

2022–2025
TRANSPORTATION
IMPROVEMENT PROGRAM
FOR THE TWIN CITIES METROPOLITAN AREA



METROPOLITAN
C O U N C I L

May, 2021

TABLE OF CONTENTS

| | |
|--|----|
| 2022 - 2025 TRANSPORTATION IMPROVEMENT PROGRAM | 1 |
| SUMMARY | 1 |
| 1. INTRODUCTION | 2 |
| Federal Requirements and Regional Planning Process | 2 |
| Public Participation Opportunities in Preparation of the Transportation Improvement Program | 5 |
| Development and Content of the Transportation Improvement Program | 6 |
| Estimating Project Costs | 10 |
| Amending or Modifying the TIP | 10 |
| Federal Legislation Changes | 11 |
| Federal Program Areas in the Transportation Improvement Program | 12 |
| Other Funding Sources | 13 |
| 2. REGIONAL PLAN AND PRIORITIES | 14 |
| Conformity to the Clean Air Act Requirements | 14 |
| Thrive MSP 2040 | 15 |
| 3. FEDERAL PERFORMANCE MEASURES AND TARGETS | 16 |
| Highway Safety Performance Measure (PM1) | 16 |
| Pavement/Bridge Performance Measures (PM2) | 18 |
| System Performance Measures and Congestion CMAQ (PM3) | 19 |
| Transit Asset Management (TAM) Performance Targets | 20 |
| 4. PROJECT SELECTION PROCESSES AND CONSISTENCY WITH FINANCIAL RESOURCES AND ADOPTED TRANSPORTATION PLAN | 23 |
| Processes to Allocate Federal and State Transportation Funds | 23 |
| Resources Available 2022–2025 | 24 |
| Project Selection Processes and Criteria | 28 |
| Project Selection Process for Additional Federal Highway Funds by MnDOT Metro District with Assistance from the Capital Improvement Committee | 29 |
| Competitive Regional Solicitation Project Selection Process | 29 |
| Transit Project Selection for Sections 5307, 5337, and 5339 Capital Investment Grants Program Funding | 33 |
| Transit Project Selection for Section 5309 Capital Investment Grants Program Funding | 34 |
| Transit Project Selection for Sections 5310 and 5311 Funding | 34 |
| Balance of Selected Projects with Available Financial Resources | 34 |
| State Highways and Local Transportation Operations and Maintenance | 34 |
| Consistency with the Regional Transportation Plan and Priorities | 35 |
| Plan Implementation Progress | 36 |

FIGURES

| | |
|---|----|
| Figure 1: Twin Cities Metropolitan Area Political Boundaries | 3 |
| Figure 2: Transportation Improvement Program (TIP) Development and Approval Process | 8 |
| Figure 3: Project Selection Processes for Inclusion in the Twin Cities TIP | 9 |
| Figure 4: Approximate Amount Programmed by Primary Mode served..... | 24 |
| Figure 5: 2018 and 2020 Regional Solicitation Selected Projects | 32 |
| Figure 6: 2018 and 2020 HSIP Regional Solicitation Selected Projects | 33 |
| Figure 7: Major Projects Shown in Tables 15 and 16 | 37 |

TABLES

| | |
|--|----|
| Table 1: TIP Amendment and Modification Cost Change Thresholds | 11 |
| Table 2: Adopted Safety Targets for 2021..... | 17 |
| Table 3: Existing Conditions and Adopted Condition Targets..... | 18 |
| Table 4: Existing Conditions and Adopted System Reliability Targets..... | 19 |
| Table 5: Existing Conditions and Adopted CMAQ Targets | 20 |
| Table 6: Adopted Transit Asset Management Targets | 21 |
| Table 7: Advanced Construction Funds | 25 |
| Table 8: Twin Cities Transportation Improvement Program; Four-Year Summary by Funding Source . | 26 |
| Table 9: Federal Highway and State Highway Funds Assumed to be Available to Region 2022-2025 . | 27 |
| Table 10: Federal Transit and Matching Funds Available and Requested by Region 2022-2025 | 27 |
| Table 11: Summary of Federal Project Funding Categories and Selection Processes | 28 |
| Table 12: Summary of Federal Funding Allocated through the TAB'S Regional Solicitation for Projects in State Fiscal Years 2022-2025 | 32 |
| Table 13: Distribution of Federal Highway, State Trunk Highway and Matching Funds 2022-2025 | 35 |
| Table 14: Distribution of Federal Highway, State Trunk Highway and Matching Funds 2022 Annual Element..... | 35 |
| Table 15: Status of Major Highway Projects..... | 38 |
| Table 16: Status of Major Transit Capital Projects | 39 |

APPENDICES

| | |
|------------|---|
| APPENDIX A | Detailed Project Listings by Funding Category and by Route Number of Project Code |
| APPENDIX B | Conformity of the 2022-2025 Transportation Improvement Program to the 1990 Clean Air Act Amendments |
| APPENDIX C | Streamlined TIP Amendment Process |

The preparation of this document has been funded in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The contents of this document reflect the views of the Metropolitan Planning Organization (MPO), which is responsible for the facts or accuracy of the data presented herein. The contents do not necessarily reflect the official views of the U.S. Department of Transportation. The report does not constitute a standard, specification or regulation.

2022 - 2025 TRANSPORTATION IMPROVEMENT PROGRAM

SUMMARY

The Metropolitan Council, which serves as the Metropolitan Planning Organization for the Twin Cities Metropolitan Area, is required by federal law to produce a four-year Transportation Improvement Program (TIP), which outlines funded highway, transit, bicycle, and pedestrian projects within the metropolitan planning area. The 2022 through 2025 TIP responds to procedures required by the Fixing America's Surface Transportation Act (FAST Act) and the United States Code of Federal Regulations (23 CFR 450.326). The legislation requires that all transportation projects that are either wholly or partially funded with federal monies as well as regionally significant local- and state-funded projects within the metropolitan planning area (Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties plus the contiguous urbanized areas¹ in parts of Sherburne and Wright Counties along with Houlton, Wisconsin, in St. Croix County) be included in the region's TIP. The TIP must be consistent with the projections of federal funds and local matching funds for this time period.

The 2022-2025 TIP for the Twin Cities Metropolitan Area includes highway, freight, transit, bicycle, and pedestrian projects valued at approximately \$5.1 billion. Highlights of the TIP include the following:

- Approximately 55% (or \$2.8 billion) of the total projects in the TIP are from federal sources, with 10% from state sources and 35% from local/other sources.
- The \$5.1 billion program includes \$2.66 billion (51.1%) for transit and TDM; \$2.0 billion (40.4%) for highways and roads, \$122 million (2.3%) for non-motorized transportation, and \$321 million (6.2%) for other projects and yet-to-be-programmed set-aside funds.
- Two major projects are included for the first time: a \$61 million bridge replacement on Kellogg Avenue and 3rd Street in St. Paul and the F Line, an arterial bus rapid transit (ABRT) line along Central and University avenues from Minneapolis into the northern suburbs.

The Transportation Advisory Board (TAB) to the Metropolitan Council hosts a public comment period on the TIP prior to adoption. Notice of the public comment period is printed in the Minneapolis Star Tribune newspaper and emailed to groups representing a diverse set of stakeholders. The notifications and process are carried out consistent with the Council's Public Participation Plan. A "virtual" public meeting will be held. The TAB will consider public comments received on the draft TIP prior to adopting the final TIP.

The 2022-2025 TIP implements, and is consistent with, the region's metropolitan transportation plan (MTP), titled the Transportation Policy Plan (TPP), adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020. The inclusion of a specific project in the TIP does not imply an endorsement of the specific design alternative or engineering details. Inclusion in the TIP is a funding commitment that assumes the project's development process has addressed all local, state, and federal requirements.

The 2022-2025 TIP is fiscally constrained, is consistent with the TPP, is in conformity with the Clean Air Act Amendments of 1990, and its development process provides acceptable opportunity for public involvement.

¹ For definitions, see [Highway Functional Classification Concepts, Criteria and Procedures, 2013 Edition](#), U.S. Department of Transportation Federal Highway Administration

1. INTRODUCTION

The 2022-2025 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area (shown in Figure 1, including Houlton, Wisconsin, and parts of Wright and Sherburne counties) is the multimodal program of highway, transit, bicycle, and pedestrian projects and programs proposed for federal funding throughout the metropolitan planning area over the four-year period. The TIP is prepared by the Metropolitan Council and its Transportation Advisory Board (TAB) in cooperation with the Minnesota and Wisconsin Departments of Transportation (MnDOT and WisDOT, respectively). The projects listed in the TIP are consistent with and implement the region's transportation plan and priorities.

Federal Requirements and Regional Planning Process

Federal regulations require that a Transportation Improvement Program:

- Be developed and updated at least every four years.
- Cover a period of at least four years.
- Be a product of a continuing, comprehensive, and cooperative (3C) planning process.
- Be consistent with regional land use and transportation plans and the State Implementation Plan (SIP) for air quality.
- Fulfill requirements of the March 14, 2012, final rule as required by the U.S. Environmental Protection Agency (EPA), Transportation Conformity Rule.
- Identify transportation improvements proposed in the region's metropolitan transportation plan (MTP, titled the Transportation Policy Plan) and recommended for federal funding during the program period.
- Contain projects that are from a conforming regional MTP that is fiscally constrained. The TIP must be approved by the Federal Highway Administration and the Federal Transit Administration.
- Be fiscally constrained, which means that total project costs and anticipated revenues balance.
- Be initiated by locally elected officials of general-purpose governments.
- Include both highway and transit projects.
- Allow opportunities for public participation.
- Reflect the priorities in the metropolitan planning area.
- Indicate the years in which initial contracts will be let.
- Identify the sources of federal funds.
- Include realistic estimates of total costs and revenues for the program period.
- Fulfill requirements of the Executive Order 12898 on Environmental Justice.

The draft 2022-2025 TIP for the Twin Cities Metropolitan Area meets all of these requirements and will be submitted to the Minnesota and Wisconsin Departments of Transportation for inclusion in their respective State Transportation Improvement Programs (STIPs) approved by the Governors' designees, the Commissioner of Transportation (MN) and the Secretary of Transportation (WI).

The Twin Cities Metropolitan Area Metropolitan Planning Organization (MPO) certifies that it is in conformance with the provisions of 49 CFR Part 20 regarding lobbying restrictions on influencing certain Federal activities.

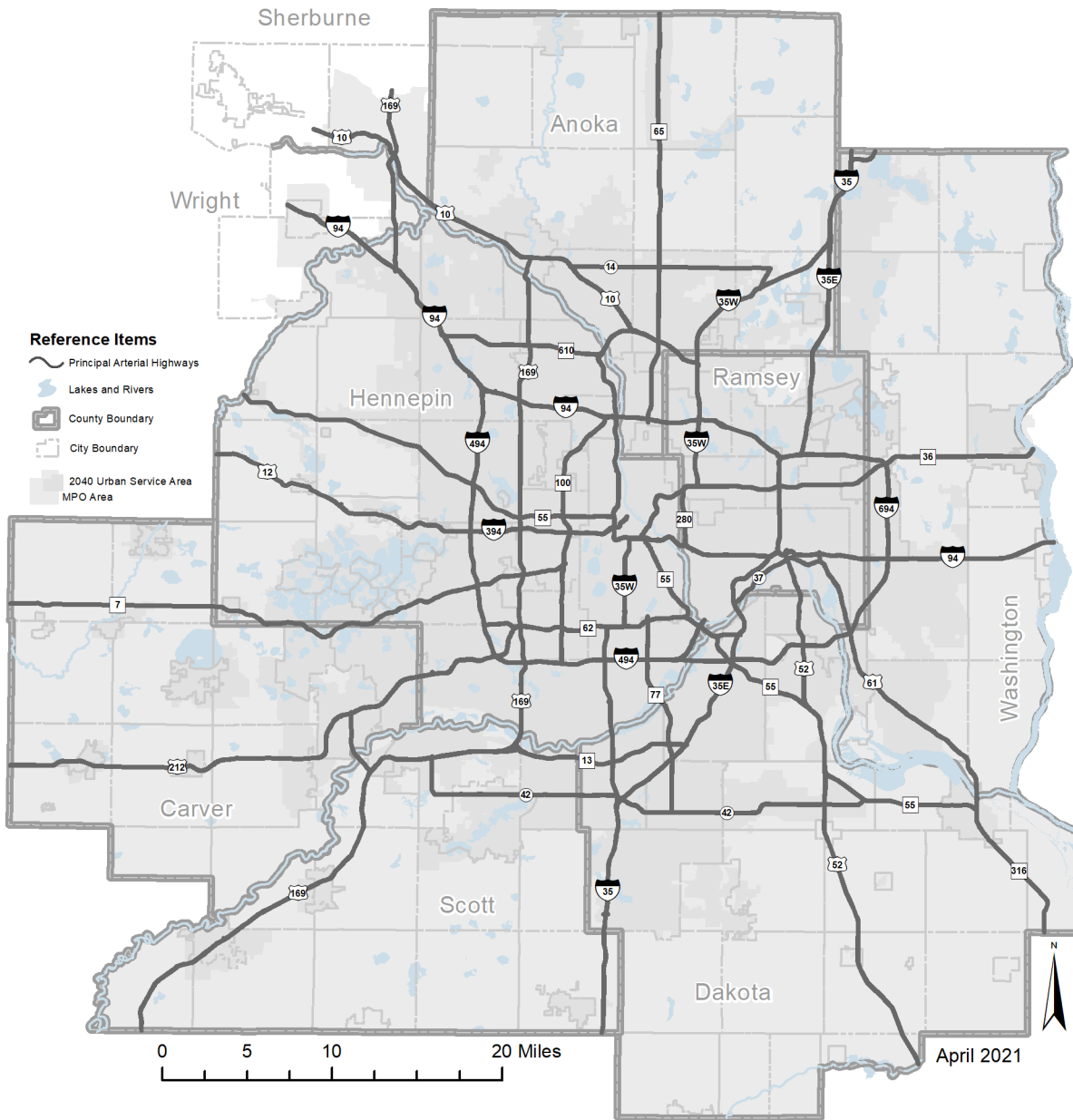


Figure 1: Twin Cities Metropolitan Area Political Boundaries – Also includes parts of Sherburne and Wright Counties (MN) and St. Croix County (WI)

The following information is provided for each project in the TIP in Appendix A:

- Program year
- Parent project (only in final TIP)
- Route
- Project number
- MnDOT program category
- Description of the project scope
- Estimated total funding in each year of the TIP along with the amount of federal funds proposed to be obligated
- Amount of advanced construction (AC, see Table 7) funds dedicated to the project in the program year
- Amount of federal, state, and other (usually local) funds dedicated to the project
- Name of the state, regional, or local agency receiving the federal funding and responsible for carrying out the project
- Air quality analysis category

The transportation planning process in the Twin Cities Metropolitan Area is based on Minnesota statutes and requirements of federal rules and regulations on urban transportation planning that first became effective June 30, 1983, when they were published in the Federal Register. The Metropolitan Council is the designated MPO for the Twin Cities metropolitan area and is responsible for completing the continuing, comprehensive, and cooperative (3C) transportation planning process, as defined in [Title 23, Section 450.306 of the US Code of Federal Regulations](#) (CFR). Since transportation planning cannot be separated from land use and development planning, the transportation planning process is integrated with the total comprehensive planning program of the Metropolitan Council. With the advent of Intelligent Transportation Systems (ITS), the planning process has been expanded to include technology deployment. As of 2005, as defined in [23 CFR 450.306](#), the coordination of technology with the planning process is now required.

The Twin Cities regional transportation planning process is defined in the 2018 Memorandum of Understanding between MnDOT and the Metropolitan Council. Administered and coordinated by the Metropolitan Council, this process is a continuing, comprehensive, and cooperative effort, involving municipal and county governments, the Metropolitan Airports Commission (MAC), MnDOT, the Minnesota Pollution Control Agency (MPCA), transit operators, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). Local elected government officials participate in the process through the TAB. The TAB is a forum for the cooperative deliberation of state, regional, and local officials, intermodal interests, and private citizens. Metro Transit and suburban transit provider representatives are members of the TAB's Technical Advisory Committee (TAC). They participate in planning through the capital and service improvement planning processes coordinated by the Metropolitan Council.

In 2018, MnDOT updated the [Statewide Regional ITS Architecture](#), which was subsequently adopted by all MPOs in Minnesota, including the Metropolitan Council. A Regional ITS Architecture provides a vision of how ITS and ITS projects can be deployed to satisfy the goals and objectives outlined in the TPP and serves as a visible demonstration of the institutional dependencies that exist in a region and how agencies can benefit from each other's activities. As needed, the Council coordinates with MnDOT and regional partners to ensure successful ITS integration. The Architecture relates to Title 23, Section 450.306 of the CFR, specifically

that the metropolitan transportation 3C planning process shall provide for consideration and implementation of projects, strategies, and services that will address a list of factors, including:

- Subsection (b)(6): Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Subsection (d) (4) (vii): An MPO shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program including the congestion management process as defined in [23 CFR 450.322](#), if applicable.
- Subsection (g): The metropolitan transportation planning process shall (to the maximum extent practicable) be consistent with the development of applicable regional intelligent transportation systems (ITS) architectures, as defined in [23 CFR 940](#).

Similarly, 23 CFR 450.208 calls for the coordination of data collection and analyses with MPOs and public transportation operators to support statewide transportation planning and programming priorities and decisions.

The [Minnesota Statewide Regional ITS Architecture](#):

- Provides MPOs with a useful planning tool for managing ITS funding decisions (Implementation Volume: ITS Initiatives and Project Concepts for Implementation).
- Improves continuity across the project life cycle, from planning through project development and operations.
- Meets the intent of 23 CFR 940.9.b (“Any region that is currently implementing ITS projects shall have a regional ITS architecture by April 8, 2005.”).
- Formal adoption promotes consistent use of the Regional ITS Architecture and allows planners to use aspects of the regionally agreed upon ITS architecture.
- By establishing the process, tools, and support for architecture use and maintenance in these plans, the MPO can ensure compliance with Federal requirements and be eligible for financial support for these critical activities.

