

HENNEPIN COUNTY

MINNESOTA

FINAL COMMITTEE AGENDA

PUBLIC WORKS COMMITTEE

TUESDAY, SEPTEMBER 16, 2025

1:30 PM

Chair: Kevin Anderson, District 7
ViceChair: Marion Greene, District 3
Members: Jeff Lunde, District 1
Irene Fernando, District 2
Angela Conley, District 4
Debbie Goettel, District 5
Heather Edelson, District 6

1. Minutes from Previous Meeting

1.A. August 19, 2025 Meeting Minutes

Attachments: [PW-COMMITTEEMINUTES-19-Aug-2025](#)

2. New Business

Routine Items

2.A. [25-0349](#)

Neg Agmt PW 10-74-25 with Ramsey County for maintenance on specified roads and traffic signal systems, 01/01/26-12/31/30 (est. county cost: \$400,000 - Operating Budget)

Attachments: [Attachment A: Map of Road Maintenance](#)
[Attachment B: Map of Traffic Signal System](#)

Financial: Agmt PW 10-74-25.pdf

2.B. [25-0350](#)

Neg Agmt A2512963 with State of Mn to make upgrades to Coffee Cove shore-fishing area on Lake Minnetonka in Spring Park, date of execution-12/31/26, \$190,000 receivable; neg Agmt A2513055 with State of MN for long-term maintenance of same area, date of execution-12/31/2045, no county cost

Attachments: [Map of Coffee Cove shore-fishing area](#)

2.C. [25-0351](#)

Amd 9 to Agmt A080755 with the Mn Land Trust to co-hold conservation easements in the cities of Independence and Medina; incr NTE by \$48,000 for a new total NTE of \$546,500

Attachments: [Hennepin County Conservation Easements](#)

2.D. [25-0352](#)

Amd 2 to PR00005002 with Kimley-Horn and Associates, Inc. for final design services for Lyndale Ave S reconstruction (CP 2052300), ext to 12/31/28 and incr NTE by \$1,700,000 for a new total NTE of \$3,790,000 (\$3,032,000 in state aid and \$758,000 from Minneapolis)

Attachments: [Map of Project 2052300 in Minneapolis](#)

2.E. [25-0353](#)

Agmt PR00007784 with Sambatek, LLC for construction administration, inspection, and surveying services for reconstruction of Sunset Dr, CP 2182000, 11/03/25-06/30/28, county cost NTE \$1,840,000; incr budget by \$1,840,000 (\$1,415,000 state aid municipal and \$425,000 Spring Park)

Attachments: [Map of CP 2182000 in Spring Park](#)

BAR-Financial_Template_v2182000

Budget Table CP 2182000 - CSAH 51

2.F. [25-0354](#)

Agmt PR00007698 with Alliant Engineering, Inc. for preliminary design and professional services for CSAH 152 (Washington Ave), CP 2221000, 10/25/25-02/26/27, NTE \$1,260,000 (\$910,000 in Active Transportation, \$238,000 from Minneapolis and \$112,000 from Met Council)

Attachments: [Map of Project CP 2221000 in Minneapolis](#)

PR00007698 Financial Sheet

Items for Discussion and Action

2.G. [25-0355](#)

Adopt the Hennepin County Toward Zero Deaths (TZD) Action Plan for county roadways

Attachments: [Hennepin-County-TZD-Plan-FINAL-9-8-2025](#)

2.H. [25-0356](#)

Adopt the Hennepin County Americans with Disabilities Act (ADA) Transition Plan to improve accessibility for all people on the county's transportation system

Attachments: [Hennepin-County-ADA-Transition-Plan-FINAL-9-8-2025](#)

HENNEPIN COUNTY

MINNESOTA

300 South Sixth Street
Minneapolis, MN
55487-0240

Board Action Request

TMP-25-0689

Item Description:

August 19, 2025 Meeting Minutes

HENNEPIN COUNTY

MINNESOTA

COMMITTEE MINUTES

PUBLIC WORKS COMMITTEE

TUESDAY, AUGUST 19, 2025

1:30 PM

Chair: Kevin Anderson, District 7
ViceChair: Marion Greene, District 3
Members: Jeff Lunde, District 1
Irene Fernando, District 2
Angela Conley, District 4
Debbie Goettel, District 5
Heather Edelson, District 6

Commissioner Kevin Anderson, Chair, called the meeting of the Public Works Committee for Tuesday, August 19, 2025 to order at 2:53 p.m.

Present: Commissioner Irene Fernando, Commissioner Angela Conley, Commissioner Debbie Goettel, Commissioner Jeff Lunde and Commissioner Kevin Anderson

Absent: Commissioner Marion Greene and Commissioner Heather Edelson

1. Minutes from Previous Meeting

1.A. August 5, 2025 Meeting Minutes

APPROVE

Commissioner Jeff Lunde moved, seconded by Commissioner Angela Conley, to approve the Minutes.

Aye: Commissioner Fernando, Commissioner Conley, Commissioner Goettel, Commissioner Lunde and Commissioner Anderson

Absent: Commissioner Greene and Commissioner Edelson

2. New Business

Routine Items

2.A. [25-0330](#)

Agmt A189442 with MPCA to host an AmeriCorps member from MN GreenCorps - Environment & Energy, Land & Water Unit, 10/08/25-09/04/26

NON-CONSENT

Commissioner Kevin Anderson moved, seconded by Commissioner Angela Conley, to approve the Resolution.

Aye: Commissioner Conley, Commissioner Goettel, Commissioner Lunde and Commissioner Anderson

Nay: Commissioner Fernando

Absent: Commissioner Greene and Commissioner Edelson

2.B. [25-0331](#)

Authorization to acquire right of way by direct purchase or condemnation for various transportation projects

CONSENT

Commissioner Irene Fernando moved, seconded by Commissioner Debbie Goettel, to approve the Resolution.

Aye: Commissioner Fernando, Commissioner Conley, Commissioner Goettel, Commissioner Lunde and Commissioner Anderson

Absent: Commissioner Greene and Commissioner Edelson

There being no further business, the Public Works Committee for Tuesday, August 19, 2025 was declared adjourned at 2:55 p.m.

Maria Rose
Clerk to the County Board

HENNEPIN COUNTY

MINNESOTA

300 South Sixth Street
Minneapolis, MN
55487-0240

Board Action Request

25-0349

Item Description:

Neg Agmt PW 10-74-25 with Ramsey County for maintenance on specified roads and traffic signal systems, 01/01/26-12/31/30 (est. county cost: \$400,000 - Operating Budget)

Resolution:

BE IT RESOLVED, that the County Administrator be authorized to negotiate Agreement PW 10-74-25 with Ramsey County for road maintenance on County State Aid Highway (CSAH) 93 (37th Avenue Northeast) and CSAH 94 (29th Avenue Northeast), for maintenance of the traffic signal system at the intersection of Hennepin CSAH 136/Ramsey CSAH 44 (Silver Lake Road) and Hennepin CSAH 93 (37th Avenue Northeast), and for snow and ice control on CSAH 88 (New Brighton Boulevard), during the period of January 1, 2026 through December 31, 2030, at an estimated cost of \$50,000 per year and a contingency of \$150,000 over the entire period, be approved; that following review and approval by the County Attorney's Office, the Chair of the Board be authorized to sign the agreement on behalf of the county; and that the Controller be authorized to disburse funds as directed.

Background:

Hennepin and Ramsey counties have a long-standing history of collaboration through multi-year maintenance agreements. These agreements have ensured timely and effective services for:

- Road maintenance on 37th Avenue Northeast between Silver Lake Road and Highcrest Road
- Road maintenance on 29th Avenue Northeast between New Brighton Boulevard and the county border
- Maintenance of the shared traffic signal system at the intersection of 37th Avenue Northeast and Silver Lake Road
- Snow and ice control on New Brighton Boulevard from Broadway Street Northeast to the Ramsey County border

Current Request:

This request seeks authorization to negotiate Agreement PW 10-74-25 with Ramsey County for road and traffic signal maintenance from January 1, 2026 through December 31, 2030, at an estimated cost of \$50,000 per year and a contingency of \$150,000 over the entire five-year period.

According to the terms of the new agreement, Ramsey County will provide the following services:

- Road maintenance on 37th Avenue Northeast between Silver Lake Road and Highcrest Road (Attachment A)
- Road maintenance on 29th Avenue Northeast between New Brighton Boulevard and the county border (Attachment A)
- Maintenance of the traffic signal system at the intersection of 37th Avenue Northeast and Silver Lake Road (Attachment B)
- Snow and ice control on New Brighton Boulevard (Attachment A)

The \$150,000 contingency covers extraordinary maintenance, betterment, construction or reconstruction if required during the five-year period. This may include seal coating, overlays, major traffic signal work, pedestrian ramp upgrades, and other curb work.

Funding will come from the operating budget of the Transportation Operations Department.

Impact/Outcomes:

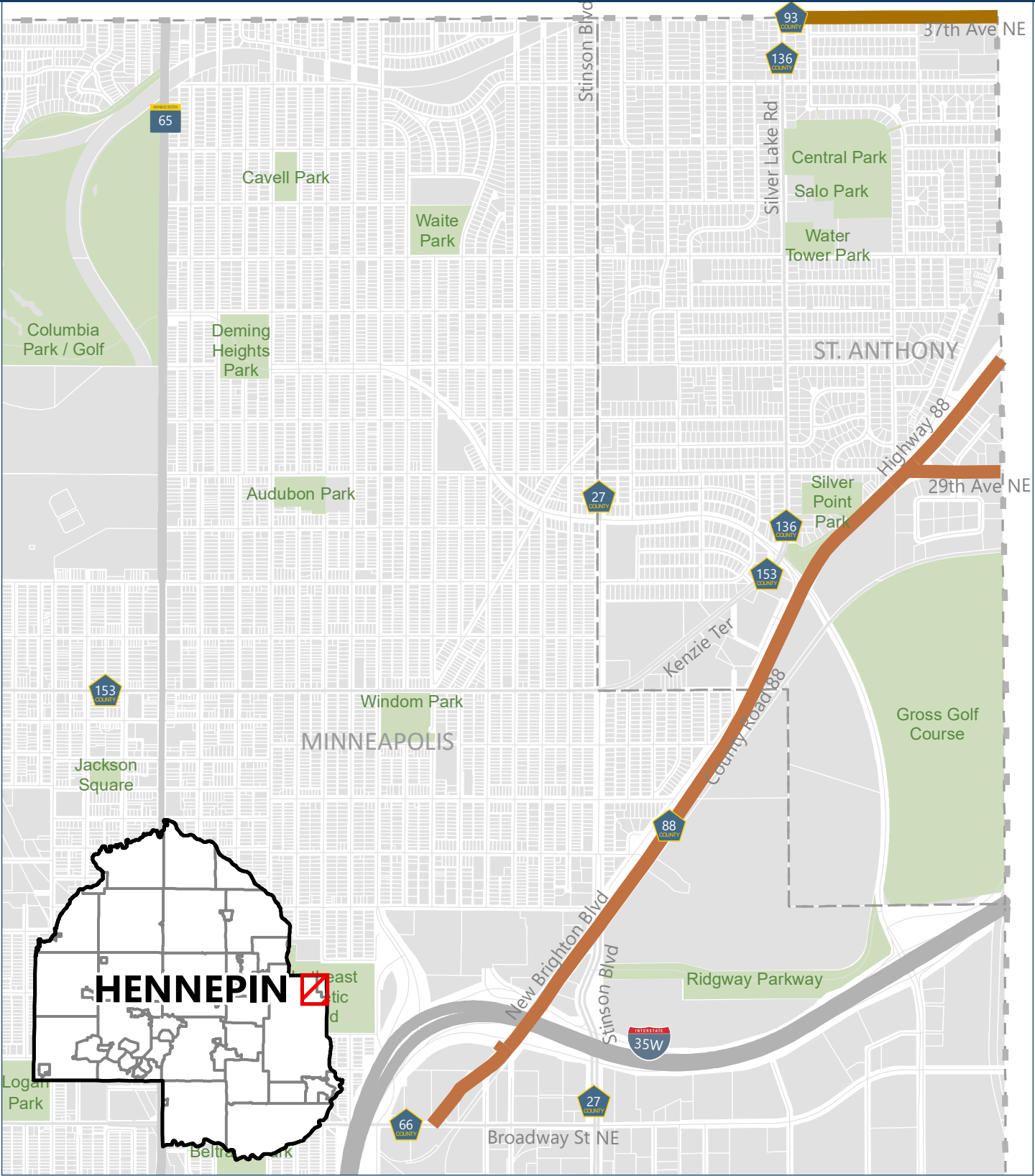
Approval of Agreement PW 10-74-25 will ensure that the specified road and traffic signals receive timely and cost-effective maintenance services.

Recommendation from County Administrator: Recommend Approval

Agreement PW 10-74-25

HENNEPIN COUNTY
MINNESOTA

Roadway Maintenance 37th Ave NE (CSAH 93), 29th Ave NE (CSAH 94),
New Brighton Blvd (CSAH 88).

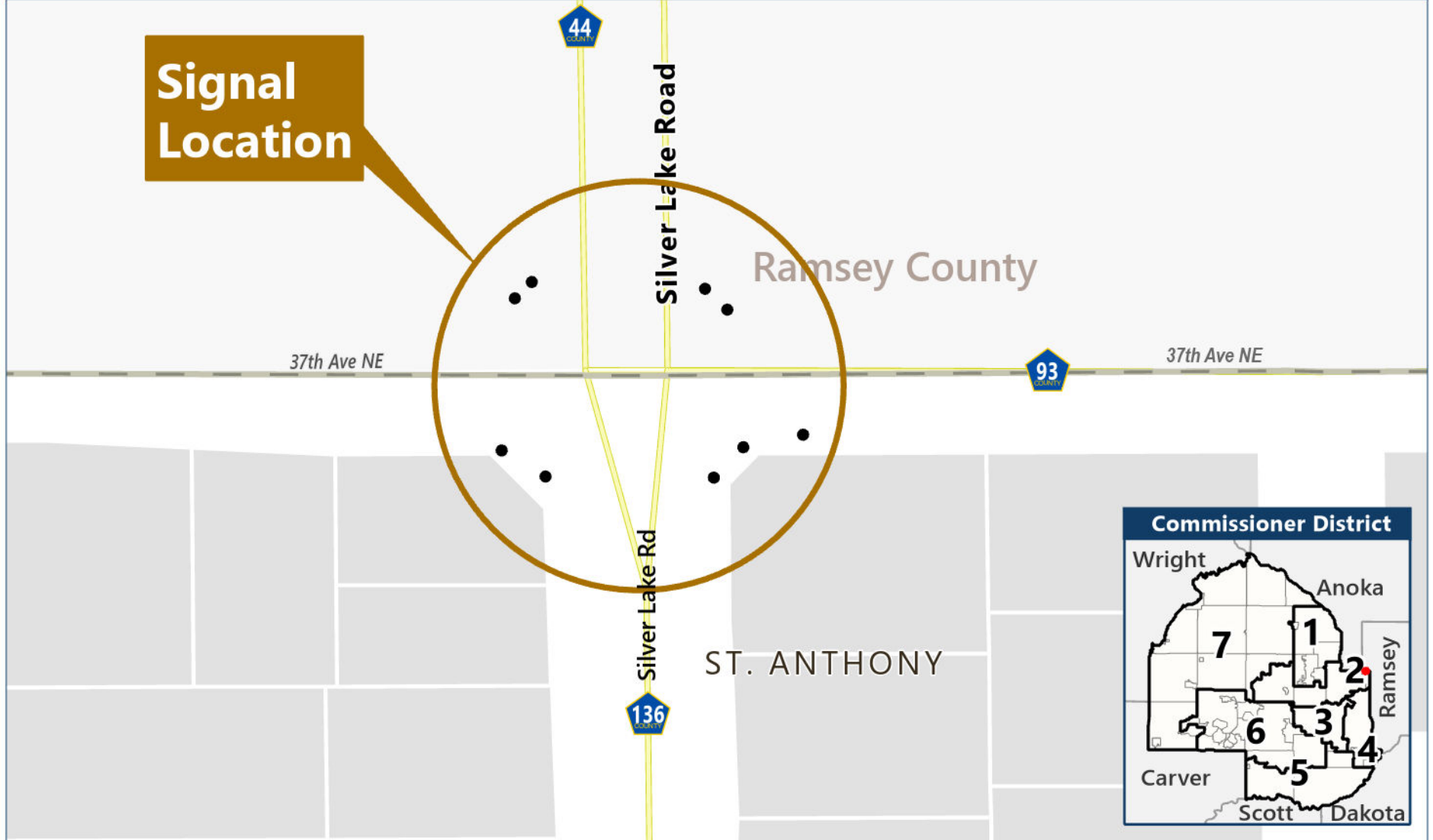


0 0.35 0.7 Miles



Signal Maintenance Agreement PW 10-74-25

CSAH 44 (Ramsey Co.)/CSAH 136 (Hennepin Co.) - Silver Lake Road / CSAH 93 - 37th Ave NE



BAR map date:
7/7/2025

Agreement #	Contractor Name	Begin Date	End Date	Expense Fund #	Exp. Dept. ID #	Exp. Account (5xxxx)	Exp. Original Amount	Exp. Budgeted? Y/N	Exp. Budget Year
PW 10-74-25	Ramsey County	01/01/26	12/31/30	10	155000	52907	\$50,000 per year (\$400K total with contingency)	Y	2026-2030

HENNEPIN COUNTY

MINNESOTA

300 South Sixth Street
Minneapolis, MN
55487-0240

Board Action Request

25-0350

Item Description:

Neg Agmt A2512963 with State of Mn to make upgrades to Coffee Cove shore-fishing area on Lake Minnetonka in Spring Park, date of execution-12/31/26, \$190,000 receivable; neg Agmt A2513055 with State of MN for long-term maintenance of same area, date of execution-12/31/2045, no county cost

Resolution:

BE IT RESOLVED, that the County Administrator be authorized to negotiate Cooperative Agreement A2512963 with the State of Minnesota, acting through the Commissioner of the Minnesota Department of Natural Resources, to make site upgrades to the Coffee Cove shore-fishing area through the Lake Improvement Program, from the date of execution through December 31, 2026, with the receivable amount not to exceed \$190,000; that following review and approval by the County Attorney's Office, the County Administrator be authorized to sign the agreement on behalf of the county; and that the Controller be authorized to receive funds as directed; and

BE IT FURTHER RESOLVED, that the County Administrator be authorized to negotiate Cooperative Agreement A2513055 with the State of Minnesota, acting through the Commissioner of the Minnesota Department of Natural Resources, for long-term general maintenance of the Coffee Cove shore-fishing area through the Lake Improvement Program, from the date of execution through December 31, 2045, with no county cost; and that following review and approval by the County Attorney's Office, the County Administrator be authorized to sign the agreement on behalf of the county.

Background:

The Hennepin County Lake Improvement Program was formally authorized as an outgrowth of historic policies and projects (Resolution 78-5-93). Additional work is completed in partnership with Sheriff's water patrol unit as required under Minnesota Statutes, Section 86B.105. Today, the program includes over 500 navigational buoys, 33 boating channels, eight shore-fishing areas, and two public lake accesses on Lake Minnetonka.

In 1994 the county entered into an agreement with the Minnesota Department of Natural Resources (DNR) to fund improvements at the Coffee Cove shore-fishing area in the city of Spring Park (Resolution 94-4-292). The DNR covered most of the costs to improve the site, with smaller contributions from Hennepin County and the Lake Minnetonka Conservation District. Once the improvements were completed, the county accepted responsibility for site maintenance.

The Coffee Cove shore-fishing site is again in need of maintenance to ensure the safety and accessibility of the many people who use the site daily. Planned work includes repairing the shoreline boulders, replacing the concrete fishing platform and sidewalk, resurfacing the parking lot, and adding stormwater treatment. Funding for this work will be fully covered through the DNR's Get Out MORE MN program, which seeks to ensure Minnesotans of all abilities and interests can enjoy the outdoors.

The DNR is also updating its long-term management agreement with the county for the Coffee Cove area. The new agreement (A2513055) is for long-term maintenance of the shore-fishing area. It is a no-cost agreement; minor routine maintenance will continue to be funded through the county's Lake Improvement Program as part

of the annual budget.

Current Request:

Authorize the negotiation of two cooperative agreements with the State of Minnesota:

- Agreement A2512963 for improvements to the Coffee Cove shore-fishing area, from the date of execution through December 31, 2026, with the receivable amount not to exceed \$190,000.
- Agreement A2513055 for long-term general maintenance of the Coffee Cove shore-fishing area, from the date of execution through December 31, 2045, at no county cost.

