to the SIP which reduce CO: a vehicle emissions inspection/maintenance program, implemented in 1991, to correct the region-wide carbon monoxide problem, and a federally mandated four-month oxygenated gasoline program implemented in November 1992.

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

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

TWIN CITIES AREA TSM STRATEGIES	STATUS
Vehicle Inspection/Maintenance (listed in Transportation Control Plan as a TSM Strategy)	
• Establish VIM Program	• Program became operational in July 1991
Exclusive Bus/Carpool Lane	
• I-35W Bus/Metered Freeway Project	• Metered freeway access locations have bus and carpool bypass lanes at strategic intersections on I-35W and I-394
• Reserved transit lanes in 3rd Ave. distributor in Minneapolis	• 3rd Ave. distributor project including exclusive bus/carpool lanes was completed in 1992
Alternative Fuels or Engines	
• Gasohol demonstration project	• Council is implementing alternatives fuel testing program for buses initiated in 1992; To be completed in 1996
Cold Start Emissions Reductions	
• Auto plug-in program for cold-start reductions	• Not an adopted strategy after a study of its feasiblility.
Staggered Work Hours	
• Variable work hours implemented by various agencies	• City, county and state employees have flex time programs available. Other employers allow flextime and help support van and carpooling programs. These programs are actively promoted and financially supported by employers.
Improved Public Transit	
• Reduced Metropolitan Council Transit Operations (MCTO) fares	• Special marketing concepts continue to be introduced and tested by the Council to increase ridership.
• MTCO Downtown Fare Zone	• Special reduced fares for Mpls. and St. Paul downtowns implemented and ongoing.
• Community Centered Transit	• "Opt-out" provisions now allow communities to develop local service. Several community-focused transit hubs are being developed.
• Flexible Transit	• Alternative modes introduced to provide specialized transit service.
• Total Community Service Demonstration (elderly, persons with disabilities service)	• An accessible route service implemented in addition to Metro Mobility service.
• Responsibleness in Routing and Scheduling	• Transit agencies have active planning and communication programs with communities.
• CBD Parking Shuttle	• Shuttle service incorporated with the CBD regular route special fare zone.

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

TWIN CITIES AREA TSM STRATEGIES	STATUS
• Simplified Fare Structure	• Council implemented a simplified fare structure that consists of a base rate with a rush hour and express service supplemental rates. Structure further revised in 1996.
• Bus Shelters	• Established ongoing program of installing and maintaining bus shelters.
• Rider Information	• Region-wide transit information is available through CBD Transit Stores and a computerized phone system.
• Transit Marketing	• Transit marketing remains an integral part of transit planning and the provision of services by the Council.
• Cost Accounting Transit Performance Funding	• Operation computer models developed to assess transit costs and establish performance measures.
• Transit Maintenance Program	• Construction of new maintenance garages and bus overhaul facilities.
• "Real-time" Monitoring	• ITS "real time" programs implemented on I-394 corridor.
• Park and Ride	• Joint Council-Mn/DOT program for the planning and construction of park-and-ride facilities throughout the region is onging.
Area-wide Carpool Programs	
• Expand Existing Area-wide Shared-ride Programs	• Minnesota Rideshare program is actively marketed by MCTO and was redesigned and expanded in 1994.
On-street Parking Controls	
• Enforcement of Parking Idling and Traffic Ordinances	• Ongoing enforcement aggressively pursued by Mpls. and St. Paul.
Park and Ride/Fringe Parking	
• CBD Fringe Parking Programs in Mpls. and St. Paul	• Mpls. and St. Paul developed and are implementing ongoing programs for fringe parking and incentives to encourage carpooling.
Pedestrian Malls	
• Nicollet Mall (Mpls.)	• Nicollet Mall renovations and extension completed.
• Pedestrian Facilities/skyway Systems	• Extension of Mpls. skyway system to the fringe parking in the 3rd Ave. distributor is completed.
• CBD Housing and Related Pedestrian Way	• Mpls. and St. Paul continue to promote the expansion of their skyway systems as part of this CBD development process.
Employer Programs for Transit, Paratransit and Bicycles	
• Shared-ride-Programs Implemented and Underway in the Metropolitan Area	• A number of Twin Cities employers have van and carpool programs and participate in Minnesota Rideshare program. Technical assistance is provided by the Council.

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

TWIN CITIES AREA TSM STRATEGIES	STATUS
	• Transportation Management Organizations established in downtown Minneapolis and I-494 Strip from Bloomington to Maple Grove continue to operate.
Bicycle Lanes and Storage	
• Bicycle Facilities Implemented by Various Cities in Metropolitan Area	• Provisions for bicycle parking are included in fringe parking facilities for downtown Minneapolis. ISTEA funds are being used to develop bicycle facilities.
Traffic Flow Improvements	
• Minneapolis Computerized Traffic Management System	• Minneapolis system installed. New hardware and software installation completed in 1992.
• St. Paul Computerized Traffic Management System	• St. Paul system completed in 1991.
• New Construction - Minneapolis; 3rd Ave. Distributor, I-35E, St. Paul	• 3rd Ave. distributor with computerized signals completed.
• University and Snelling Avenues, St. Paul; traffic flow improvements	• Improvements completed in 1990 and became fully operational in 1991.