Public Participation Opportunities in Preparation of the Transportation Improvement Program

A concerted effort is made to ensure all interested and concerned parties are offered an opportunity to participate in the preparation of the TIP. TAB is accepting public comments on the draft TIP. The following is the schedule of public comment opportunities prior to adoption of the 2022-2025 TIP.

- May 19, 2021 – A public meeting of the TAB it released the draft TIP for the purpose of soliciting public comment.
- May 23 through July 6, 2021 – The TAB will accept public comments submitted by email, telephone, and mail.
- June 22, 2021 – Council transportation and communications will host a virtual public meeting.
- August 18, 2021 – A public meeting of the TAB where public comments will be reviewed, and the TIP will recommend for adoption and forwarded to the Metropolitan Council by the TAB.

In preparation, the Metropolitan Council will publish a public notice in the Minneapolis Star Tribune and on metro council.org. In addition, will notify a diverse set of stakeholders about the public comment period. Interested parties can sign up to see email alerts at www.metro council.org.

For TIP Amendments (discussed on pages 10 and 11) public input opportunities are offered at board and committee meetings, during which they are presented as business items. Amendments that impact regionally significant elements of regionally significant projects require a 21-calendar-day public comment period to begin after TAB releases the amendment for public comment. The comment period is only required for regionally significant projects that are not currently in the TIP or are changing any project element that requires a new conformity determination.

Metro Transit is using the TIP's public involvement process to satisfy the public participation requirements of the FTA Section 5307 projects. The TIP serves as the FTA Section 5307 program of projects.

[Development and Content of the Transportation Improvement Program](#)

The TIP is an integral part of the overall regional transportation planning and implementation process. TIP preparation is a cooperative effort among local units of government and metropolitan and state agencies.

The planning base from which projects are identified and developed for the TIP includes the following plans:

- [Thrive MSP 2040](#) establishes the regional outcomes and physical and development policy framework for seven counties within the Twin Cities Metropolitan Area (Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties). Thrive MSP 2040, adopted in 2014, serves as the metropolitan development guide that provides the overarching vision for development of the region.
- The region's MTP, the [2040 Transportation Policy Plan](#) (TPP), is one of the four system plans within Thrive MSP 2040. It sets the regional transportation policy for all of the Council's planning area – including urbanized portions of Sherburne and Wright Counties and Houlton, Wisconsin (St. Croix County) – and identifies the major, long-range transportation investments. The 2040 TPP addresses all applicable federal requirements and considerations.
- The Council's [Public Participation Plan](#).
- The [Minnesota State Highway Investment Plan 2018-2037](#) (MnSHIP), developed by the Minnesota Department of Transportation, includes the district work plans, which set the investment priorities for the state highway system in the eight-county MnDOT Metro District (includes Chisago County).
- Local comprehensive plans and transportation programs, which include transportation plans that – within the seven-county region only – must be consistent with the regional transportation plan developed by the Metropolitan Council.

More information about these plans and planning processes is available in the [Transportation Planning and Programming Guide for the Twin Cities Metropolitan Area](#). Figure 2 summarizes the process used to develop the TIP for the region.

As illustrated in Figure 3, projects are selected for inclusion in the TIP in several ways: selection by Congress of federal High Priority Projects; the TAB Regional Solicitation; MnDOT Metro

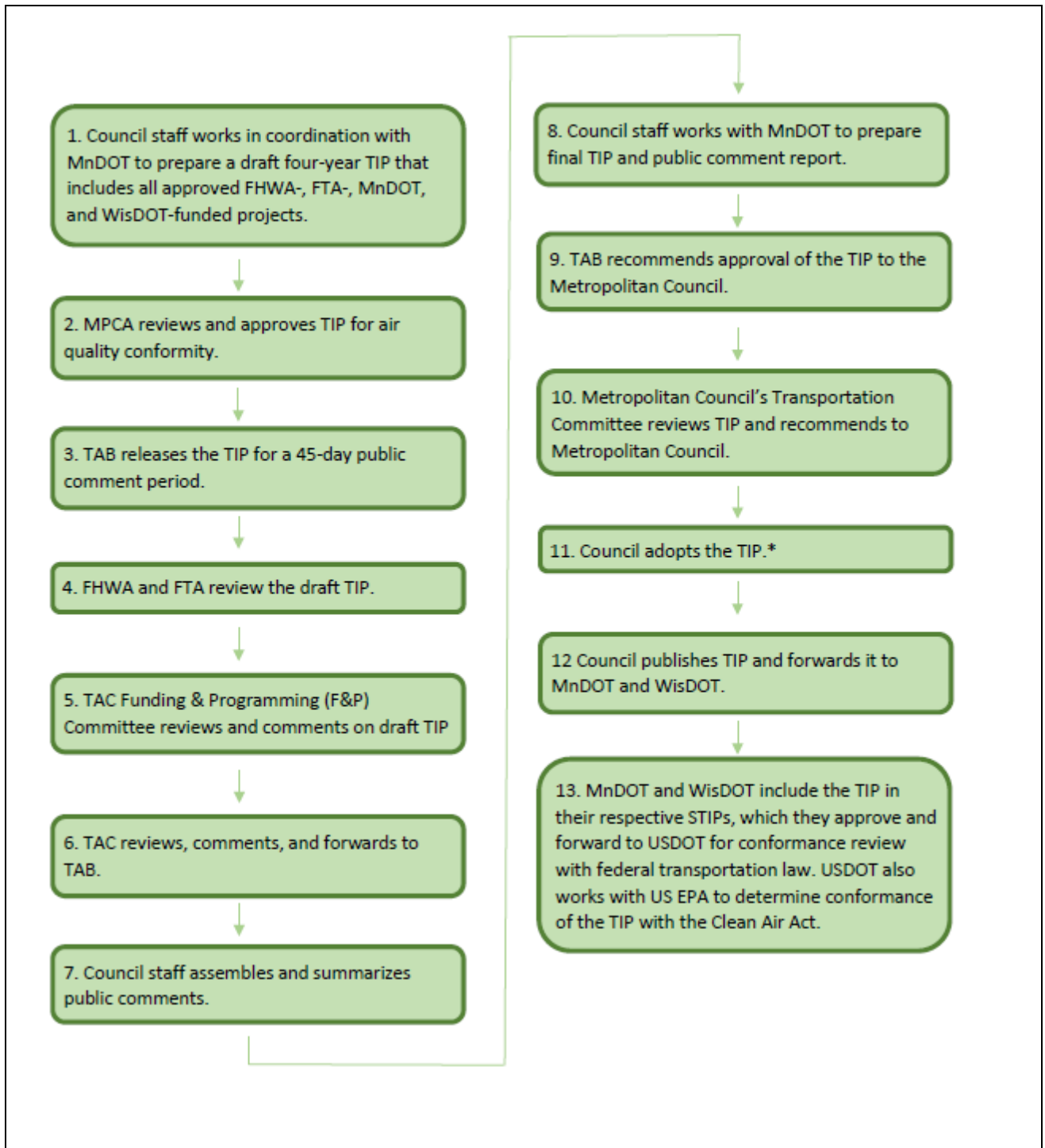
District selection; and the Council selection for regional transit providers, including projects in the FTA Capital Investment Grants program as selected by Congress. These selection processes are discussed in Chapter 3. While most projects are programmed by MnDOT, the projects selected through the TAB Regional Solicitation are programmed every-other year, by the Council.

The funding percentages in Figure 3 represent the approximate share of total funds of all projects in the TIP (federal, state, and local), but it should be emphasized that the funding percentages in Figure 3 are not reflective of the total funding package for transportation. The TIP includes MnDOT's entire program within the MPO area, including projects that do not have any federal funding participation. The TIP does not include locally funded transportation projects for the Metropolitan Council, Metro Transit, Metropolitan Transportation Services, suburban transit providers, counties, or cities. It also does not include the significant amounts of funding required for planning, design, engineering, and right-of-way acquisition that local governments typically pay for projects receiving federal construction funding.

The TPP provides a framework for the development of specific projects by MnDOT, the Metropolitan Council, and county and local governmental units and agencies that are responsible for planning, constructing and operating transportation facilities and services. All projects listed in this TIP must be consistent with the TPP. Many of the highway construction projects included in this TIP are under MnDOT jurisdiction. They originate from ongoing MnDOT planning and programming activities. The projects that lead to the completion of the metropolitan highway system, along with the projects on other major arterials, are based on the region's TPP and on MnDOT's Highway Safety Improvement Program (HSIP) and programming process. The Metropolitan Council identifies transit service needs and objectives, planned transit service and capital improvements, and the costs and funding sources that help implement the TPP.

The TPP is further refined through more detailed studies, including corridor studies and alternatives studies. These studies, including the needed environmental reviews, lead to specific project recommendations that are included in implementation programs. Other projects, such as those concerned with resurfacing, bridge improvements, and safety, arise from continuous monitoring and evaluation of existing highway facilities through MnDOT's pavement and bridge management plans.

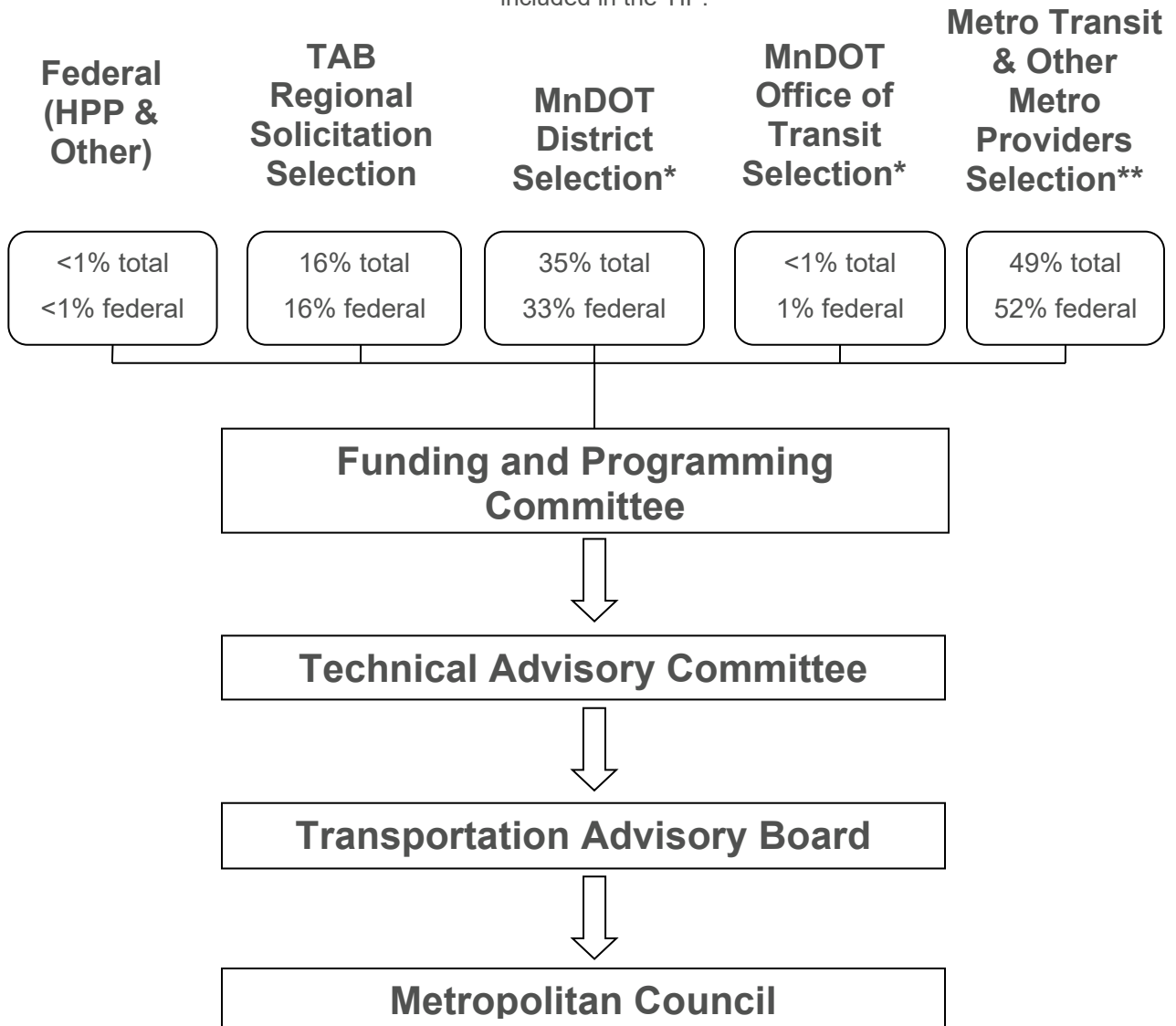
City and county federal aid projects are products of local comprehensive and transportation planning programs and reflect local and regional priorities. These projects are determined to be consistent with regional plans before being included in the TIP. Such plans must also be consistent with the TPP.



* The TAB's recommendation is returned for revision only if the Council finds the TIP inconsistent with Council policy.

Figure 2: Transportation Improvement Program (TIP) Development and Approval Process

Percentage of funding identified in the TIP by selection process for all projects (federal and state), 2022-2025. Top number represents share of total TIP; the bottom number represents share of federal funding included in the TIP.



* This TIP includes all projects selected by MnDOT, including those without federal funding. Most projects are selected by Metro District, but Sherburne County and Wright County projects are selected by MnDOT District 3.

**Metro Transit numbers include projects funded with FTA Capital Investment Grants funding.

Figure 3: Project Selection Processes for Inclusion in the Twin Cities Transportation Improvement Program

Estimating Project Costs

Projects beyond the first program year of the TIP will most likely be subject to inflation. Projects in the TIP are estimated in recognition of this reality in attempt to determine the cost in terms of year of expenditure. Each programming agency has its own approach to estimating inflated project costs. These approaches are:

- Metro Transit: Inflation is built into project amounts during the process of creating the six-year Capital Improvement Program for Transit divisions at the Council.
- MnDOT: Each year, a revised inflation adjustment table is used to update construction estimates and produce an inflated estimate for each project.
- Metropolitan Council-programmed Regional Solicitation projects and MnDOT-Programmed HSIP projects: For the 2022-2025 TIP, projects to be administered by FHWA recently awarded via the 2020 Regional Solicitation were adjusted at two percent per obligation year, with 2020 as the base, from their original cost estimate submitted in their funding application. The adjustments are entirely reflected in the local contribution, as the federal contribution is set at the time of award. The two percent per year adjustment derives from the Federal Reserve present target for inflation. Following this initial placement in the TIP, MnDOT monitors project costs, respectively, and adjust them as discussed in the above bullet. For FTA-administered projects, inflation is an assumption in the yearly [Metropolitan Council Transit CIP](#).

Amending or Modifying the TIP

Over the course of the year it sometimes becomes necessary to amend or modify the TIP. Reasons include the addition of a new project, a significant change of scope that alters a project's description, and significant cost changes.

A change to the TIP can go through one of four processes, depending on the nature of the project and the degree to which the project is proposed to change. These changes include the following:

- Administrative Modification. An administrative modification requires no board action and is reserved for minor changes, including program year changes, minor cost changes, funding source changes, technical corrections, and splitting a project into multiple projects. This also applies to any action on projects with no federal funding, with the exception of regionally significant projects.
- Formal TIP Amendment. A formal TIP amendment is a more substantive change such as the addition of a federally funded project, a change to the type of work on a project, a significant cost change, and a change in project termini. Formal TIP amendment requests must be approved by the Metropolitan Council following recommendation from TAB. Formal TIP amendments follow one of three processes:
 - Standard TIP Amendment. Standard TIP amendment requests are provided to the Funding & Programming Committee and TAC for a technical recommendation before going to TAB for a recommendation. Once a TIP amendment is recommended by TAB, the Transportation Committee provides a recommendation to the Metropolitan Council on whether to approve the amendment request. The Council then determines whether or not to approve the amendment.
 - TIP Amendment to a Regionally Significant Project. A project is considered regionally significant if it adds one or more travel lanes for over one mile, involves the addition of an interchange, or involves the reconfiguration of an interchange

for which a movement is added or eliminated. TIP amendments involving regionally significant projects follow the standard amendment process with the addition of a 21-day public comment period. TAB releases the amendment for public comment. After the 21-day period is over, the amendment goes back to TAB for recommendation. A TIP amendment request to a regionally significant project may not have to go through this process if the change does not impact regionally significant project elements.

- Streamlined TIP Amendment. The streamlined amendment process was established in 2014 and updated in 2020 to expedite routine amendments. Streamlined amendments are first reviewed by TAC and are included on TAB’s consent agenda. In order to be eligible for the streamlined process, a proposed amendment must be consistent with the TPP; must not add a new regionally significant project to the TIP or potentially change the air quality impact of a regionally significant project; and must not relate to a scope change through TAB.

The Metropolitan Council follows FHWA and FTA’s guidance in determining whether a proposed change requires a formal amendment to the State TIP (STIP). That guidance can be found on [MnDOT's website](#). Streamlined TIP amendment guidance can be found in Appendix C.

Cost change thresholds are shown in Table 1.

Table 1: TIP Amendment and Modification Cost Change Thresholds*

| STIP Total Project Estimated Cost | Modification | Amendment |
|--|---------------------|------------------|
| <\$1,000,000 | Not required** | Not required** |
| \$1,000,001 to \$3,000,000 | 20% | 50% |
| \$3,000,001 to \$10,000,000 | 20% | 35% |
| \$10,000,001 to \$50,000,000 | 10% | 20% |
| \$50,000,001 to \$100,000,000 | 10% | 15% |
| >\$100,000,000 | *** | 10% |

*FHWA projects. FTA projects use a 20% threshold for an amendment. No threshold exists for a modification.

**Applies when total project cost estimate is less than \$1 million AND the proposed total estimate cost remains less than \$1 million.

***Processing an Administrative modification for high-profile projects (greater than \$100 million), when the change impacts financial constraint, requires prior collaborative discussion with FHWA.

Federal Legislation Changes

The Fixing America’s Surface Transportation Act (FAST) Act was signed into law on December 4, 2015, as a five-year surface transportation authorization. Funding for specific programs is shown in Tables 7, 9, and 10.