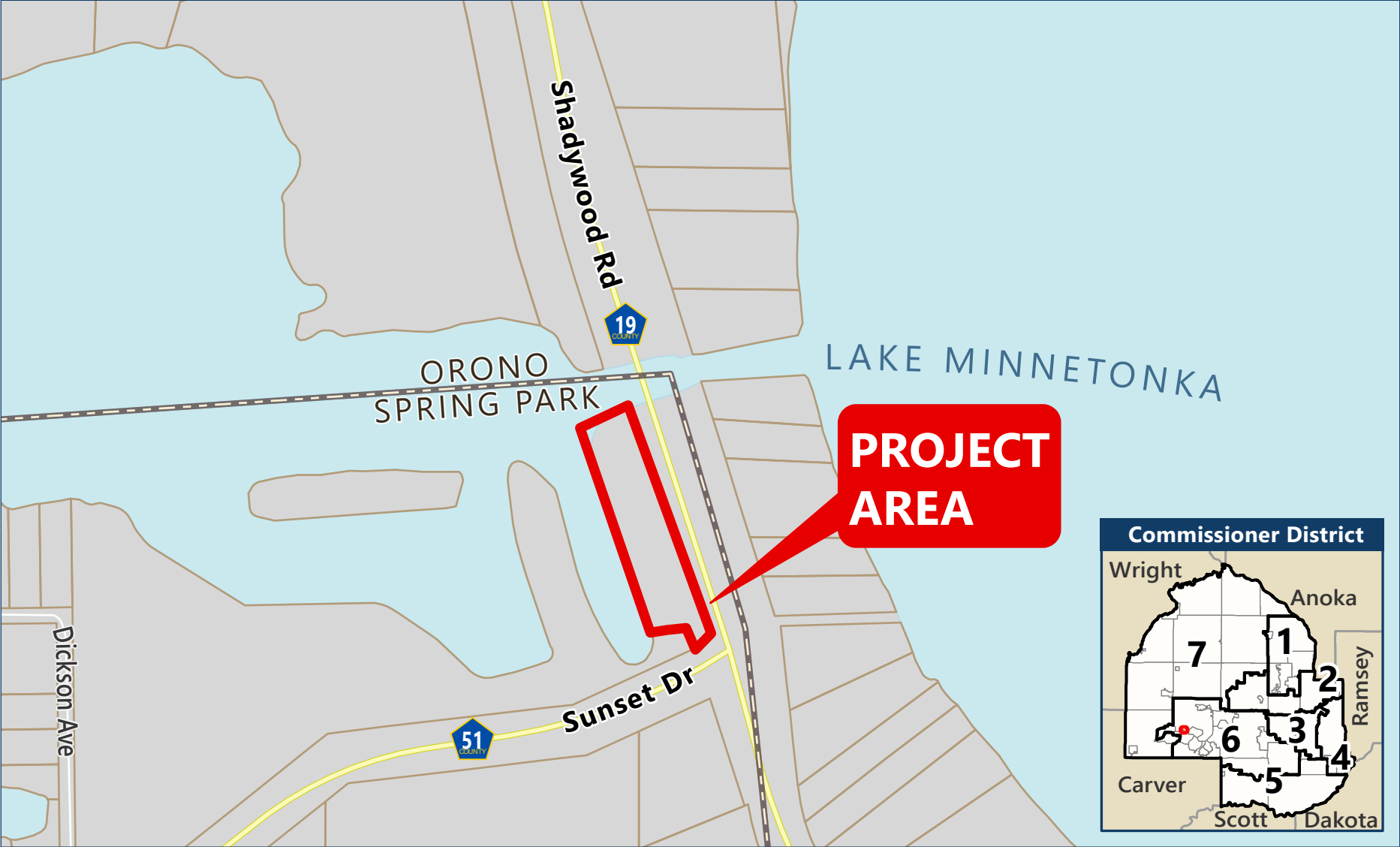
Impact/Outcomes:

These agreements will provide \$190,000 in state investments to improve access to Coffee Cove and formalize maintenance responsibilities for the site over the next 20 years. The site offers shore-based fishing access to Lake Minnetonka - particularly for people who do not own boats. This area is heavily used by local anglers, including many people of color, who rely on fishing for both nutrition and enjoyment.

Recommendation from County Administrator: Recommend Approval

Coffee Cove shore-fishing area

Agreements A2512963 & A2513055



BAR map date:
9/4/2025

HENNEPIN COUNTY

MINNESOTA

300 South Sixth Street
Minneapolis, MN
55487-0240

Board Action Request

25-0351

Item Description:

Amd 9 to Agmt A080755 with the Mn Land Trust to co-hold conservation easements in the cities of Independence and Medina; incr NTE by \$48,000 for a new total NTE of \$546,500

Resolution:

BE IT RESOLVED, that Amendment 9 to Agreement A080788 with the Minnesota Land Trust to co-hold a 27 acre conservation easement in the city of Independence (PID 29-118-24-21-0002) and a 49 acre conservation easement in the city of Medina (PIDs 15-118-23-31-0002 and 15-118-23-31-0003), increasing the not to exceed amount by \$48,000 to a new total not to exceed amount of \$546,500, be approved; that following review and approval by the County Attorney's office, the Chair of the Board be authorized to sign the Amendment 9 and related easement documents on behalf of Hennepin County; and that the Controller be authorized to disburse funds as directed.

Background:

Hennepin County works with landowners to conserve natural resources, protect wildlife habitat, and advance climate action. A conservation easement is a set of development restrictions a landowner voluntarily places on their property to preserve its conservation value. The landowner retains ownership of the land and continues to pay property taxes.

Hennepin County and the Minnesota Land Trust (MLT) have jointly been awarded three grants totaling \$9.3 million from the Outdoor Heritage Fund to fund the acquisition of conservation easements and to undertake habitat restoration and enhancement activities. Overall, Hennepin County co-holds 611 acres of conservation easement with MLT and holds or administers 1,149 acres of conservation easements total.

Staff recommend two additional easement projects that meet the criteria set forth in the Conservation Easement Program (Resolution 16-0144R2). These projects were also reviewed by a technical advisory committee of external partners who agreed the projects are worthy of protection.

- Pioneer Creek (Fink) in the city of Independence: 27 acres of forest, grassland, wetland, and marshland; 933 linear feet of shoreline along Pioneer Creek; adjacent to protected land from a previously placed conservation easement to the west.
- Elm Creek (Friedrichs) in the city of Medina: 49 acres of agricultural land, upland forest, grassland, and wetland; contains 11 acres of maple basswood forest designated by the Minnesota Department of Natural Resources as a site of biodiversity significance; opportunity to convert farmland into native prairie and forest.

Agreement A080755 outlines the roles of MLT and the county as co-holders of these and 18 previously acquired conservation easements and places the responsibility for administration of the easements with MLT. MLT's responsibilities include the completion of title searches, coordination of surveys and appraisals as well as annual inspections of easements and enforcement of the terms of these easements. These services are funded in part by stewardship fees.

The amendment allocates \$24,000 per easement, totaling \$48,000 to cover MLT stewardship fees. The

stewardship fees associated with these easements are part of Hennepin County's committed match to the Outdoor Heritage Fund grant. The negotiated purchase prices of these conservation easements will be paid by MLT from the Outdoor Heritage Fund grant.

Current Request:

This request seeks approval of Amendment 9 to Agreement A080788 with MLT to co-hold one additional conservation easement property in the city of Independence and one additional conservation easement on property in the city of Medina, increasing the amount not to exceed by \$48,000 with a new total not to exceed \$546,500.

Impact/Outcomes:

The proposed easements will permanently protect 76 acres of ecologically significant natural areas in the cities of Independence and Medina. These projects connect and expand existing land protected by prior easement projects, the Minnehaha Creek Watershed District, or Three Rivers Park District. Conservation easements provide wildlife habitat, flood storage, water filtration, groundwater recharge, and carbon sequestration, and improve the county's resilience to the impacts of climate change.

Securing these easements supports the county's Climate Action Plan goal of protecting 6,000 acres of conservation easements by 2040. This action also supports the county's goal of planting one million trees by 2030 and achieving net zero carbon emissions by 2050 goal. These easements will make 14 acres available for forest and woodland restoration, and nine acres will be restored to a prairie.

Further, this action supports the county's disparity elimination efforts by storing and sequestering carbon, which mitigates climate change and its impacts on vulnerable populations.

Recommendation from County Administrator: Recommend Approval

Conservation Easements

- Conservation Easements
- Priority natural resource corridors
- Ecologically significant natural areas

Elm Creek (Friedrichs)

Pioneer Creek (Fink)

Wright County

Anoka County

Ramsey County

Carver County

Scott County

Dakota County

Map date:
8/21/2025

HENNEPIN COUNTY

MINNESOTA

300 South Sixth Street
Minneapolis, MN
55487-0240

Board Action Request

25-0352

Item Description:

Amd 2 to PR00005002 with Kimley-Horn and Associates, Inc. for final design services for Lyndale Ave S reconstruction (CP 2052300), ext to 12/31/28 and incr NTE by \$1,700,000 for a new total NTE of \$3,790,000 (\$3,032,000 in state aid and \$758,000 from Minneapolis)

Resolution:

BE IT RESOLVED, that the County Administrator be authorized to execute Amendment 2 to Agreement PR00005002 with Kimley-Horn and Associates, Inc. to provide final design services for the reconstruction of County State Aid Highway 22 (Lyndale Avenue) from 31st Street to County State Aid Highway 5 (Franklin Avenue) in Minneapolis, county project (CP) 2052300, extending the contract period to December 31, 2028 and increasing the contract amount by \$1,700,000 to a new total not to exceed \$3,790,000; that upon review and approval by the County Attorney's office, the Chair of the Board be authorized to sign Amendment 2 on behalf of the county; and that the Controller be authorized to disburse funds as directed.

Background:

The county, in partnership with the City of Minneapolis, is leading a project to reconstruct Lyndale Avenue. The improvements will include a complete and green streets design with:

- Safety, accessibility and traffic signal upgrades
- Transit lanes on specific segments
- More green space and better stormwater management

In 2023, the county executed Agreement PR00005002 with Kimley-Horn to provide preliminary design and professional services for the project (Resolution 23-0074). Earlier this year, the county executed Amendment 1 to the agreement, increasing the amount to \$2,090,000 (Resolution 25-0024).

Amendment 2 to the agreement with Kimley-Horn will include final design services, raising the maximum amount to \$3,790,000. Funding is available in the project budget (CP 2052300), with expenses tracked in subprojects 2052302 and 2052303.

Substantial public engagement has been occurring for the project, including signage, surveys, business engagement, online mapping, community group meetings, and open house events to develop corridor improvements that meet the project goals and community needs.

Current Request: This request seeks authorization to execute Amendment 2 to Agreement PR00005002 with Kimley-Horn and Associates, Inc. This amendment will incorporate final design services, extend the contract period to December 31, 2028, and increase the contract amount to a maximum of \$3,790,000.

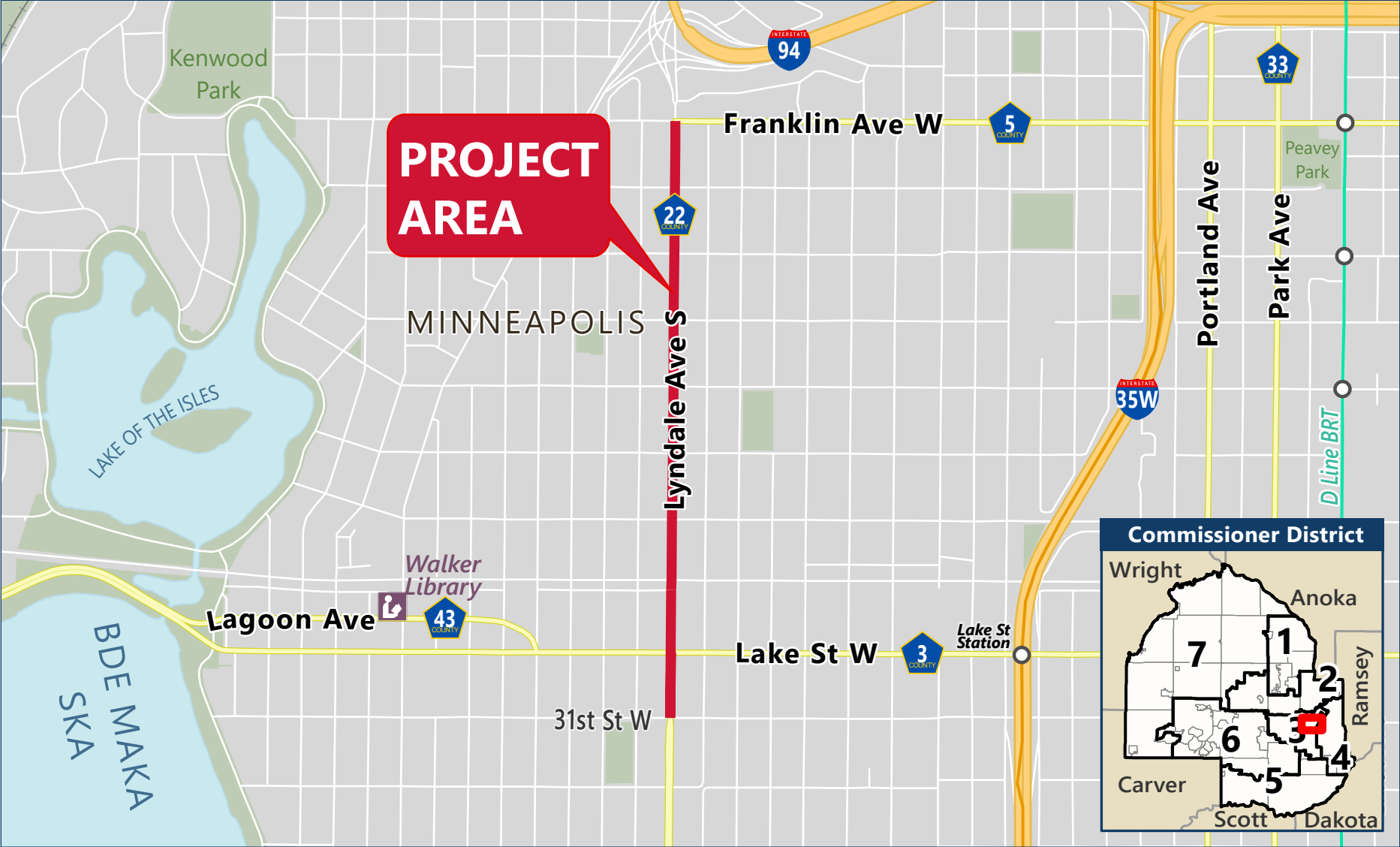
Impacts/Outcomes: This action supports the county's Mobility 2040, climate action and disparity elimination efforts by improving safety, accessibility, mobility, transit and greening along the corridor.

25-0352

Recommendation from County Administrator: Recommend Approval

CP 2052300

Lyndale Ave (CSAH 22) Reconstruction Project in the City of Minneapolis



BAR map date:
8/4/2025

HENNEPIN COUNTY

MINNESOTA

300 South Sixth Street
Minneapolis, MN
55487-0240

Board Action Request

25-0353

Item Description:

Agmt PR00007784 with Sambatek, LLC for construction administration, inspection, and surveying services for reconstruction of Sunset Dr, CP 2182000, 11/03/25-06/30/28, county cost NTE \$1,840,000; incr budget by \$1,840,000 (\$1,415,000 state aid municipal and \$425,000 Spring Park)

Resolution:

BE IT RESOLVED, that the County Administrator be authorized to execute Agreement PR00007784 with Sambatek, LLC to provide construction contract administration, inspection, and surveying services relating to the multimodal improvements along County State Aid Highway 51 (Sunset Drive), Capital Project 2182000, during the period November 3, 2025 through June 30, 2028, in an amount not to exceed \$1,840,000; that following review and approval by the County Attorney's office, the Chair of the Board be authorized to sign the agreement on behalf of the county; and that the Controller be authorized to disburse funds as directed; and

BE IT FURTHER RESOLVED, that the budget for Capital Project 2182000 be increased by \$1,840,000.

Background:

Hennepin County, in collaboration with the City of Spring Park, is leading a project to reconstruct Sunset Drive (County State Aid Highway 51) between Shoreline Drive (CSAH 15) and Shadywood Road (CSAH 19), capital project 2182000. State discretionary funding was awarded to the city in 2023 through the Minnesota Department of Transportation's Local Road Improvement Program.

The project will include the following improvements:

- New pavement with bikeable shoulders
- Sidewalk, curb and gutter
- Complete and Green Street design to better facilitate pedestrian, bicycle, and vehicle movements
- Pavement preservation of Shadywood Road

Construction is scheduled to begin 2026 with substantial completion in fall 2027.

Current Request:

This request seeks authorization to execute Agreement PR00007784 with Sambatek, LLC for construction administration, inspection, and surveying services for the county's capital project 2182000, during the period November 3, 2025, through June 30, 2028, in an amount not to exceed \$1,840,000.

The request is also to authorize an increase to the project budget by \$1,840,000 with funding from the Minnesota Department of Transportation's State Aid-Municipal Account and the City of Spring Park.

Impacts/Outcomes: This action supports the county's Mobility 2040 goals, climate action, and disparity elimination efforts by improving safety and accessibility for all people.

Recommendation from County Administrator: Recommend Approval

CP 2182000

Sunset Dr (CSAH 51) Reconstruction Project in Spring Park



BAR map date:
8/5/2025

Agreement #	Contractor Name	Vendor Number	AA Code	Begin Date (MM/DD/YYYY) (requires actual date)	End Date (MM/DD/YYYY) (requires actual date)	Revenue Fund #	Rev. Dept. ID #	Rev. Capital funding source	Rev. Account # (4xxxx)	Rev. Project #	Rev. Original Amount	Rev. Budgeted? Y/N	Rev. Budget Year	Expense Fund #	Exp. Dept. ID #	Exp. Capital funding source	Exp. Account (5xxxx)	Exp. Project #	Exp. Original Amount	Exp. Budgeted? Y/N	Exp. Budget Year
PR00007648	Sambatek, LLC	10763		11/3/25	6/30/28	53	910253	ST004	42640	2182000	\$ 1,415,000.00	Y	2025	53	910253	ST004	56520	2182000	\$ 1,415,000.00	Y	2025
PR00007648	Sambatek, LLC	10763		11/3/25	6/30/28	53	910253	MU040	42915	2182000	\$ 425,000.00	Y	2025	53	910253	MU040	56850	2182000	\$ 425,000.00	Y	2025

Capital Project Budget Supplement Coding Template

BAR #	Date Adopted	Change Type	Project	Business Alignment	Fund	Dept ID	PC Biz Unit	REV/EXP Names	Account Number	ACTIVITY	SOURCE	CATEGORY	Notes:
25-XXXX	MM/DD/YEAR	Supplemental	2182000	PW- Transportation Roads & Bridges 53	53	910253	HNPWT	Mn/DOT State Aid - Municipal	42640	REV	ST004		\$ 1,415,000
25-XXXX	MM/DD/YEAR	Supplemental	2182000	PW- Transportation Roads & Bridges 53	53	910253	HNPWT	Spring Park	42910	REV	MU040		\$ 425,000
25-XXXX	MM/DD/YEAR	Supplemental	XXXXXXX	Select	Fund	Dept ID	Busines Unit	Revenue	FALSE	FALSE	FALSE	FALSE	\$ -
25-XXXX	MM/DD/YEAR	Supplemental	XXXXXXX										\$ -
Supplemental Revenue Total: \$ 1,840,000													\$1,840,000
25-XXXX	MM/DD/YEAR	Supplemental	2182000	PW- Transportation Roads & Bridges 53	53	910253	HNPWT_	CSL Mn/DOT State Aid - Municipal	56520	CSL	ST004		\$ 1,415,000
25-XXXX	MM/DD/YEAR	Supplemental	2182000	PW- Transportation Roads & Bridges 53	53	910253	HNPWT_	CSL Spring Park	56850	CSL	MU040		\$ 425,000
25-XXXX	MM/DD/YEAR	Supplemental	XXXXXXX	Select	Fund	Dept ID	Expense Biz Unit	Expense	FALSE	FALSE	FALSE	FALSE	\$ -
25-XXXX	MM/DD/YEAR	Supplemental	XXXXXXX										\$ -
Supplemental Expense Total: \$ 1,840,000													\$1,840,000

Order:	Revenue	GL_ACCOUNT
1	Property Tax	40040
2	Bonds - GO Roads	49992
3	Fed-Bridge Repl & Rehab (BRRP)	42080
4	Federal General	42062
5	Mn/DOT State Aid - Regular	42600
6	Mn/DOT State Aid - Municipal	42640
7	Mn/DOT Turnback Funds	42670
8	Mn/DOT Trunk Hwy Fund	42670
9	State Road Bonds	42361
10	State Bridge Bonds	42361
11	State General Obligation Bonds	42361
12	State Highway Grants	42361
13	Mn/DOT State Aid - Flex Ex Sum Const	42671
14	STATE GENERAL	42361
15	Bloomington	42910
16	Brooklyn Center	42910
17	Brooklyn Park	42910
18	Champlin	42910
19	Chanhassen	42910
20	Corcoran	42910
21	Crystal	42910
22	Dayton	42910
23	Deephaven	42910
24	Eden Prairie	42910
25	Edina	42910
26	Excelsior	42910
27	Golden Valley	42910
28	Greenfield	42910
29	Greenwood	42910
30	Hanover	42910
31	Hassan Township	42910
32	Hopkins	42910
33	Independence	42910
34	Long Lake	42910
35	Loretto	42910
36	Maple Grove	42910
37	Maple Plain	42910
38	Medicine Lake	42910
39	Medina	42910
40	Minneapolis	42910
41	Minnetonka	42910
42	Minnetonka Beach	42910
43	Minnetrista	42910
44	Mound	42910
45	New Hope	42910
46	Orono	42910

47	Osseo	42910
48	Plymouth	42910
49	Richfield	42910
50	Robbinsdale	42910
51	Rockford	42910
52	Rogers	42910
53	Shorewood	42910
54	Spring Park	42910
55	St Anthony Village	42910
56	St Bonifacius	42910
57	St Louis Park	42910
58	Tonka Bay	42910
59	Wayzata	42910
60	Woodland	42910
61	Three Rivers Park	42910
62	Metropolitan Council	42910
63	Minneapolis Park & Recreation Board	42910
64	Met Council Active Transpo Grant	42905
65	Lease Revenues	49950
66	Other Revenue	49950
67	Transfer from other Funds	49990
68	Other Revenues	49993
69	Other Revenues	49993
70	Other Revenues	49993