Table 6
MOBILE5A INPUT VALUES

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

Auto Registration ..... 1990 7-county area
Gasoline volatility ..... 13.4 RVP
Ambient Temperature ..... 31 degrees F.
  Minimum temperature ..... 16 degrees F.
  Maximum temperature ..... 38 degrees F.
Coldstarts ..... 20.6% (default)
Hotstarts ..... 27.3% (default)
Altitude ..... low altitude
Vehicle mix ..... MOBILE5A - default for light duty vehicles

Inspection/Maintenance - anti tampering program factors
  Start year 1991
    Pre-1981 stringency 16%
    First model year covered 1976
    Waiver rates 4%
    Compliance rates 96%
    Inspection types covered ..... centralized
    Vehicle types covered ..... LDGV, LDGT1, LDGT2
    Frequency ..... annual
Anti-tampering inspection - Catalyst, gas cap
Oxygenated Fuels Factors
    Oxygen content 2.7%
    Market share 90%
    Alcohol blend RVP waiver ..... Yes

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

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

	FREEWAYS		ARTERIALS		
V/C	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.

SAMPLES OF MOBILE5A AND EMIS OUTPUT FILES

Mobile 5A Input File for 2000 Model Year

```
1 PROMPT  1=NO PROMPT,2=PROMPT VERT,3=NO PROMPT HORIZ,4=PROMPT HORIZ
MOBILE 5A INPUT SETUP FOR MODEL YEAR 2000 (UPDATED APRIL, 1996)
1 TAMFLG  1=DEFAULT TAMPERING RATES,2=USER'S RATES
1 SPDFLG  1=1 SPD,2=8 SPDS 3=1+trip length per scenario 4=1+1trip l.
1 VMFLAG  VMT MIX:1=DEFAULT,2=1 CARD PER SCENARIO.,3=1 CARD FOR ALL
3 MYMRFG  % AGE,1=DEFAULT,2=MILE ACCUM,3=REGISTRATION,4=BOTH
1 NEWFLG  1=DEf,2=mod,3=def+evap,4=mod+evap,5=def+no CAAA,6=mod+no CAAA
2 IMFLAG  1=NONE,2=I/M PROG,3=2 I/M programs
1 ALHFLG  AIR COND,LOAD,HUM,1=DEFAULT,2=6 INPUTS,3=10 INPUTS
2 ATPFLG  1=NONE,2=ATP,3=press,4=purge,5=ATP+press,6=ATP+rurge,7=press+purge,8=ATP+press+purge
5 RLFLAG  1=UNCONTROLLED REFUEL,2=STAGE II ,3=ONBOARD,4=BOTH,5=NO EM
2 LOCFLG  1=LOCAL AREA PARAMETER FOR EACH SCENARIO,2=1 LAP FOR ALL
1 TEMFLG  1=USE MIN. & MAX. TEMP,2=USE 1 VALUE FOR AMBIENT TEMPERATURE
4 OUTFMT  1=221(NUM),2=140(NUM),3=112(DES),4=80(DES),5=mod yr,6=Spread
4 PRTFLG  1=HC ONLY,2=CO ONLY,3=NOX ONLY,4=ALL THREE POLLUTANTS
2 IDLFLG  1=NO IDLE,2=IDLE IS OUTPUT
3 NMHFLG  1=TOT HC,2=NMHC 3=VOC 4=TOG 5=NMOG
3 HCFLAG  1=TOT HC only,2=Tot with Rfl & Comp,3=Tot without Rfl & Comp
.052 .075 .083 .085 .092 .088 .084 .058 .052 .052   JULMYR.LDGV..my ages 1-10
.052 .056 .046 .035 .020 .070 .000 .000 .000 .000        .LDGV..my ages 11-20
.000 .000 .000 .000 .000                                 .LDGV..my ages 21-25
.063 .084 .084 .084 .084 .069 .059 .044 .036 .031        .LDGT1.my ages 1-10
.030 .053 .047 .046 .036 .028 .017 .022 .017 .014        .LDGT1.my ages 11-20
.009 .008 .008 .005 .025                                 .LDGT1.my ages 21-25
.054 .072 .072 .072 .072 .052 .050 .034 .054 .031        .LDGT2.my ages 1-10
.028 .080 .084 .049 .039 .030 .018 .023 .018 .015        .LDGT2.my ages 11-20
.009 .008 .009 .006 .026                                 .LDGT2.my ages 21-25
.023 .047 .047 .047 .047 .038 .033 .021 .026 .029         HDGV..my ages 1-10
.034 .064 .054 .058 .051 .038 .043 .041 .035 .029        .HDGV..my ages 11-20
.021 .022 .022 .014 .117                                 .HDGV..my ages 21-25
.052 .075 .083 .085 .092 .088 .084 .058 .052 .052   JULMYR.LDDV..my ages 1-10
.052 .056 .046 .035 .020 .070 .000 .000 .000 .000        .LDDV..my ages 11-20
.000 .000 .000 .000 .000                                 .LDDV..my ages 21-25
.063 .084 .084 .084 .084 .069 .059 .044 .036 .031        .LDDT .my ages 1-10
.030 .053 .047 .046 .036 .028 .017 .022 .017 .014        .LDDT .my ages 11-20
.009 .008 .008 .005 .025                                 .LDDT .my ages 21-25
.034 .067 .067 .067 .067 .073 .061 .040 .041 .051        .HDDV..my ages 1-10
.053 .066 .055 .057 .045 .019 .023 .028 .024 .016        .HDDV..my ages 11-20
.011 .009 .007 .005 .016                                 .HDDV..my ages 21-25
.144 .168 .135 .109 .088 .070 .056 .045 .036 .029        .MC....my ages 1-10
.023 .097 .000 .000 .000 .000 .000 .000 .000 .000        .MC....my ages 11-20
.000 .000 .000 .000 .000                                 .MC....my ages 21-25
91 16 76 95  4  4 097 1 1 2221 1211 220. 1.20 999. <--- I/M card
91 76 95 2221 11 097. 12111112                   <--- ATP card
Mpls Stpaul Mn   C 16.0 38.0 09.0 09.0 20 2 1 1    <--LAP record
.000 .900 .000 .027 2<---- %Ether,%Alc,O2%(ether),O2%Alc,2=waiver,1not
1 20  3.0 31.0 20.6 27.3 20.6 01
1 20  6.0 31.0 20.6 27.3 20.6 01
1 20  9.0 31.0 20.6 27.3 20.6 01
1 20 12.0 31.0 20.6 27.3 20.6 01
1 20 15.0 31.0 20.6 27.3 20.6 01
1 20 18.0 31.0 20.6 27.3 20.6 01
1 20 21.0 31.0 20.6 27.3 20.6 01
1 20 24.0 31.0 20.6 27.3 20.6 01
1 20 27.0 31.0 20.6 27.3 20.6 01
1 20 30.0 31.0 20.6 27.3 20.6 01
1 20 33.0 31.0 20.6 27.3 20.6 01
1 20 36.0 31.0 20.6 27.3 20.6 01
1 20 39.0 31.0 20.6 27.3 20.6 01
1 20 42.0 31.0 20.6 27.3 20.6 01
1 20 45.0 31.0 20.6 27.3 20.6 01
1 20 48.0 31.0 20.6 27.3 20.6 01
1 20 51.0 31.0 20.6 27.3 20.6 01
1 20 54.0 31.0 20.6 27.3 20.6 01
1 20 57.0 31.0 20.6 27.3 20.6 01
1 20 60.0 31.0 20.6 27.3 20.6 01
1 20 63.0 31.0 20.6 27.3 20.6 01
1 20 65.0 31.0 20.6 27.3 20.6 01
```