In the spring of 2012, the U.S. Census Bureau released the updated 2010 urbanized area (UZA) boundaries for metropolitan areas across the country. This data included portions of Wright and Sherburne counties in Minnesota and Houlton in St. Croix County, Wisconsin in the Minneapolis-St. Paul urbanized area. As the metropolitan planning organization for the Twin Cities, the Metropolitan Council is required by federal law to become involved in the transportation planning efforts of these areas. Therefore, the TIP includes projects in Houlton, Wisconsin, along with the contiguous urbanized areas of Wright and Sherburne counties.

Federal Program Areas in the Transportation Improvement Program

Highway and transit funding programs are described below. MAP-21 and FAST Act consolidated federal funding programs and changed eligible activities in some programs.

Surface Transportation Block Grant (STBG) Program. The FAST Act consolidated the following two programs into the STBG Program, a block-grant type program that may be used for any roads (including those along the National Highway System, or NHS) that are not functionally classified as local or rural minor collectors, along with pedestrian projects, recreational trails, and Safe Routes to School projects. Bridge projects paid for with STBG Program funds may be on any public road. Transit capital projects are also eligible under this program. The 2022-2025 TIP still breaks these projects out into the former programs shown below:

- **Surface Transportation Program (STP).** This program was the most flexible program, as road, bicycle, pedestrian, and transit projects were all eligible to receive STP funding. Most STP-funded projects, however, were road projects.
- **Transportation Alternatives (TA).** Under MAP-21, this program replaced the funding from programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and other discretionary programs.

Congestion Mitigation and Air Quality Improvement Program (CMAQ). CMAQ directs funds toward transportation projects in non-attainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter. These projects contribute to meeting or maintaining the attainment of national ambient air quality standards. Historically in the Twin Cities region, CMAQ funds have been used for travel demand management, transit service expansion, or highway traffic management technology projects (such as traffic signal coordination).

Highway Safety Improvement Program (HSIP). This program is designed to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. Railway-Highway Grade Crossing Safety funds are part of this program and focus on improving safety at these crossings.

National Highway Performance Program (NHPP). The National Highway System (NHS) consists of 161,000 miles of major roads in the United States and 5,356 miles in Minnesota. Included are all Interstate highways and a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors. All NHS routes in the region are eligible to use NHPP funds. NHPP provides support for the condition and performance of the NHS, for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.

National Highway Freight Program (NHFP). The FAST Act established the National Highway Freight Network. The NHFP funds projects that contribute to the efficient movement of freight on that designated network.

Transit Section 5307 Urbanized Area Formula Grants. This program provides assistance with transit capital and operating costs, including job access and reverse commute activities.

This now includes job access and reverse commute activities formerly funded under Section 5316, which was rescinded in MAP-21.

Transit Section 5309 Capital Investment Grants Program. This program funds major new and expanded rail and bus rapid transit system projects.

Transit Section 5310 Mobility of Seniors and Individuals with Disabilities Program. This program funds the purchase of lift-equipped vehicles by nonprofit organizations that provide transportation for seniors and individuals with disabilities. This can include projects specifically designed to meet the needs of seniors and individuals with disabilities, transit projects that exceed ADA standards, and transit projects that improve access to fixed-route transit and decrease reliance on paratransit.

Transit Section 5311 Program. This program is available for planning, operating, and capital assistance to areas with populations below 50,000 in rural areas.

Transit Section 5337 State of Good Repair Program. This program is designed to maintain public transportation systems in a state of good repair, focusing on fixed guideway and high-intensity bus systems.

Transit Section 5339 Bus and Bus Facilities Program. This program provides funds for capital projects to replace, rehabilitate, and purchase buses and bus-related equipment and construct bus-related facilities.

Other Funding Sources

Other funding sources outside of the above funding programs include those listed below.

Miscellaneous Federal Funds. Less frequently used programs include:

- Bridge Replacement Off-System (BROS): A federally funded bridge replacement program intended to reduce the number of deficient off-system bridges within the state. This program applies to bridges under the jurisdiction of a public authority, located on a non-federal aid roadway and open to the public.
- Highway Rail Grade Crossings and Rail Safety (RRS): included with the HSIP projects.
- Federal Land Access Program (FLAP).

Demo. High priority projects, National Corridor Improvement Program, and projects of regional and national significance. The 2022-2025 TIP does not include any Demo projects.

State Funds. Projects funded almost exclusively with state funds are included in Appendix A-9.

Bond Funds. Projects funded almost exclusively with bond funds are included in Appendix A-10.

Other. Many projects include funding amounts in the “other” field. Funding identified as “other” could include funding from state or federal grants or other funding sources including local funds.

2. REGIONAL PLAN AND PRIORITIES

All projects in the TIP are reviewed for consistency with the Transportation Policy Plan (TPP). The Metropolitan Council adopted the TPP on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020. The Plan is in balance with anticipated revenues over the 20-year planning period. The Council carried out an extensive public participation process and held a public hearing on the TPP prior to adoption.

Conformity to the Clean Air Act Requirements

The Clean Air Act (CAA) Amendment requires a State Implementation Plan (SIP) for air quality for all areas that have not attained the National Ambient Air Quality Standards (NAAQS). The SIP is a planning document prepared by the MPCA and submitted to the U.S. Environmental Protection Agency (EPA) for approval. The SIP contains the programs and plans that will result in achievement of the NAAQS. The SIP serves as the state's legally binding commitment to actions that will reduce or eliminate air quality problems. All federally approved or financially funded functions must conform to the SIP and be consistent with the TPP. MPOs can only legally approve projects, plans, or programs that conform to the SIP.

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

The Clean Air Act Amendments of 1990 require transportation conformity in nonattainment and maintenance areas. Conformity is the process that links transportation to the SIP to reduce emissions and keep the area in compliance with air quality standards. Conformity determinations are required on MTPs, TIPs, and federally funded or federally approved transportation projects. In Minnesota, a small area of the Twin Cities is a maintenance area for coarse particulate matter (PM₁₀), which includes inhalable particles with diameters that are generally 10 micrometers or smaller. The term "maintenance area" means EPA previously cited the area for not meeting PM₁₀ standards but now legally recognizes the area as meeting (attaining) these standards. The area is located in small parts of Ramsey and Washington Counties. It is bounded by the Mississippi River from US Highway 52 to Interstate-494, Interstate-494 east to US Highway 61, US Highway 61 north to Interstate-94, Interstate 94 west to US Highway 52, and US Highway 52 south to the Mississippi River (see map on page B-9 in Appendix B). MPOs must continue to demonstrate that maintenance areas will meet the standards. The conformity rules lay out technical and procedural requirements of conformity and require states to develop their own conformity procedures as part of their SIPs. The Twin Cities area is expected to become an attainment area in September of 2022, which will result in the entire State of Minnesota being in attainment.

As described in the rule, the MPO must make a conformity determination on transportation plans and programs for maintenance areas, including federally funded or approved projects, as well as non-federal projects that are regionally significant. The MPO prepared the 2022-2025 TIP following the requirements of the conformity rule. A consultation process was followed, involving the MPCA, MnDOT, U.S. DOT, U.S. EPA and the Council, as described in the provision of the interagency consultation process and in Appendix B.

Projects Included in TIP Conformity Analysis

The TIP conformity analysis involves review of all federally funded or approved highway and transit projects, all state trunk highway projects, and all projects that meet the definition of regionally significant (see Appendix B) in or outside of the maintenance area. Certain project types will not have regional or local emissions impacts. The TIP project tables annotate these projects "exempt" from regional emission analysis with a code under the column "AQ,"

corresponding to the appropriate category listed in Appendix B. Certain types of exempt projects may require a hotspot analysis.²

Conformity of the TIP

The Metropolitan Council and TAB have determined that the TIP conforms to the broad intentions of the Clean Air Act (CAA) Amendment and to the specific requirements of the final transportation conformity rules (EPA's 40 CFR parts 51 and 93). The TIP emissions analysis, using the latest available planning assumptions and other supporting documentation, shows that the TIP will not result in violations of National Ambient Air Quality Standards for PM₁₀. The TIP is fiscally constrained and comes from the conforming MTP. Interagency consultation and public participation processes specified in the EPA rule and in the TPP were followed in the development of the TIP and the conformity analysis. A detailed description of the conformity analysis is found in Appendix B.

Thrive MSP 2040

The TIP is consistent with the 2040 TPP, which is a system plan under the umbrella of Thrive MSP 2040, adopted by the Metropolitan Council on May 28, 2014. Thrive MSP 2040 is the vision for the Twin Cities metropolitan area over a 30-year period. It reflects concerns and aspirations, anticipates future needs in the region, and addresses responsibility to future generations. The region's investments provide an important economic foundation, so all residents can prosper.

Thrive MSP 2040 works towards five outcomes: stewardship, prosperity, equity, livability, and sustainability. It is also guided by three principles for how the Council should implement its policies: integration, collaboration, and accountability.

² From CFR 93.101: A hot spot analysis is an estimation of likely future localized CO, PM₁₀, and/or PM_{2.5} pollutant concentrations and a comparison of those concentrations to the national ambient air quality standards. Hot-spot analysis assesses impacts on a scale smaller than the entire nonattainment or maintenance area, including, for example, congested roadway intersections and highways or transit terminals, and uses an air quality dispersion model to determine the effects of emissions on air quality.

3. FEDERAL PERFORMANCE MEASURES AND TARGETS

Pursuant to Title 23, Section 450.326(d) of the Code of Federal Regulations (CFR), the Metropolitan Council is required to incorporate a performance-based planning approach when developing the TIP. This includes an analysis of the anticipated effect the TIP may have towards achieving the performance targets adopted for the Council's MPO planning area. Specifically, the regulation states: *The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.*

This approach was first established in 2012 with the federal Moving Ahead for Progress in the 21st Century Act (MAP-21), which established performance-based planning and identified the federal performance measures for safety, pavement and bridge condition, reliability, freight, congestion mitigation and air quality improvement (CMAQ), and transit asset management. Transit safety measures will be adopted by the MPO in 2021 and included in the 2023-2026 TIP. The requirements continue through the federal Fixing America's Surface Transportation (FAST) Act, signed into law in 2015. The following are the four broad performance measure categories that must be included in the 2022-2025 TIP:

- Highway Safety Performance Measure (PM1)
- Pavement and Bridge Performance Measure (PM2)
- System Performance Measures and CMAQ (PM3)
- Transit Asset Management (TAM)

Highway Safety Performance Measure (PM1)

Council Activities and Progress

The Transportation Policy Plan (TPP), which serves as the MTP for the Council, includes an overarching goal related to safety—the Safety and Security Goal, as well as objectives and strategies (actions) the Council will employ to ensure that the desired safety outcomes are met. In addition, the five federally required safety performance measures and targets are included in the TPP in the Performance Outcomes chapter.

The region has implemented a number of proactive and reactive strategies to improve the safety for users of all modes within the metro area. These include a commitment to aggressively reduce the number of crashes involving fatalities and serious injuries annually, with the ultimate aspirational goal of achieving zero fatalities and serious injuries. Pursuant to federal requirements, the Council must annually adopt safety performance targets for the region. 2021 targets were adopted in coordination with the Council's Safety Advisory Work Group. This group, which is comprised of city and county representatives along with MnDOT staff, was formed in 2020 to help guide the region in setting short-term safety targets.

Table 2 shows the adopted targets for 2021.

Table 2: Adopted Safety Targets for 2021

| Measure | 2021 Target |
|---|--------------------|
| Number of Traffic Fatalities | 106 |
| Fatality Rate (per 100 million VMT) | 0.36 |
| Number of Serious Injuries | 738 |
| Serious Injury Rate (per 100 million VMT) | 2.49 |
| Number of non-motorized fatalities and serious injuries | 181 |

In addition to the TPP, the Council and its regional partners have completed several studies that directly address safety issues and propose strategies to improve safety in the metro area. These studies and plans include the [Minnesota Strategic Highway Safety Plan](#); the [Congestion Management and Safety Plan IV](#); the [Principal Arterial Intersection Conversion Study](#); and applicable modal and county-produced safety plans. In early 2022, the Council will complete a regional Pedestrian Safety Action Plan.

Efforts like [Towards Zero Deaths](#) and [Vision Zero](#) strive to achieve the long-term goal of eliminating fatalities and serious injuries on the transportation network. The Council supports these goals and will consistently work towards reducing fatalities and serious injuries. This long-term goal, however, will be achieved incrementally and these performance targets set an achievable increment in the near term.

Anticipated Effect of the Safety Performance Measures

The 2022-2025 TIP is anticipated to have a positive effect towards meeting the region’s established safety performance targets. The TIP reflects \$78.8 million in FHWA Highway Safety Improvement Program (HSIP) funds, in addition to state and local match funding of \$3.4 million and \$16.1 million, respectively. These projects address both existing high-incident locations (reactive projects) and the design of newer projects (proactive projects) that pre-emptively address safety in their design. Further, safety is a key scoring criterion for the strategic capacity, spot mobility/safety, roadway reconstruction/modernization, traffic management technology, multiuse trails and bicycle facilities, pedestrian facilities, and Safe Routes to School funding categories in the biennial Regional Solicitation for Transportation Projects. In addition to federal funding sources, the region has used a number of other revenue sources to improve transportation safety in the metro area. Examples include a number of county- and city-funded safety projects as well as MnDOT’s CMSP funding set aside each year.

MPO Investment Priorities

The Council has adopted a number of objectives and strategies intended to improve transportation safety. As outlined in the Transportation Policy Plan, a key objective is to reduce fatal and serious injury crashes and improve safety and security for all modes of passenger travel and freight transport.

Specific strategies the Council and its partners will use and implement to meet the safety objective include:

- Regional transportation partners will incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction, and operation.
- Regional transportation partners should monitor and routinely analyze safety and security data by mode, severity, and location to identify priorities and progress.

- Regional transportation partners will support the state’s vision of moving toward zero traffic fatalities and serious injuries, which includes supporting educational and enforcement programs to increase awareness of regional safety issues, shared responsibility, and safe behavior.
- The Metropolitan Council and regional transit providers will provide transit police services and coordinate with public safety agencies to provide a collaborative approach to safety and security.
- Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system.
- The Council and its regional transportation partners will work to ensure that police and public safety agency enforcement programs and actions on the region’s transportation system do not create or perpetuate racial inequities.

Pavement/Bridge Performance Measures (PM2)

Council Activities and Progress

The Council reviewed and adopted PM2 targets for the first time in early 2021. As an MPO, the Council has the option to either plan and program to support the adopted MnDOT statewide targets or chose to adopt targets specific to the region. Due to the difference in urban and rural areas, the Council chose to adopt metro-specific targets for non-interstate NHS pavement in good and poor condition. Table 3 depicts the existing metro area performance as well as the adopted statewide and regional targets.

Table 3: Existing Conditions and Adopted Condition Targets

| Measure | Existing Performance | MnDOT Target | Council Target |
|---|-----------------------------|---------------------|-----------------------|
| Bridges | | | |
| 1. % of bridges by deck area in good condition | 32.7 | 35% | 35% |
| 2. % of bridges by deck area in poor condition | 4.8% | 4% | 4% |
| Pavement | | | |
| 1. % of interstate pavement in good condition | 58.5% | 55% | 55% |
| 2. % of interstate pavement in poor condition | 1.6% | 2% | 2% |
| 3. % of non-interstate NHS pavement in good condition | 56% | 50% | 53% |
| 4. % of non-interstate NHS pavement in poor condition | 1% | 4% | 3% |

Anticipated Effect of the Pavement/Bridge Performance Measures

The 2022-2025 TIP is anticipated to have a positive effect on the pavement and bridge performance measures, as there are projects programmed specifically for the purpose of improving bridge and pavement conditions. While both interstate and non-interstate NHS pavement conditions within the metro area is performing at a level greater than the targets, resources must be provided to ensure they continue to meet the needs of the region.

Currently, the metro area is not meeting the adopted target for the percent of bridges by deck area in good condition. Moving forward, the Council will continue to monitor bridge deck condition and explore mechanisms to ensure the future targets are met.

System Performance Measures and Congestion CMAQ (PM3)

Council Activities and Progress

The Council adopted both the initial system reliability (shown on Table 4) and congestion mitigation and air quality (CMAQ) (Table 5) targets for the region during in early 2021. All of the targets associated with these measures are specific to the metro area.

Because almost all congestion within the State of Minnesota occurs within the Metro Area, the Council adopted targets specific to the region that differed from the state-wide targets. The existing metro area performance for the percent of reliable person-miles traveled on the interstate system is approximately 69.5%. MnDOT established a state-wide target of greater than 80%, which would likely be unattainable within the metro area. Instead, the Council has adopted a target of greater than 70%. This target is appropriate in that it still aspires to be better than current conditions, but better fits the urban context than does the statewide target of 80%.

In addition to the interstate person-miles target, the Council has also elected to adopt targets that are different than MnDOT’s for the truck travel time reliability index measure. This is because truck travel reliability is less in the metro area than in Greater Minnesota as a whole. The adopted MnDOT target truck travel time reliability of less than 1.5 would be very difficult to attain given the increased traffic in the metro area as compared to greater Minnesota.

All of the adopted reliability targets aim for improvement over the existing conditions, and as such may be considered aspirational given recent trends. There is, however, no consequence to the Council for not meeting these targets, and the State of Minnesota as a whole is likely to meet their adopted targets. The Council has chosen these targets as a mechanism to aim for improvement in reliability in the immediate future and prioritize highway projects integrated within the TIP thusly.

Table 4: Existing Conditions and Adopted System Reliability Targets

| Measure | Existing Performance | MnDOT Target | 2022 Target |
|---|-----------------------------|---------------------|--------------------|
| % of reliable person-miles traveled on the Interstate | 69.5% | >80% | >70% |
| % of reliable person-miles traveled on the non-Interstate NHS | 79.6% | >90% | >80% |
| Truck travel time reliability index | 2.32 | <1.5 | <2.20 |

Table 5: Existing Conditions and Adopted CMAQ Targets

| Measure | Existing Performance | Adopted Target |
|--|-----------------------------|-----------------------|
| On-road mobile source emissions – sum of emissions reductions of pollutants, in kilograms per day, for all projects funded with CMAQ funds | 2,648 | 2,647 |
| % of non-single occupancy vehicles | 23.9% | 25% |
| Peak hour excessive delay – annual hours of delay per capita (delay is travel at less than 20 MPH or 60% of the posted speed) | 8.5 | 8.5 |

Anticipated Effect of the System Reliability and Congestion Reduction Performance Measures

In total, there is over \$130 million in CMAQ funding programmed for projects in the 2022-2025 TIP. The net benefit these projects are meant to help achieve, as shown in Table 5, is a reduction of approximately 2,647 kg/day of mobile source pollution. The CMAQ projects include the purchase of a number of transit vehicles; activities to market and incentive the use of carpools, vanpools, and ride matching programs; and projects aimed at retiming and optimizing traffic signal coordination.