Order:	Expense	GL_ACCOUNT
71	CRN Property Tax General	56700
72	CRN Transfer - Metro Tax - Active Transpo	56700
73	CRN Transfer - Metro Tax - Preservation	56700
74	CRN Transfer - Metro Tax - Complete St	56700
75	CRN Bonds - GO Roads	56701
76	CRN Fed-Bridge Repl & Rehab (BRRP)	56698
77	CRN Federal General	56698
78	CRN Mn/DOT State Aid - Regular	56500
79	CRN Mn/DOT State Aid - Municipal	56520
80	CRN Mn/DOT Turnback Funds	56540
81	CRN Mn/DOT Trunk Hwy Fund	56540
82	CRN State Road Bonds	56560
83	CRN State Bridge Bonds	56560
84	CRN State General Obligation Bonds	56560
85	CRN State Highway Grants	56560
86	CRN Mn/DOT State Aid - Flex Ex Sum Const	56541
87	CRN STATE GENERAL	56560
88	CRN Bloomington	56850
89	CRN Brooklyn Center	56850
90	CRN Brooklyn Park	56850
91	CRN Champlin	56850
92	CRN Chanhassen	56850

93	CRN Corcoran	56850
94	CRN Crystal	56850
95	CRN Dayton	56850
96	CRN Deephaven	56850
97	CRN Eden Prairie	56850
98	CRN Edina	56850
99	CRN Excelsior	56850
100	CRN Golden Valley	56850
101	CRN Greenfield	56850
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104	CRN Hassan Township	56850
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106	CRN Independence	56850
107	CRN Long Lake	56850
108	CRN Loretto	56850
109	CRN Maple Grove	56850
110	CRN Maple Plain	56850
111	CRN Medicine Lake	56850
112	CRN Medina	56850
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114	CRN Minnetonka	56850
115	CRN Minnetonka Beach	56850
116	CRN Minnetrista	56850
117	CRN Mound	56850
118	CRN New Hope	56850
119	CRN Orono	56850
120	CRN Osseo	56850
121	CRN Plymouth	56850
122	CRN Richfield	56850
123	CRN Robbinsdale	56850
124	CRN Rockford	56850
125	CRN Rogers	56850
126	CRN Shorewood	56850
127	CRN Spring Park	56850
128	CRN St Anthony Village	56850
129	CRN St Bonifacius	56850
130	CRN St Louis Park	56850
131	CRN Tonka Bay	56850
132	CRN Wayzata	56850
133	CRN Woodland	56850
134	CRN Metropolitan Council	56850
135	CRN Minneapolis Park & Recreation Board	56850
136	CRN Met Council Active Transpo	56570
137	CRN Lease Revenues	56850
138	CRN Other	56850
139	CRN Transfer from other Funds	56700

140	LND Property Tax General	56700
141	LND Transfer - Metro Tax - Active Transpo	56700
142	LND Transfer - Metro Tax - Preservation	56700
143	LND Transfer - Metro Tax - Complete St	56700
144	LND Bonds - GO Roads	56701
145	LND Fed-Bridge Repl & Rehab (BRRP)	56698
146	LND Federal General	56698
147	LND Mn/DOT State Aid - Regular	56500
148	LND Mn/DOT State Aid - Municipal	56520
149	LND Mn/DOT Turnback Funds	56540
150	LND Mn/DOT Trunk Hwy Fund	56540
151	LND State Road Bonds	56560
152	LND State Bridge Bonds	56560
153	LND State General Obligation Bonds	56560
154	LND State Highway Grants	56560
155	LND Mn/DOT State Aid - Flex Ex Sum Const	56541
156	LND STATE GENERAL	56560
157	LND Bloomington	56850
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159	LND Brooklyn Park	56850
160	LND Champlin	56850
161	LND Chanhassen	56850
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165	LND Deephaven	56850
166	LND Eden Prairie	56850
167	LND Edina	56850
168	LND Excelsior	56850
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184	LND Minnetonka Beach	56850
185	LND Minnetrista	56850
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187	LND New Hope	56850
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197	LND St Anthony Village	56850
198	LND St Bonifacius	56850
199	LND St Louis Park	56850
200	LND Tonka Bay	56850
201	LND Wayzata	56850
202	LND Woodland	56850
203	LND Lease Revenues	56850
204	LND Metropolitan Council	56850
205	LND Minneapolis Park & Recreation Board	56850
206	LND Met Council Active Transpo	56570
207	LND Other	56850
208	LND Transfer from other Funds	56700
209	PRT Property Tax General	56700
210	PRT Transfer - Metro Tax - Active Transpo	56700
211	PRT Transfer - Metro Tax - Preservation	56700
212	PRT Transfer - Metro Tax - Complete St	56700
213	PRT Bonds - GO Roads	56701
214	PRT Fed-Bridge Repl & Rehab (BRRP)	56698
215	PRT Federal General	56698
216	PRT Mn/DOT State Aid - Regular	56500
217	PRT Mn/DOT State Aid - Municipal	56520
218	PRT Mn/DOT Turnback Funds	56540
219	PRT Mn/DOT Trunk Hwy Fund	56540
220	PRT State Road Bonds	56560
221	PRT State Bridge Bonds	56560
222	PRT State General Obligation Bonds	56560
223	PRT State Highway Grants	56560
224	PRT Mn/DOT State Aid - Flex Ex Sum Const	56541
225	PRT STATE GENERAL	56560
226	PRT Bloomington	56850
227	PRT Brooklyn Center	56850
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229	PRT Champlin	56850
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267	PRT St Bonifacius	56850
268	PRT St Louis Park	56850
269	PRT Tonka Bay	56850
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271	PRT Woodland	56850
272	PRT Lease Revenues	56850
273	PRT Metropolitan Council	56850
274	PRT Minneapolis Park & Recreation Board	56850
275	PRT Met Council Active Transpo	56570
276	PRT Other	56850
277	PRT Transfer from other Funds	56700
278	CSL Property Tax General	56700
279	CSL Transfer - Metro Tax - Active Transpo	56700
280	CSL Transfer - Metro Tax - Preservation	56700

281	CSL Transfer - Metro Tax - Complete St	56700
282	CSL Bonds - GO Roads	56701
283	CSL Fed-Bridge Repl & Rehab (BRRP)	56698
284	CSL Federal General	56698
285	CSL Mn/DOT State Aid - Regular	56500
286	CSL Mn/DOT State Aid - Municipal	56520
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288	CSL Mn/DOT Trunk Hwy Fund	56540
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290	CSL State Bridge Bonds	56560
291	CSL State General Obligation Bonds	56560
292	CSL State Highway Grants	56560
293	CSL Mn/DOT State Aid - Flex Ex Sum Const	56541
294	CSL STATE GENERAL	56560
295	CSL Bloomington	56850
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337	CSL St Louis Park	56850
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339	CSL Wayzata	56850
340	CSL Woodland	56850
341	CSL Lease Revenues	56850
342	CSL Metropolitan Council	56850
343	CSL Minneapolis Park & Recreation Board	56850
344	CSL Met Council Active Transpo	56570
345	CSL Other	56850
346	CSL Transfer from other Funds	56700
347	CGY Property Tax General	56700
348	CGY Transfer - Metro Tax - Active Transpo	56700
349	CGY Transfer - Metro Tax - Preservation	56700
350	CGY Transfer - Metro Tax - Complete St	56700
351	CGY Bonds - GO Roads	56701
352	CGY Fed-Bridge Repl & Rehab (BRRP)	56698
353	CGY Federal General	56698
354	CGY Mn/DOT State Aid - Regular	56500
355	CGY Mn/DOT State Aid - Municipal	56520
356	CGY Mn/DOT Turnback Funds	56540
357	CGY Mn/DOT Trunk Hwy Fund	56540
358	CGY State Road Bonds	56560
359	CGY State Bridge Bonds	56560
360	CGY State General Obligation Bonds	56560
361	CGY State Highway Grants	56560
362	CGY Mn/DOT State Aid - Flex Ex Sum Const	56541
363	CGY STATE GENERAL	56560
364	CGY Bloomington	56850
365	CGY Brooklyn Center	56850
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410	CGY Lease Revenues	56850
411	CGY Metropolitan Council	56850
412	CGY Minneapolis Park & Recreation Board	56850
413	CGY Met Council Active Transpo	56570
414	CGY Other	56850
415	CGY Transfer from other Funds	56700
416	SFT Property Tax General	56700
417	SFT Transfer - Metro Tax - Active Transpo	56700
418	SFT Transfer - Metro Tax - Preservation	56700
419	SFT Transfer - Metro Tax - Complete St	56700
420	SFT Bonds - GO Roads	56701
421	SFT Fed-Bridge Repl & Rehab (BRRP)	56698

422	SFT Federal General	56698
423	SFT Mn/DOT State Aid - Regular	56500
424	SFT Mn/DOT State Aid - Municipal	56520
425	SFT Mn/DOT Turnback Funds	56540
426	SFT Mn/DOT Trunk Hwy Fund	56540
427	SFT State Road Bonds	56560
428	SFT State Bridge Bonds	56560
429	SFT State General Obligation Bonds	56560
430	SFT State Highway Grants	56560
431	SFT STATE GENERAL	56560
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462	SFT New Hope	56850
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471	SFT Spring Park	56850
472	SFT St Anthony Village	56850
473	SFT St Bonifacius	56850
474	SFT St Louis Park	56850
475	SFT Tonka Bay	56850
476	SFT Wayzata	56850
477	SFT Woodland	56850
478	SFT Lease Revenues	56850
479	SFT Met Council Active Transpo	56570
480	SFT Other	56850
481	SFT Transfer from other Funds	56700
482	SPT Property Tax General	56700
483	SPT Transfer - Metro Tax - Active Transpo	56700
484	SPT Transfer - Metro Tax - Preservation	56700
485	SPT Transfer - Metro Tax - Complete St	56700
486	SPT Bonds - GO Roads	56701
487	SPT Fed-Bridge Repl & Rehab (BRRP)	56698
488	SPT Federal General	56698
489	SPT Mn/DOT State Aid - Regular	56500
490	SPT Mn/DOT State Aid - Municipal	56520
491	SPT Mn/DOT Turnback Funds	56540
492	SPT Mn/DOT Trunk Hwy Fund	56540
493	SPT State Road Bonds	56560
494	SPT State Bridge Bonds	56560
495	SPT State General Obligation Bonds	56560
496	SPT State Highway Grants	56560
497	SPT STATE GENERAL	56560
498	SPT Bloomington	56850
499	SPT Brooklyn Center	56850
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541	SPT Tonka Bay	56850
542	SPT Wayzata	56850
543	SPT Woodland	56850
544	SPT Lease Revenues	56850
545	SPT Met Council Active Transpo	56570
546	SPT Other	56850
547	SPT Transfer from other Funds	56700
548	FRC Property Tax General	56700
549	FRC Transfer - Metro Tax - Active Transpo	56700
550	FRC Transfer - Metro Tax - Preservation	56700
551	FRC Transfer - Metro Tax - Complete St	56700
552	FRC Bonds - GO Roads	56701
553	FRC Fed-Bridge Repl & Rehab (BRRP)	56698
554	FRC Federal General	56698
555	FRC Mn/DOT State Aid - Regular	56500
556	FRC Mn/DOT State Aid - Municipal	56520
557	FRC Mn/DOT Turnback Funds	56540
558	FRC Mn/DOT Trunk Hwy Fund	56540
559	FRC State Road Bonds	56560
560	FRC State Bridge Bonds	56560
561	FRC State General Obligation Bonds	56560
562	FRC State Highway Grants	56560

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606	FRC St Louis Park	56850
607	FRC Tonka Bay	56850
608	FRC Wayzata	56850
609	FRC Woodland	56850

610	FRC Lease Revenues	56850
611	FRC Other	56850
612	FRC Met Council Active Transpo	56570
613	FRC Transfer from other Funds	56700
614	OTC Property Tax General	56700
615	OTC Transfer - Metro Tax - Active Transpo	56700
616	OTC Transfer - Metro Tax - Preservation	56700
617	OTC Transfer - Metro Tax - Complete St	56700
618	OTC Bonds - GO Roads	56701
619	OTC Fed-Bridge Repl & Rehab (BRRP)	56698
620	OTC Federal General	56698
621	OTC Mn/DOT State Aid - Regular	56500
622	OTC Mn/DOT State Aid - Municipal	56520
623	OTC Mn/DOT Turnback Funds	56540
624	OTC Mn/DOT Trunk Hwy Fund	56540
625	OTC State Road Bonds	56560
626	OTC State Bridge Bonds	56560
627	OTC State General Obligation Bonds	56560
628	OTC State Highway Grants	56560
629	OTC Mn/DOT State Aid - Flex Ex Sum Const	56541
630	OTC STATE GENERAL	56560
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633	OTC Brooklyn Park	56850
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635	OTC Chanhassen	56850
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676	OTC Woodland	56850
677	OTC Lease Revenues	56850
678	OTC Metropolitan Council	56850
679	OTC Minneapolis Park & Recreation Board	56850
680	OTC Met Council Active Transpo	56570
681	OTC Other	56850
682	OTC Transfer from other Funds	56700

LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	REV
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	REV
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LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	REV
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	REV
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	REV
Miscellaneous-General	REV
Miscellaneous-General	REV
Tran From/(To) Other Funds	REV
Transfer - Metro Tax - Active Transpo	REV
Transfer - Metro Tax - Preservation	REV
Transfer - Metro Tax - Complete St	REV
ACCOUNT_NAME	ACTIVITY_ID
Highway Capital-Imp Proj	CRN
Highway Capital-Imp Proj	CRN
Highway Capital-Imp Proj	CRN
Highway Capital-Imp Proj	CRN
Bond Reimb to Capital Project	CRN
Federal County Road Bridge Fund	CRN
Federal Del Contract Process	CRN
STATE AID REGULAR CONSTRUCTION	CRN
STATE TRANSPORTATION MUNICIPAL CONSTRUCTION	CRN
State Highway Turnback	CRN
State Highway Turnback	CRN
STATE GRANT-MNDOT TRACKING NUMBER 29 BRIDG	CRN
STATE GRANT-MNDOT TRACKING NUMBER 29 BRIDG	CRN
STATE GRANT-MNDOT TRACKING NUMBER 29 BRIDG	CRN
STATE GRANT-MNDOT TRACKING NUMBER 29 BRIDG	CRN
State Aid Flex Excess Sum Const	CRN
STATE GRANT-MNDOT TRACKING NUMBER 29 BRIDG	CRN
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CRN
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CRN
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CRN
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CRN
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CRN

LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CRN
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[illegible]

LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	LND
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	LND
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	LND
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	LND
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	LND
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	LND
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	LND
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	LND
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	LND
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	LND
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	LND
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	LND
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	LND
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	LND
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	LND
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	LND
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	LND
Miscellaneous-General	LND
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	LND
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	LND
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	LND
Miscellaneous-General	LND
Tran From/(To) Other Funds	LND
Highway Capital-Imp Proj	PRT
Highway Capital-Imp Proj	PRT
Highway Capital-Imp Proj	PRT
Highway Capital-Imp Proj	PRT
Bond Reimb to Capital Project	PRT
Federal County Road Bridge Fund	PRT
Federal Del Contract Process	PRT
STATE AID REGULAR CONSTRUCTION	PRT
STATE TRANSPORTATION MUNICIPAL CONSTRUCTION	PRT
State Highway Turnback	PRT
State Highway Turnback	PRT
STATE GRANT-MNDOT TRACKING NUMBER 29 BRIDG	PRT
STATE GRANT-MNDOT TRACKING NUMBER 29 BRIDG	PRT
STATE GRANT-MNDOT TRACKING NUMBER 29 BRIDG	PRT
STATE GRANT-MNDOT TRACKING NUMBER 29 BRIDG	PRT
State Aid Flex Excess Sum Const	PRT
STATE GRANT-MNDOT TRACKING NUMBER 29 BRIDG	PRT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	PRT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	PRT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	PRT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	PRT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	PRT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	PRT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	PRT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	PRT

[illegible]

LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CSL
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CSL
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CSL
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CSL
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CSL
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CSL
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CSL
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CSL
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CSL
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CSL
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CSL
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CSL
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CSL
Miscellaneous-General	CSL
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CSL
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CSL
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CSL
Miscellaneous-General	CSL
Tran From/(To) Other Funds	CSL
Highway Capital-Imp Proj	CGY
Highway Capital-Imp Proj	CGY
Highway Capital-Imp Proj	CGY
Highway Capital-Imp Proj	CGY
Bond Reimb to Capital Project	CGY
Federal County Road Bridge Fund	CGY
Federal Del Contract Process	CGY
STATE AID REGULAR CONSTRUCTION	CGY
STATE TRANSPORTATION MUNICIPAL CONSTRUCTION	CGY
State Highway Turnback	CGY
State Highway Turnback	CGY
STATE GRANT-MNDOT TRACKING NUMBER 29 BRIDG	CGY
STATE GRANT-MNDOT TRACKING NUMBER 29 BRIDG	CGY
STATE GRANT-MNDOT TRACKING NUMBER 29 BRIDG	CGY
STATE GRANT-MNDOT TRACKING NUMBER 29 BRIDG	CGY
State Aid Flex Excess Sum Const	CGY
STATE GRANT-MNDOT TRACKING NUMBER 29 BRIDG	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY

LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
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LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
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LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
Miscellaneous-General	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	CGY
Miscellaneous-General	CGY
Tran From/(To) Other Funds	CGY
Highway Capital-Imp Proj	SFT
Highway Capital-Imp Proj	SPT
Highway Capital-Imp Proj	SPT
Highway Capital-Imp Proj	SPT
Bond Reimb to Capital Project	SFT
Federal County Road Bridge Fund	SFT

LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	SPT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	SPT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	SPT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	SPT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	SPT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	SPT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	SPT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	SPT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	SPT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	SPT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	SPT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	SPT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	SPT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	SPT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	SPT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	SPT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	SPT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	SPT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	SPT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	SPT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	SPT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	SPT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	SPT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	SPT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	SPT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	SPT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	SPT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	SPT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	SPT
Miscellaneous-General	SPT
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	SPT
Miscellaneous-General	SPT
Tran From/(To) Other Funds	SPT
Highway Capital-Imp Proj	FRC
Highway Capital-Imp Proj	FRC
Highway Capital-Imp Proj	FRC
Highway Capital-Imp Proj	FRC
Bond Reimb to Capital Project	FRC
Federal County Road Bridge Fund	FRC
Federal Del Contract Process	FRC
STATE AID REGULAR CONSTRUCTION	FRC
STATE TRANSPORTATION MUNICIPAL CONSTRUCTION	FRC
State Highway Turnback	FRC
State Highway Turnback	FRC
STATE GRANT-MNDOT TRACKING NUMBER 29 BRIDG	FRC
STATE GRANT-MNDOT TRACKING NUMBER 29 BRIDG	FRC
STATE GRANT-MNDOT TRACKING NUMBER 29 BRIDG	FRC
STATE GRANT-MNDOT TRACKING NUMBER 29 BRIDG	FRC

[illegible]

LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	OTC
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	OTC
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	OTC
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	OTC
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	OTC
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	OTC
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	OTC
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	OTC
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	OTC
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	OTC
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	OTC
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	OTC
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	OTC
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	OTC
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	OTC
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	OTC
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	OTC
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	OTC
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	OTC
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	OTC
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	OTC
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	OTC
Miscellaneous-General	OTC
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	OTC
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	OTC
LOCAL PARTICIPATING HIGHWAY-CONSTRUCTION-MUNICIPAL	OTC
Miscellaneous-General	OTC
Tran From/(To) Other Funds	OTC

ACTIVITY_DESCR	SOURCE_VALUE	Category	SOURCE_DESCR
Revenue	CT001		County-Property Tax Funding
Revenue	CT002		County-Bond Funding
Revenue	FD005		Fed-Bridge Repl & Rehab (BRRP)
Revenue	FD899		Fed-General
Revenue	ST001		Mn/DOT State Aid-Regular
Revenue	ST004		Mn/DOT State Aid-Municipal
Revenue	ST007		Mn/DOT Turnback Fund
Revenue	ST008		Mn/DOT Trunk Hwy Fund
Revenue	ST009		State Road Bonds
Revenue	ST010		State Bridge Bonds
Revenue	ST011		State Genl Oblig Bonds
Revenue	ST012		State Grants
Revenue	ST014		Mn/DOT State Aid - Flex SS
Revenue	ST899		State-General
Revenue	MU001		Municipal-Bloomington
Revenue	MU002		Municipal-Brooklyn Center
Revenue	MU003		Municipal-Brooklyn Park
Revenue	MU004		Municipal-Champlin
Revenue	MU005		Municipal-Chanhassen
Revenue	MU006		Municipal-Corcoran
Revenue	MU007		Municipal-Crystal
Revenue	MU008		Municipal-Dayton
Revenue	MU009		Municipal-Deephaven
Revenue	MU010		Municipal-Eden Prairie
Revenue	MU011		Municipal-Edina
Revenue	MU012		Municipal-Excelsior
Revenue	MU013		Municipal-Golden Valley
Revenue	MU014		Municipal-Greenfield
Revenue	MU015		Municipal-Greenwood
Revenue	MU016		Municipal-Hanover
Revenue	MU017		Municipal-Hassan Township
Revenue	MU018		Municipal-Hopkins
Revenue	MU019		Municipal-Independence
Revenue	MU020		Municipal-Long Lake
Revenue	MU021		Municipal-Loretto
Revenue	MU022		Municipal-Maple Grove
Revenue	MU023		Municipal-Maple Plain
Revenue	MU024		Municipal-Medicine Lake
Revenue	MU025		Municipal-Medina
Revenue	MU026		Municipal-Minneapolis
Revenue	MU027		Municipal-Minnetonka
Revenue	MU028		Municipal-Minnetonka Beach
Revenue	MU029		Municipal-Minnetrista
Revenue	MU030		Municipal-Mound
Revenue	MU031		Municipal-New Hope
Revenue	MU032		Municipal-Orono