Mobile 5A Output for 2000 Model Year

```
SCENARIO 1
SPEED = 3.0
VOC   HC: 7.89 10.84 15.54 12.30 14.58  1.13  1.84  4.72 12.02  9.10
```

Exhst HC: 7.88 10.84 15.54 12.30 14.57 1.13 1.84 4.72 12.02 9.09
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 93.11 116.70 156.79 129.15 175.98 4.47 5.40 35.46 169.50 101.90
Exhst NOX: 2.54 2.94 4.00 3.27 4.56 1.87 2.56 18.16 1.14 3.83
SPEED = 6.0
VOC HC: 4.37 5.95 8.47 6.73 11.15 .97 1.58 4.05 7.14 5.21
Exhst HC: 4.36 5.94 8.46 6.72 11.13 .97 1.58 4.05 7.14 5.20
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 52.00 64.79 85.81 71.32 135.10 3.52 4.25 27.91 92.13 58.34
Exhst NOX: 2.10 2.44 3.34 2.72 4.70 1.65 2.26 16.03 1.02 3.27
SPEED = 9.0
VOC HC: 3.19 4.29 6.04 4.84 8.66 .84 1.36 3.50 4.96 3.84
Exhst HC: 3.19 4.29 6.04 4.83 8.64 .84 1.36 3.50 4.96 3.83
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 38.30 47.38 61.68 51.82 105.80 2.81 3.40 22.33 59.57 43.04
Exhst NOX: 1.96 2.28 3.12 2.54 4.84 1.48 2.02 14.33 .96 3.02
SPEED = 12.0
VOC HC: 2.61 3.47 4.84 3.89 6.82 .73 1.19 3.05 3.84 3.12
Exhst HC: 2.60 3.46 4.83 3.89 6.81 .73 1.19 3.05 3.84 3.11
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 31.45 38.72 49.70 42.13 84.51 2.29 2.76 18.16 43.50 35.11
Exhst NOX: 1.89 2.20 3.01 2.45 4.98 1.34 1.83 12.98 .95 2.87
SPEED = 15.0
VOC HC: 2.26 2.97 4.12 3.33 5.46 .64 1.04 2.68 3.20 2.68
Exhst HC: 2.25 2.97 4.11 3.32 5.44 .64 1.04 2.68 3.20 2.67
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 27.34 33.56 42.58 36.36 68.85 1.89 2.29 15.01 34.45 30.23
Exhst NOX: 1.84 2.15 2.95 2.40 5.12 1.23 1.68 11.90 .97 2.76
SPEED = 18.0
VOC HC: 2.02 2.64 3.64 2.95 4.43 .57 .92 2.37 2.80 2.37
Exhst HC: 2.01 2.64 3.64 2.95 4.42 .57 .92 2.37 2.80 2.37
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 24.60 30.12 37.86 32.52 57.22 1.59 1.92 12.62 28.72 26.93
Exhst NOX: 1.81 2.12 2.91 2.37 5.27 1.14 1.56 11.06 1.02 2.68
SPEED = 21.0
VOC HC: 1.80 2.37 3.27 2.65 3.65 .51 .83 2.12 2.51 2.11
Exhst HC: 1.80 2.37 3.26 2.64 3.64 .51 .83 2.12 2.51 2.11
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 21.75 26.87 33.75 29.01 48.50 1.36 1.64 10.78 24.67 23.79
Exhst NOX: 1.82 2.11 2.91 2.36 5.41 1.07 1.47 10.40 1.08 2.64

SPEED = 24.0
VOC HC: 1.60 2.13 2.93 2.38 3.06 .46 .74 1.91 2.29 1.88
Exhst HC: 1.60 2.12 2.93 2.37 3.04 .46 .74 1.91 2.29 1.88
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 18.84 23.60 29.75 25.51 41.93 1.18 1.42 9.36 21.55 20.71
Exhst NOX: 1.85 2.14 2.95 2.39 5.55 1.02 1.40 9.91 1.15 2.64
SPEED = 27.0