The 2022-2025 TIP also includes projects that are anticipated to have a positive effect on mobility and system reliability. This includes a number of spot mobility enhancements as well as large set-asides for future mobility projects.

Transit Asset Management (TAM) Performance Targets

Transit asset management (TAM), a best practice and a requirement under federal law, is a business model that prioritizes funding decisions based on the condition of transit assets. Transit providers are required to assess, track, and report on their assets to FTA, and develop annual targets for asset management to ensure a state of good repair. Transit providers also develop transit asset management plans that document the implementation actions for asset management within their transit systems. TAM must be coordinated with the Council, which is the region’s MPO. The four FTA-required performance measures for transit asset management are:

- Rolling stock (buses and train used for serving customers): The percentage of revenue vehicles (by type) that exceed the useful life benchmark.
- Equipment (vehicles used in a support role): The percentage of non-revenue service vehicles (by type) that exceed the useful life benchmark.
- Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the [Transit Economic Requirements Model \(TERM\) Scale](#).
- Infrastructure: The percentage of rail track segments (by mode) that have performance restrictions. Track segments are measured to the nearest one-hundredth of a mile.

The region’s transit operators established regional performance targets in 2018. The MPO will use these TAM targets 2022. Table 6 summarizes the adopted targets:

Table 6: Adopted Transit Asset Management Targets

| Measure | Target |
|---|---------------|
| Rolling Stock: % exceeding useful life | |
| Articulated Bus | 8% |
| Over-the-Road Bus | 0% |
| Bus | 2.4% |
| Cutaway | 14% |
| Light Rail Vehicle | 0% |
| Commuter Rail Locomotive | 0% |
| Commuter Rail Passenger Coach | 0% |
| Equipment: % exceeding useful life | |
| Automobiles | 42% |
| Trucks/other Rubber Tire Vehicles | 38% |
| Facility: % rated below 3 on condition scale | |
| Passenger/Parking Facilities | 0% |
| Administrative/Maintenance Facilities | 0% |
| Infrastructure: % of track with performance restrictions | |
| Light Rail | 1% |

Transit Investment Priorities

The Council's Transportation Policy Plan (TPP) outlines the goals, objectives, and strategies that are used to set transit investment priorities for the region. These factors, in turn, directly guide the investment plan and transit projects programmed within the TIP. The TPP guides transit investments through the following objectives and strategies:

- Efficiently preserve and maintain the regional transit system in a state of good repair;
- Manage the regional transit network and respond to demand as deemed appropriate based on the Transit Market Area;
- Provide transit police services and coordinate with other public safety agencies to ensure the safety and security of the transit system;
- Promote alternatives to single occupant vehicles and ensure transit services reach major job and commercial activity centers;
- Expand and modernize transit service, facilities, systems, and technology to meet demand, improve customer experience, and increase transit access to destinations.

In 2019, over \$33 million in federal funds was spent on the purchase of replacement vehicles. The Region's commitment to vehicle replacement supports efforts to achieve the rolling stock target goals.

The Council's [Fleet Management Procedures](#) provide guidance for minimum vehicle life and inform the TAM performance targets established by the region's transit providers. This document outlines the conditions used to determine if the replacement of assets is necessary or can be deferred, including the point at which fleet vehicles are eligible for mid-life rehab procedures. The Fleet Management Procedures also set the principles used for determining the

end vehicle's useful life, a preventative maintenance schedule, and the process for the purchase of new vehicles.

A key pool of funds used to replace aging assets is FTA Sections 5337 and 5339, which are prioritized via the Regional Transit Capital Improvement Program (CIP), developed by Metro Transit and the suburban transit providers.

The Council supports the efforts to move towards a performance-based planning approach, and will continue to work closely with regional, state, and federal partners to proactively establish and monitor both the required federal and the regionally adopted performance measures over time. Moving forward, the Council will continue to devote substantial resources to this effort and work closely with stakeholders to assess the federal targets and the regional performance measures and adjust to changes in the performance of the system by shifting regional investment priorities.

4. PROJECT SELECTION PROCESSES AND CONSISTENCY WITH FINANCIAL RESOURCES AND ADOPTED TRANSPORTATION PLAN

This chapter discusses the sources (federal, state, regional, local) and amount of transportation funds available for projects and programs in the region; the processes used to select projects and programs for inclusion in the TIP; the balance between costs for selected projects and resources; and project consistency with the region's MTP, the Transportation Policy Plan (TPP). A key element in the TIP fiscal constraint analysis is the balance between anticipated revenues and project costs.

Processes to Allocate Federal and State Transportation Funds

Several processes are used to allocate federal and state transportation funds to the Twin Cities Metropolitan Area. Projects have been selected for inclusion in the TIP by Congress (federal High Priority Projects and FTA Capital Investment Grants program), the TAB Regional Solicitation, MnDOT Metro District, and Council selection for regional transit providers.

Federal highway funding that goes to the TAB Regional Solicitation and to MnDOT Metro District is allocated by federal and state formulas. For federal and state highway funding, MnDOT uses a process to allocate the funds to the state's eight Area Transportation Partnership (ATP) regions, one of which covers the MnDOT Metro District. This process ensures the regional TIPs and the State Transportation Improvement Program (STIP) meet the federal fiscal constraint requirement. The MnDOT fund allocation process has four steps:

1. The MnDOT Office of Transportation System Management (OTSM) identifies the amount of funds available to each ATP for the TIP period from the STBG Program, CMAQ, and HSIP programs. This funding amount is called the "funding target." The funding targets are sent to the ATPs for comment along with guidance for draft TIP preparation.
2. The ATPs, of which TAB is one, develop their draft ATP TIPs (ATIPs) using their funding targets. MnDOT Metro District completes most of this work.
3. ATIPs are provided to the MPOs, who create their TIPs.
4. OTSM reviews the draft TIPs, confirms the total highway funding amount programmed matches the total expected funding, and confirms fiscal constraint for the highway funding. All of the draft TIPs assembled together are called the draft State Transportation Improvement Program (STIP).
5. OTSM circulates the draft STIP to the ATPs. Each ATP may then modify and adopt their final TIP and submit it to MnDOT for inclusion into the final STIP.

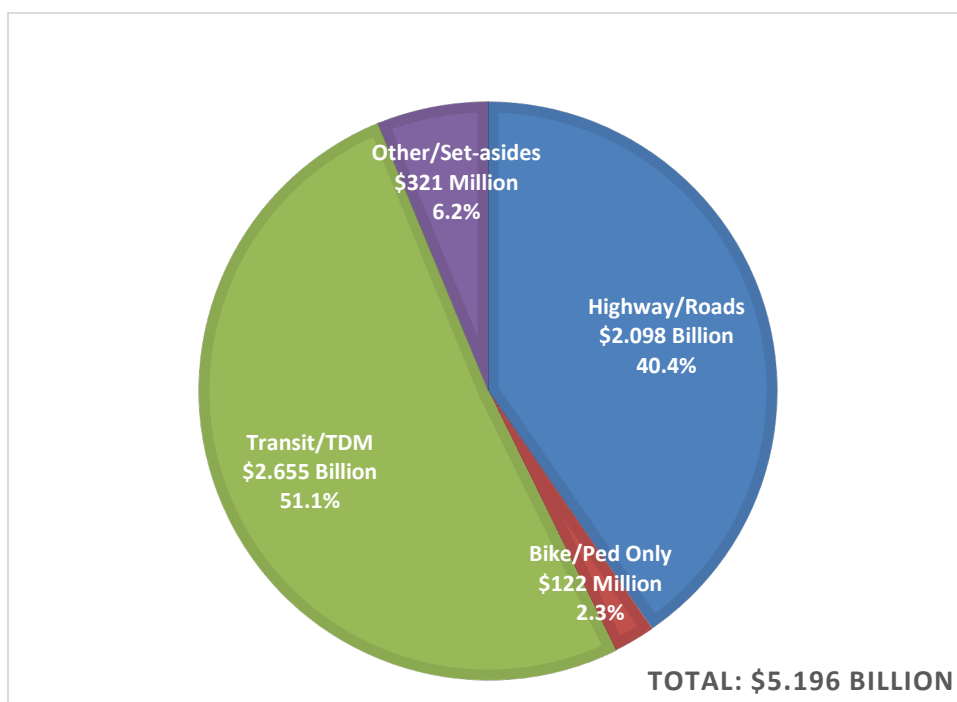
Some transit funding is allocated by federal formula (Section 5307, Section 5310, Section 5311, Section 5337, and Section 5339), but funding for the FTA Capital Investment Grants program (Section 5309) is secured through a national competition. Section 1 (Introduction) includes a list of each federal transit funding program and describes eligible projects. Section 5337 and 5339 funds are provided to the Council as the region's designated federal recipient and used to maintain the rail system and purchase fleet for all regional providers. Section 5307 is allocated among regional providers according to principles adopted by the Council through action 2001-49. Section 5309 is discretionary Capital Investment Grants (e.g. New Starts and Small Starts) funding appropriated by Congress to major transit capital projects. The funding is awarded to the Metropolitan Council after a major competitive process involving environmental review, preliminary engineering and design, and obtaining commitments of 50 percent of the total cost of the project by local cost-sharing partners. Section 5310 and Section 5311 funds are provided to the MnDOT Office of Transit as the State's designated agent.

Resources Available 2022–2025

All federally funded projects require a local match provided by the sponsoring agency. This local match can come from state trunk highway funds, state general funds, state bond funds, motor vehicle sales tax (MVST) funds, regional transit capital bond funds, city or county general funds, county transportation sales tax funds or from funding from other agencies. The local match funds add to the resources available to pay for projects in the TIP.

Transportation resources available to the region for highway, transit, and non-motorized projects are just under \$5.2 billion over the 2022 to 2025 period (See Tables 8, 9, and 10). These funds include capital investments for highway, transit, and non-motorized modes and some operating funds for the metropolitan transit systems. Highway programs such as the Surface Transportation Block Grant (STBG) Program also provide funding for non-motorized investments listed as Bike/Ped projects in Appendix A, as well as bicycle and pedestrian elements of roadway projects.

The approximate amounts programmed by mode are displayed in Figure 4. These numbers are approximate because many projects, particularly roadway projects, include investments designed for more than one mode and are listed with the primary mode served. The percent of the region’s TIP funding being invested in transit is slightly higher than highways/roads. This is largely due to the fact that several large transitways, including Green Line Extension, Blue Line Extension, and Gold Line are included in the TIP years.



Many highway projects include significant bicycle and pedestrian elements such as trails, sidewalks, streetscape improvements and dedicated bike lanes and shoulders. The costs of these elements are not allocated to “Bike/Ped Only” in this figure. Overall spending on bicycle and pedestrian infrastructure is higher than reflected in the “Bike/Ped Only” figure, which is the approximate sum of funds for projects dedicated solely for bicyclists and/or pedestrians. “Other/Set-asides” include all projects that do not directly serve a mode such as right-of-way purchase or environmental work.

Highways and Roads

The traditional highway funding sources available to the region are summarized in Table 9. The four-year total is approximately \$2.6 billion, and includes \$1.3 billion of Federal Formula funds and \$464 million of Minnesota State Trunk Highway funds.

MnDOT also uses the advanced construction (AC) process to extend its available resources. MnDOT constructs federal aid projects in advance of the apportionment of authorized federal aid funds. MnDOT has to meet a number of conditions to use the AC process. MnDOT can commit future federal funds to projects as long as they go through the normal FHWA approval and authorization process. The projects using AC must be fully encumbered in the state budget for both the amount of state funds and the federal AC amount. The state funds available at contract letting must equal 100% of the local match of federal funds. This is normally 10 or 20 percent of the project costs. The AC amounts must be shown in the TIP (The detailed tables in Appendix A identify AC by project.). The AC must be shown in the year incurred and in each year the conversion takes place. Sufficient cash must exist to make project payments until AC is converted or the amount of work to be undertaken in a given construction season that does not exceed the actual federal funds available for that year. Within the TIP timeframe, \$114 million will be used to advance construct projects in the region (Table 7). The AC funds that will be used by the region by year are shown in Table 7.

Table 7: Advanced Construction Funds (Millions)

THIS TABLE WILL BE UPDATED IN THE FINAL TIP

Local funds are necessary to match the federal transportation funds. The majority of the projects on the trunk highway system are matched with trunk highway funds included in the targets and not in the local match figure. In all other cases, the federal funds are matched by city or county funds, regional transit capital or operating funds, or funds from other agencies such as the Minnesota Department of Natural Resources. At a minimum, these funds represent 20 percent of the project cost (aside from HSIP, which requires a 10 percent non-federal match), although this can be significantly higher. Local funding represents \$416 million over four years.

Transit

Transit funds available to the region in 2022-2025 are summarized in Table 10. Included are federal transit funds and regional capital bonds used to match federal funds. This table does not show any highway funds allocated to transit. An estimated \$1.5 billion in federal transit funds will be received by the region in the next four years.

The region generates transit capital and operating funds from four principal sources: fares, the state motor vehicle sales tax for operations, regional property taxes dedicated to repay bonds that fund capital projects, and state general funds that are directed to the region's ADA service, the regular transit service or to repay state bonds for transit projects. The suburban transit providers³ may also use local general fund money to subsidize operating cost or to match federal funds. Regional Capital Bonds and other local funds of \$1.1 billion will be used to match

³Twelve cities have elected to provide their own transit service. Through agreements and consolidations, the region includes four suburban transit providers (SW Transit, MVTA, Maple Grove and Plymouth).

federal transit funds (including Section 5309) and to locally fund various transit capital investments.

Table 8: Twin Cities Transportation Improvement Program; Four-Year Summary by Funding Source

| | | |
|--|---------|----------------------|
| <i>Federal Highway</i> | | |
| Target | \$1.3B | |
| High Priority Funds | \$0 | \$1.3 Billion |
| Misc. Federal Funds | \$17M | |
| Additional MnDOT Allocation | \$28M | |
| <i>Federal Transit</i> | | |
| Formula/Discretionary | \$1.5B | \$1.5 Billion |
| <i>Property Tax and Other State Taxes</i> | | |
| Local and TRLF | \$416M | |
| Regional Transit Capital Bonds and Other Local Transit Funds | \$1.1BM | \$1.8 Billion |
| Bonds | \$351M | |
| <i>State Trunk Highway Formula</i> | | |
| Target | \$464M | |
| Additional MnDOT Allocation | \$23M | \$530 Million |
| Lapsed Projects | \$43M | |
| TOTAL: | | \$5.1 Billion |
| <i>Advanced Construction (additional authorization available against future funds)</i> | | \$114 Million |

Table 9: Federal Highway and State Highway Funds Assumed to be Available to Region 2022-2025 (In Millions)

| Source | 2022 | 2023 | 2024 | 2025 | Total |
|---|-------------|-------------|-------------|-------------|--------------|
| Federal Highway Funds | 308 | 370 | 318 | 300 | 1,296 |
| State Funds (MN) | 119 | 120 | 112 | 113 | 464 |
| Bonds | 32 | 319 | 0 | 0 | 351 |
| Target for Region | 459 | 809 | 430 | 413 | 2,111 |
| Additional MnDOT State Funds Allocations | 6 | 16 | 0 | 1 | 23 |
| Additional MnDOT Federal Allocations | 7 | 19 | 1 | 1 | 28 |
| Anticipated Lapsed Projects | 6 | 9 | 6 | 24 | 43 |
| High Priority Projects | 0 | 0 | 0 | 0 | 0 |
| Misc Federal Funds | 17 | 0 | 0 | 0 | 17 |
| Local Funds | 156 | 71 | 71 | 124 | 416 |
| Wisconsin Projects | 0 | 0 | 0 | 0 | 0 |
| Total Funds Available | 651 | 924 | 508 | 563 | 2,638 |
| Advanced Construction (Additional authorization available against future funds) | 24 | 73 | 4 | 14 | 114 |

Table 10: Federal Transit and Matching Funds Available and Requested by Region 2022-2025 (In Millions)

| Source | 2022 | 2023 | 2024 | 2025 | Total |
|------------------------------|--------------|--------------|---------------|--------------|---------------|
| Section 5307 | 50.3 | 41.3 | 57.4 | 78.7 | 227.7 |
| Section 5309 | 100.0 | 100.0 | 100.0 | 100.0 | 400.0 |
| Section 5310 | 2.3 | 3.3 | 2.2 | 2.2 | 10.0 |
| Section 5311 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Section 5337 | 64.7 | 72.8 | 77.1 | 61.0 | 275.6 |
| Section 5339 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Federal Funds | 217.3 | 217.4 | 236.7 | 241.9 | 913.3 |
| Local/Regional Capital Bonds | 142.4 | 142.5 | 456.1 | 321.7 | 1062.7 |
| Total Funds Available | 359.7 | 359.9 | 692.8 | 563.6 | 1976.0 |
| Section 5309 - Requested | 0 | 0 | 342.8 | 195.2 | 538.0 |
| Total Funds Requested | 359.7 | 359.9 | 1035.6 | 758.8 | 2514.0 |

Project Selection Processes and Criteria

The sources of federal transportation funds that come to the region are summarized in Table 11, along with the processes followed for project selection and the agency that is responsible for each selection process. These processes are described on the following pages.