Revenue	MU033	Municipal-Osseo
Revenue	MU034	Municipal-Plymouth
Revenue	MU035	Municipal-Richfield
Revenue	MU036	Municipal-Robbinsdale
Revenue	MU037	Municipal-Rockford
Revenue	MU038	Municipal-Rogers
Revenue	MU039	Municipal-Shorewood
Revenue	MU040	Municipal-Spring Park
Revenue	MU041	Municipal-St Anthony Village
Revenue	MU042	Municipal-St Bonifacius
Revenue	MU043	Municipal-St Louis Park
Revenue	MU044	Municipal-Tonka Bay
Revenue	MU045	Municipal-Wayzata
Revenue	MU046	Municipal-Woodland
Revenue	AG007	Agency-Three Rivers Park
Revenue	AG008	Agency-Metropolitan Council
Revenue	AG009	Agency-Mpls Park & Rec Board
Revenue	AG020	MetCouncil Active Transp Grant
Revenue	OR001	Lease Revenue
Revenue	Z	General
Revenue	CT003	County-Interfund Transfer
Revenue	AG010	Fd Xfr-Metro Tx-Active Transpo
Revenue	AG011	Fd Xfr-Metro Tx-Preservation
Revenue	AG012	Fd Xfr-Metro Tx-Complete Sts

ACTIVITY_DESCR	SOURCE_VALUE	Category	SOURCE_DESCR
Construction	CT001		County-Property Tax Funding
Construction	AG010		Fd Xfr-Metro Tx-Active Transpo
Construction	AG011		Fd Xfr-Metro Tx-Preservation
Construction	AG012		Fd Xfr-Metro Tx-Complete Sts
Construction	CT002		County-Bond Funding
Construction	FD005		Fed-Bridge Repl & Rehab (BRRP)
Construction	FD899		Fed-General
Construction	ST001		Mn/DOT State Aid-Regular
Construction	ST004		Mn/DOT State Aid-Municipal
Construction	ST007		Mn/DOT Turnback Fund
Construction	ST008		Mn/DOT Trunk Hwy Fund
Construction	ST009		State Road Bonds
Construction	ST010		State Bridge Bonds
Construction	ST011		State Genl Oblig Bonds
Construction	ST012		State Grants
Construction	ST014		Mn/DOT State Aid - Flex SS
Construction	ST899		State-General
Construction	MU001		Municipal-Bloomington
Construction	MU002		Municipal-Brooklyn Center
Construction	MU003		Municipal-Brooklyn Park
Construction	MU004		Municipal-Champlin
Construction	MU005		Municipal-Chanhassen

Construction	MU006	Municipal-Corcoran
Construction	MU007	Municipal-Crystal
Construction	MU008	Municipal-Dayton
Construction	MU009	Municipal-Deephaven
Construction	MU010	Municipal-Eden Prairie
Construction	MU011	Municipal-Edina
Construction	MU012	Municipal-Excelsior
Construction	MU013	Municipal-Golden Valley
Construction	MU014	Municipal-Greenfield
Construction	MU015	Municipal-Greenwood
Construction	MU016	Municipal-Hanover
Construction	MU017	Municipal-Hassan Township
Construction	MU018	Municipal-Hopkins
Construction	MU019	Municipal-Independence
Construction	MU020	Municipal-Long Lake
Construction	MU021	Municipal-Loretto
Construction	MU022	Municipal-Maple Grove
Construction	MU023	Municipal-Maple Plain
Construction	MU024	Municipal-Medicine Lake
Construction	MU025	Municipal-Medina
Construction	MU026	Municipal-Minneapolis
Construction	MU027	Municipal-Minnetonka
Construction	MU028	Municipal-Minnetonka Beach
Construction	MU029	Municipal-Minnetrista
Construction	MU030	Municipal-Mound
Construction	MU031	Municipal-New Hope
Construction	MU032	Municipal-Orono
Construction	MU033	Municipal-Osseo
Construction	MU034	Municipal-Plymouth
Construction	MU035	Municipal-Richfield
Construction	MU036	Municipal-Robbinsdale
Construction	MU037	Municipal-Rockford
Construction	MU038	Municipal-Rogers
Construction	MU039	Municipal-Shorewood
Construction	MU040	Municipal-Spring Park
Construction	MU041	Municipal-St Anthony Village
Construction	MU042	Municipal-St Bonifacius
Construction	MU043	Municipal-St Louis Park
Construction	MU044	Municipal-Tonka Bay
Construction	MU045	Municipal-Wayzata
Construction	MU046	Municipal-Woodland
Construction	AG008	Agency-Metropolitan Council
Construction	AG009	Agency-Mpls Park & Rec Board
Construction	AG020	Agency-MetC ActiveTransp Grant
Construction	OR001	Lease Revenue
Construction	Z	General
Construction	CT003	County-Interfund Transfer

Right of Way	CT001	County-Property Tax Funding
Right of Way	AG010	Fd Xfr-Metro Tx-Active Transpo
Right of Way	AG011	Fd Xfr-Metro Tx-Preservation
Right of Way	AG012	Fd Xfr-Metro Tx-Complete Sts
Right of Way	CT002	County-Bond Funding
Right of Way	FD005	Fed-Bridge Repl & Rehab (BRRP)
Right of Way	FD899	Fed-General
Right of Way	ST001	Mn/DOT State Aid-Regular
Right of Way	ST004	Mn/DOT State Aid-Municipal
Right of Way	ST007	Mn/DOT Turnback Fund
Right of Way	ST008	Mn/DOT Trunk Hwy Fund
Right of Way	ST009	State Road Bonds
Right of Way	ST010	State Bridge Bonds
Right of Way	ST011	State Genl Oblig Bonds
Right of Way	ST012	State Grants
Right of Way	ST014	Mn/DOT State Aid - Flex SS
Right of Way	ST899	State-General
Right of Way	MU001	Municipal-Bloomington
Right of Way	MU002	Municipal-Brooklyn Center
Right of Way	MU003	Municipal-Brooklyn Park
Right of Way	MU004	Municipal-Champlin
Right of Way	MU005	Municipal-Chanhassen
Right of Way	MU006	Municipal-Corcoran
Right of Way	MU007	Municipal-Crystal
Right of Way	MU008	Municipal-Dayton
Right of Way	MU009	Municipal-Deephaven
Right of Way	MU010	Municipal-Eden Prairie
Right of Way	MU011	Municipal-Edina
Right of Way	MU012	Municipal-Excelsior
Right of Way	MU013	Municipal-Golden Valley
Right of Way	MU014	Municipal-Greenfield
Right of Way	MU015	Municipal-Greenwood
Right of Way	MU016	Municipal-Hanover
Right of Way	MU017	Municipal-Hassan Township
Right of Way	MU018	Municipal-Hopkins
Right of Way	MU019	Municipal-Independence
Right of Way	MU020	Municipal-Long Lake
Right of Way	MU021	Municipal-Loretto
Right of Way	MU022	Municipal-Maple Grove
Right of Way	MU023	Municipal-Maple Plain
Right of Way	MU024	Municipal-Medicine Lake
Right of Way	MU025	Municipal-Medina
Right of Way	MU026	Municipal-Minneapolis
Right of Way	MU027	Municipal-Minnetonka
Right of Way	MU028	Municipal-Minnetonka Beach
Right of Way	MU029	Municipal-Minnetrista
Right of Way	MU030	Municipal-Mound

Right of Way	MU031	Municipal-New Hope
Right of Way	MU032	Municipal-Orono
Right of Way	MU033	Municipal-Osseo
Right of Way	MU034	Municipal-Plymouth
Right of Way	MU035	Municipal-Richfield
Right of Way	MU036	Municipal-Robbinsdale
Right of Way	MU037	Municipal-Rockford
Right of Way	MU038	Municipal-Rogers
Right of Way	MU039	Municipal-Shorewood
Right of Way	MU040	Municipal-Spring Park
Right of Way	MU041	Municipal-St Anthony Village
Right of Way	MU042	Municipal-St Bonifacius
Right of Way	MU043	Municipal-St Louis Park
Right of Way	MU044	Municipal-Tonka Bay
Right of Way	MU045	Municipal-Wayzata
Right of Way	MU046	Municipal-Woodland
Right of Way	OR001	Lease Revenue
Right of Way	AG008	Agency-Metropolitan Council
Right of Way	AG009	Agency-Mpls Park & Rec Board
Right of Way	AG020	Agency-MetC ActiveTransp Grant
Right of Way	Z	General
Right of Way	CT003	County-Interfund Transfer
Participation	CT001	County-Property Tax Funding
Participation	AG010	Fd Xfr-Metro Tx-Active Transpo
Participation	AG011	Fd Xfr-Metro Tx-Preservation
Participation	AG012	Fd Xfr-Metro Tx-Complete Sts
Participation	CT002	County-Bond Funding
Participation	FD005	Fed-Bridge Repl & Rehab (BRRP)
Participation	FD899	Fed-General
Participation	ST001	Mn/DOT State Aid-Regular
Participation	ST004	Mn/DOT State Aid-Municipal
Participation	ST007	Mn/DOT Turnback Fund
Participation	ST008	Mn/DOT Trunk Hwy Fund
Participation	ST009	State Road Bonds
Participation	ST010	State Bridge Bonds
Participation	ST011	State Genl Oblig Bonds
Participation	ST012	State Grants
Participation	ST014	Mn/DOT State Aid - Flex SS
Participation	ST899	State-General
Participation	MU001	Municipal-Bloomington
Participation	MU002	Municipal-Brooklyn Center
Participation	MU003	Municipal-Brooklyn Park
Participation	MU004	Municipal-Champlin
Participation	MU005	Municipal-Chanhassen
Participation	MU006	Municipal-Corcoran
Participation	MU007	Municipal-Crystal
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Other Costs	Z	General
Other Costs	CT003	County-Interfund Transfer

Budget Table: Capital Project 2182000 – CSAH 51 fr CSAH 15 to CSAH 19

REVENUE	Budget to Date	Current Request	Future CIP Requests	Total
MnDOT State Aid – Municipal	\$8,700,000	\$1,415,000	\$4,290,000	\$14,405,000
LRIP State GO Bonds			\$1,500,000	\$1,500,000
Spring Park	\$3,630,000	\$425,000	(1,405,000)	\$2,650,000
Total	\$12,330,000	\$1,840,000	\$4,385,000	\$18,555,000
EXPENSE	Budget to Date	Current Request	Future CIP Requests	Total
Right of Way	\$1,200,000		\$1,300,000	\$2,500,000
Construction	\$8,340,000		\$3,240,000	\$11,580,000
Consulting	\$1,120,000	\$1,840,000	(\$720,000)	\$2,240,000
Contingency	\$1,670,000		\$65,000	\$1,735,000
Other costs	\$0		\$500,000	\$500,000
Total	\$12,330,000	\$1,840,000	\$4,385,000	\$18,555,000

HENNEPIN COUNTY

MINNESOTA

300 South Sixth Street
Minneapolis, MN
55487-0240

Board Action Request

25-0354

Item Description:

Agmt PR00007698 with Alliant Engineering, Inc. for preliminary design and professional services for CSAH 152 (Washington Ave), CP 2221000, 10/25/25-02/26/27, NTE \$1,260,000 (\$910,000 in Active Transportation, \$238,000 from Minneapolis and \$112,000 from Met Council)

Resolution:

BE IT RESOLVED, that the County Administrator be authorized to negotiate Agreement PR00007698 with Alliant Engineering, Inc. for preliminary design and professional services for multi-modal safety improvements along County State Aid Highway 152 (Washington Avenue) from 5th Avenue to 11th Avenue South (capital project 2221000), during the period of October 25, 2025 through February 26, 2027, in an amount not to exceed \$1,260,000; that following review and approval by the County Attorney's Office, the Chair of the Board be authorized to sign the agreement on behalf of the county; and that the Controller be authorized to accept and disburse funds as directed

Background:

The county, in partnership with the city of Minneapolis, the Metropolitan Council and the Minnesota Department of Transportation, is leading a multi-modal safety improvement project along Washington Avenue from 5th Avenue to 11th Avenue S with the following improvements:

- Bikeway enhancements
- New pavement, sidewalk, curb/gutter, and traffic signals
- Accessibility, safety, and multi-modal safety

As the preliminary design begins, the project team will continue to engage with the community and build on previous planning and engagement efforts to develop a design that best meets the project goals and community needs. The project is scheduled to begin construction in 2028.

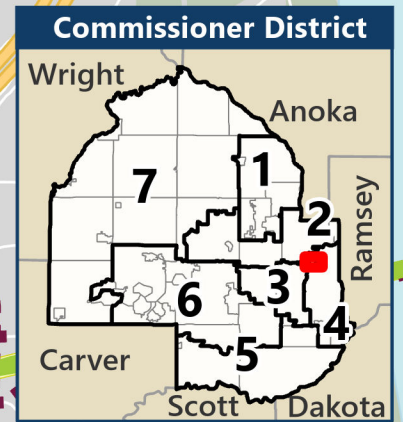
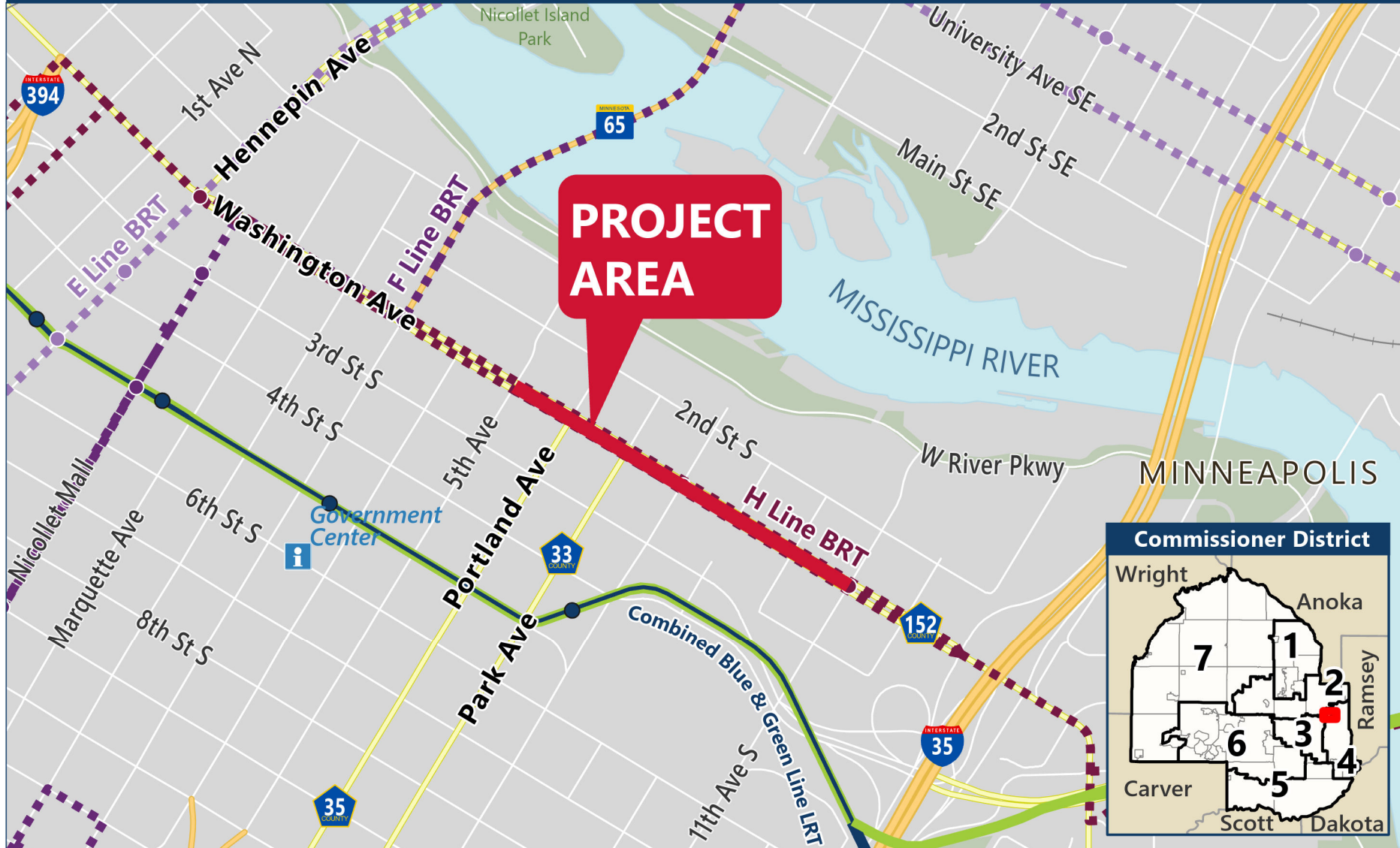
Current Request: This request seeks authorization for the County Administrator to execute Agreement PR00007698 with Alliant Engineering, Inc. for preliminary design, engineering, and community engagement for multi-modal safety improvements along Washington Avenue, CP 2221000, during the period of October 25, 2025, through February 26, 2027, in an amount not to exceed \$1,260,000.

Impacts/Outcomes: This action supports the county's Mobility 2040 goals, climate action, and disparity elimination efforts by improving safety, accessibility and mobility for all transportation users.

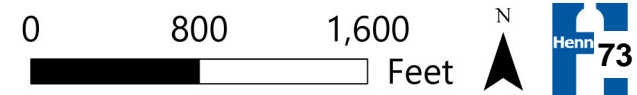
Recommendation from County Administrator: Recommend Approval

CP 2221000

H Line Multimodal Improvements along Washington Ave (CSAH 152) from 5th Ave S to 11th Ave S in Minneapolis



BAR map date:
8/6/2025



Agreement #	Contractor Name	Vendor Number	Begin Date (MM/DD/YYYY) (requires actual date)	End Date (MM/DD/YYYY) (requires actual date)	Revenue Fund #	Rev. Dept. ID #	Rev. Capital funding source	Rev. Account # (4xxxx)	Rev. Project #	Rev. Original Amount	Rev. Budgeted? Y/N	Expense Fund #	Exp. Dept. ID #	Exp. Capital funding source	Exp. Account (5xxxx)	Exp. Project #	Exp. Original Amount	Exp. Budgeted? Y/N
PR00007698	Alliant Engineering Inc	12559	10/25/2025	2/26/2027	53	910253	AG010	49993	2221000	\$ 910,000.00	Y	53	910253	AG010	56700	2221000	\$ 910,000.00	Y
					53	910253	MU026	42910	2221000	\$ 238,000.00	Y	53	910253	MU026	56850	2221000	\$ 238,000.00	Y
					53	910253	AG008	42910	2221000	\$ 112,000.00	Y	53	910253	AG008	56850	2221000	\$ 112,000.00	Y
										\$ 1,260,000.00							\$ 1,260,000.00	

HENNEPIN COUNTY

MINNESOTA

300 South Sixth Street
Minneapolis, MN
55487-0240

Board Action Request

25-0355

Item Description:

Adopt the Hennepin County Toward Zero Deaths (TZD) Action Plan for county roadways

WHEREAS:

WHEREAS, crashes resulting in deaths on Hennepin County roads are unacceptable; and

WHEREAS, crashes that result in death or serious injury are largely preventable and the only acceptable goal is to eliminate traffic-related deaths and serious injuries; and

WHEREAS, the Hennepin County Toward Zero Deaths Action Plan presents a data-driven safety analysis to identify trends, locations and strategies countywide to eliminate deaths and serious injuries on county roads.

Resolution:

BE IT RESOLVED, that the Hennepin County Board adopts the Toward Zero Deaths Action Plan for the county transportation system; and

BE IT FURTHER RESOLVED, that the Hennepin County Board establishes a long-term goal of eliminating traffic deaths and serious injuries on county roads by the year 2045, with an interim goal of a 50 percent reduction by the year 2035; and

BE IT FURTHER RESOLVED, that the Hennepin County Board understands that achieving this goal will require time to modernize infrastructure, significant resources and ongoing collaboration with partners and the community.

Background:

Toward Zero Deaths is a national effort to make roads safer by preventing traffic deaths and serious injuries. It's based on the idea that even one death is too many and that we all share responsibility for safety.

The county uses a Safe Systems Approach, designing roads to prevent crashes and reduce harm when they do happen. As part of the Safe System Approach, this plan draws on the five E's of roadway safety: Education, Enforcement, Engineering, Emergency Response and Engagement.

The Towards Zero Deaths Action Plan included robust engagement with the community and stakeholders through in person connections, interactive online engagement and social media. We gathered significant feedback through a multilingual online survey and interactive map to better understand safety issues across the county. This feedback helped guide the plan which is attached as Exhibit A.