VOC HC: 1.45 1.94 2.67 2.17 2.60 .42 .67 1.73 2.11 1.70
Exhst HC: 1.44 1.93 2.66 2.16 2.58 .42 .67 1.73 2.11 1.69
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 16.57 21.03 26.63 22.77 36.98 1.04 1.26 8.26 19.00 18.31
Exhst NOX: 1.87 2.16 2.97 2.41 5.69 .99 1.35 9.57 1.21 2.64
SPEED = 30.0
VOC HC: 1.32 1.79 2.46 2.00 2.24 .38 .62 1.58 1.95 1.55
Exhst HC: 1.32 1.78 2.45 1.99 2.22 .38 .62 1.58 1.95 1.55
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 14.76 18.96 24.12 20.56 33.26 .93 1.13 7.41 16.85 16.40
Exhst NOX: 1.89 2.18 3.00 2.43 5.83 .97 1.32 9.35 1.27 2.65
SPEED = 33.0
VOC HC: 1.22 1.66 2.29 1.86 1.96 .35 .57 1.46 1.81 1.43
Exhst HC: 1.21 1.66 2.28 1.85 1.94 .35 .57 1.46 1.81 1.43
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 13.28 17.26 22.06 18.75 30.52 .85 1.03 6.76 15.06 14.85
Exhst NOX: 1.90 2.19 3.02 2.45 5.97 .96 1.31 9.26 1.32 2.66
SPEED = 36.0
VOC HC: 1.14 1.56 2.14 1.74 1.74 .33 .53 1.35 1.70 1.34
Exhst HC: 1.13 1.55 2.14 1.73 1.73 .33 .53 1.35 1.70 1.33
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 12.04 15.85 20.35 17.25 28.56 .79 .95 6.27 13.58 13.57
Exhst NOX: 1.91 2.20 3.03 2.46 6.12 .96 1.31 9.29 1.36 2.68
SPEED = 39.0
VOC HC: 1.06 1.47 2.02 1.64 1.57 .30 .49 1.27 1.61 1.25
Exhst HC: 1.06 1.46 2.02 1.64 1.56 .30 .49 1.27 1.61 1.25
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 11.00 14.67 18.92 15.99 27.26 .74 .90 5.91 12.41 12.50
Exhst NOX: 1.92 2.21 3.05 2.47 6.26 .97 1.33 9.44 1.39 2.70
SPEED = 42.0
VOC HC: 1.00 1.40 1.92 1.56 1.44 .29 .47 1.19 1.54 1.18
Exhst HC: 1.00 1.39 1.91 1.55 1.42 .29 .47 1.19 1.54 1.18
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 10.10 13.68 17.70 14.93 26.55 .71 .86 5.66 11.52 11.61
Exhst NOX: 1.93 2.22 3.06 2.48 6.40 1.00 1.37 9.71 1.42 2.73
SPEED = 45.0
VOC HC: .95 1.33 1.84 1.49 1.34 .27 .44 1.14 1.49 1.12
Exhst HC: .94 1.33 1.83 1.48 1.32 .27 .44 1.14 1.49 1.12
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 9.33 12.83 16.67 14.02 26.36 .69 .84 5.51 10.85 10.86
Exhst NOX: 1.94 2.23 3.07 2.49 6.54 1.04 1.43 10.12 1.44 2.77
SPEED = 48.0
VOC HC: .90 1.28 1.76 1.43 1.26 .26 .42 1.09 1.47 1.07
Exhst HC: .90 1.27 1.75 1.42 1.24 .26 .42 1.09 1.47 1.07
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 8.65 12.10 15.77 13.24 26.70 .69 .83 5.46 10.35 10.23
Exhst NOX: 1.95 2.23 3.08 2.50 6.68 1.10 1.51 10.68 1.47 2.82
SPEED = 51.0
VOC HC: .90 1.28 1.76 1.43 1.21 .25 .41 1.05 1.47 1.07

Exhst HC: .90 1.27 1.75 1.42 1.19 .25 .41 1.05 1.47 1.06
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 8.65 12.10 15.77 13.24 27.59 .69 .84 5.49 10.35 10.26
Exhst NOX: 2.14 2.50 3.46 2.79 6.82 1.18 1.61 11.42 1.61 3.07
SPEED = 54.0
VOC HC: .90 1.28 1.76 1.43 1.17 .25 .40 1.03 1.47 1.06
Exhst HC: .90 1.27 1.75 1.42 1.16 .25 .40 1.03 1.47 1.06
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 8.65 12.10 15.77 13.24 29.08 .71 .85 5.62 10.35 10.31
Exhst NOX: 2.33 2.76 3.83 3.09 6.96 1.28 1.75 12.37 1.76 3.34

SPEED = 57.0
VOC HC: .97 1.39 1.92 1.55 1.15 .24 .39 1.01 1.68 1.14
Exhst HC: .96 1.38 1.91 1.55 1.14 .24 .39 1.01 1.68 1.13
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 10.41 15.12 20.00 16.64 31.26 .74 .89 5.84 15.33 12.45
Exhst NOX: 2.51 3.02 4.20 3.39 7.11 1.40 1.92 13.57 1.90 3.63
SPEED = 60.0
VOC HC: 1.07 1.55 2.16 1.74 1.16 .24 .39 1.00 1.99 1.25
Exhst HC: 1.06 1.54 2.15 1.73 1.14 .24 .39 1.00 1.99 1.25
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 13.05 19.65 26.35 21.73 34.28 .78 .94 6.17 22.81 15.64
Exhst NOX: 2.70 3.29 4.57 3.68 7.25 1.55 2.13 15.07 2.04 3.93
SPEED = 63.0
VOC HC: 1.17 1.71 2.40 1.92 1.17 .24 .39 .99 2.30 1.37
Exhst HC: 1.16 1.70 2.39 1.92 1.16 .24 .39 .99 2.30 1.36
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 15.69 24.18 32.70 26.83 38.33 .84 1.01 6.63 30.28 18.87
Exhst NOX: 2.89 3.55 4.94 3.98 7.39 1.75 2.39 16.96 2.19 4.26
SPEED = 65.0
VOC HC: 1.24 1.82 2.56 2.05 1.19 .24 .39 1.00 2.51 1.45
Exhst HC: 1.23 1.81 2.55 2.04 1.18 .24 .39 1.00 2.51 1.44
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 17.45 27.21 36.93 30.23 41.76 .88 1.07 7.02 35.26 21.05
Exhst NOX: 3.02 3.72 5.19 4.18 7.48 1.91 2.61 18.48 2.28 4