Table 11: Summary of Federal Project Funding Categories and Selection Processes

| Funding Category | Project Selection Process Followed |
|--|---|
| Federal High Priority Projects | Selected and appropriated by Congress |
| Federal Highway Funding | Project Selection Process Followed |
| National Highway Performance Program (NHPP) | MnDOT Metro District Process with guidance from Capital Improvement Committee (CIC) |
| National Highway Freight Program (NHFP) | MnDOT Central Office Process |
| Surface Transportation Block Grant (STBG) Program | Federal funding program that provides transportation funding. The program essentially combines the former Surface Transportation Program (STP) and Transportation Alternatives (TA). Some STPB Program funding is distributed through a competitive regional solicitation process conducted by TAB while other funding is distributed by MnDOT. |
| Congestion Mitigation and Air Quality Improvement (CMAQ) Program | Federal funding program that funds projects that will contribute air quality improvements or provide congestion relief. Funding is distributed through the competitive regional solicitation process. |
| Highway Safety Improvement Program (HSIP) | Federal funding program aimed at reducing traffic fatalities and serious injuries. Some HSIP funding is distributed through a competitive solicitation process conducted by MnDOT and TAB while other HSIP funding is distributed by MnDOT. The Highway Rail Grade Crossings & Rail Safety program is included in this category. |
| Miscellaneous Federal Funding Programs | Less frequently used programs including Bridge Replacement Off-System (BROS) and Federal Land Access Program (FLAP). |
| Federal Transit Funding | Project Selection Process Followed |
| Section 5307 | Regional Transit Capital Improvement Program (CIP) developed by Metropolitan Council with regional transit provider assistance |
| Section 5309 | Selected and appropriated by Congress |
| Section 5310 | MnDOT Office of Transit/Statewide Competitive Process |
| Section 5311 | MnDOT Office of Transit/Categorical Allocation |
| Section 5337 and 5339 | Regional Transit Capital Improvement Program (CIP) developed by Metropolitan Council |

Project Selection Process for Additional Federal Highway Funds by MnDOT Metro District with Assistance from the Capital Improvement Committee

MnDOT Metro District, with guidance from its partners through the Capital Improvement Committee (CIC), identifies and selects projects on the state trunk highway system to be funded using National Highway Performance Program (NHPP) funds and included in the TIP. The CIC's membership includes representation from MnDOT Metro District, the TAB, the Metropolitan Council, and six representatives of the TAB's Technical Advisory Committee (TAC). The CIC discusses project programming, coordination, and timing issues for MnDOT Metro District leadership (in the Metro District Program Committee) and the TAC Funding and Programming Committee. Investment decisions with statewide impacts may be elevated to the Transportation Program Investment Committee (TPIC) for consideration. TPIC membership includes the Metro District Engineer and other agency-wide leadership.

The Metropolitan Council and MnDOT have cooperatively identified priorities to be used in the selection of major projects to be included in the TIP. The priorities and projects are drawn from the TPP and the [Minnesota State Highway Investment Plan \(MnSHIP\), 2018-2037](#). Investments and specific projects are identified consistent with priorities outlined in those plans, which over the next 10 years focus primarily on preservation of existing infrastructure with other investments in safety, bicycle/pedestrian facilities, and highway mobility.

Competitive Regional Solicitation Project Selection Process

The Metropolitan Council and its Transportation Advisory Board (TAB) conduct a competitive process for the selection of local projects for federal highway funding and inclusion in the TIP. The Regional Solicitation was designed by the region's partners to help the region implement its plans and high priority projects and programs. The TAB's Regional Solicitation allocates approximately 16 percent of the federal funds that are available to the region. The Regional Solicitation process directs federal funds to a variety of locally initiated projects that meet regional transportation needs. These locally initiated projects must be consistent with the region's TPP. Projects using STBG, CMAQ, and HSIP funds are selected through the Regional Solicitation process. The priorities for project selection are based on the goals and policies in Thrive MSP 2040 and Transportation Policy Plan.

Regional Solicitation Development

The Regional Solicitation has been conducted roughly every-other-year since the early 1990s. It has been in its present form since 2014, when TAB selected the above prioritizing criteria. Each two-year cycle includes a public comment period in the months leading up to finalization of the Solicitation. At the time, the entire Regional Solicitation package is released for public comment, highlighting proposed changes to the previous package. See the 2020 [Regional Solicitation Public Comment Report](#).

The 2020 Regional Solicitation selected projects for federal highway funding primarily in program years 2024 and 2025 in the following categories:

- Roadways Including Multimodal Elements
 - Traffic Management Technologies
 - Spot Mobility and Safety
 - Roadway Strategic Capacity
 - Roadway Reconstruction and Modernization
 - Bridges

- Bicycle and Pedestrian Facilities
 - Multiuse Trails and Bicycle Facilities
 - Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)
 - Safe Routes to School (Infrastructure Projects)
- Transit and Travel Demand Management
 - Transit Expansion
 - Transit Modernization
 - Travel Demand Management (TDM-projects selected for 2020-2021)
- Highway Safety Improvement Program (HSIP)

Qualifying and prioritizing criteria, used to evaluate each project, vary by mode and category. The evaluations produce a score and category ranking for each project, based on the project's anticipated performance for each prioritizing criterion. The qualifying and prioritizing criteria were developed consistent with, and for the purposes of, implementing regional transportation priorities and plans. Examples of qualifying criteria and prioritizing criteria are listed below.

Scoring committees, comprised of local partners, state agency staff, and Metropolitan Council staff evaluate and rank all categories of projects for the Regional Solicitation. Recommended projects are reviewed and approved by the Funding and Programming Committee, which, using the scoring committee rankings, recommends funding allocation options to be considered by TAC and recommended to TAB. TAB approves a list of projects and funding allocation developed through the Regional Solicitation process and the Metropolitan Council concurs with the list of projects.

While the assigned scores differentiate the projects within each funding category, how many projects to fund within each category needs to be decided. Following scoring evaluation, TAB, with the assistance of TAC and the TAC Funding & Programming Committee, considers "funding scenarios" as a way to determine how many projects to fund from each funding category. These scenarios are shown as themes, such as following historic modal distribution, funding more (lower-cost) projects, assuring projects are funded in each county, favoring modernization over expansion, and focusing on a particularly mode. Some parameters, such as a range of funds to be dedicated to each mode, are set prior to release of the Regional Solicitation.

The 2022 Regional Solicitation is currently in development and will be released for public comment on September 15, 2021, with comments due on November 1, 2021. the public will be able to comment on the entire Regional Solicitation including **modal funding ranges, technical criteria, and qualifying requirements.**

The HSIP projects are evaluated and awarded funds through a process administered by MnDOT Metro District. TAB reviews and approves the criteria MnDOT develops for HSIP project evaluation along with the prioritized list of projects for funding.

Examples of Qualifying Criteria

- The project must be consistent with the policies of Thrive MSP 2040 and the region's Transportation Policy Plan adopted by the Metropolitan Council.

- The project must implement a solution to a transportation problem discussed in a local or county comprehensive plan and/or in an approved Capital Improvement Program (CIP) of a local, regional, or state agency.
- The proposer must include with the project’s application a letter from the agency with jurisdiction over the facility affected, indicating the agency is aware of and understands the project being submitted and that it commits to operate and maintain the facility for its design life.
- The proposer must show that the project has been coordinated with all affected communities, the appropriate transit operator, and other levels of government.
- Public agency sponsors must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

Examples of Prioritizing Criteria

- Role in the regional transportation system and economy
- Current or potential usage
- Equity and housing performance
- Infrastructure age
- Congestion reduction and air quality
- Safety
- Multimodal facilities and existing conditions
- Risk assessment
- Cost effectiveness

Environmental Justice and Prioritizing Criteria

To assist with addressing Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, as well as *Thrive MSP 2040*, equity, including affordable housing, was included in the 2014 Regional Solicitation as part of the prioritization criteria. This criterion has continued to be used with some refinement through the 2020 Regional Solicitation. In November 2019, the Council hosted workshops for potential applicants on engaging underrepresented populations. The socio-economic equity measure asks applicants to address engagement with, benefits for, and impacts on people of color, people with low incomes, people with disabilities, youth, and older adults.

Regional Solicitation Selected Projects

A summary of the federal funding allocated by category through the Regional Solicitation process is shown in Table 12. This table reports only the federal funds allocated to the projects and does not include the local match.

Table 12: Summary of Federal Funding Allocated through the TAB'S Regional Solicitation for Projects in State Fiscal Years 2022-2025 (In millions; Federal Amount only)

| Program Category | 2022 | 2023 | 2024 | 2025 | Total |
|---|----------------|-------------|-------------|--------------|--------------|
| Congestion Mitigation Air Quality (CMAQ) | \$39.7 | 24.9 | 20.2 | 37.7 | 122.4 |
| Transportation Alternatives (TA) | \$9.8 | 21.3 | 25.7 | 8.8 | 65.6 |
| Surface Transportation Program (STP) | \$62.4 | 35.6 | 39.3 | 68.5 | 205.8 |
| Highway Safety Improvement Program (HSIP) | \$11.3 | 12.7 | 11.4 | 11.3 | 46.7 |
| TOTALS | \$123.2 | 94.5 | 96.6 | 126.3 | 440.5 |

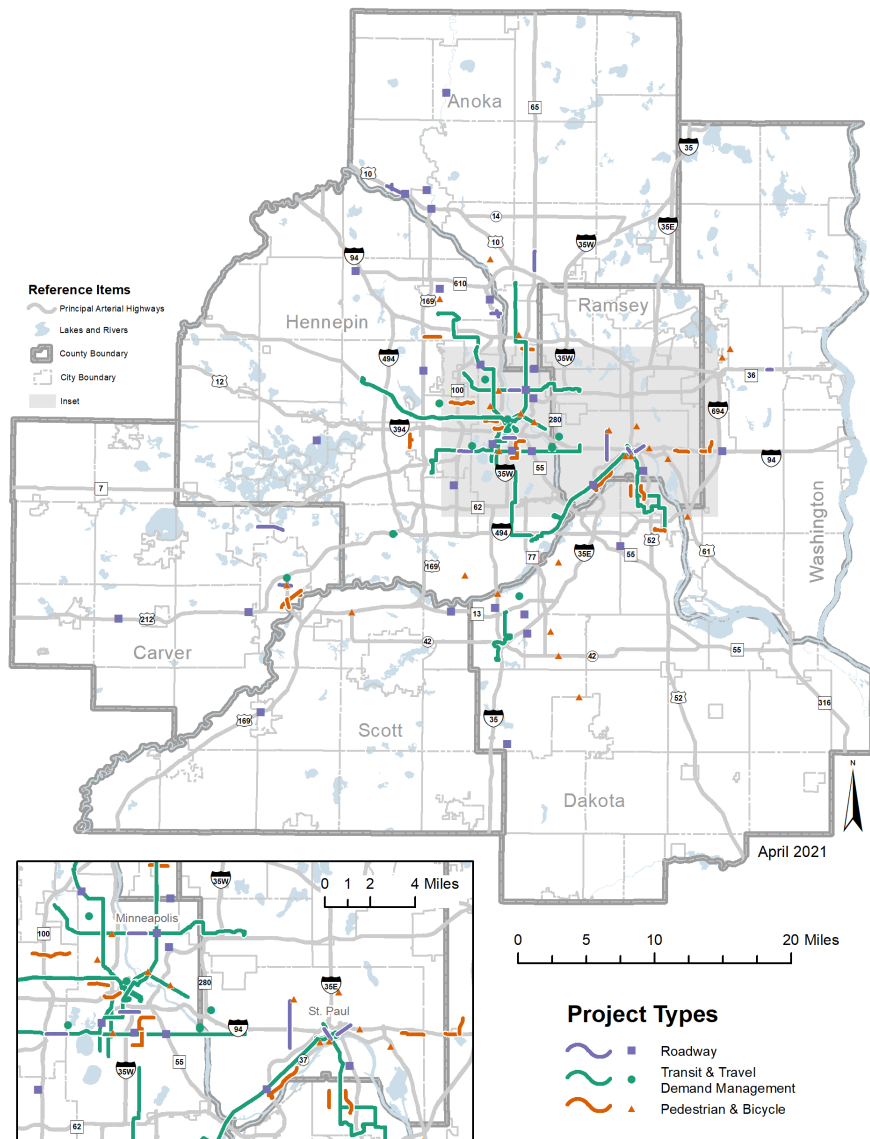


Figure 5: 2018 and 2020 Regional Solicitation Selected Projects

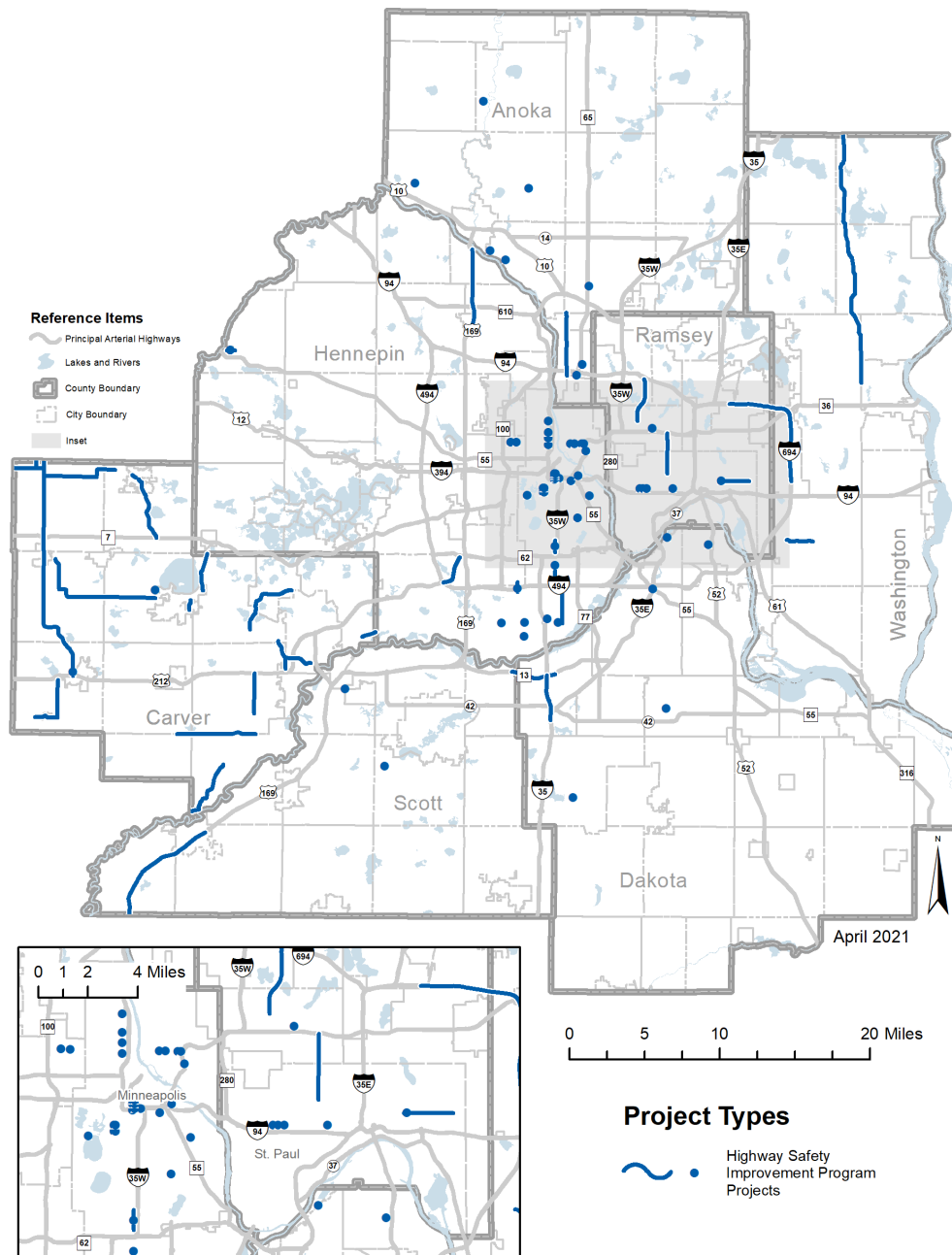


Figure 6: 2018 and 2020 HSIP Regional Solicitation Selected Projects

The following information is provided for each project receiving federal funds and listed.

Transit Project Selection for Sections 5307, 5337, and 5339 Capital Investment Grants Program Funding

Federal transit funds come to the Metropolitan Council as the designated federal recipient for the region. The Council uses the federal funds for regional provider bus, light rail vehicle, and locomotive purchases; bus and rail vehicle rebuilding; shelters; garages; guideway

improvements such as shoulder bus lanes, light rail track and systems; and maintenance and operations. These projects are identified in the Council's six-year Capital Improvement Program, which is a tool used to implement the regional transportation plan, with regional transit provider assistance. The Council also submits projects for funding with federal transit funds and Regional Capital Bonds.

Transit Project Selection for Section 5309 Capital Investment Grants Program Funding

Capital Investment Grant (section 5309) funding is discretionary federal funding that is appropriated directly to projects by Congress. These projects are identified in the region's Transportation Policy Plan in coordination with local partners, who often lead the early planning efforts, and with the implementing agencies, usually the Council through its operating division, Metro Transit.

Transit Project Selection for Sections 5310 and 5311 Funding

Federal Transit Administration (FTA) Section 5310 and 5311 funds are allocated by MnDOT's Office of Transit. Section 5310 funds are competitively allocated through a statewide process to non-profit agencies for vehicles. Projects are selected annually so each year the TIP is revised or amended and a new list of projects is included for the next fiscal year. Section 5311 allocates operating funds for small city transit service. There are three transit services in the region that receive funds.

Balance of Selected Projects with Available Financial Resources

The FAST Act requires that the region's TIP must be consistent with funds reasonably expected to be available. This is called fiscal constraint and means the projects recorded in the TIP cannot significantly exceed expected revenues.

For federal and state highway funding, the state and region have agreed on a process that ensures a balance exists between federal highway funding resources and expenditures as discussed at the beginning of Chapter 3. The highway project program costs identified in Table 13 for 2022 to 2025 closely match the funds available as shown in Table 9, and the highway project program costs identified in Table 14 for State Fiscal Year 2022 closely match the funds available as shown Table 9. Anticipated highway revenues balance with expenditures and demonstrate fiscal constraint.

For federal, state, and regional transit funding, federal guidance requires transit funds match the approved project costs in the TIP. The projects funded with federal transit and local matching funds for 2022 have a total value of approximately \$360 million (Table 10).

State Highways and Local Transportation Operations and Maintenance

MnDOT and metro area cities and counties are able to fund the maintenance and operations of the region's highway system over the course of the 2022-2025 TIP. The 2040 TPP forecasts \$10 billion in spending for preservation of existing state highway assets and \$26 billion for local roadway capital expenditures from 2015 to 2040. The TPP's increased revenue scenario shows an additional unfunded state highway need of \$3-5 billion during this time frame.