This plan is funded in part by a federal grant from the U.S. Department of Transportation's Safe Streets and Roads for All program (Agreement PW 43-60-23, Resolution 23-0322). The terms of that agreement require us to complete the Toward Zero Deaths Action Plan by September 29, 2025.

Current Request: The request is for adoption of the Toward Zero Deaths Action Plan for county roadways.

Impacts/Outcomes: This action supports the county's people-first approach, mobility 2040 goals, climate action, and disparity elimination efforts by improving safety for people traveling along county roadways.

Recommendation from County Administrator: Recommend Approval

Hennepin County Toward Zero Deaths Action Plan



Our commitment to safety
along our transportation system

September 2025



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SECTION 1: INTRODUCTION

Transportation safety is critical to the health and quality of life for the communities we serve. This Toward Zero Deaths (TZD) Action Plan is rooted in Hennepin County's People First approach and solid commitment to making our transportation system safer for all people. Each life lost along our roadways is tragic and preventable through a holistic approach of improving driving behavior, creating a safer road environment, enhancing vehicle safety, and providing efficient emergency medical and trauma services.

Eliminating traffic deaths and serious injuries in Hennepin County will require a concerted, collaborative effort. Through implementation of this plan, we will focus on the five following complementary Safe System elements: Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and Post-Crash Care.

It will take everyone to achieve the goal of zero deaths on our roads.

This Toward Zero Deaths Action Plan includes:

- Our commitment to a long-term goal of zero roadway fatalities and serious injury crashes;
- A data-driven High Injury Network across the county roadway system;
- An understanding and acknowledgment of the communities most impacted by fatal and serious injury traffic crashes with a specific focus on vulnerable road users;
- Engagement with the public, stakeholders, partners (such as the Hennepin County Sheriff's office as shown in Figure 1), and leaders;
- A description of data-driven strategies proven to reduce crash frequency and severity;
- Recommendations for programs involving enforcement, education, and partnership with other agencies; and
- A roadmap for implementing the strategies in this plan



Figure 1. One of the 5 E's for TZD is enforcement. Our efforts include collaborating with local law enforcement, from the Sheriff's office to local agencies.

Our Goal

Hennepin County is committed to a long-term goal of eliminating traffic deaths and serious injuries on all county roadways by the year 2045.

To achieve this goal, the county has adopted the following benchmark goals:

- Reduce the number of deaths from traffic crashes by 50% by 2035
- Reduce the number serious injuries from traffic crashes by 50% by 2035

We acknowledge that achieving these goals will require time to modernize infrastructure, significant resources and ongoing collaboration with our partners, including the Minnesota Department of Transportation (MnDOT), the Metropolitan Council, cities, law enforcement, other local partners, and the community as we all play a key role in creating a safe driving culture. We intend to apply the Safe System Approach through county policies and through the planning and scoping of transportation projects. Additionally, achieving a goal of zero deaths will require ongoing engagement with the community to foster a positive traffic safety culture and address unsafe driving behaviors that can lead to fatal and serious injury crashes.

Why focus on county roadways?

Hennepin County's commitment is focused on traffic crashes that occur on county roadways. This focus is important as over 50% of fatal and serious injury crashes that occur countywide occur along the county roadway system. We also have the greatest ability to improve safety along our system. The county will continue to coordinate with our state and local partners to address safety challenges on all roadways within Hennepin County.

Safe System Approach

Our plan utilizes the Safe System Approach, as shown in Figure 2, to improve transportation safety. The approach, which has been officially endorsed by the United States Department of Transportation (USDOT) and MnDOT's Toward Zero Deaths initiative, includes a major focus on speed management, improving safety for all roadway users, and designing roadways to prioritize safety. Hennepin County will use this approach through engineering, engagement and education strategies.

The Hennepin County Sheriff's Office and local police and fire departments are key partners in implementing this plan, as they are responsible for enforcement and emergency response. As the county is not involved in vehicle manufacturing, we look to our partners at the state and federal levels to lead these efforts.



Figure 2. Safe System Approach Principles

E's of Roadway Safety

As part of the Safe System Approach, this plan draws on the five E's of roadway safety: Education, Enforcement, Engineering, Emergency Response, and Engagement. The five E's are defined below.



EDUCATION

Non-infrastructure efforts aiming to teach people how to drive, walk, bike, and roll safely.



ENFORCEMENT

Strategies that can help to encourage all road users to obey traffic laws and share the roadway safely.



ENGINEERING

Roadway design elements that physically impact the roadway to make it safer for all road users.



EMERGENCY RESPONSE

Coordination with first responders to ensure prompt and successful post-crash care.



ENGAGEMENT

Collaboration with policy makers, advocates, and the community on traffic safety.



SECTION 2: BEST PRACTICES

The Toward Zero Deaths Action Plan is well aligned with the county’s mission, vision, and values and is supported by our 2040 Comprehensive Plan and supporting policies, plans, and programs.

Specifically, the plan supports the following goals identified in the Comprehensive Plan:

- Preserve and modernize our transportation system
- Improve safety, reliability, and comfort for all transportation users
- Improve our transportation system to enhance our quality of life, health, livability, and competitiveness

The Toward Zero Deaths Action Plan also supports and will advance the safety-driven goals and priorities identified in the following county policies, plans, and initiatives:

- ***Hennepin County Pedestrian Plan (2013):*** “Improve the safety of walking.”
- ***Hennepin County 2040 Bicycle Transportation Plan (2015):*** “The bikeway system will help reduce crashes by providing a more interconnected network with fewer gaps and more separation from motor vehicles.”
- ***Hennepin County Complete and Green Streets Policy (2023):*** “Provide transportation options for all people.”

Local Safety Plan Review

Hennepin County plays a vital role in addressing transportation safety concerns across the county. Partners working alongside the county such as MnDOT, the Metropolitan Council, and cities within Hennepin County, have developed safety action plans that will help to strengthen the county’s efforts.

The plans listed in Table 1 were reviewed to understand the state of local transportation safety practices and strategies.

Table 1. Plans Reviewed

Plan	Partner Agency	Year
Minnesota Strategic Highway Safety Plan	MnDOT	2020
Minnesota State Pedestrian Safety Analysis	MnDOT	2021
Hennepin County Roadway Safety Plan	MnDOT	2021
Metropolitan Council Regional Pedestrian Safety Action Plan	Metropolitan Council	2022
Minneapolis Vision Zero Crash Study and Action Plan	City of Minneapolis	2019 & 2023 (update)
Minnesota Vulnerable Road User Safety Assessment	MnDOT	2023

Key findings from this review include:

- **A strong safety foundation in the state and region.** Several agencies have created multidisciplinary safety action plans or developed other transportation safety programs that Hennepin County can draw on for its own safety efforts.
- **Coordination opportunities.** Data collection and analysis, safe roadway design, and aligned priorities are all opportunities for the county to share resources and knowledge with other agency partners, such as MnDOT, the Metropolitan Council, cities, law enforcement, and other local partners.
- **Overlapping high-risk areas.** MnDOT’s statewide vulnerable road user’s and Minneapolis’s high injury networks (HIN) complement the Hennepin County HIN. Other agencies encourage the use of the HIN and other proactive safety approaches to identify and prioritize safety improvements.
- **Community focused engagement efforts.** Future engagement on transportation safety should build on the foundation of past efforts and continue beyond the adoption of this plan.
- **Regular evaluation and progress tracking.** Tracking and measuring progress on safety performance measures ensures accountability and transparency in achieving safety goals.

Peer Community Review

Many cities and regions in the US have implemented safety action plans in recent years, with similar goals as our Toward Zero Deaths initiative. Transportation safety initiatives were reviewed as part of this plan development in the following five communities that have achieved zero deaths or made progress in their goals toward zero deaths: *Jersey City and Hoboken, NJ; Alexandria, VA; Montgomery County, MD; Portland, OR; and Denver, CO.*

Key findings from this review include:

- Importance of committed leadership to transportation safety efforts.
- Role of demonstration and quick-build projects in piloting and implementing safety strategies.
- Building a culture of safety to support and strengthen engineering improvements.
- Process transparency and data are important for tracking progress on safety initiatives.
- Other communities may be a blueprint for emerging technology adoption.

Achieving zero deaths is possible. A few communities have achieved the milestone of zero deaths: Hoboken has not had a traffic fatality since 2017, and Jersey City and Alexandria have both recorded a year without a traffic fatality (in 2022 and 2023, respectively). Applying lessons from these communities will help Hennepin County achieve our goal.



SECTION 3: SAFETY ANALYSIS

The countywide safety analysis creates the foundation for the Toward Zero Deaths Action Plan. The crash review begins with an analysis of more than 10 years of crashes in Hennepin County, focusing on fatal and serious injury crashes. This data was then broken down by crashes along county roads to identify trends specifically along our system. The crash data was further disaggregated to compare trends across urban, suburban, and rural contexts. Contextual classifications of roadways were based on the Metropolitan Council's [Community Designations](#) data.

Crash Trends

From January 1, 2013, to December 31, 2023, 133,505 crashes were reported in Hennepin County, with 2,760 (2%) of those being fatal and serious injury crashes (see Figure 3).¹ Specifically reviewing crashes on roads under Hennepin County jurisdiction, there were 68,764 crashes reported on county roads with 1,536 (2%) fatal and serious injury crashes over the same time period. Most crashes (nearly 70%), and most of the fatal and serious injury crashes, occurred in urban contexts.

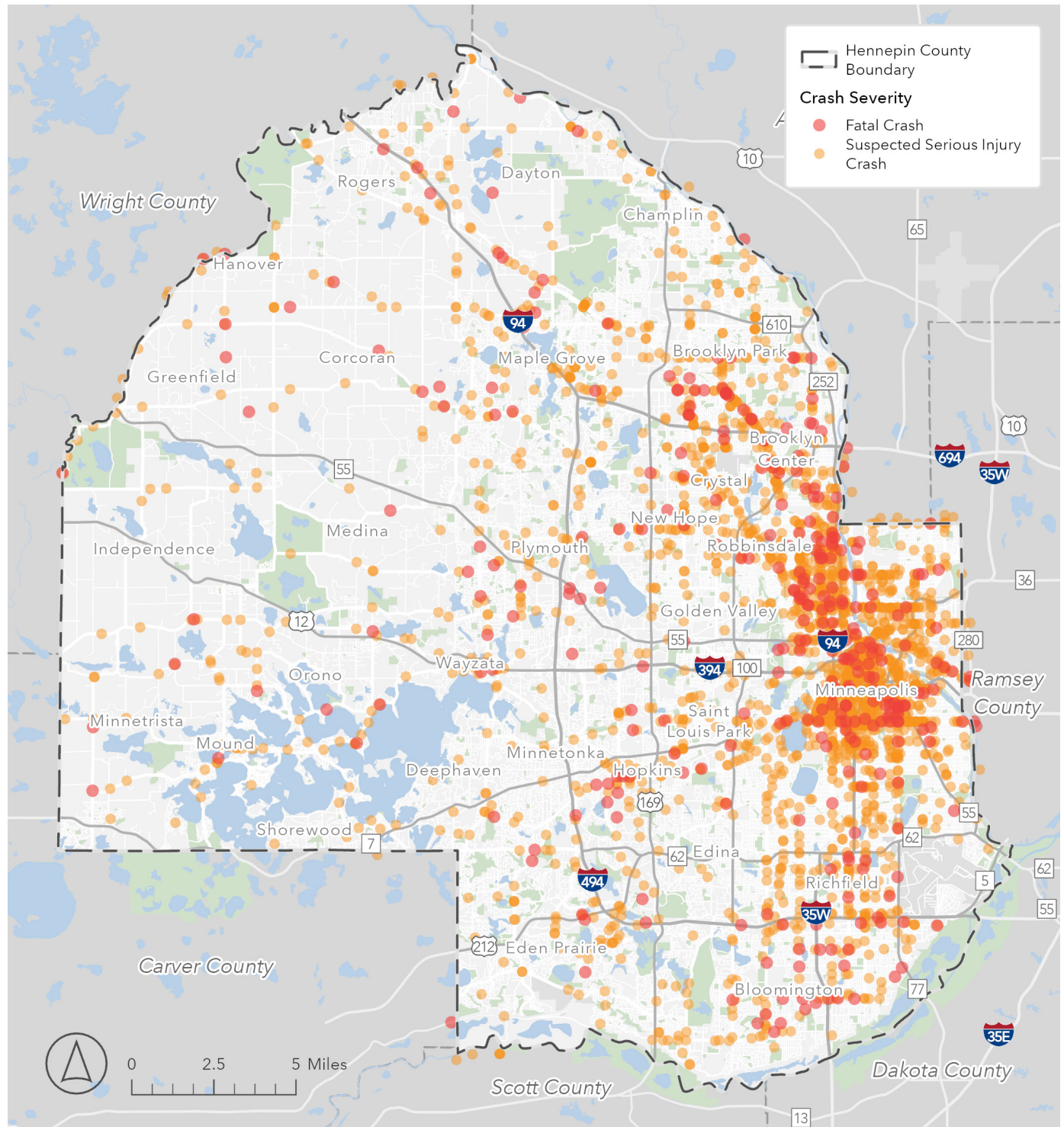
Details about crash types, location, and contributing factors provide insight into patterns and trends to help develop safety focus areas, identify safety countermeasures, and direct resources to effectively reduce fatalities and serious injuries. Over 70% of the fatal and serious injury crashes on county roads were at intersections with about 30% non-intersection related. Angle crashes were more predominant among intersection crashes, while lane departure crashes were more common for non-intersection crashes.

Non-motorized users were overrepresented in fatal and serious injury crashes across the county roadway system. Between 2013 and 2023, 466 crashes involving a pedestrian or bicyclist resulted in a fatality or serious

¹ Crash totals include all non-interstate, non-trunk highway (or similar), and non-parking lot crashes.

injury. Statistically, reported walking or biking crashes pose about a 1 in 7 chance of experiencing a fatal or serious injury, whereas all other reported crashes pose about a 1 in 50 chance of experiencing a fatal or serious injury. Improvements targeted at making the walking and biking environment safer will have a significant impact on safety for all road users.

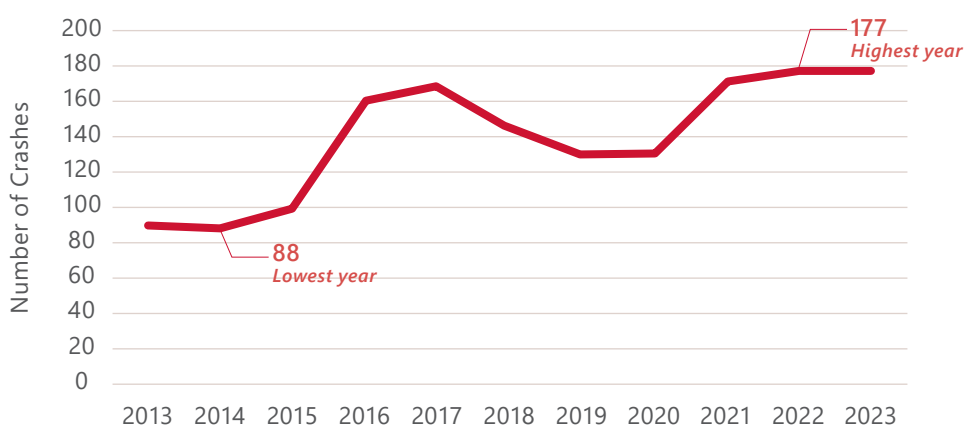
Figure 3. Fatal and Serious Injury Crashes on Non-Interstate, Non-Trunk Highway Roads in Hennepin County, 2013-2023



Crash Severity

Crashes are classified based on severity, outlining the extent of damage and injury resulting from the crash, ranging from property damage to a fatal crash. The majority of recorded crashes in Hennepin County in the last 10 years (nearly 70%) resulted in property damage only. The remaining roughly 30% of crashes resulted in some level of injury or death, with about 2% of those crashes resulting in a fatality or serious injury (KSI). KSI crashes, which are the primary focus of this plan, have been increasing across the county over the last 10 years, as shown below in Figure 4.

Figure 4. Fatal and Serious Injury Crashes on County Roads, 2013-2023



Between January 1, 2013, and December 31, 2023, there were **1,536** crashes on county roads that resulted in a fatality or serious injury (KSI).

Of the KSI crashes that occurred on county roads:



69%
urban crashes



24%
suburban crashes



7%
rural crashes

Of **INTERSECTION** KSI crashes, the **TOP CRASH TYPES** include:



36%
Angle and
Left-turn



32%
Pedestrian and
Bicycle



38%
Run-Off-Road
and Head-On



22%
Pedestrian

Of **NON-INTERSECTION** KSI crashes, the **TOP CRASH TYPES** include:

Safety Focus Areas

Based on the crash and safety analysis described above, the following safety focus areas were identified for Hennepin County. These focus areas were used to inform the toolbox of strategies for implementation along the High Injury Network. Strategies recommended by this plan will have the greatest potential to improve safety.



Non-motorized Users. People walking and biking have a notably higher risk of being involved in serious or fatal crashes compared with people in a motor vehicle, which is evidenced by their overrepresentation in crashes that result in injury or death. Nearly 20% of recorded pedestrian crashes and almost 10% of bicycle crashes resulted in a fatality or serious injury, compared with 2% of all other crash types.



Intersections. Despite the much greater mileage of non-intersection segments of the county's transportation network, a significant portion (over 70%) of fatal and serious injury crashes occur at intersections. The majority of these crashes, especially in urban and suburban settings, involve right-angle crashes with failure to yield reported to be a significant contributing factor.



Lane Departure. In our rural areas, the highest proportion of crashes involve lane departures: nearly half of rural crashes were single vehicle (run-off-road and other) and head-on crashes. Often, crashes that are attributed to distracted, inattentive, or impaired driving also result from a lane departure.

High Injury Network

Approach

A key aspect of adopting a Toward Zero Deaths plan is for jurisdictions to identify a High Injury Network (HIN). The HIN focuses on crash density, identifying locations along roadways with a high number of fatal and serious injury (KSI) crashes. Concentrating investments along the identified roadways that experience high fatality and injury rates has the potential to significantly improve traffic safety.

The Hennepin County HIN used five years of fatal and serious injury crash data (years 2019-2023) to reflect current conditions along county roadways and account for recent safety improvements along our transportation system. To develop the HIN, the county conducted a geospatial analysis of crashes on county roadways, identifying roadway segments with a higher density of KSI crashes.¹ Roadways were scored based on this analysis, with the higher-scoring segments included on the HIN. Different score thresholds were used for urban, suburban, and rural areas to capture the varying context factors such as roadway design, speed, and traffic volumes. Urban, suburban, and rural community contexts were based on the Metropolitan Council's Community Designations.

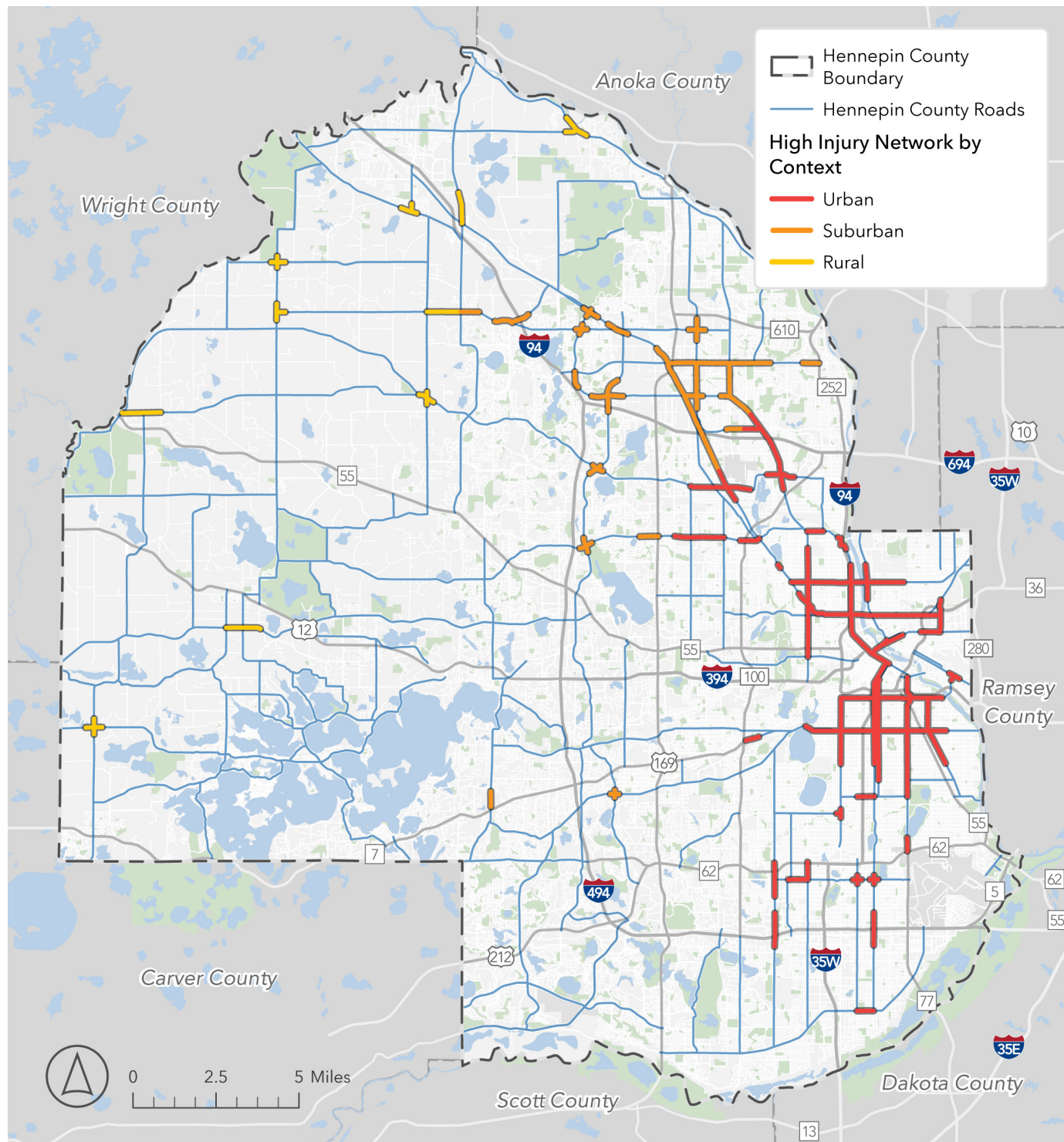
Hennepin County High Injury Network

Figure 5 illustrates the Hennepin County High Injury Network by community context. The network captures over half of all KSI crashes in Hennepin County between 2019 and 2023, across nearly 90 miles of county roads. The HIN is most concentrated on county roadways in urban and first-ring suburban communities where traffic volumes are higher. The HIN is roughly 65% in urban areas, 25% in suburban areas, and 10% in rural areas. The HIN is overrepresented on multi-lane roadways. The HIN developed as part of this plan will be evaluated and updated periodically as crash data is updated and projects are implemented.