Mobile 5A Output for 2000 Model Year

SCENARIO 1
SPEED = 3.0
VOC HC: 7.89 10.84 15.54 12.30 14.58 1.13 1.84 4.72 12.02 9.10
Exhst HC: 7.88 10.84 15.54 12.30 14.57 1.13 1.84 4.72 12.02 9.09
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 93.11 116.70 156.79 129.15 175.98 4.47 5.40 35.46 169.50 101.90
Exhst NOX: 2.54 2.94 4.00 3.27 4.56 1.87 2.56 18.16 1.14 3.83
SPEED = 6.0
VOC HC: 4.37 5.95 8.47 6.73 11.15 .97 1.58 4.05 7.14 5.21
Exhst HC: 4.36 5.94 8.46 6.72 11.13 .97 1.58 4.05 7.14 5.20
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00

Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 52.00 64.79 85.81 71.32 135.10 3.52 4.25 27.91 92.13 58.34
Exhst NOX: 2.10 2.44 3.34 2.72 4.70 1.65 2.26 16.03 1.02 3.27
SPEED = 9.0
VOC HC: 3.19 4.29 6.04 4.84 8.66 .84 1.36 3.50 4.96 3.84
Exhst HC: 3.19 4.29 6.04 4.83 8.64 .84 1.36 3.50 4.96 3.83
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 38.30 47.38 61.68 51.82 105.80 2.81 3.40 22.33 59.57 43.04
Exhst NOX: 1.96 2.28 3.12 2.54 4.84 1.48 2.02 14.33 .96 3.02
SPEED = 12.0
VOC HC: 2.61 3.47 4.84 3.89 6.82 .73 1.19 3.05 3.84 3.12
Exhst HC: 2.60 3.46 4.83 3.89 6.81 .73 1.19 3.05 3.84 3.11
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 31.45 38.72 49.70 42.13 84.51 2.29 2.76 18.16 43.50 35.11
Exhst NOX: 1.89 2.20 3.01 2.45 4.98 1.34 1.83 12.98 .95 2.87
SPEED = 15.0
VOC HC: 2.26 2.97 4.12 3.33 5.46 .64 1.04 2.68 3.20 2.68
Exhst HC: 2.25 2.97 4.11 3.32 5.44 .64 1.04 2.68 3.20 2.67
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 27.34 33.56 42.58 36.36 68.85 1.89 2.29 15.01 34.45 30.23
Exhst NOX: 1.84 2.15 2.95 2.40 5.12 1.23 1.68 11.90 .97 2.76
SPEED = 18.0
VOC HC: 2.02 2.64 3.64 2.95 4.43 .57 .92 2.37 2.80 2.37
Exhst HC: 2.01 2.64 3.64 2.95 4.42 .57 .92 2.37 2.80 2.37
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 24.60 30.12 37.86 32.52 57.22 1.59 1.92 12.62 28.72 26.93
Exhst NOX: 1.81 2.12 2.91 2.37 5.27 1.14 1.56 11.06 1.02 2.68
SPEED = 21.0
VOC HC: 1.80 2.37 3.27 2.65 3.65 .51 .83 2.12 2.51 2.11
Exhst HC: 1.80 2.37 3.26 2.64 3.64 .51 .83 2.12 2.51 2.11
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 21.75 26.87 33.75 29.01 48.50 1.36 1.64 10.78 24.67 23.79
Exhst NOX: 1.82 2.11 2.91 2.36 5.41 1.07 1.47 10.40 1.08 2.64
SPEED = 24.0
VOC HC: 1.60 2.13 2.93 2.38 3.06 .46 .74 1.91 2.29 1.88
Exhst HC: 1.60 2.12 2.93 2.37 3.04 .46 .74 1.91 2.29 1.88
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 18.84 23.60 29.75 25.51 41.93 1.18 1.42 9.36 21.55 20.71
Exhst NOX: 1.85 2.14 2.95 2.39 5.55 1.02 1.40 9.91 1.15 2.64
SPEED = 27.0
VOC HC: 1.45 1.94 2.67 2.17 2.60 .42 .67 1.73 2.11 1.70
Exhst HC: 1.44 1.93 2.66 2.16 2.58 .42 .67 1.73 2.11 1.69
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 16.57 21.03 26.63 22.77 36.98 1.04 1.26 8.26 19.00 18.31
Exhst NOX: 1.87 2.16 2.97 2.41 5.69 .99 1.35 9.57 1.21 2.64
SPEED = 30.0
VOC HC: 1.32 1.79 2.46 2.00 2.24 .38 .62 1.58 1.95 1.55
Exhst HC: 1.32 1.78 2.45 1.99 2.22 .38 .62 1.58 1.95 1.55
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00