Table 13: Distribution of Federal Highway, State Trunk Highway and Matching Funds (in millions) 2022-2025

| Source | Total | Federal | State | Other (+ Bonds) | AC** |
|----------------------------|---------------|---------------|--------------|-----------------|--------------|
| CMAQ | 158.8 | 122.4 | 0 | 36.4 | 0 |
| TA | 111.4 | 69.4 | 0.2 | 41.8 | 4.5 |
| STP | 674.0 | 337.8 | 14.7 | 321.6 | 23.5 |
| NHPP | 1011.9 | 701.6 | 107.5 | 202.8 | 78.9 |
| NHFP | 51.3 | 44.1 | 0 | 7.3 | 0 |
| HPP | 0 | 0 | 0 | 0 | 0 |
| 100% State Funded (MN) | 387.6 | 0 | 384.1 | 3.5 | 0 |
| HSIP | 98.7 | 78.9 | 3.8 | 16.1 | 3.4 |
| Bond Proj with no Fed \$\$ | 135.0 | 0 | 3.0 | 132.0 | 0 |
| Misc Fed | 11.7 | 4.7 | 0 | 7.0 | 3.7 |
| Wisconsin Projects | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 2643.3 | 1358.5 | 513.3 | 768.1 | 114.0 |

Table 14: Distribution of Federal Highway, State Trunk Highway and Matching Funds (in millions) 2022 Annual Element

| Source | Total | Federal | State | Other (+ Bonds) | AC** |
|----------------------------|--------------|--------------|--------------|-----------------|-------------|
| CMAQ | 50.1 | 39.7 | 0.0 | 10.4 | 0.0 |
| TA | 27.3 | 12.2 | 0 | 15.1 | 4.5 |
| STP | 214.5 | 107.7 | 2.3 | 104.6 | 16.6 |
| NHPP | 146.8 | 118.6 | 21.2 | 7.0 | 0.0 |
| NHFP | 38.8 | 34.1 | 0 | 4.8 | 0 |
| HPP | 0 | 0 | 0 | 0 | 0 |
| 100% State Funded (MN) | 110.8 | 0 | 108.3 | 2.5 | 0 |
| HSIP | 22.9 | 17.7 | 0.7 | 4.5 | 0 |
| Bond Proj with no Fed \$\$ | 8.5 | 0 | 3.0 | 5.5 | 0 |
| Misc Fed | 9.3 | 3.7 | 0 | 5.6 | 0 |
| Wisconsin Projects | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 629.0 | 333.7 | 135.5 | 160.0 | 21.1 |

**Advanced construction is shown in Tables 13 and 14 but the AC amounts are not included in the totals.

Consistency with the Regional Transportation Plan and Priorities

All projects in the TIP must be consistent with the region's [2040 Transportation Policy Plan \(TPP\)](#). The region's transportation goals are:

- **Transportation System Stewardship:** Sustainable investments in the transportation system are protected by strategically preserving, maintaining, and operating system assets.
- **Safety and Security:** The regional transportation system is safe and secure for all users.
- **Access to Destinations:** People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.
- **Competitive Economy:** The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state.

- **Healthy Environment:** The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.
- **Leveraging Transportation Investments to Guide Land Use:** The region leverages transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity, and sustainability.

The TPP contains lists of short- and long- range transportation projects programmed from 2015 through 2024. The projects identified in this TIP are either programmatically or specifically identified in the TPP adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020. See the TPP on the [Metropolitan Council's website](#).

Plan Implementation Progress

Status of Major Projects

Federal TIP guidance requires the progress made on implementing the region's transportation plan be reported annually. Tables 15 and 16 and Figure 5 identify the major highway and transit projects in the 2022-2025 TIP, cost, and status of each. During the past year, major projects obligated (and, therefore, not included in this TIP) included:

- [Grade-separated intersections and new bridges on US 10 / US 169 from Anoka/Ramsey city limits to Green Haven Road/Main Street interchange.](#)

During the past year, construction was completed on the following major projects (Projects no longer included in Table 15 or 16):

- Concrete overlay and addition of lanes between MN 610 and MN 101 on Interstate 94. Construction is scheduled to be complete in 2021.
- [MnPASS lane construction, pavement reconstruction, transit station, bridge, noise walls, retaining walls, and drainage at and around I-35W and Lake Street in Minneapolis.](#) Construction is scheduled to be complete in 2021.
- [Expand I-94 from four to six lanes from MN 241 in St. Michael and CR 19 in Albertville.](#) Construction is scheduled to be complete in 2021
- [Concrete overlay, add eastbound and westbound lanes between MN 610 and MN 101, traffic management system, lighting.](#) Construction is scheduled to be complete in 2021.
- Construct MnPASS lanes and long-term pavement preservation from County Road C in Roseville to Lexington Ave. (CSAH 17) in Blaine. Construction is scheduled to be complete in 2021.
- [Replacement of bridge and pavement and raising the road out of the floodplain between Cliff Road Interchange and 106th St.](#) Construction is scheduled to be complete in 2021.

The following major project is being included in the TIP for the first time (Projects added to Table 15 or 16):

- [Kellogg Avenue/3rd Street bridge replacement from Broadway St to near Maria Ave in St. Paul.](#)

All of the major projects are either specifically included in the region's Transportation Policy Plan or are consistent with the Plan's policies.

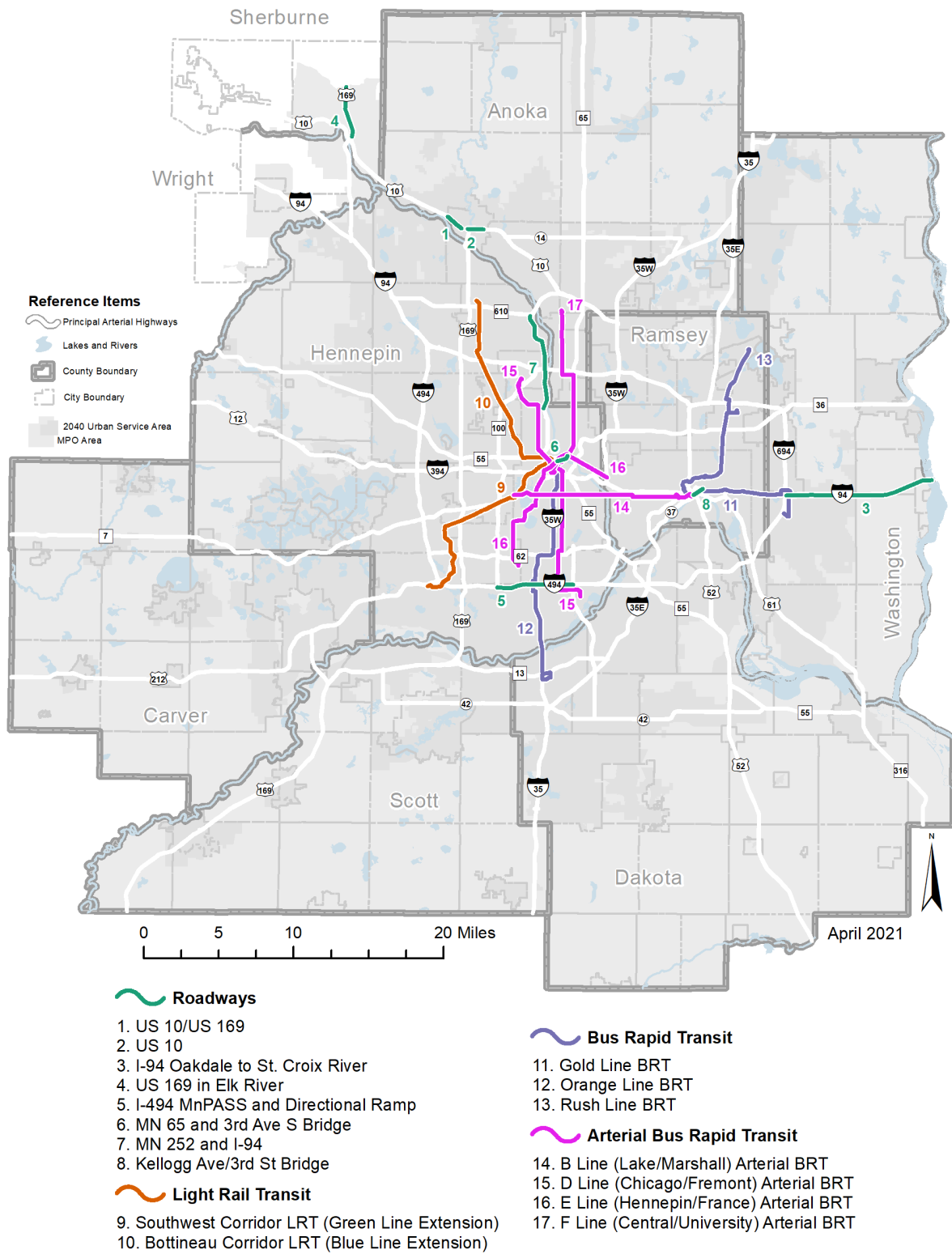


Figure 7: Major Projects Shown in Tables 15 and 16

Table 15: Status of Major Highway Projects

| Project | Cost Estimates | Program Year of Last SP# | Project Status/Comments |
|---|----------------|-------------------------------------|--|
| US 169 in Elk River ("169 Redefine") (7106-87) | \$126,500,000 | 2023 | Convert US 169 in Elk River to freeway. Construct two interchanges. Construction Start: 2022. Construction Complete: 2024 |
| I-494 MnPASS and Directional Ramp (2785-424) | \$190,500,000 | 2023 | Eastbound MnPASS lane from France Ave to MN 77 and westbound MnPASS lane from MN 77 to I-35W. Bush Lake Road to I35W, first phase of interchange (I-35W northbound to westbound I-494). Construction Start: 2023. Construction Complete: 2025 |
| MN 65 and 3rd Ave S. (2710-47) | \$129,375,000 | 2020 | Minnesota Highway 65 at 3rd Avenue South over Mississippi River in Minneapolis: Bridge rehabilitation. Construction Start: May 2020. Construction Complete: November 2022 |
| MN 252 and I-94 (2748-65; 110-010-010) | \$127,215,015 | 2026 (Will be included in next TIP) | MN 610 to Dowling Avenue. Convert MN 252 to Freeway and install MnPASS lanes Construction Start: 2026. Construction Complete: TBD |
| US 10 / US 169 (103-010-018, 103-010-018F, 0202-108, 0202-108A) | \$62,700,000 | 2021 | Anoka/Ramsey city limits to Green Haven Rd/Main St interchange in Anoka: Grade-separated intersections and new bridges Construction Start: 2022. Construction Complete: 2024 |
| US 10 (0215-76) | \$63,212,000 | 2022 | Bridge replacement and reconstruction of MN 47 / US 169 / Ferry Street interchange. Auxiliary lanes, noisewalls, ADA improvements. Construction Start: 2022. Construction Complete: 2024 |
| I-94 Oakdale to St. Croix River (8282-132) | \$108,445,000 | 2023 | Concrete overlay, TMS, drainage, signing, lighting, median barrier and ADA improvements Construction Start: 2023. Construction Complete: TBD |
| Kellogg Ave / 3rd Street (164-158-028) | \$60,737,180 | 2022 | MSAS 158 (Kellogg/3 rd St) from Broadway St to near Maria Ave in St. Paul – Replace bridges Construction Start: TBD. Construction Complete: TBD |

Table 16: Status of Major Transit Capital Projects

| Project Title | Last TIP Included In | Cost Estimate | Federal Participation | Project Status |
|--|-----------------------------|----------------------|------------------------------|---|
| Southwest Corridor Light Rail Transit (METRO Green Line Extension) (TRF-TCMT-22AG, TRF-TCMT-23D, TRF-TCMT-24V) | Current | \$2,003,000,000 | \$928,800,000 | Construction; Target Opening 2024 |
| Bottineau Corridor Light Rail Transit (METRO Blue Line Extension) (TRF-TCMT-24A, TRF-TCMT-25A) | Current | \$1,536,000,000 | \$752,700,000 | Engineering; Target Opening TBD |
| METRO Orange Line Bus Rapid Transit (TRF-TCMT-21N, TRF-TCMT-22B) | 2019-2022 | \$150,700,532 | \$82,880,532 | Construction; Target Opening in 2021 |
| D Line (Chicago-Fremont) Arterial BRT (TRS-TCMT-18, TRS-TCMT-18A, TRS-TCMT-19D, TRS-TCMT-20D, TRS-TCMT-21D) | 2020-2023 | \$75,000,000 | \$43,800,000 | Construction; Target Opening 2022 |
| METRO Gold Line BRT (TRF-TCMT-24E, TRF-TCMT-25E) | Current | \$531,880,000 | \$239,350,000 | Entered Project Development Jan 2018, Construction 2021-2024, Target Opening 2024 |
| B Line (Lake St. and Marshall Ave) Arterial BRT (TRS-TCMT-20A, TRS-TCMT-22B, TRF-TCMT-22R) | Current | \$65,000,000 | \$28,700,000 | Engineering; Target Opening 2024 |
| E Line (Hennepin/France Avenue) Arterial BRT (TRS-TCMT-21A, TRS-TCMT-23B) | Current | \$60,000,000 | TBD | Planning; Target Opening 2025 |
| Rush Line BRT (TRF-TCMT-24R) | Current | TBD | TBD | Planning; Target Opening TBD |
| F Line (Central Ave) Arterial BRT (TRS-TCMT-25 B) | Current | \$81,000,000 | TBD | Planning; Target Opening 2026 |

Appendix A

Detailed Project Description by Funding Category

| | <u>Page</u> |
|---|-------------|
| A-1 Congestion Mitigation Air Quality (CMAQ) Projects | A-4 |
| A-2 STPBG-Transportation Alternatives Program (TAP) Projects..... | A-7 |
| A-3 STPBG-Surface Transportation Program (STP) Projects | A-12 |
| A-4 Demonstration/High Priority | A-21 |
| A-5 National Highway Performance Program (NHPP) Projects | A-22 |
| A-6 National Highway Freight Program (NHFP) Projects | A-29 |
| A-7 Highway Safety Improvement (HSIP) Projects | A-30 |
| A-8 Miscellaneous Federal Projects | A-38 |
| A-9 100% State-Funded Projects | A-39 |
| A-10 Bond Projects without Federal Funding | A-46 |
| A-11 Transit Section 5307 | A-47 |
| A-12 Transit Section 5309 | A-50 |
| A-13 Transit Section 5310 | A-51 |
| A-14 Transit Section 5337 | A-53 |
| A-15 Transit Section 5339 | A-56 |
| A-16 Wisconsin Projects..... | A-57 |

Key to Tables

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

| | | |
|-------------------|--|------------------------------------|
| Yr | The state fiscal year the project is scheduled to be let. | |
| PRT | The major project this project is a part of - see attached list. | |
| Route | The highway the project is located on. A "999" means multiple routes or a location has yet to be determined. | |
| Proj Num | The TIP project number. | |
| Prog | MnDOT Program categories | |
| | AM: Municipal Agreement | B3: FTA Capital Program - Sec 5309 |
| | B9: FTA Urbanized Area Formula – Section 5307 | BI: Bridge Improvement and Repair |
| | BR: Bridge Replacement | BT: Bike Trail |
| | CA: Consultant Agreement | CF: Clean Fuels – Section 5308 |
| | DR: Drainage | EN: Enhancement |
| | GR: State of Good Repair | LP: Local Partnership |
| | MA: Miscellaneous Agreement | MC: Major Construction |
| | NB: FTA Elderly & Persons w/ Disabilities – Sec 5310 | NO: Noise Walls |
| | PL: Planning | PM: Preventive Maintenance |
| | RB: Rest Area/Beautification | RC: Reconstruction |
| | RD: Reconditioning | RS: Resurfacing |
| | RW: Right of Way Acquisition | SC: Safety Improvements |
| | RX: Road Repair (Bridge-Road Construction (BARC)) | |
| | SH: Highway Safety Improvement Program | TM: Traffic Management |
| | SR: Safety, Rail | TR: Transit |
| Description | The location and work to be accomplished by the project. | |
| Project Total | Total estimated cost of project. | |
| FHWA \$ or FTA \$ | Federal funding for the project. | |
| DEMO \$ | Total federal demonstration funding for the project. | |
| AC \$ | Funding to be reimbursed in a future program year. | |
| State \$ | MnDOT state funding for the project. | |
| Other \$ | Total contribution from the local agency involved in the project. | |
| Agency | The agency with jurisdiction over the project. | |
| AQ | TIP air quality category. See Appendix B for description of codes. | |

MnDOT Metro District Construction Projects

2022-2025 Parent Projects

This table will be included in the Final TIP.