See the appendix for details on the segments included on the HIN.

¹ Minor and possible injury crashes were also considered in the analysis, though weighted lower than fatal and serious injury crashes.

Figure 5. Hennepin County High Injury Network by Context, 2019-2023



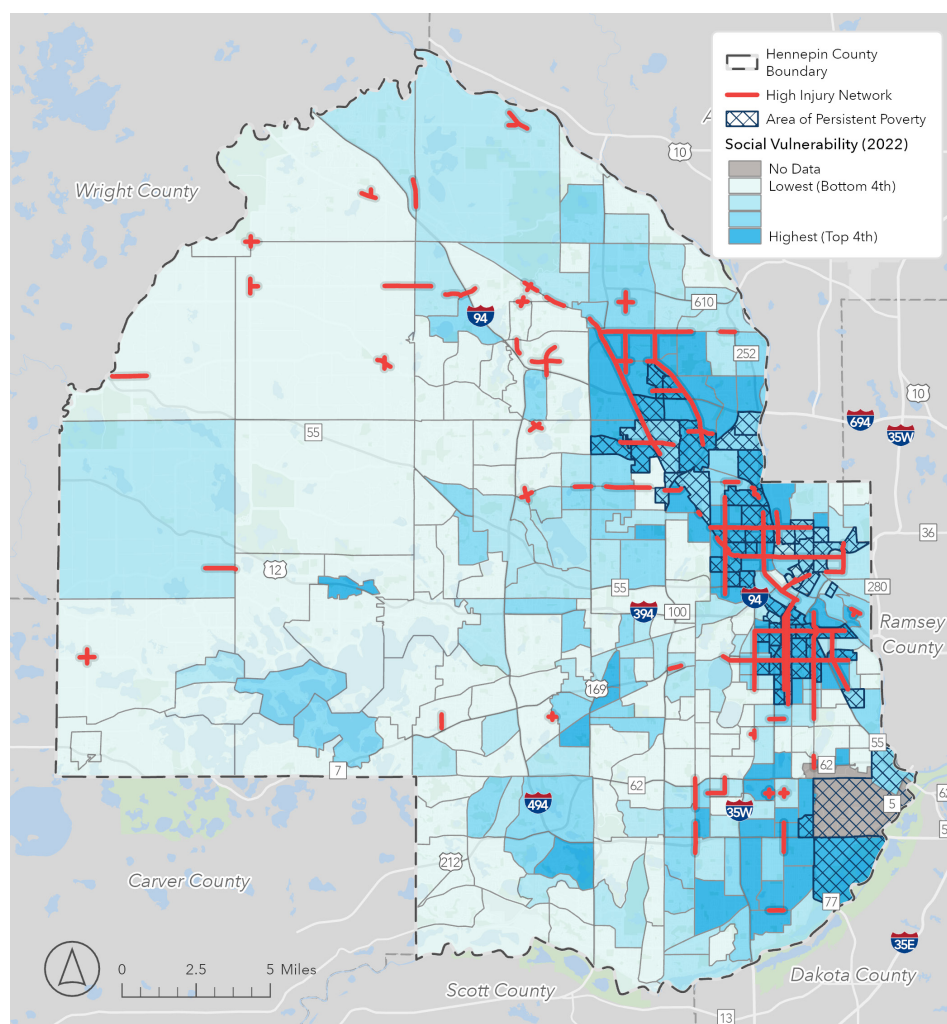
Disparity Elimination Analysis

Hennepin County has acknowledged a wide range of disparities connected with transportation safety and is committed to eliminating those disparities. Safe transportation infrastructure helps to reduce the disproportionate economic and health burdens experienced by its most vulnerable residents, such as People of Color (POC), children and young adults, seniors, people living in poverty, and households with no access to a motor vehicle.

The HIN was analyzed through the lens of disparity elimination by evaluating its overlap with the statewide Social Vulnerability Index (SVI) and defined federal Areas of Persistent Poverty (APP). Social vulnerability refers to the demographic and socioeconomic factors (such as poverty, race and ethnicity, and no vehicle households) that adversely affect communities. APP are defined as Census tracts that have a poverty rate of at least 20% measured by the 5-year data series (years 2014-2018) available from the American Community Survey.¹

Figure 6 depicts the overlap of the Hennepin County HIN with the SVI for Hennepin County and APP census tracts. Approximately 50% of the Hennepin County HIN is within areas of high vulnerability defined in the SVI and 40% is within an APP, with most of the overlap occurring in urban and suburban areas.

Figure 6. HIN Overlap with Areas of Persistent Poverty



¹ USDOT, [MPDG — Areas of Persistent Poverty and Historically Disadvantaged Communities](#).



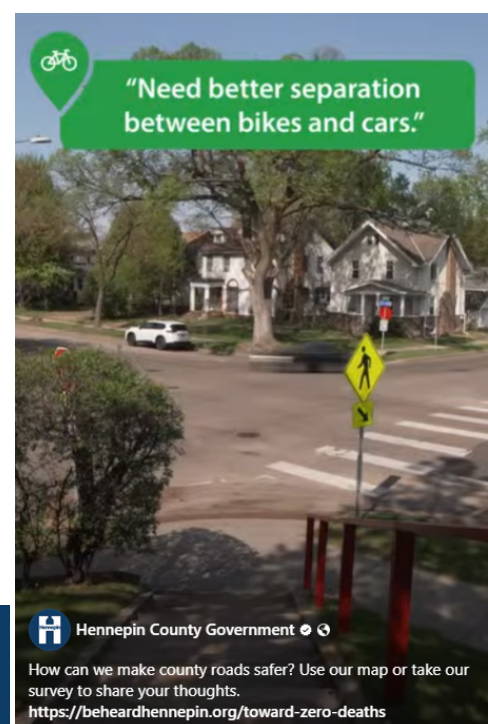
SECTION 4: ENGAGEMENT

The Toward Zero Deaths Action Plan included robust engagement with the community and stakeholders from the five E's of roadway safety. We believe a collaborative approach is essential in reducing fatal and serious injury crashes along our transportation system. Our plan used a data-driven approach to understand key safety issues along our roadways, but we are going beyond the data to hear from people who walk, bike, roll, drive, and use transit in Hennepin County.

Through the development of this plan and as we move toward implementation, we are continuing to engage with our partners and the community to understand their experiences and the safety issues that matter most to them.

Over the last two years, Hennepin County has connected with the community, stakeholders, and partners in a variety of ways, including in-person connections to meet people where they are, interactive online engagement, and social media. Figure 7 provides an example of our engagement through social media.

Figure 7. Social media post promoting the survey.



In-Person Connections

To build and strengthen relationships with the communities we serve, county staff engaged with several stakeholders and partners, such as cities within the county and the Hennepin County Sheriff's and Attorney's offices. Staff typically met with these stakeholders one-on-one or in small groups to understand their opportunities and concerns, and collaborate on ideas for improving transportation safety in Hennepin County.

We also attended many community events at conferences, schools, fairs, neighborhood gatherings, and project meetings. These events allowed us to meet people where they were and helped us reach a wide range of people and communities. We shared information on the TZD plan, listened to safety concerns and personal stories, and built meaningful connections.

Interactive Online Engagement

As the county developed this plan to help achieve the goal of saving lives on our transportation system, we leveraged an interactive online tool that would allow for a wider reach.

We used the county's [BeHeard Hennepin Toward Zero Deaths website](#) to host a multilingual online survey and interactive map (see Figure 8). The survey and map were promoted through county commissioner newsletters, emails, Outreach and Community Support including the Trusted Messengers Program, and through Hennepin County service centers and libraries.

We asked people about their priorities for transportation safety in the county and the best way to engage with them in the future. Respondents on the interactive map placed comment pins in specific locations and could specify the mode of travel which concerned them most for safety (walking, biking, driving, etc.).

Social Media

To help boost engagement and strengthen our community connections, we used social media, including Facebook, Instagram, and Google ads. These promotions included using images as well as short videos on YouTube and other sites encouraging people to "Point it out and take our survey." These ads were promoted to people across the county and included images of urban, suburban, and rural locations.

County staff visited the following locations to share information about the Toward Zero Deaths Action Plan:

- Minneapolis Community Connections Conference
- Minnesota State Fair
- Hennepin County Fair
- Traffic Safety Day at Mall of America
- Little Earth Residents Association National Night to Unite
- Maple Grove Summer Safety Fair
- John F. Kennedy High School (Bloomington)
- Brooklyn Center Middle & High STEAM School
- Ukrainian-American Community Center
- Minneapolis Bike to Work Day
- St. Louis Park Bike to Work Day
- Dayton River Road Open House
- Park and Portland Community Safety Meeting



Figure 8. BeHeard Hennepin website, where the survey and interactive map are hosted.

What We Heard

As of July 31, 2025, there were 733 survey responses and 733 interactive map comments. Of the respondents to the survey, nearly 80% walk, 63% bike or scooter, and over 40% ride transit along county roadways. Most interactive map respondents posted pins in the Pedestrian, Bicyclist, and Driver categories. Figure 9 provides information on the volume of safety comments received across the county.



Pedestrian

232 comments



Bicyclist

219 comments



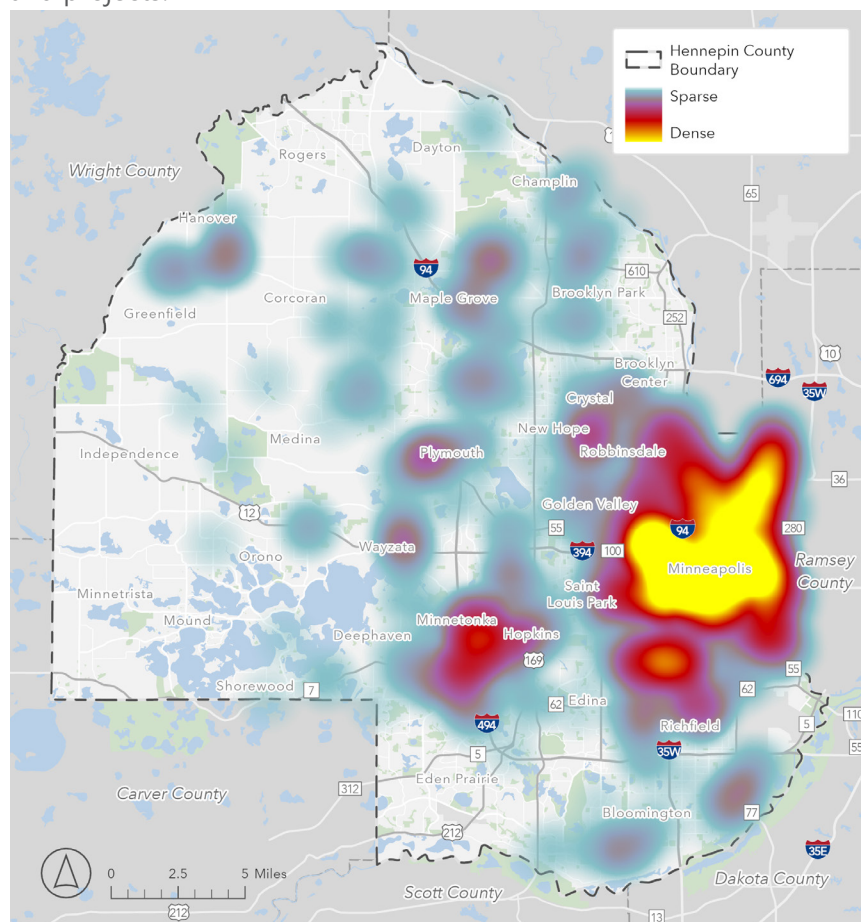
Driver

219 comments

Key takeaways from the survey, interactive map, and in-person connections include:

- Concerns about **unsafe driving behaviors**, such as speeding, recklessness, failing to yield for people walking and biking, blind spots, and poor visibility.
- Desire for **new biking and walking infrastructure**.
- Requests for **greater separation between trails/sidewalks and roadways** (buffer space, separated bikeways, etc.).
- **Traffic calming opportunities**, such as lane reduction and shorter crossing distances.
- Suggestions for **roundabouts** to replace intersections perceived as dangerous or congested.

Many of these themes demonstrating the needs and priorities of the community are consistent with feedback received through project engagement and previous planning efforts. This feedback was helpful in the development of this plan and will continue to inform safety measures that will be implemented with programs and projects.



We will continue to engage with the community and stakeholders on transportation safety beyond the adoption of this plan to achieve the county's goal of zero deaths. The interactive map will remain open and staff will continue to monitor, evaluate, and respond to specific locations and feedback. The adopted Toward Zero Deaths Action Plan will serve as a resource in these continued conversations and engagement efforts.

Figure 9. Heat Map of Interactive Map Comments from BeHeard Hennepin TZD Website

What We Heard

People drive really fast to try to make the lights and the sidewalk is super close to the road, so it's very stressful!
University Ave (CSAH 36) near I-35W, Minneapolis

Road diet and adding protected bike lanes is a good option to encourage cycling to parks, schools, and commercial centers
Penn Ave S (CSAH 32), Bloomington

This intersection is way too wide and makes crossing (as a pedestrian) feel very dangerous
Penn Ave S (CSAH 32) and Cedar Lake Rd S, Minneapolis

Wide road, not conducive to a pedestrian-friendly environment.
24th Ave S near Mall of America, Bloomington

Drivers frequently cross the center line (sometimes for a half block) to pass stopped buses and the traffic behind them.
Penn Ave N (CSAH 2) and Plymouth Ave N, Minneapolis

Really love this off-road bike lane and would love to see more like it. Also appreciate the vegetated separation between the road with the trees, which helps the road feel calmer and more pleasant to bike along.
W 66th St (CSAH 53), Richfield

Cars constantly run red lights here, and turn into pedestrians. It's a dangerous crossing on foot and requires high attention
W Franklin Ave (CSAH 5) and Lyndale Ave S (CSAH 22), Minneapolis

I cross this street almost daily and I'm always concerned I'm going to get hit, whether I'm walking, running, or biking.
Theodore Wirth Pkwy and Golden Valley Rd (CSAH 66), Golden Valley

No (or very little) shoulder to ride bike on Co Rd 19 between Co Rd 84 and Co Rd 151 — and no options to avoid the area that don't tack on a lot of extra miles. Plus traffic is going well above the posted
North Shore Dr W (CSAH 19), Orono

The road does not have enough pavement outside of the lane to safely ride a road bicycle on.
County Road 11, Independence

The sidewalk here is dangerous, it lacks a median or buffer between it and the vehicle traffic.
Glenwood Ave (CSAH 40) near Hwy 100, Golden Valley

Cars drive very fast here leading up to the light. Makes it hard for cars to enter and exit side roads safely.
Central Ave N (CSAH 101) near US-12, Wayzata

The speed in which cars travel down Park Avenue is not safe.
Park Ave S (CSAH 33), Minneapolis

Median closure is great for traffic calming and walking/biking across 42nd safely! More of this!
E 42nd St (CSAH 41) near 21st Ave S, Minneapolis

Kids can't walk along this road and cross to school safely here. Cars are speeding and not stopping at the crossing
Baker Rd (CSAH 60) near Hopkins West Middle School, Minnetonka

Making left turns onto the neighborhood roads can be dangerous in sections where there are not passing or turning lanes for traffic to go around you while you wait for a safe opening in traffic.
West River Rd (CSAH 12) near Douglas Dr N (CSAH 14), Champlin



SECTION 5: SAFETY STRATEGIES

Hennepin County has identified a toolbox of proven strategies to reduce fatal and serious injury crashes along our transportation system for people walking, biking, and driving. This safety toolbox was developed based on the following safety focus areas identified for Hennepin County:

- **Non-motorized Users.** Strategies that improve safety for these vulnerable road users focus on enhancing facilities for people walking and biking. Some strategies also emphasize education and outreach efforts to encourage safe walking and biking practices.
- **Intersections.** Intersection safety strategies are focused on creating intersections that are well-controlled, well-signed, and highly visible for people walking, biking, and driving. For the purposes of this plan, “intersections” refers to any location where there is turning traffic, including driveways.
- **Lane Departure.** These safety strategies aim to reduce the likelihood of a vehicle running off the road or moving into the opposing travel lane. Often, lane departure is attributed to distracted or impaired driving, so many strategies that address this focus area rely on education and enforcement to change these behaviors.

Several safety countermeasures were identified from local, state, and federal sources (listed below). The strategies identified in this plan will be most effective in reducing fatal and serious injury crashes along our system when implemented as part of a Safe System Approach, including enhanced education, enforcement, engagement, and emergency services.

- Federal Highway Administration’s Proven Safety Countermeasures
- Federal Highway Administration’s Crash Modification Factors (CMF) Clearinghouse
- National Highway Traffic Safety Administration’s Countermeasures that Work
- Minnesota Strategic Highway Safety Plan
- Minnesota Big Book of Ideas
- Reports from Federal Highway Administration and the National Cooperative Highway Research Program

The review of these sources identified many potential safety tools. These strategies were then pared down based on their potential effectiveness with the county’s safety focus areas and the likely success of implementation.

The countermeasures included in our toolbox are listed in Table 2. Hennepin County has diverse land uses and communities with high density urban, growing suburbs, and rural farm areas. Many strategies identified can be used in all community contexts (urban, suburban, and rural) with varying design and implementation to maximize their effectiveness. Implementing safety improvements within different community contexts requires a flexible approach to meet the unique community needs and in a way that fits its physical and geographic setting. Because of this diversity, the county’s implementation of safety strategies will look different depending on location within the county.

The toolbox includes engineering strategies that make physical changes to infrastructure. In addition to these infrastructure-based strategies, non-engineering strategies such as enforcement and education have an important role to play in promoting safety. During implementation, new and innovative strategies will also continue to be piloted and evaluated.

Strategy Toolbox

Many transportation safety strategies make physical changes to the roadway that aim to correct or mitigate the effects of road users’ behavior. Engineering countermeasures tend to align with the Safer Roads element of the Safe Systems Approach. Strategies are often complementary, and multiple safety tools may be implemented together to maximize their effectiveness.