Exhst CO: 14.76 18.96 24.12 20.56 33.26 .93 1.13 7.41 16.85 16.40
Exhst NOX: 1.89 2.18 3.00 2.43 5.83 .97 1.32 9.35 1.27 2.65
SPEED = 33.0
VOC HC: 1.22 1.66 2.29 1.86 1.96 .35 .57 1.46 1.81 1.43
Exhst HC: 1.21 1.66 2.28 1.85 1.94 .35 .57 1.46 1.81 1.43
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 13.28 17.26 22.06 18.75 30.52 .85 1.03 6.76 15.06 14.85
Exhst NOX: 1.90 2.19 3.02 2.45 5.97 .96 1.31 9.26 1.32 2.66
SPEED = 36.0
VOC HC: 1.14 1.56 2.14 1.74 1.74 .33 .53 1.35 1.70 1.34
Exhst HC: 1.13 1.55 2.14 1.73 1.73 .33 .53 1.35 1.70 1.33
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 12.04 15.85 20.35 17.25 28.56 .79 .95 6.27 13.58 13.57
Exhst NOX: 1.91 2.20 3.03 2.46 6.12 .96 1.31 9.29 1.36 2.68
SPEED = 39.0
VOC HC: 1.06 1.47 2.02 1.64 1.57 .30 .49 1.27 1.61 1.25
Exhst HC: 1.06 1.46 2.02 1.64 1.56 .30 .49 1.27 1.61 1.25
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 11.00 14.67 18.92 15.99 27.26 .74 .90 5.91 12.41 12.50
Exhst NOX: 1.92 2.21 3.05 2.47 6.26 .97 1.33 9.44 1.39 2.70
SPEED = 42.0
VOC HC: 1.00 1.40 1.92 1.56 1.44 .29 .47 1.19 1.54 1.18
Exhst HC: 1.00 1.39 1.91 1.55 1.42 .29 .47 1.19 1.54 1.18
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 10.10 13.68 17.70 14.93 26.55 .71 .86 5.66 11.52 11.61
Exhst NOX: 1.93 2.22 3.06 2.48 6.40 1.00 1.37 9.71 1.42 2.73
SPEED = 45.0
VOC HC: .95 1.33 1.84 1.49 1.34 .27 .44 1.14 1.49 1.12
Exhst HC: .94 1.33 1.83 1.48 1.32 .27 .44 1.14 1.49 1.12
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 9.33 12.83 16.67 14.02 26.36 .69 .84 5.51 10.85 10.86
Exhst NOX: 1.94 2.23 3.07 2.49 6.54 1.04 1.43 10.12 1.44 2.77
SPEED = 48.0
VOC HC: .90 1.28 1.76 1.43 1.26 .26 .42 1.09 1.47 1.07
Exhst HC: .90 1.27 1.75 1.42 1.24 .26 .42 1.09 1.47 1.07
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 8.65 12.10 15.77 13.24 26.70 .69 .83 5.46 10.35 10.23
Exhst NOX: 1.95 2.23 3.08 2.50 6.68 1.10 1.51 10.68 1.47 2.82

SPEED = 51.0
VOC HC: .90 1.28 1.76 1.43 1.21 .25 .41 1.05 1.47 1.07
Exhst HC: .90 1.27 1.75 1.42 1.19 .25 .41 1.05 1.47 1.06
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 8.65 12.10 15.77 13.24 27.59 .69 .84 5.49 10.35 10.26
Exhst NOX: 2.14 2.50 3.46 2.79 6.82 1.18 1.61 11.42 1.61 3.07
SPEED = 54.0
VOC HC: .90 1.28 1.76 1.43 1.17 .25 .40 1.03 1.47 1.06
Exhst HC: .90 1.27 1.75 1.42 1.16 .25 .40 1.03 1.47 1.06
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00

Exhst CO: 8.65 12.10 15.77 13.24 29.08 .71 .85 5.62 10.35 10.31
Exhst NOX: 2.33 2.76 3.83 3.09 6.96 1.28 1.75 12.37 1.76 3.34
SPEED = 57.0
VOC HC: .97 1.39 1.92 1.55 1.15 .24 .39 1.01 1.68 1.14
Exhst HC: .96 1.38 1.91 1.55 1.14 .24 .39 1.01 1.68 1.13
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 10.41 15.12 20.00 16.64 31.26 .74 .89 5.84 15.33 12.45
Exhst NOX: 2.51 3.02 4.20 3.39 7.11 1.40 1.92 13.57 1.90 3.63
SPEED = 60.0
VOC HC: 1.07 1.55 2.16 1.74 1.16 .24 .39 1.00 1.99 1.25
Exhst HC: 1.06 1.54 2.15 1.73 1.14 .24 .39 1.00 1.99 1.25
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 13.05 19.65 26.35 21.73 34.28 .78 .94 6.17 22.81 15.64
Exhst NOX: 2.70 3.29 4.57 3.68 7.25 1.55 2.13 15.07 2.04 3.93
SPEED = 63.0
VOC HC: 1.17 1.71 2.40 1.92 1.17 .24 .39 .99 2.30 1.37
Exhst HC: 1.16 1.70 2.39 1.92 1.16 .24 .39 .99 2.30 1.36
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 15.69 24.18 32.70 26.83 38.33 .84 1.01 6.63 30.28 18.87
Exhst NOX: 2.89 3.55 4.94 3.98 7.39 1.75 2.39 16.96 2.19 4.26
SPEED = 65.0
VOC HC: 1.24 1.82 2.56 2.05 1.19 .24 .39 1.00 2.51 1.45
Exhst HC: 1.23 1.81 2.55 2.04 1.18 .24 .39 1.00 2.51 1.44
Evap. HC: .01 .01 .01 .01 .02 .00 .01
Refuel HC: .00 .00 .00 .00 .00 .00
Runing HC: .00 .00 .00 .00 .00 .00
Rsting HC: .00 .00 .00 .00 .00 .00 .00
Exhst CO: 17.45 27.21 36.93 30.23 41.76 .88 1.07 7.02 35.26 21.05
Exhst NOX: 3.02 3.72 5.19 4.18 7.48 1.91 2.61 18.48 2.28 4.50