Twin Cities Metropolitan Area
2022 - 2025 Transportation Improvement Program

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|---------|-------|--------------|------|--|---------------|-----------|-------|----------|-----------|----------------|-----|
| 2022 | CSAH 38 | | 019-638-020 | TM | CSAH 38 FROM CSAH 5 TO JUST EAST OF CSAH 31 IN APPLE VALLEY AND BURNSVILLE - FIBER OPTIC CABLE INSTALLATION, FLASHING YELLOW ARROW, EQUIPMENT UPGRADES, CAMERA INSTALLATIONS | 1,944,000 | 1,440,000 | 0 | | 504,000 | DAKOTA COUNTY | S7 |
| 2022 | NA | | TRS-TCMT-22C | TM | CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN REDUCED VEHICLE MILES TRAVELED AND LIGHT DUTY VEHICLE EMISSIONS | 4,375,000 | 3,500,000 | 0 | | 875,000 | MET COUNCIL-MT | AQ1 |
| 2022 | TRANSIT | | TRS-TCMT-20A | TR | **PRS**PURCHASE 4 EXPANSION 60-FOOT ARTICULATED BUSES, 14 60-FOOT BUSES IN LIEU OF 40-FOOT PLANNED REPLACEMENT BUSES, LARGER VEHICLE DOORS, AND TECHNOLOGY IMPROVEMENTS FOR LAKE ST CORRIDOR | 8,750,000 | 7,000,000 | 0 | | 1,750,000 | MET COUNCIL-MT | A30 |
| 2022 | TRANSIT | | TRS-TCMT-22 | TR | PURCHASE TWO BUSES AND OPERATE SERVICE FOR TRANSIT IMPROVEMENT ON ROUTE 724 | 5,211,760 | 4,169,408 | 0 | | 1,042,352 | MET COUNCIL-MT | T10 |
| 2022 | TRANSIT | | TRS-TCMT-22A | TR | PURCHASE TWO BUSES AND OPERATE SERVICE FOR TRANSIT IMPROVEMENT ON ROUTE 32 | 5,390,729 | 4,312,583 | 0 | | 1,078,146 | MET COUNCIL-MT | T10 |
| 2022 | TRANSIT | | TRS-TCMT-22B | TR | **PRS**LAKE ST-MARSHALL AVE BUS STOP MODERNIZATION PROJECT- ENHANCED SHELTERS, REAL-TIME INFORMATION, SECURITY FEATURES, AND FURNISHINGS | 8,750,000 | 7,000,000 | 0 | | 1,750,000 | MET COUNCIL-MT | A30 |
| 2022 | Transit | | TRS-TCMT-22D | TR | REPLACE FAREBOXES FOR REGIONAL BUS FLEET | 2,752,774 | 2,202,219 | 0 | | 550,555 | MET COUNCIL-MT | T5 |
| 2022 | Transit | | TRS-TCMT-22E | TR | EXPANSION OF BURNSVILLE BUS GARAGE | 3,500,000 | 2,800,000 | 0 | | 700,000 | MVTA | T8 |
| 2022 | Transit | | TRS-TCMT-22F | TR | SOUTHWEST TRANSIT MOBILITY HUB IN EDEN PRAIRIE | 4,958,280 | 3,672,800 | 0 | | 1,285,480 | MET COUNCIL-MT | T8 |
| 2022 | TRANSIT | | TRS-TCMT-23 | TR | OPERATE TRANSIT SERVICE IMPROVEMENT ON ROUTE 68 FROM 14TH ST AND JACKSON ST TO 5TH AVE AND SOUTH AVE IN ST. PAUL, W ST. PAUL AND S ST. PAUL | 4,477,388 | 3,581,910 | 0 | | 895,478 | MET COUNCIL-MT | T1 |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|----------|-------|---------------|------|--|---------------|-----------|-------|----------|-----------|-----------------|-----|
| 2023 | 999 | | 164-030-016 | TM | SMITH AVE (MN 149), ROBERT ST (MN 952A), PLATO BLVD (CSAH 40), CESAR CHAVEZ ST, CONCORD ST (MN 156), WABASHA ST-UPGRADE TRAFFIC SIGNAL CONTROLLERS, INSTALL FIBER OPTIC INTERCONNECT, VIDEO CAMERAS, REVISE TRAFFIC SIGNALS | 1,332,000 | 1,065,600 | 0 | | 266,400 | SAINT PAUL | S7 |
| 2023 | MN 156 | | 6219-07QAC | SC | **AC**MN 156, AT US52 IN ST PAUL - REPLACE TRAFFIC SIGNALS (ASSOCIATED TO 164-235-024 AND 6219-07) (AC PAYBACK 1 OF 1) | 350,000 | 350,000 | 0 | | | MNDOT | E2 |
| 2023 | MSAS 235 | | 164-235-024AC | SC | **AC**CONCORD ST (MSAS 235) AT US 52 IN ST PAUL-REPLACE TRAFFIC SIGNALS (ASSOCIATED TO 6219-07 AND 6219-07Q) (AC PAYBACK 1 OF 1) | 50,000 | 50,000 | 0 | | | SAINT PAUL | E2 |
| 2023 | NA | | TRS-TCMT-23C | TM | CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN REDUCED VEHICLE MILES TRAVELED AND LIGHT DUTY VEHICLE EMISSIONS | 4,375,000 | 3,500,000 | 0 | | 875,000 | MET COUNCIL-MT | AQ1 |
| 2023 | TRANSIT | | TRS-TCMT-21A | TR | **PRS**PURCHASE 9 EXPANSION 60-FOOT ARTICULATED BUSES, LARGER VEHICLE DOORS, AND TECHNOLOGY IMPROVEMENTS FOR HENNEPIN AVE CORRIDOR | 8,750,000 | 7,000,000 | 0 | | 1,750,000 | MET COUNCIL-MT | A30 |
| 2023 | TRANSIT | | TRS-TCMT-23A | TR | PURCHASE THREE DIESEL BUSES AND UPGRADE STATIONS (WIDEN SIDEWALKS, ADD IMPROVED SHELTERS, INFORMATION, SECURITY, AND FURNISHINGS) ON ROUTE 6 IN MPLS | 8,750,000 | 6,000,000 | 0 | | 2,750,000 | MET COUNCIL-MT | T10 |
| 2023 | TRANSIT | | TRS-TCMT-23B | TR | **PRS**OPERATE TRANSIT SERVICE IMPROVEMENT ON HENNEPIN AVE, LYNDAL AVE, 31ST STREET, AND BRYANT AVE IN MPLS | 2,613,518 | 2,090,814 | 0 | | 522,704 | MET COUNCIL-MT | A30 |
| 2023 | Transit | | TRS-TCMT-23D | TR | REPLACE FAREBOXES FOR REGIONAL BUS FLEET | 5,997,226 | 4,797,781 | 0 | | 1,199,445 | MET COUNCIL-MT | T5 |
| 2024 | CSAH 3 | | 027-603-075 | SC | LAKE ST (CSAH 3) FROM 22ND AVE S TO SNELLING AVE IN MPLS-RECONSTRUCT SIDEWALK, IMPROVE CROSSINGS, REMOVE FREE-RIGHT TURNS, CONSTRUCT PEDESTRIAN REFUGE MEDIANS, ADA, REVISE SIGNALS | 6,112,152 | 3,500,000 | 0 | | 2,612,152 | HENNEPIN COUNTY | AQ2 |
| 2024 | MSAS 183 | | 141-183-014 | SC | JOHNSON ST NE AND I35W RAMPS IN MPLS -RECONSTRUCT TURN LANES, REVISE INTERSECTION, PEDESTRIAN, BICYCLE AND ADA IMPROVEMENTS | 2,021,220 | 1,497,200 | 0 | | 524,020 | MINNEAPOLIS | S10 |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|---------------|---------|-------|--------------|------|--|--------------------|--------------------|----------|----------|-------------------|-------------------|-----|
| 2024 | NA | | TRS-TCMT-24D | TM | CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN REDUCED VEHICLE MILES TRAVELED AND LIGHT DUTY VEHICLE EMISSIONS | 4,375,000 | 3,500,000 | 0 | | 875,000 | MET COUNCIL-MT | AQ1 |
| 2024 | TRANSIT | | TRS-TCMT-24 | TR | OPERATE SERVICE IMPROVEMENTS FOR ROUTE 17 IN MPLS, HOPKINS, AND ST LOUIS PARK | 3,138,904 | 2,511,123 | 0 | | 627,781 | MET COUNCIL-MT | T1 |
| 2024 | TRANSIT | | TRS-TCMT-24A | TR | OPERATE SERVICE IMPROVEMENT FOR ROUTE 54 IN BLOOMINGTON AND ST PAUL | 2,202,588 | 1,762,070 | 0 | | 440,518 | MET COUNCIL-MT | T1 |
| 2024 | TRANSIT | | TRS-TCMT-24B | TR | **PRS**CONSTRUCT NINE GOLD LINE BRT STATIONS IN DOWNTOWN ST PAUL | 10,500,000 | 7,000,000 | 0 | | 3,500,000 | MET COUNCIL-MT | A30 |
| 2024 | TRANSIT | | TRS-TCMT-24C | TR | TRAFFIC LIGHT PRIORITIZATION AT EAST CREEK PARK AND RIDE IN CHASKA | 554,320 | 443,520 | 0 | | 110,800 | SOUTHWEST TRANSIT | E2 |
| 2025 | CSAH 3 | | 141-020-126 | TM | CSAH 3 AT VARIOUS LOCATIONS IN MPLS - OPTIMIZE SIGNAL TIMING AND UPGRADE OBSOLETE EQUIPMENT | 3,437,500 | 2,500,000 | 0 | | 937,500 | MINNEAPOLIS | E2 |
| 2025 | CSAH 53 | | 164-020-157 | TM | CSAH 53, FROM MSAS 141 TO CSAH 32 IN ST PAUL - TRAFFIC SIGNAL RECONSTRUCTION, INTERCONNECT, CCTV CAMERAS | 2,751,100 | 2,000,800 | 0 | | 750,300 | SAINT PAUL | E2 |
| 2025 | NA | | TRS-TCMT-25A | TM | CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN REDUCED VEHICLE MILES TRAVELED AND LIGHT DUTY VEHICLE EMISSIONS | 4,375,000 | 3,500,000 | 0 | | 875,000 | MET COUNCIL-MT | AQ1 |
| 2025 | TRANSIT | | TRS-TCMT-25 | TR | OPERATE NEW ROUTE 757 LIMITED-STOP SERVICE IN PLYMOUTH AND MPLS | 5,836,858 | 4,669,486 | 0 | | 1,167,372 | MET COUNCIL-MT | T1 |
| 2025 | TRANSIT | | TRS-TCMT-25B | TR | **PRS**CENTRAL AVE ARTERIAL BUS RAPID TRANSIT – PURCHASE 18 BUSES AND CONSTRUCT ENHANCED SHELTERS WITH TECHNOLOGY, REAL-TIME INFORMATION, SECURITY FEATURES, FURNISHINGS | 31,250,000 | 25,000,000 | 0 | | 6,250,000 | MET COUNCIL-MT | A30 |
| Totals | | | | | | 158,882,317 | | 0 | | 36,465,003 | | |
| | | | | | | | 122,417,314 | | | | | |

Twin Cities Metropolitan Area
2022 - 2025 Transportation Improvement Program

TABLE A-2
STPBG-Transportation Alternatives (TA) Projects

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-------|-------|---------------|------|---|---------------|-----------|-----------|----------|-----------|-----------------|-----|
| 2022 | CSAH | 36 | 027-636-012 | BT | UNIVERSITY AVE SE AND 4TH ST SE BIKEWAY FROM I35W BRIDGE TO OAK ST IN MPLS-BIKEWAY ENHANCEMENTS, PAVEMENT MARKINGS, TRANSIT STOP REVISIONS, INTERSECTION CROSSING IMPROVEMENTS, ADA, SIGNAL MODIFICATIONS | 10,341,158 | 5,500,000 | 0 | | 4,841,158 | HENNEPIN COUNTY | AQ2 |
| 2022 | CSAH | 42 | 019-642-066 | BT | CSAH 42 FROM FLAGSTAFF AVE TO PILOT KNOB RD IN APPLE VALLEY- CONSTRUCT PED/BIKE TRAIL AND GRADE-SEPARATED CROSSING | 2,908,498 | 1,256,000 | 0 | | 1,652,498 | DAKOTA COUNTY | AQ2 |
| 2022 | CSAH | 46 | 027-646-010AC | EN | **AC**CSAH 46 (46TH ST) FROM GARFIELD AVE TO 18TH AVE IN MPLS- PEDESTRIAN ADA-ACCESSIBLE CURB RAMP RECONSTRUCTION, APS AND PEDESTRIAN COUNTDOWN SIGNAL HEADS AT SIGNALIZED INTERSECTIONS, AND PEDESTRIAN CROSSING IMPROVEMENTS AT OAKLAND AVE (AC PAYBACK 1 OF 1) | 506,480 | 506,480 | 0 | | | HENNEPIN COUNTY | AQ2 |
| 2022 | Local | | 019-060-005 | EN | MISSISSIPPI RIVER TRAIL-ROSEMOUNT EAST BETWEEN SPRING LAKE PARK RESERVE AND FLINT HILLS RESOURCES IN ROSEMOUNT- CONSTRUCT PED/BIKE TRAIL, GRADE-SEPARATED CROSSING WITH NEW BR #19J57 AND LANDSCAPING (ASSOCIATED TO 019-090-020) | 5,000,000 | 400,000 | 0 | | 4,600,000 | DAKOTA COUNTY | AQ2 |
| 2022 | Local | | 019-090-023 | BT | NORTH CREEK GREENWAY FROM 173RD ST IN LAKEVILLE TO 180TH ST IN FARMINGTON-CONSTRUCT MULTI-PURPOSE TRAIL AND BRIDGE | 1,500,000 | 480,000 | 0 | | 1,020,000 | DAKOTA COUNTY | AQ2 |
| 2022 | Local | | 019-090-024 | BT | **AC**MINNESOTA RIVER GREENWAY FROM CEDAR AVE TO RR CORRIDOR WEST OF LONE OAK RD IN EAGAN- CONSTRUCT MULTI-USE TRAIL (AC PROJECT, PAYBACK IN FY2023) | 4,823,500 | 0 | 3,508,000 | | 1,315,500 | DAKOTA COUNTY | AQ2 |
| 2022 | Local | | 141-591-013 | BT | 16TH AVE N FROM QUEEN AVE N TO ALDRICH AVE N IN MPLS-CONSTRUCT TRAFFIC CALMING ENHANCEMENTS | 1,350,000 | 1,000,000 | 0 | | 350,000 | MINNEAPOLIS | AQ2 |
| 2022 | Local | | 179-090-005AC | EN | **AC**LAKE MARION GREENWAY FROM SUNSET POND PARK TO HANREHAN TRAIL IN SAVAGE-CONSTRUCT MULTIUSE TRAIL, SIDEWALK AND BR #R0819 (AC PAYBACK 1 OF 1) | 1,558,000 | 1,558,000 | 0 | | | BURNSVILLE | AQ2 |

**TABLE A-2
STPBG-Transportation Alternatives (TA) Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|----------|---------------|------|---|---------------|-----------|-----------|----------|-----------|-------------------|-----|
| 2022 | | MN 41 | 196-010-018 | BT | **AC**MN 41, FROM N WALNUT ST TO THE MN 41 MINNESOTA RIVER BRIDGE IN CHASKA - PEDESTRIAN STREETScape, BIKE RACKS, STORMWATER MITIGATION, PLANTERS, SEATING, MEDIAN ENHANCEMENTS, WAYFINDING (ASSOCIATE TO 196-010-017 AND 1008-87) (AC PROJECT, | 1,754,000 | 0 | 1,000,000 | | 754,000 | CHASKA | AQ2 |
| 2022 | | MSAS 312 | 127-312-002 | BT | 7TH ST FROM 61ST AVE TO 53RD AVE AND 57TH AVE FROM 7TH ST TO MN 47 IN FRIDLEY- CONSTRUCT MULTI-USE TRAIL | 696,762 | 516,120 | 0 | | 180,642 | FRIDLEY | AQ2 |
| 2022 | | MSAS 342 | 141-342-007 | BT | LYNDALE AVE N FROM 22ND AVE N TO 40TH AVE N IN MPLS-PEDESTRIAN CROSSING IMPROVEMENTS, CURB EXTENSIONS, ADA RAMP UPGRADES, TRAFFIC SIGNAL UPGRADES | 1,350,000 | 1,000,000 | 0 | | 350,000 | MINNEAPOLIS | AQ2 |
| 2023 | | CSAH 38 | 082-638-015 | BT | CSAH 38 FROM 1ST AVE/ 21ST ST TO OVERPASS AT 20TH ST IN NEWPORT- CONSTRUCT SIDEWALK/BICYCLE TRAIL | 633,600 | 460,800 | 0 | | 172,800 | WASHINGTON COUNTY | AQ2 |
| 2023 | | CSAH 52 | 027-652-042 | BT | CSAH 52 FROM MAIN ST SE TO 8TH ST SE IN MPLS-BIKEWAY, ADA, SIGNAL MODIFICATIONS, INTERSECTION CROSSING IMPROVEMENTS | 8,659,735 | 5,500,000 | 0 | | 3,159,735 | HENNEPIN COUNTY | AQ2 |
| 2023 | | I 35W | 2782-357 | RB | I35W, FROM PARK AVE TO 43RD IN MPLS - LANDSCAPING (TRANSPORTATION ENHANCEMENT, TE, FUNDED) | 500,000 | 400,000 | 0 | 100,000 | | MNDOT | NC |
| 2023 | | I 35W | 2782-360 | RB | I35W, FROM PARK AVE TO E 26TH ST IN MPLS - LANDSCAPING (TRANSPORTATION ENHANCEMENT, TE, FUNDED) | 500,000 | 400,000 | 0 | 100,000 | | MNDOT | E2 |
| 2023 | | Local | 019-090-024AC | BT | **AC**MINNESOTA RIVER GREENWAY FROM CEDAR AVE TO RR CORRIDOR WEST OF LONE OAK RD IN EAGAN- CONSTRUCT MULTI-USE TRAIL (AC PAYBACK 1 OF 1) | 3,508,000 | 3,508,000 | 0 | | | DAKOTA COUNTY | AQ2 |
| 2023 | | Local | 027-090-026 | BT | MIDTOWN GREENWAY BETWEEN GARFIELD AVE AND HARRIET AVE IN MPLS - CONSTRUCT MULTI-USE TRAIL, RETAINING WALLS, ADA | 1,540,000 | 1,120,000 | 0 | | 420,000 | HENNEPIN COUNTY | AQ2 |
| 2023 | | Local | 107-591-006 | BT | OLSON ELEMENTARY AND MIDDLE SCHOOLS PEDESTRIAN SAFETY PROJECT IN BLOOMINGTON-ROADWAY, DRIVEWAY AND SIDEWALK MODIFICATIONS | 414,950 | 301,782 | 0 | | 113,168 | BLOOMINGTON | AQ2 |