	Non-Motorized Users	Intersections	Lane Departure
ENGINEERING STRATEGIES			
Accessible pedestrian signals			
Add chevron signs to curves			
Add exclusive pedestrian signal phasing			
Add high friction surface treatments			
Advance/dynamic signal warning flashers			
Advance yield or stop markings			

	Non-Motorized Users	Intersections	Lane Departure
ENGINEERING STRATEGIES			
Backplates with retroreflective borders			
Barriers and treatments			
Channelized right turn removal/modification			
Corridor access management			
Corridor signal timing			
Curb extensions/reduced corner radii			
Dedicated left and right-turn lanes			
Delineation for horizontal curves			
Emergency vehicle preemption system			
Flashing Yellow Arrow (FYA) signals			
Gateway signage or landscaping			
Grade-separated crossings			
Hardened centerlines			
High visibility crosswalks			
Horizontal offests (chicanes)			
Improve sight distances			
Intersection lighting			
Intersection traffic control modification			
Lane narrowing			
Leading pedestrian/bike intervals			
No turn on red			
Oversized signs			
Pedestrian flashing beacons (RRFBs)			
Pedestrian refuge islands			
Protected intersections for bicycle facilities			
Protected only-left/only-right turns			

	Non-Motorized Users	Intersections	Lane Departure
ENGINEERING STRATEGIES			
Rail crossing enhancements			
Raised medians			
Reduced left-turn conflict intersections			
Roadside design improvements at curves			
Roadway reconfigurations (4- to 3-lane conversions)			
Rumble and/or mumble strips			
Safety edge (rural roadways)			
School speed zones			
Segment Lighting			
Separated bike lanes			
Shared-use paths and trails			
Sidewalks			
Two-stage bicycle turn box			
Widen and/or pave shoulders			
Widen edge lines			
EDUCATION, ENFORCEMENT, EMERGENCY RESPONSE, AND ENGAGEMENT STRATEGIES			
Bicycle and car seat education events			
Educate and promote safe driving behaviors (speeding, seat belts, distracted driving, impairment, driver's education)			
Encourage adoption and use of vehicle safety technologies			
Establish a crash review committee			
High visibility enforcement (seat belts, distracted driving, speeding, impairment, etc.)			
Improve post-crash care			
Road safety audits for known high-risk corridors			
Speed feedback signs			
Support connected and autonomous vehicles and other emerging vehicle technology			



SECTION 6: IMPLEMENTATION

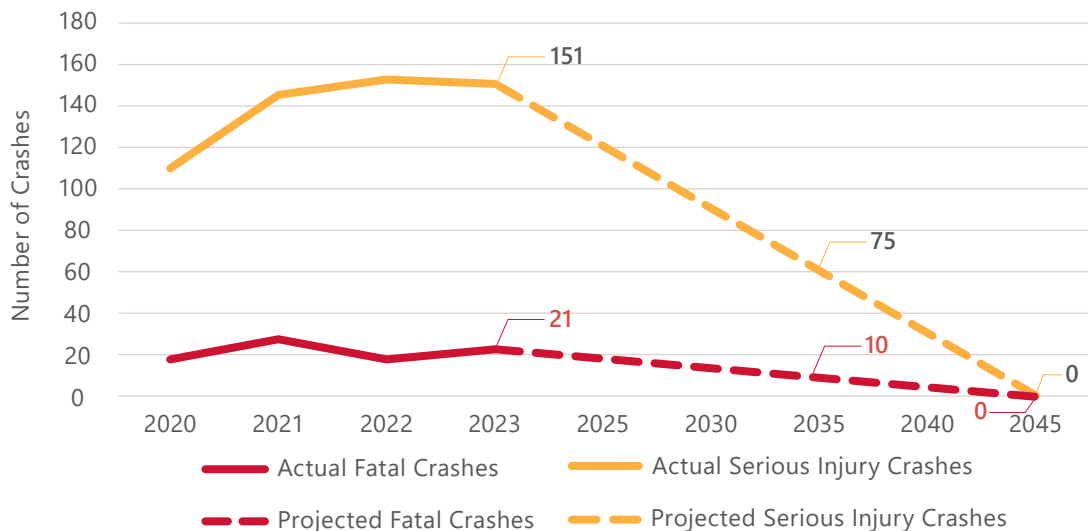
Hennepin County's goal is to eliminate fatal and serious injury crashes on county roadways by the year 2045.

To achieve this goal will require partnerships and a collaborative effort to implement a Safe System Approach, including the following actions:

- Monitor and report fatal and serious injury crash data on Hennepin County roads to inform and adapt projects and programs, and demonstrate progress over time, including for people walking, biking, and rolling.
- Pursue funding opportunities to implement proven safety strategies along the High Injury Network (HIN) and throughout the county transportation system.
- Collaborate among partners representing the five E's of roadway safety with a cohesive approach to promote and enhance safety.
- Research, support, and implement programs, policies, and practices that enhance transportation safety.

Regular data collection, evaluation, and reporting are essential for accountability as Hennepin County implements the Toward Zero Deaths Action Plan. We will issue annual updates on the progress toward the overall goal of eliminating all traffic deaths and serious injuries and track key metrics from the initial adoption of this plan. Hennepin County Public Works will be the primary team responsible for tracking progress on the Toward Zero Deaths Action Plan. The graph in Figure 10 shows the interim progress needed to achieve this goal.

Figure 10. Progress Targets for Achieving Transportation Safety Goal on County Roadways



Implementation of this plan will be critical to guide the county in making effective safety investments to reduce fatal and serious injury crashes along our High Injury Network and transportation system. The county and our partner agencies plan and implement projects each year to maintain, preserve, and modernize our transportation system. These projects include pavement preservation, rehabilitation, and full reconstruction.

Safety is a key criterion in the county's process to prioritize roadway reconstruction projects within our five-year Capital Improvement Program. The HIN developed as a part of this plan will be included as a measure in this prioritization process. For all capital improvement and rehabilitation projects, improving safety is an important project goal and outcome, as defined in our Complete and Green Streets Policy — modal priority framework.

Action Steps

The following outlines key steps to make progress toward our goal to eliminate fatal and serious injury crashes. The timeline for implementation of safety improvements across the county will depend on planned projects, funding and resources, partnerships and collaboration, and behavior change. There are decades of roadway modernizations and improvements that need to be made to update the system and the county is committed to pursue every opportunity to improve multi-modal safety along our roads.

Table 3 outlines key steps needed to make progress toward our goal to eliminate fatal and serious injury crashes.

Table 3. Action Plan

Action	Timeline
Create a Hennepin County TZD website	Near-term
Update Hennepin County's capital project prioritization process to integrate High Injury Network data into the safety criteria	Near-term
Update the High Injury Network periodically to identify future transportation safety projects	Mid-term

Action	Timeline
Continue to research and evaluate safety design best practices	Ongoing
Evaluate implementation of low-cost walking and biking safety strategies for roadway reconstruction projects currently programmed in the county's Capital Improvement Program in areas with high volumes of vulnerable road users along the High Injury Network	Ongoing
Maintain communication with the community regarding transportation safety	Ongoing
Incorporate safety improvements along the HIN and our transportation system through the TZD lens as part of our Capital Improvement Program and in alignment with our Complete and Green Streets Policy	Ongoing
Continue operations programs aligned with the county's safety goal, such as: school speed zones, traffic signal timing changes that promote multi-modal safety benefits, and enhancement of traffic signal indications with retroreflective backplates for greater visibility	Ongoing
Pursue funding for high priority safety projects	Ongoing
Monitor and report on fatal and serious injury crashes annually on TZD website	Ongoing
Collaborate with partners that span across the five E's of roadway safety, such as speed management through coordination with law enforcement and other safety measures	Ongoing
Partner with the Hennepin County Sheriff's Office, Attorney's Office, Office of Community Support, MnDOT, cities, Met Council, and others to implement safe driving campaigns and high visibility enforcement, particularly in high-risk locations	Ongoing
Coordinate with local fire and police departments and emergency medical services regarding incident response	Ongoing

Performance Measures

Hennepin County will track progress on its newly developed TZD website. This site will demonstrate our transportation safety commitment and will include annual reporting of key crash metrics to demonstrate progress toward reducing fatal and serious injury crashes. The county's TZD Advisory Committee, which oversaw development of this plan, will continue to meet regularly to track progress and monitor next steps.

- **Annual Performance Metrics:** Fatal and serious injury crash data on all county roads to demonstrate progress of the Toward Zero Deaths Action Plan goal.
- **Public and Stakeholder Engagement:** Update on continued public and stakeholder feedback and engagement on transportation safety.

Appendix: High Injury Network Segments

Figure A-1. Hennepin County High Injury Network by Context, 2019-2023

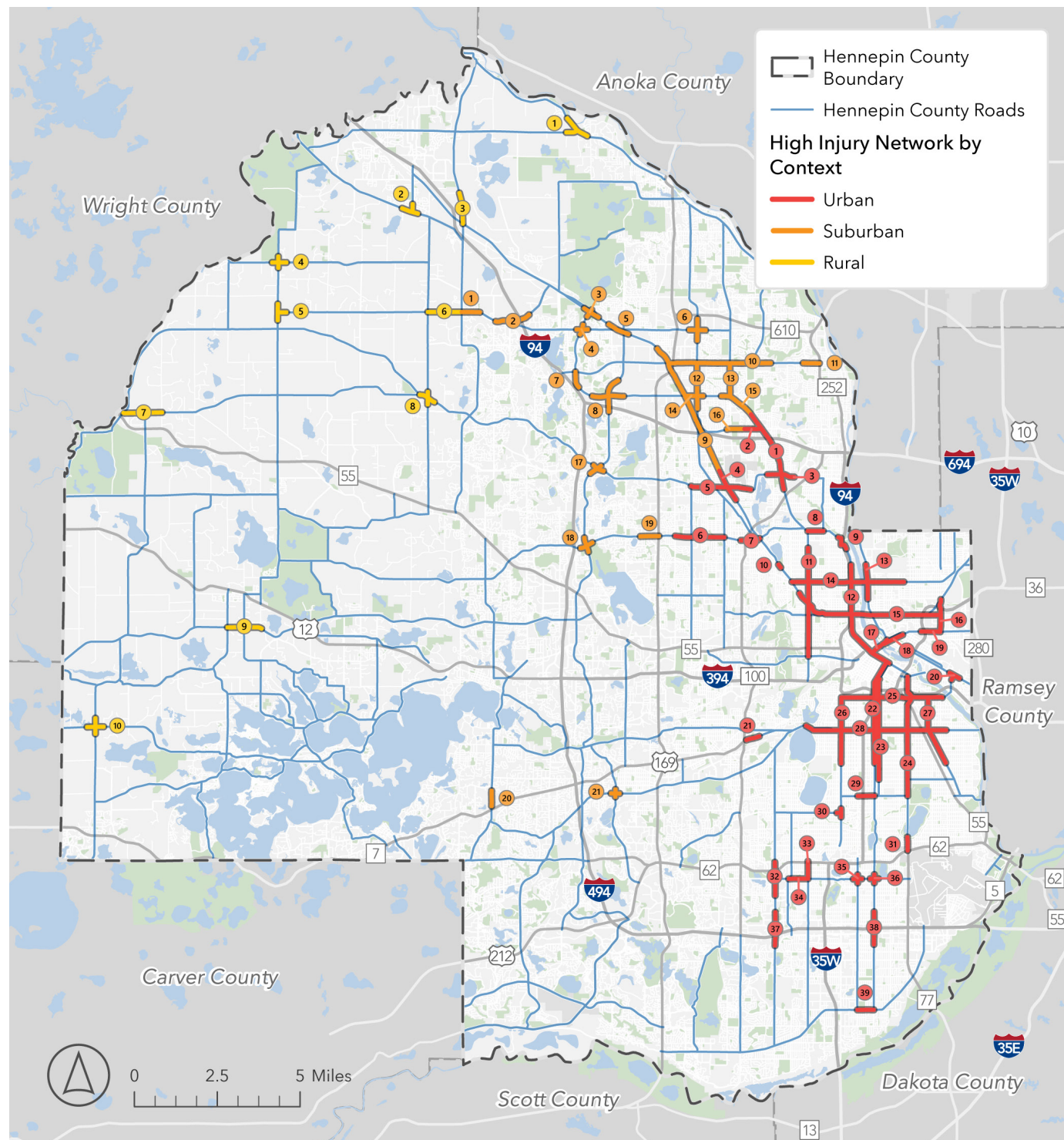


Table A-1. High Injury Network Segment and Intersection Descriptions

Key	Description	Key	Description
URBAN			
1	Brooklyn Blvd (CSAH 152) from Regent Ave to 55th Ave N	21	County Road 25 from Hwy 100 to Natchez Ave S
2	69th Ave N (CSAH 130) from Scott Ave N to Brooklyn Blvd (CSAH 152)	22	Portland Ave (CSAH 35) from Washington Ave S (CSAH 152) to 38th St E
3	Bass Lake Rd (CSAH 10) from Halifax Ave N to Northway Dr	23	Park Ave (CSAH 33) from 9th St S to 42nd St E
4	Bottineau Blvd (CSAH 81) from 60th Ave N to Wilshire Blvd	24	Cedar Ave S (CSAH 152) from Washinton Ave S (CSAH 152) to 46th St E (CSAH 46)
5	Bass Lake Rd (CSAH 10) from Winnetka Ave N (CSAH 156) to Queen Ave N	25	Franklin Ave (CSAH 5) from Lyndale Ave S (CSAH 22) to West River Pkwy
6	42nd Ave N (CSAH 9) from Boone Ave N to Douglas Dr N (CSAH 102)	26	Lyndale Ave S (CSAH 22) from Franklin Ave (CSAH 5) to 38th St W
7	42nd Ave N (CSAH 9) from Vera Cruz Ave N to Bottineau Blvd (CSAH 81)	27	26th Ave S/Minnehaha Ave (CSAH 48) from Franklin Ave E (CSAH 5) to 38th St E
8	44th Ave N (CSAH 152) from Osseo Rd (CSAH 152) to Humboldt Ave N (CSAH 57)	28	Lake St (CSAH 3) from East Bde Maka Ska Pkwy to 33rd Ave S
9	Webber Pkwy/Lyndale Ave N/Washington Ave N (CSAH 152) from Bryant Ave N to 4th St N	29	46th St W (CSAH 46) from Nicollet Ave to Portland Ave (CSAH 35)
10	Bottineau Blvd (CSAH 81) at 36th Ave N	30	Lyndale Ave S (CSAH 22) and 50th St W (CSAH 21)
11	Penn Ave N (CSAH 2) from 40th Ave N to Glenwood Ave (CSAH 40)	31	Cedar Ave S (CSAH 152) from East Lake Nokomis Pkwy to Hwy 62
12	Washington Ave N (CSAH 152) from 36th Ave N to Park Ave (CSAH 33)	32	France Ave S (CSAH 17) from 62nd St W to 70th St W
13	Marshall St NE (CSAH 23) from 29th Ave NE to 18th Ave NE	33	Penn Ave S (CSAH 32) from 62nd St W to 66th St W (CSAH 53)
14	Lowry Ave N (CSAH 153) from West Broadway (CSAH 81) to Central Ave (Hwy 65)	34	66th St W (CSAH 53) from Xerxes Ave S (CSAH 31) to Penn Ave S (CSAH 32)
15	West Broadway (CSAH 81)/Broadway St NE (CSAH 66) from 27th Ave N to Stinson Blvd (CSAH 27)	35	Nicollet Ave S (CSAH 52) and 66th St W (CSAH 53)
16	Stinson Blvd (CSAH 27) from New Brighton Blvd (CSAH 88) to Hennepin Ave E (CSAH 52)	36	Portland Ave S (CSAH 35) and 66th St E (CSAH 53)
17	Hennepin Ave E (CSAH 52) from Washington Ave N (CSAH 152) to Nicollet Island	37	France Ave S (CSAH 17) from Parklawn Ave to 83rd St W
18	Hennepin Ave E (CSAH 52) from Nicollet Island to 1st Ave NE (CSAH 52) and 1st Ave NE (CSAH 52) from Nicollet Island to Main St NE (CSAH 23)	38	Portland Ave S (CSAH 35) from 74th St E to 82nd St E
19	Hennepin Ave E (CSAH 52) from Lincoln St NE to Stinson Blvd (CSAH 27)	39	98th St E (CSAH 1) from Nicollet Ave S (CSAH 52) to Portland Ave S (CSAH 35)
20	University Ave SE (CSAH 36) and 27th Ave SE (CSAH 5)	SUBURBAN	
		1	County Road 30 from Brockton Ln N (CSAH 101) to Troy Ln N
		2	County Road 30 from Lawndale Ln N to Maple Grove Pkwy N and Maple Grove Pkwy N from County Road 30 to Upland Ln N

Key	Description
3	Bottineau Blvd (CSAH 81) and Elm Creek Blvd N (CSAH 130)
4	93rd Ave N (CSAH 30) and Elm Creek Blvd N (CSAH 130)
5	Bottineau Blvd (CSAH 81) from 93rd Ave N (CSAH 30) to Zachary Ln N (CSAH 61)
6	West Broadway (CSAH 103) and 93rd Ave N (CSAH 30)
7	Elm Creek Blvd N (CSAH 130) from Weaver Lake Rd N (CSAH 109) to 80th Cir N
8	Elm Creek Blvd N (CSAH 130) and Hemlock Ln N (CSAH 61)
9	Bottineau Blvd (CSAH 81) from 2nd St SE to 63rd Ave N
10	85th Ave N (CSAH 109) from Bottineau Blvd (CSAH 81) to Edinbrook Terr N
11	85th Ave N (CSAH 109) from Queen Ave N to Hwy 252
12	West Broadway (CSAH 103) from 85th Ave N (CSAH 109) to Jolly Ln N
13	Zane Ave N (CSAH 14) from 85th Ave N (CSAH 109) to Brooklyn Blvd (CSAH 152)
14	Brooklyn Blvd (CSAH 152) from Bottineau Blvd (CR 81) to Kentucky Ave N
15	Brooklyn Blvd (CSAH 152) from Douglas Dr N to Regent Ave
16	69th Ave N (CSAH 130) from Brunswick Ave N to Scott Ave N
17	Northwest Blvd (CSAH 61) and Bass Lake Rd (CSAH 10)
18	Northwest Blvd (CSAH 61) and Rockford Rd (CSAH 9)
19	Rockford Rd (CSAH 9) from Nathan Ln N to Hwy 169
20	County Road 101 from Saddlewood Ln to Hwy 7
21	Shady Oak Rd (CSAH 61) and Excelsior Blvd (CSAH 3)

RURAL

1	Dayton River Rd (CSAH 12) and Diamond Lake Rd N (CSAH 144)
2	Territorial Rd (CSAH 159) and Main St (CSAH 150)

Key	Description
3	Brockton Ln N (CSAH 13) from Rogers Dr to County Road 81
4	109th Ave N (CR 117) and CSAH 19
5	97th Ave N (CSAH 30) and CSAH 19
6	97th Ave N (CSAH 30) from County Road 116 to Brockton Ln N (CSAH 101)
7	Rebecca Park Rd (CSAH 50) from Woodland Tr (CSAH 10) to Vernon St
8	CSAH 10 and County Road 116
9	County Road 6 from Halgren Rd (CSAH 83/110) to Town Line Rd
10	County Road 15 and County Road 92

HENNEPIN COUNTY

MINNESOTA

300 South Sixth Street
Minneapolis, MN
55487-0240

Board Action Request

25-0356

Item Description:

Adopt the Hennepin County Americans with Disabilities Act (ADA) Transition Plan to improve accessibility for all people on the county's transportation system

Resolution:

BE IT RESOLVED, that the Americans with Disabilities Act Transition Plan for Hennepin County and Hennepin County Regional Railroad Authority rights-of-way be adopted in compliance with Title II of the Americans with Disabilities Act.

Background:

Public agencies are required by the Americans with Disabilities Act to have a transition plan identifying how they will meet accessibility requirements, including those for pedestrian infrastructure. Hennepin County's last update to its ADA Transition Plan occurred in 2015. Since then, standards, guidelines, and practices have changed, including the Public Right-of-Way Accessibility Guidelines (PROWAG). This plan acknowledges existing policies and practices while meeting federal requirements.

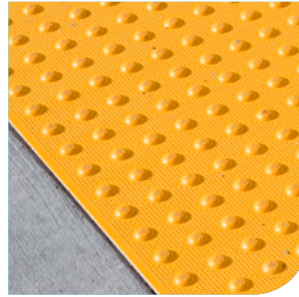
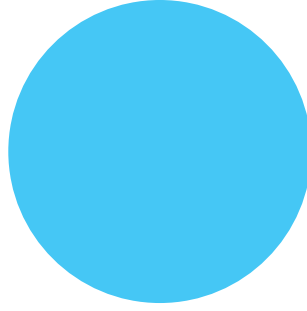
The ADA Transition Plan includes a self-assessment with an inventory of nearly 14,000 pedestrian curb ramps on the county's transportation system, with roughly 60 percent meeting current standards. The goal is to reach full compliance by the year 2040.

A draft plan was available for public comment between May 23 and June 30, 2025. An online survey was provided along with the draft plan on the county's Be Heard Hennepin website. Staff requested feedback from stakeholders across the county, including local agencies, advocacy groups and residents with disabilities, to get feedback on the plan through a variety of communications channels, including GovDelivery emails and commissioner newsletters. Feedback that was received has been incorporated in the plan which is attached as Exhibit A.

Current Request: This request is for the adoption of the Hennepin County ADA Transition Plan. A corresponding action will be brought to the Hennepin County Regional Railroad Authority.

Impacts/Outcomes: This action supports the county's mobility 2040 goals, climate action, and disparity elimination efforts by improving accessibility, mobility, and safety for all people traveling along county roadways.

Recommendation from County Administrator: Recommend Approval



Hennepin County ADA Transition Plan

Americans with Disabilities Act self-evaluation and transition plan for Hennepin County highway rights-of-way and Hennepin County Regional Railroad Authority rights-of-way

September 2025

Hennepin County
Public Works
hennepin.us



Hennepin County Board of Commissioners and Regional Railroad Authority Commissioners

Jeffrey Lunde, District 1

Irene Fernando, District 2

Marion Greene, District 3

Angela Conley, District 4

Debbie Goettel, District 5

Heather Edelson, District 6

Kevin Anderson, District 7

Primary contact

Transition Plan Engineer

transportationADA@hennepin.us

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Purpose and need

Hennepin County recognizes our public right-of-way as a valuable asset connecting people to jobs, schools, health care and other important destinations. Equitable access to transportation is fundamental to society and to a person's quality of life. This document serves as the Americans with Disabilities Act (ADA) Transition Plan for Hennepin County and the Hennepin County Regional Railroad Authority (HCRRRA).

Hennepin County is making significant progress in improving accessibility along our transportation system. In collaboration with our project partners, including cities, the Minnesota Department of Transportation (MnDOT), Metropolitan Council, park districts, developers and private utilities, the county will continue to work toward ensuring its transportation system is accessible for all people. The county aims to meet or exceed accessibility standards as new methods emerge, technologies are developed and opportunities arise. The county's transportation system is continually changing and improving through maintenance, preservation and modernization.

Purpose

The purpose of this ADA Transition Plan is to identify where infrastructure meets current standards or where modifications are needed. The county's self-evaluation process is used to develop a plan to remove accessibility barriers along the county transportation system and provide ADA-compliant access within county highway rights-of-way and HCRRRA corridors. The self-evaluation also includes a review of policies, practices and programs that affect accessibility and examines county implementation of these policies. This evaluation affirms policies and practices are consistent with Title II of the Americans with Disabilities Act and that the county supports the full participation of people with disabilities.