EMIS Output for AM Peak Hour in 2000 Model Year

FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE --
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
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INPUT CARD ECHO
SCENARIO 1 MOBILE.TEM
THE FOLLOWING IS A MATRIX WHICH ASSIGNS A SCENARIO TO EACH FT/AT COMBINATION

FT| AT=>	1	2	3	4	5
1	1	1	1	1	1
2	1	1	1	1	1
3	1	1	1	1	1
4	1	1	1	1	1
5	1	1	1	1	1
6	1	1	1	1	1

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

FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE –
EMISSION MODEL FOR MOBILE 5.a – PROGRAM DATE: 26MAR93
- RUN TIME: 11:45:15 17Apr96

EMISSIONS IN GRAMS PER DAY

GEOGRAPHIC LOCATION NO 1

FT	AT	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	1	1303666.	1301546.	8933.	0.	0.	13645237.	2506770.
1	2	4829.	4822.	42.	0.	0.	54366.	15227.
2	1	1364101.	1360420.	11987.	0.	0.	13901744.	3723764.
3	1	54673.	54611.	287.	0.	0.	601341.	76046.
4	1	132981.	132748.	823.	0.	0.	1419694.	219803.
4	4	228.	228.	1.	0.	0.	2493.	333.
5	1	931969.	929763.	7583.	0.	0.	9282767.	2098135.
5	2	6694.	6694.	61.	0.	0.	64591.	16934.
5	3	768.	768.	6.	0.	0.	7616.	1724.
5	4	1099.	1093.	8.	0.	0.	11076.	2261.
6	1	1342819.	1341610.	10251.	0.	0.	13619480.	2803684.
6	3	1581.	1577.	12.	0.	0.	15875.	3335.
GL TOTAL		5145402.	5135880.	39995.	0.	0.	52626184.	11468022.
(TONS)		5.67	5.66	.04	.00	.00	57.96	12.63

FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE –
EMISSION MODEL FOR MOBILE 5.a -- PROGRAM DATE: 26MAR93
- RUN TIME: 11:45:15 17Apr96

EMISSIONS IN GRAMS PER DAY

ALL GEOGRAPHIC LOCATIONS

FT	AT	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	1	1303666.	1301546.	8933.	0.	0.	13645237.	2506770.
1	2	4829.	4822.	42.	0.	0.	54366.	15227.
2	1	1364101.	1360420.	11987.	0.	0.	13901744.	3723764.
3	1	54673.	54611.	287.	0.	0.	601341.	76046.
4	1	132981.	132748.	823.	0.	0.	1419694.	219803.
4	4	228.	228.	1.	0.	0.	2493.	333.
5	1	931969.	929763.	7583.	0.	0.	9282767.	2098135.
5	2	6694.	6694.	61.	0.	0.	64591.	16934.
5	3	768.	768.	6.	0.	0.	7616.	1724.
5	4	1099.	1093.	8.	0.	0.	11076.	2261.
6	1	1342819.	1341610.	10251.	0.	0.	13619480.	2803684.
6	3	1581.	1577.	12.	0.	0.	15875.	3335.
SUM		5145402.	5135880.	39995.	0.	0.	52626184.	11468022.
(TONS)		5.67	5.66	.04	.00	.00	57.96	12.63

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

FACILITY TYPE	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	1308496.	1306369.	8974.	0.	0.	13699598.	2521996.
2	1364101.	1360420.	11987.	0.	0.	13901744.	3723764.
3	54673.	54611.	287.	0.	0.	601341.	76046.
4	133209.	132976.	824.	0.	0.	1422188.	220136.
5	940530.	938318.	7659.	0.	0.	9366051.	2119054.
6	1344400.	1343188.	10263.	0.	0.	13635355.	2807019.
SUM	5145402.	5135880.	39995.	0.	0.	52626184.	11468022.
(TONS)	5.67	5.66	.04	.00	.00	57.96	12.63

AREA TYPE	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	5130200.	5120695.	39864.	0.	0.	52470164.	11428208.
2	11523.	11516.	102.	0.	0.	118957.	32161.
3	2349.	2346.	19.	0.	0.	23491.	5059.
4	1327.	1321.	10.	0.	0.	13569.	2594.
SUM	5145402.	5135880.	39995.	0.	0.	52626184.	11468022.
(TONS)	5.67	5.66	.04	.00	.00	57.96	12.63

NUMBER LANES	TOTAL VOC	EXHAUST HC	EVAPORATE HC	REFUELING HC	RUN LOSS HC	EXHAUST CO	EXHAUST NOx
1	1890620.	1888644.	12950.	0.	0.	19719028.	3523637.
2	2133383.	2128951.	17245.	0.	0.	21625538.	4961112.
3	860761.	858144.	7445.	0.	0.	8729408.	2295732.
4	228706.	228276.	2064.	0.	0.	2237846.	601224.
5	31937.	31864.	291.	0.	0.	314419.	86318.
SUM	5145402.	5135880.	39995.	0.	0.	52626184.	11468022.
(TONS)	5.67	5.66	.04	.00	.00	57.96	12.63

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

DAILY VMT - GEOGRAPHIC LOCATION NO 1

	AREA TYPES			
FT	1	2	3	4
1	893366.	4171.	0.	0.
2	1198704.	0.	0.	0.
3	28687.	0.	0.	0.
4	82297.	0.	0.	126.
5	758344.	6072.	635.	841.
6	1030949.	0.	1238.	0.
GL TOTAL	3992350.	10244.	1873.	968.