Need

The baseline of accessibility is compliance with Title II of the Americans with Disabilities Act, which requires an ADA Transition Plan. Hennepin County and HCRRRA are required to identify accessibility barriers and create a plan to address those barriers to comply with current standards. In accordance with 28 CFR 35.150(d)(3), ADA transition plans need to provide the following:

- Identification of physical obstacles to existing facilities
- Description of methods used to make the facilities accessible
- Schedule for compliance
- Official responsible for implementation

This Transition Plan evaluates how the county and HCRRRA's collective transportation system complies with the law, particularly for pedestrian ramps. The plan identifies accessibility needs and sets expectations for how and when Hennepin County will meet those needs. It includes an inventory of pedestrian facilities (ramps, signals, sidewalks and multiuse trails), including obstructions and defects, as well as county goals, policies and plans that promote accessibility. The county's plan also estimates the timeframe to reach full compliance based on current standards.

HCRRRA currently satisfies ADA compliance regulations as the entity does not operate or maintain any pedestrian infrastructure. Separate government agencies operate and maintain facilities within its right-of-way and are responsible for meeting compliance of those facilities.

County self-evaluation overview

Hennepin County mission and vision

This transition plan is driven by the county's mission and vision. It supports the value of people first and our commitment toward universal accessibility for our residents.

Mission

To serve residents through transformative services that reduce disparities, eliminate inequities and create opportunity for all.

Vision

A community where all people are healthy, all people are valued and all people thrive.

Relationship to county plans and policies

Hennepin County demonstrates a commitment to making our transportation facilities accessible through its overarching Comprehensive Plan and through the following supporting policies, plans and programs that were reviewed as part of the self-evaluation. These reviews ensure guiding principles and implementation through plans and programs are consistent with Title II of the Americans with Disabilities Act that support the full participation of people with disabilities.

Comprehensive plan

Hennepin County's transportation plan is a chapter within the county's comprehensive plan, which is updated every 10 years, and provides long-range guidance for the county's multimodal transportation system. It establishes a subset of supporting plans including the ADA Transition Plan, as well as multimodal and safety plans.

Complete and Green Streets Policy

Hennepin County adopted its current Complete and Green Streets Policy in 2023, with a vision to provide a safe transportation network that offers strong connections through multiple modes, respects the environment and improves the health and quality of life for all who live, work or visit here. Implementation of the Complete and Green Streets Policy enhances accessibility through an established modal priority framework that guides decisions along the county's transportation network.

Disparity elimination

Hennepin County has acknowledged a wide range of disparities interconnected with access to the transportation system and is committed to eliminating those disparities within the connectivity domain. Through policies, services and programs the county is working to ensure our technology, transit and transportation systems are accessible, affordable and climate friendly for all people.

Climate Action Plan

Hennepin County adopted a Climate Action Plan in 2021 that supports enhanced accessibility by outlining strategies to reduce greenhouse gas emissions, increase resiliency and adapt to the changing climate, including reducing motor vehicle miles traveled, advocating for and supporting transit and expanding multimodal facilities.

Age-Friendly Hennepin County

Age-Friendly Hennepin County supports the county's efforts to achieve health and racial equity and eliminate disparities by intentionally focusing on the critical dimension of aging. As older adults are significantly more likely than younger adults to have a disability, the Age-Friendly Hennepin Action Plan identifies strategies and actions that can be addressed with accessible infrastructure to serve the county's aging population.

Active Living Program

The Active Living program aims to create healthy, livable and people-centered communities where people can walk, bike and take transit to everyday destinations. Hennepin County launched this initiative in 2006 with the goal of integrating health with land use and transportation decision making. Active Living Hennepin County hosts workshops on various topics and provides support to cities on various strategies, policies and infrastructure. The program also provides funding and technical assistance to cities and local agencies for activities that improve walkability and bikeability.

Cost Participation and Maintenance Policies

Addressing accessibility in the county's transportation system requires partnerships and collaboration. Our Cost Participation and Maintenance Policies, adopted in 2020, outline financial responsibilities for the improvement and maintenance of roadway elements along the county's transportation system between MnDOT, cities and other agencies.

Current system assessment

Hennepin County transportation system

Hennepin County, at the core of the Twin Cities metropolitan area, has an area of 607 square miles with more than 1.2 million residents living in 45 cities. The county includes diverse land uses and communities with high density urban, growing suburbs and rural farm areas which are served by a range of multimodal facilities. The county has approximately 13,900 pedestrian ramps, 530 miles of sidewalks and multiuse trails and 800 traffic signals along our transportation system.

The Hennepin County Regional Railroad Authority (HCRRA) was established in 1980 as a separate political subdivision to plan and establish light rail transit and other local rail service and to preserve rail corridors for future transportation uses. HCRRA-owned corridors are currently used for multimodal transportation purposes. HCRRA does not construct or operate trails. It partners with the City of Minneapolis and Three Rivers Park District to operate and maintain trails, such as the Midtown Greenway in Minneapolis and the Dakota Rail Regional Trail that runs through seven cities in western Hennepin County. While HCRRA owns right-of-way, the pedestrian facilities along these corridors are maintained and operated by others.

Inventory of system accessibility

As part of the self-evaluation, pedestrian accessibility needs were identified along the county's transportation system. The county inventoried the pedestrian ramps, sidewalks, multiuse trails and traffic signals along the county roadway system to determine which need repair, modification or replacement to meet Americans with Disabilities Act requirements.

Pedestrian ramp and traffic signal data is reviewed and updated annually. Data related to sidewalks and multiuse trails was completed in the year 2019 and supplemented in 2023. Ramp conditions were determined based on the categories identified in Appendix B.

Nearly 60 percent of the pedestrian ramps along the county roadway system meet current standards, with 40 percent of the ramps needing modification. About 30 percent of the traffic signals include accessible pedestrian signal systems. The full inventory and evaluation results are provided in Appendix B.

An ongoing system assessment will be completed to continue to measure progress.

Public engagement

Before finalizing the plan, Hennepin County sought public input. This was accomplished by:

- Publishing and promoting an online survey (available May 23–June 30, 2025)
- Emailing people who requested updates on the ADA plan/accessibility topics (3,885 recipients)
- Notifying agencies, cities, and organizations (164)

We received 25 responses through this effort, which were incorporated into the plan or will be addressed through implementation and other efforts.

In compliance with 28 CFR 35.105, Hennepin County provides opportunities to interested parties, including people with disabilities or organizations representing people with disabilities, to participate in the self-evaluation and transition plan. Those wishing to participate further are encouraged to sign up for email notifications at hennepin.us/adaplan and/or submit comments by contacting the Transition Plan Engineer.

Transition plan

Since the ADA was enacted in 1991, the county has been working toward full compliance. Available funding and resources influences the time required to bring all facilities to full compliance. The nature, expense and complexity of infrastructure in the county right-of-way impacts the timing to address accessibility barriers. In addition, topography, land uses and buildings that constrain infrastructure can be difficult to change. Hennepin County's goal is to achieve systemwide pedestrian curb ramp compliance by 2040.

The county and our partner agencies plan and implement projects each year to maintain, preserve and modernize our transportation system. These projects include pavement preservation, rehabilitation and full reconstruction. In addition, multimodal, safety and traffic signal projects provide an opportunity to improve accessibility along our roadways.

For all projects, the county incorporates current accessibility guidance in accordance with applicable rules and regulations (see appendices C and D). Continuing to upgrade ramps to current standards and address missing ramps as part of these projects significantly contributes toward the county's full compliance.

Pavement preservation and rehabilitation

Hennepin County brings corridors into ADA compliance with pavement preservation projects, such as mill and overlay, and pavement rehabilitation activities, such as full depth reclamation and cold in place recycling. The county considers the pedestrian circulation route (PCR), which includes a pedestrian access route (PAR), within the context of existing infrastructure.

Roadway reconstruction

Hennepin County also brings corridors into ADA compliance during roadway reconstruction, with projects identified in Hennepin County's five-year Capital Improvement Program (CIP). As with pavement preservation and rehabilitation projects, the county considers the PCR and PAR within the context of existing infrastructure. In addition, local and regional planning documents and public input are considered to ensure the pedestrian access route is well planned and addresses the needs of the community.

Maintenance

Ongoing operations and maintenance of these assets is important to ensure facilities are ADA compliant year-round. Hennepin County's Cost Participation and Maintenance Policies identify maintenance responsibilities for assets along our transportation system. In addition, Hennepin County enters into construction cooperative agreements and has specific maintenance agreements with city partners to define who owns and maintains assets within the county's rights-of-way.

Work with partners

Hennepin County works with partner agencies, such as MnDOT, transit agencies, cities within Hennepin County and adjacent counties, to upgrade pedestrian infrastructure and remove obstructions, barriers and deficiencies. County staff coordinate with partner agencies on externally led projects and through utility and roadway permits within county right-of-way to upgrade facilities to current standards.

Grievance procedure

Under the Americans with Disabilities Act, users of Hennepin County facilities and services have the right to file a grievance if they believe Hennepin County has not provided reasonable accommodation. The grievance procedure in accordance with 28 CFR 35.107(b) can be found in Appendix A.

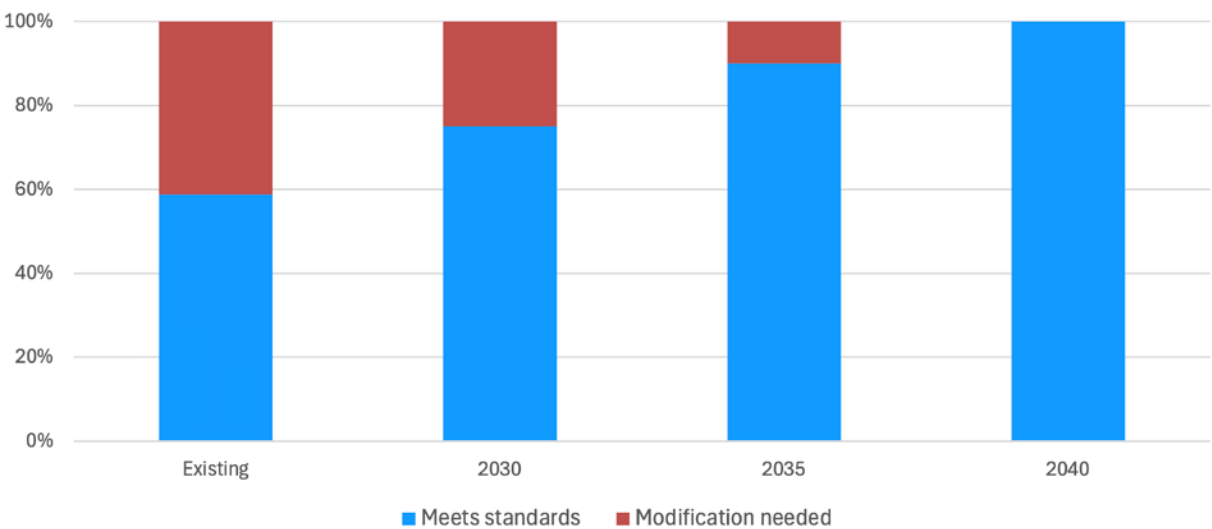
Implementation

Hennepin County is committed to improving accessibility on the county transportation system and within the county highway rights-of-way to meet current standards.

Based on a projection of county roadway improvement projects, it is estimated that the county will reach full ADA compliance for pedestrian ramps by the year 2040. The timeline for modification of the pedestrian ramps will depend on alterations to existing infrastructure, planned projects, funding and resources.

County roadway improvement projects will also upgrade sidewalks, multiuse trails and pedestrian signals when feasible and applicable. More detailed information regarding Hennepin County’s policy for the installation of Accessible Pedestrian Signals is provided in Appendix B. The county’s Cost Participation and Maintenance Policies includes further information regarding the maintenance of sidewalks and multiuse trails within county right-of-way.

Figure 1: Pedestrian ramps anticipated ADA compliance schedule



Plan implementers

Below is the contact information for the person responsible for implementing the ADA Transition Plan.
For updates visit: hennepin.us/adaplan.

Transition Plan Engineer

transportationADA@hennepin.us

Appendix A

How to file a grievance

The county has the following process for those wishing to file a formal grievance with Hennepin County. Formal grievances may be submitted by the following methods:

Online

formcatalog.hennepin.us/county_admin/human_resources/ada-grievance.html

Email

Contact Hennepin County's ADA Transition Plan Engineer, who will submit the grievance on behalf of the person filing it.

transportationADA@hennepin.us

Hennepin County self-evaluation inventory

Pedestrian infrastructure inventory

The county’s pedestrian infrastructure inventory includes pedestrian ramps, sidewalks and multiuse trails and Accessible Pedestrian Signals (APS) within county right-of-way. Hennepin County updates pedestrian ramp and APS data annually. The county inventoried sidewalks and multiuse trails in the years 2019 and 2023 to identify infrastructure that meets current standards and where modifications are needed.

The county’s self-evaluation inventory for signals, ramps, sidewalks and multiuse trails is provided in the interactive map online at hennepin.us/en/residents/transportation/ada-transition-plan.

The county routinely updates this data to reflect current conditions. All projects within county right-of-way incorporate current accessibility guidance in accordance with applicable rules and regulations. Maintenance for these assets is defined in the county’s

Cost Participation and Maintenance Policies.

Pedestrian ramps

Pedestrian ramps along county roadways were identified as one of four categories:

- Case 1 — Ramps meet current standards.
- Case 2 — Ramps met standards at the time of installation but may need modification based on current standards.
- Case 3 — Ramps needing modification including truncated domes, although the ramp does not appear to present a significant physical barrier for sighted pedestrians.
- Case 4 — Ramp is in need of modification.

Table B-1 provides results from the pedestrian ramp inventory in county highway rights-of-way at the time of plan adoption. As pedestrian ramps may degrade over time, the condition of these ramps is subject to change.

Table B-1: Pedestrian ramp inventory

	Ramps	Meets standards	Modification needed
Case 1	7,386	7,386	0
Case 2	2,335	771	1,564
Case 3	4,090	0	4,090
Case 4	64	0	64
Total	13,875	8,157	5,718

Accessible Pedestrian Signals (APS)

An Accessible Pedestrian Signal (APS) communicates information about pedestrian signal timing in a non-visual format such as audible tones, speech messages and/or vibrating surfaces. An example of APS is shown in Figure B-1.

Figure B-1: Accessible Pedestrian Signal



The county implements APS to current standards with applicable projects. This is generally completed with the installation of new or modified traffic signal systems, when the modification includes below-grade work requiring excavation and at intersections including pedestrian elements (countdown timers, crosswalks, pedestrian indicators, pedestrian ramps, sidewalk/trail, etc.). Several factors may increase the timing to install APS, including customized equipment, product delivery, upgrades to signal controller hardware, installation of electrical conduits and pedestrian ramp construction.

The traffic signals along county roadways are inventoried to determine the number of APS devices. This information is updated as traffic signals are modernized, installed or replaced. Table B-2 illustrates the APS inventory, with more information provided in the county's interactive ADA transition plan map provided on the county's website at hennepin.us/adaplan.

Table B-2: Accessible Pedestrian Signal inventory

Traffic signals	With APS	Without APS
808	269	539

Sidewalks and multiuse trails

Sidewalks and multiuse trails with defects or obstructions can impact accessibility for people. For more information on the condition of these facilities see the county's interactive ADA transition plan map on the county's website at hennepin.us/adaplan.

Americans with Disabilities Act rules, design guidance and best practices

Public Right-of-Way Accessibility Guidelines

Public Right-of-Way Accessibility Guidelines (PROWAG), developed by the United States Access Board, are guidelines that address accessibility in the public rights-of-way. Sidewalks, street crossings and other elements of the public right-of-way present unique challenges to accessibility for which specific guidance is essential.

The Access Board develops these guidelines to address various issues, including access for visually impaired pedestrians at street crossings, wheelchair access to on-street parking and various constraints posed by space limitations, roadway design practices, slope and terrain.

The Access Board issued its final rule on August 8, 2023. The U.S. Department of Transportation published its Final Rule for PROWAG on December 18, 2024. The U.S. Department of Justice still needs to publish its Final Rule. Once published, these guidelines will be mandatory for accessibility design within public rights-of-way.

Accessible Public Rights-of-Way Planning and Design for Alterations (August 2007)

This report and its recommendations are the work of the Public Rights-of-Way Access Advisory Committee (PROWAAC) — Subcommittee on Technical Assistance and are intended to provide technical assistance only. The report is not a rule and has no binding effect. It has not been endorsed by the U.S. Access Board, the Department of Justice or the Federal Highway Administration of the Department of Transportation. Still, it can be a technical advisory source for engineers and technicians who are planning and designing for alterations to pedestrian elements.

Minnesota Department of Transportation

Building on the adoption of the PROWAG as planning and design guidance for accessible pedestrian facilities, MnDOT has developed additional planning, design and construction guidance that is available to local agencies. Listed below is information on additional design guidance. This is not intended to be an exclusive or comprehensive list of accessibility guidance, but rather an acknowledgement of guidance that should be considered as a starting point for information on providing accessible pedestrian facilities.

The MnDOT Accessibility webpage, which has information in several subject areas related to accessibility, is at dot.state.mn.us/ada. The webpage also provides an option to sign up for accessibility policy and design training classes when available and to review material from previous trainings.

Curb Ramp Guidelines:
dot.state.mn.us/ada/pdf/curbramp.pdf

ADA Project Design Guide Memo:
dot.state.mn.us/ada/pdf/adaprojectdesignguidememo.pdf

ADA Project Design Guide:
dot.state.mn.us/ada/pdf/adaprojectdesignguide.pdf

Pedestrian Curb Ramp Details Standard Plans 5-297.250: dot.state.mn.us/ada/pdf/5-297-250.pdf

MnDOT's 7000 Series Standard Plates, which are approved standards drawings, provide information on standard details of construction and materials related to curbs, gutters and sidewalks: dot.state.mn.us/design/design-standards/standard-plates.html

Appendix C, continued

The MnDOT Facility Design Guide serves as a uniform design guide for engineers and technicians working on MnDOT projects. The document is a technical resource. The Facility Design Guide is at dot.state.mn.us/design/design-standards/facility-design-guide.html

MnDOT's Temporary Pedestrian Access Route (TPAR) webpage provides guidance on maintaining accessibility during maintenance or construction activities: dot.state.mn.us/trafficeng/workzone/apr.html

Additional accessibility laws and guidance

Architectural Barriers Act of 1968 (ABA)

The Architectural Barriers Act of 1968 (ABA) is a federal law requiring that facilities designed, built, altered or leased with United States Federal Government funds are accessible. The ABA marks one of the first efforts to ensure accessibility to buildings and facilities.

Section 504 of the Rehabilitation Act of 1973

Section 504 of the Rehabilitation Act of 1973 is a federal law that protects qualified individuals from discrimination based on their disability. The nondiscrimination requirements of the law apply to employers and organizations that receive financial assistance from any federal department or agency.

Title 28 of the Code of Federal Regulations Part 35

Title 28 of the Code of Federal Regulations Part 35 implements Subtitle A of Title II of the Americans with Disabilities Act of 1990, which prohibits discrimination based on disability by public entities. 28 CFR Part 35, titled “Nondiscrimination on the Basis of Disability” in state and local government services, also provides guidance to local agencies such as Hennepin County to comply with the ADA. These rules direct the county on items such as establishing a grievance procedure, designating a responsible official, performing a self-evaluation and writing a Transition Plan.

¹ Title III of the ADA is the section of the law that applies to public accommodations, commercial facilities, and private entities offering certain examinations and courses. Although included in the ADAAG, Title III offers no guidance to nor provides any requirements to Hennepin County in the context of its public rights-of-way.

2010 ADA Standards for Accessible Design

In 2010, the Department of Justice published revised regulations for Titles II and III of the Americans with Disabilities Act of 1990. These regulations adopted revised, enforceable accessibility standards called the 2010 ADA Standards for Accessible Design.

The 2010 Standards set minimum requirements — both scoping and technical — for newly designed and constructed or altered state and local government facilities, public accommodations and commercial facilities to be readily accessible to and usable by people with disabilities.

Americans with Disabilities Act Accessibility Guidelines (ADAAG)

The ADA Accessibility Guidelines (ADAAG) document contains scoping and technical requirements for accessibility to buildings and facilities under the Americans with Disabilities Act. These scoping and technical requirements are to be applied during the design, construction and alteration of buildings and facilities covered by Titles II and III¹ of the ADA.

U.S. Access Board

The United States Access Board is an independent federal agency devoted to accessibility. Created in 1973 to ensure access to federally funded facilities, the U.S. Access Board is a leading source of information on accessible design. The Access Board is structured to function as a coordinating body among federal agencies and to directly represent the public, particularly people with disabilities. Half of its members are representatives from federal departments. The other half are members of the public appointed by the president; a majority of these members must have a disability.

Minnesota Olmstead Plan

The Minnesota Olmstead Plan was developed by the state in response to the United States Supreme Court Olmstead v. L.C. decision (ada.gov/olmstead/olmstead_about). The plan documents how the state will provide services to people with disabilities in the most integrated setting appropriate to the person, as required by the Olmstead decision.

When the state develops policies, such as transportation policy, those policies must support integration and inclusion of people with disabilities. The Transition Plan provides infrastructure in a way that is integrative and inclusive for all, including people with disabilities.



Hennepin County

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