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

DAILY VMT - ALL GEOGRAPHIC LOCATIONS

FT	AREA TYPES 1	2	3	4
1	893366.	4171.	0.	0.
2	1198704.	0.	0.	0.
3	28687.	0.	0.	0.
4	82297.	0.	0.	126.
5	758344.	6072.	635.	841.
6	1030949.	0.	1238.	0.
TOTAL	3992350.	10244.	1873.	968.

DAILY VMT
FACILITY
TYPE

1	897537.
2	1198704.
3	28687.
4	82423.
5	765893.
6	1032187.
TOTAL	4005432.

DAILY VMT
AREA
TYPE

1	3992350.
2	10244.
3	1873.
4	968.
TOTAL	4005432.

DAILY VMT
NUMBER
LANES

1	1300915.
2	1724480.
3	744497.
4	206422.
5	29115.
TOTAL	4005432.

FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE --
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DAILY VEHICLE HOURS

DAILY VHT - GEOGRAPHIC LOCATION NO 1

	AREA TYPES			
FT	1	2	3	4
1	27490.	73.	0.	0.
2	24811.	0.	0.	0.
3	1225.	0.	0.	0.
4	2871.	0.	0.	5.
5	18859.	132.	16.	23.
6	39418.	0.	32.	0.
GL TOTAL	114674.	205.	48.	28.

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

DAILY VHT - ALL GEOGRAPHIC LOCATIONS

	AREA TYPES			
FT	1	2	3	4
1	27490.	73.	0.	0.
2	24811.	0.	0.	0.
3	1225.	0.	0.	0.
4	2871.	0.	0.	5.
5	18859.	132.	16.	23.
6	39418.	0.	32.	0.
TOTAL	114674.	205.	48.	28.

DAILY VHT FACILITY TYPE	
1	27563.
2	24811.
3	1225.
4	2876.
5	19029.
6	39451.
TOTAL	114955.

DAILY VHT AREA TYPE	
1	114674.
2	205.
3	48.
4	28.
TOTAL	114955.

DAILY VHT NUMBER LANES	
1	51853.
2	42189.
3	15944.
4	4370.
5	599.
TOTAL	114955.

FLORIDA STANDARD URBAN TRANSPORTATION MODELING STRUCTURE –
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AVERAGE CONGESTED SPEED (mph)

AVERAGE SPEED - GEOGRAPHIC LOCATION NO 1

	AREA TYPES			
FT	1	2	3	4
1	32.50	57.05	.00	.00
2	48.31	.00	.00	.00
3	23.43	.00	.00	.00
4	28.66	.00	.00	25.18
5	40.21	46.07	40.68	37.13
6	26.15	.00	38.09	.00
GL TOTAL	34.81	49.99	38.93	34.97

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

AVERAGE SPEED - ALL GEOGRAPHIC LOCATIONS

	AREA TYPES			
FT	1	2	3	4
1	32.50	57.05	.00	.00
2	48.31	.00	.00	.00
3	23.43	.00	.00	.00
4	28.66	.00	.00	25.18
5	40.21	46.07	40.68	37.13
6	26.15	.00	38.09	.00
TOTAL	34.81	49.99	38.93	34.97

FACILITY TYPE	AVERAGE SPEED
1	32.56
2	48.31
3	23.43
4	28.65
5	40.25
6	26.16
TOTAL	34.84

AREA TYPE	AVERAGE SPEED
1	34.81
2	49.99
3	38.93
4	34.97
TOTAL	34.84

NUMBER LANES	AVERAGE SPEED
1	25.09
2	40.88
3	46.69
4	47.24
5	48.61
TOTAL	34.84

APPENDIX C

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

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

Following is a list of "exempt" projects and their corresponding codes used in column "AQ" of the 1998-2000 TIP. The coding system is revised from previous TIPs to be consistent with the coding system for exempt projects in the proposed Minnesota Pollution Control Agency (MPCA) revision to the State Implementation Plan for Air Quality for Transportation Conformity.

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

SAFETY

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

MASS TRANSIT

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

AIR QUALITY

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

NEW EXEMPT PROJECTS ADDED BY THE CONFORMITY RULES

Specific activities which do not involve or lead directly to construction, such as:
Planning and technical studies
Grants for training and research programs
Planning activities conducted pursuant to titles 23 and 49 U.S.C.
Federal-aid systems revisions O-1
Engineering to assess social, economic and environmental effects of the proposed action or alternatives to that action O-2
Noise attenuation O-3
Advance land acquisitions (23 CFR 712 or 23 CRF 771) O-4
Acquisition of scenic easements O-5
Plantings, landscaping, etc. O-6
Sign removal O-7
Directional and informational signs O-8
Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities) 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 "baseline" and "action" scenarios of the transportation plan amendment air quality analysis.

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

Non-Classifiable Projects

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

APPENDIX D

PRIVATE SECTOR INVOLVEMENT IN THE TRANSPORTATION IMPROVEMENT PROGRAM

As requested by the Federal Transit Act (Sec. 3012) and Circular 7005.1, the following describes the process by which private transit providers were involved in developing the 1998-2000 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 (MCTO). 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 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.

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1. Federal regulations ISTEA, 23 USC 134.

HE310.T85 M47ax 1998/2000
Metropolitan Council of the
Twin Cities Area.
Transportation improvement

DATE	ISSUED TO