**TABLE A-2
STPBG-Transportation Alternatives (TA) Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|----------|-------|---------------|------|---|---------------|-----------|-------|----------|-----------|-------------------|-----|
| 2023 | Local | | 164-090-017 | BT | FISH HATCHERY TRAIL FROM BATTLE CREEK PARK ENTRANCE AT US 61 TO THE INTERSECTION OF FISH HATCHERY RD/WARNER RD IN ST PAUL-RECONSTRUCT PED/BIKE TRAIL | 3,048,100 | 2,216,800 | 0 | | 831,300 | SAINT PAUL | AQ2 |
| 2023 | Local | | 164-591-004 | BT | BRUCE VENTO ELEMENTARY SCHOOL PED/BIKE IMPROVEMENTS IN ST PAUL-CURB EXTENSIONS, BICYCLING FACILITY, SIDEWALK | 1,158,476 | 842,528 | 0 | | 315,948 | SAINT PAUL | AQ2 |
| 2023 | Local | | 173-591-004 | BT | BIDWELL ST FROM THOMPSON AVE TO BUTLER AVE IN WEST ST PAUL - CONSTRUCT SIDEWALK, ADA | 848,000 | 640,000 | 0 | | 208,000 | WEST SAINT PAUL | AQ2 |
| 2023 | Local | | 179-090-006 | BT | BLACK DOG TRAIL FROM NB ONRAMP TO BLACK DOG ROAD IN BURNSVILLE - CONSTRUCT TRAIL | 514,100 | 388,000 | 0 | | 126,100 | BURNSVILLE | AQ2 |
| 2023 | MN 41 | | 196-010-018AC | BT | **AC**MN 41, FROM N WALNUT ST TO THE MN 41 MINNESOTA RIVER BRIDGE IN CHASKA - PEDESTRIAN STREETScape, BIKE RACKS, STORMWATER MITIGATION, PLANTERS, SEATING, MEDIAN ENHANCEMENTS, WAYFINDING (AC PAYBACK 1 OF 1) | 1,000,000 | 1,000,000 | 0 | | | CHASKA | AQ2 |
| 2023 | MSAS 158 | | 164-158-026 | BT | KELLOGG BLVD FROM ST PETER ST TO JACKSON ST IN ST PAUL-INSTALL PROTECTED BICYCLE FACILITY | 7,304,000 | 5,312,000 | 0 | | 1,992,000 | SAINT PAUL | AQ2 |
| 2024 | CSAH 12 | | 082-612-025 | BT | CSAH 12 FROM IDEAL AVENUE TO MAHTOMEDI MIDDLE SCHOOL IN GRANT - CONSTRUCT BIKE TRAIL | 346,680 | 256,800 | 0 | | 89,880 | WASHINGTON COUNTY | AQ2 |
| 2024 | CSAH 40 | | 027-640-008 | BT | CSAH 40 GLENWOOD AVE FROM PENN AVE (CSAH 2) TO BRYABT AVE IN MPLS - PEDESTRIAN RAMPS AND ACCESSIBLE PEDESTRIAN SIGNALS | 1,366,200 | 1,000,000 | 0 | | 366,200 | HENNEPIN COUNTY | AQ2 |
| 2024 | CSAH 61 | | 196-090-002 | BT | CSAH 61 IN CHASKA - CONSTRUCT CIRCLE THE BRICK MULTI-USE TRAIL CONNECTION | 1,685,923 | 1,245,632 | 0 | | 440,291 | CHASKA | AQ2 |
| 2024 | CSAH 73 | | 142-090-004 | BT | CSAH 73 (HOPKINS CROSSROAD) FROM CEDAR LK RD TO WAYZATA BLVD IN MINNETONKA - CONSTRUCT TRAIL | 3,192,264 | 2,364,700 | 0 | | 827,564 | MINNETONKA | AQ2 |
| 2024 | CSAH 73 | | 173-090-001 | BT | CSAH 73 FROM BUTLER AVE E TO WENTWORTH AVE E IN WEST ST PAUL - CONSTRUCT MULTI-USE TRAIL | 2,410,560 | 1,785,600 | 0 | | 624,960 | WEST SAINT PAUL | AQ2 |
| 2024 | Local | | 062-090-003 | BT | MAPLE ST OVER I94 IN ST PAUL - REPLACEMENT OF PEDESTRIAN BRIDGE | 5,246,640 | 1,000,000 | 0 | | 4,246,640 | RAMSEY COUNTY | AQ2 |
| 2024 | Local | | 082-090-008 | BT | CENTURY AVE TO GREENWAY AVE IN OAKDALE - CONSTRUCT MULTIUSE TRAIL | 1,114,918 | 825,865 | 0 | | 289,053 | WASHINGTON COUNTY | AQ2 |
| 2024 | Local | | 110-090-004 | BT | 63RD AVE FROM MENDELSSOHN AVE TO W BROADWAY AVE IN BROOKLYN PARK - CONSTRUCT TRAIL AND SIDEWALK | 1,004,400 | 744,000 | 0 | | 260,400 | BROOKLYN PARK | AQ2 |

**TABLE A-2
STPBG-Transportation Alternatives (TA) Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|----------|-------|---------------|------|---|---------------|-----------|-------|----------|-----------|------------------|-----|
| 2024 | Local | | 113-591-001 | BT | 49TH AVE FROM MADISON ST NE TO JOHNSON ST NE IN COLUMBIA HEIGHTS AND HILLTOP - PEDESTRIAN RAMPS, CROSSWALK MARKINGS, PAVEMENT REHABILITATION, AND NEW CROSSWALK | 653,940 | 484,400 | 0 | | 169,540 | COLUMBIA HEIGHTS | AQ2 |
| 2024 | Local | | 114-090-002 | BT | COON CREEK REGIONAL TRAIL OVER CSAH 1 NEAR AVOCET ST IN COON RAPIDS - CONSTRUCT NEW PED BRIDGE | 5,130,000 | 2,400,000 | 0 | | 2,730,000 | COON RAPIDS | AQ2 |
| 2024 | Local | | 141-090-040 | BT | ALONG DUNWOOD BLVD FROM LINDEN AVE TO N 12TH ST IN MPLS - CONSTRUCTION OF PROTECTED BIKEWAY AND MULTIUSE TRAIL | 5,076,000 | 3,760,000 | 0 | | 1,316,000 | MINNEAPOLIS | AQ2 |
| 2024 | Local | | 141-591-015 | BT | GREEN CENTRAL PARK ELEMENTARY SCHOOL PEDESTRIAN AND BICYCLE IMPROVEMENTS IN MPLS - CROSSING IMPROVEMENTS, ADA, TRAFFIC CALMING, APS, LIGHTING | 2,150,280 | 1,000,000 | 0 | | 1,150,280 | MINNEAPOLIS | AQ2 |
| 2024 | Local | | 164-090-018 | BT | SHEPARD RD FROM ELWAY ST TO RANDOLPH AVE AND WARNER RD FROM E OF SIBLEY ST TO W OF TH 61 IN ST PAUL - RECONSTRUCT PORTIONS OF BIKE/PED TRAIL | 6,691,680 | 4,956,800 | 0 | | 1,734,880 | SAINT PAUL | AQ2 |
| 2024 | Local | | 219-591-001 | BT | O.H. ANDERSON ELEMENTARY SCHOOL PEDESTRIAN IMPROVEMENTS IN MAHTOMEDI - NEW SIDEWALKS, RAISED MEDIAN, RRFB | 453,037 | 335,583 | 0 | | 117,454 | MAHTOMEDI | AQ2 |
| 2024 | MN 41 | | 196-591-001 | BT | MN 41 JUST NORTH OF CSAH 10 IN CHASKA - CONSTRUCT PEDESTRIAN UNDERPASS | 1,260,036 | 933,360 | 0 | | 326,676 | CHASKA | AQ2 |
| 2024 | MSAS 216 | | 164-216-021 | BT | BURNS AVE AND SUBURBAN AVE FROM WHITE BEAR AVE TO MCKNIGHT RD IN ST PAUL - CONSTRUCT SIDEWALK AND ADA RAMPS | 1,350,000 | 1,000,000 | 0 | | 350,000 | SAINT PAUL | AQ2 |
| 2024 | MSAS 236 | | 185-236-003 | BT | MULTI-USE TRAIL ALONG W SIDE OF GREENWAY AVE N FROM HUDSON BLVD TO 7TH ST N IN OAKDALE - CONSTRUCT SIDEWALK AND PEDESTRIAN RAMPS | 540,000 | 400,000 | 0 | | 140,000 | OAKDALE | AQ2 |
| 2024 | MSAS 291 | | 163-291-008AC | EN | **AC**MSAS 291 (BELTLINE BLVD) FROM W 36TH ST TO PARK GLEN RD AND CSAH 25 TO MINNETONKA BLVD AND LYNN AVE FROM CSAH 25 TO MINNETONKA BLVD IN ST LOUIS PARK-CONSTRUCT PEDESTRIAN FACILITIES AND STREETSCAPING ELEMENTS (AC PAYBACK 1 OF 1) | 560,000 | 560,000 | 0 | | | SAINT LOUIS PARK | AQ2 |
| 2024 | MSAS 999 | | 141-030-054 | BT | EAST 24TH ST, CHICAGO AVE AND EAST 28TH ST IN MPLS - ADA, CURB EXTENSIONS, PEDESTRIAN REFUGE ISLANDS, RRFBS, TRAFFIC SIGNAL UPGRADES, CROSSWALKS | 1,736,640 | 1,000,000 | 0 | | 736,640 | MINNEAPOLIS | AQ2 |

**TABLE A-2
STPBG-Transportation Alternatives (TA) Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|---------------|----------|-------|-------------|------|---|--------------------|-------------------|------------------|----------------|-------------------|---------------------|-----|
| 2024 | MSAS 999 | | 178-030-001 | BT | RECONSTRUCTION OF 30 CURB RAMPS TO ADA STANDARDS AT 14 INTERSECTIONS IN INVER GROVE HEIGHTS | 337,824 | 250,240 | 0 | | 87,584 | INVER GROVE HEIGHTS | AQ2 |
| 2025 | CSAH 66 | | 091-090-088 | BT | CSAH 66 (GOLDEN VALLEY RD/DULUTH ST) FROM LILAC DR TO DOUGLAS DR AND REGENT AVE TO BONNIE LN IN GOLDEN VALLEY - CONSTRUCT TRAIL, RECONSTRUCT CURB AND ASSOCIATED STORM SEWER, REPLACE TRAFFIC SIGNALS | 3,522,580 | 2,561,876 | 0 | | 960,704 | THREE RIVERS PD | AQ2 |
| 2025 | Local | | 164-591-005 | BT | CROSSROADS ELEMENTARY SCHOOL PEDESTRIAN IMPROVEMENTS FROM FRONT AVE AND DALE ST TO MACKUBIN ST AND JESSAMINE AVE IN ST PAUL - SIDEWALK AND ADA RAMPS | 990,000 | 720,000 | 0 | | 270,000 | SAINT PAUL | AQ2 |
| 2025 | MSAS 158 | | 164-090-019 | BT | KELLOGG BLVD CAPITAL CITY BIKEWAY FROM ST PETER ST TO 7TH ST IN ST PAUL - CONSTRUCT BITUMINOUS TRAIL, CONCRETE SIDEWALK, LIGHTING, TRAFFIC SIGNALS | 7,639,235 | 5,500,000 | 0 | | 2,139,235 | SAINT PAUL | AQ2 |
| Totals | | | | | | 115,876,196 | | 4,508,000 | | 41,776,830 | | |
| | | | | | | | 69,391,366 | | 200,000 | | | |

Twin Cities Metropolitan Area
2022 - 2025 Transportation Improvement Program

TABLE A-3
STPBG-Surface Transportation Program (STP) Projects

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|----------|-------|----------------|------|---|---------------|-----------|-----------|----------|-----------|------------------|-----|
| 2022 | CSAH 13 | | 071-070-040AC1 | SH | **AC**SPP** SHERBURNE CSAH 13, CONSTRUCT ROUNDABOUT AT SHERBURNE CR 40 INTERSECTION AND CONSTRUCT ROUNDABOUT AT SHERBURNE CO CSAH 33 INTERSECTION IN ELK RIVER (PAYBACK 2 OF 2) | 823,000 | 823,000 | 0 | | | SHERBURNE COUNTY | E3 |
| 2022 | CSAH 152 | | 027-752-035 | RC | CSAH 152 FROM PENN AVE TO 49TH AVE IN MPLS-RECONSTRUCT ROADWAY, SIDEWALK, PED/BIKE IMPROVEMENTS, STREETSCAPING, SIGNALS, ADA AND REHABILITATION OF | 11,500,000 | 2,000,000 | 0 | | 9,500,000 | HENNEPIN COUNTY | S10 |
| 2022 | CSAH 19 | | 086-619-035 | MC | **PRS** WRIGHT CSAH 19, CHESTNUT AVE SE. TO ASH AVE. NE IN ST. MICHAEL, ROADWAY EXPANSION | 3,000,000 | 1,500,000 | 0 | | 1,500,000 | WRIGHT COUNTY | A30 |
| 2022 | CSAH 26 | | 019-626-026AC | MC | **AC**PRS**CSAH 26 FROM TH 55 IN EAGAN TO MN 3 AND ON CR 63 FROM AMANA TRAIL TO 0.4 MI S ONEIL DR IN INVER GROVE HEIGHTS-RECONSTRUCTION INCLUDING MULTI-USE TRAILS (AC PAYBACK 1 OF 1) | 4,313,516 | 4,313,516 | 0 | | | DAKOTA COUNTY | A30 |
| 2022 | CSAH 32 | | 179-020-045 | RC | **AC**DUPONT AVENUE, CLIFF ROAD AND I-35W S RAMP IN BURNSVILLE-RAMP RECONSTRUCTION AND RELOCATION (AC PROJECT, PAYBACK IN FY23) | 3,619,220 | 0 | 2,632,000 | | 987,220 | BURNSVILLE | E4 |
| 2022 | CSAH 51 | | 062-651-067 | MC | **PRS**CSAH 51 FROM SHEPARD ROAD TO WEST 7TH ST IN ST. PAUL-LEXINGTON PARKWAY EXTENSION, SIDEWALK, TRAFFIC SIGNALS | 2,072,817 | 1,535,420 | 0 | | 537,397 | RAMSEY COUNTY | A30 |
| 2022 | CSAH 86 | | 019-686-018AC | RC | **AC**CSAH 86 (280TH ST) FROM CSAH 23 (GALAXIE AVE) TO MN 3 (CHIPPENDALE AVE) IN EUREKA, CASTLE ROCK, GREENVALE AND WATERFORD TOWNSHIPS-RECONSTRUCT AND WIDEN SHOULDERS, REPLACE EXISTING RAILROAD BRIDGE L3181 WITH NEW BRIDGE 19572 (AC PAYBACK 1 OF 1) | 4,200,000 | 4,200,000 | 0 | | | DAKOTA COUNTY | S4 |

**TABLE A-3
STPBG-Surface Transportation Program (STP) Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|----------|----------------|------|---|---------------|------------|-------|-----------|-----------|--------------|-----|
| 2022 | | Local | 164-090-014AC2 | EN | **AC**GREAT RIVER PASSAGE TRAIL, ST PAUL, FROM HARRIET ISLAND REGIONAL PARK TO MISSISSIPPI RIVER REGIONAL TRAIL IN S ST PAUL- CONSTRUCT PED/BIKE TRAIL (AC PAYBACK 2 OF 2) | 2,701,444 | 2,701,444 | 0 | | | SAINT PAUL | AQ2 |
| 2022 | | Local | 2726-80AC3 | BI | **AC**HB**STONE ARCH BRIDGE #27004 - HISTORIC BRIDGE OVER THE MISSISSIPPI RIVER IN MPLS - REPAIR PED/BIKE BRIDGE- PE WORK (AC PAYBACK 3 OF 4) | 210,000 | 210,000 | 0 | | | MNDOT | S19 |
| 2022 | | Local | 2726-82 | BI | **HB**STONE ARCH BRIDGE OVER MISSISSIPPI RIVER IN MPLS - SCOUR MONITORING (BONDS ARE GO BOND) | 250,000 | 200,000 | 0 | | 50,000 | MNDOT | AQ2 |
| 2022 | | MN 13 | 070-596-015 | MC | **PRS**MN 13 FROM 0.5 MI N OF MN 901B/MN 13 TO QUENTIN AVE IN SAVAGE-CONSTRUCT INTERCHANGE AND FRONTAGE ROADS, CONSTRUCT BRIDGE 70053, MODIFY BRIDGE 5528 AND REMOVE BRIDGE 5831 (ASSOCIATE TO 070-596-015F, 7001-128, 7001-128A) | 13,130,000 | 5,750,000 | 0 | | 7,380,000 | SCOTT COUNTY | A30 |
| 2022 | | MN 13 | 7001-123 | RD | MN 13, FROM MN 19 IN CEDAR LK TWP TO 0.1 MI S MN 282 IN SPRING LAKE TWP -COLD IN-PLACE RECYCLING AND BITUMINOUS MILL AND OVERLAY, SHOULDERS (ASSOCIATE TO 7001-123S) (TIE TO 7001-133 AND 7001-133S) | 9,312,000 | 7,449,600 | 0 | 1,862,400 | | MNDOT | S10 |
| 2022 | | MN 3 | 6217-52 | BI | MN 3, AT GEORGE ST AND AT THE UNION PACIFIC RAILROAD BRIDGE IN ST PAUL - REHAB BRIDGES 62050 AND 90381 | 1,027,000 | 821,600 | 0 | 205,400 | | MNDOT | S19 |
| 2022 | | MN 610 | 2771-117 | TM | MN610, FROM US169 IN BROOKLYN PARK TO E RIVER ROAD IN COON RAPIDS - TRAFFIC MANAGEMENT SYSTEM | 925,000 | 740,000 | 0 | 185,000 | | MNDOT | S7 |
| 2022 | | MN 65 | 2710-47AC2 | BI | **AC**CMGC**HB**MN 65, AT BRIDGE #2440 (3RD AVE S) OVER MISSISSIPPI RIVER IN MPLS-REHAB BRIDGE 2440 (CMGC WORK PACKAGE 1) (AC PAYBACK 2 OF 2) | 19,100,000 | 19,100,000 | 0 | | | MNDOT | S19 |
| 2022 | | MSAS 108 | 157-108-035AC1 | RC | **AC**PRS**MSAS 108 (77TH ST) FROM BLOOMINGTON AVE TO LONGFELLOW AVE IN RICHFIELD-CONSTRUCT 77TH ST EXTENSION UNDER MN 77, CONSTRUCT MN 77 BRIDGE OVER 77TH ST, AND RECONSTRUCT MN 77 RAMPS (AC PAYBACK 1 OF 2) | 2,800,000 | 2,800,000 | 0 | | | RICHFIELD | A30 |

TABLE A-3
STPBG-Surface Transportation Program (STP) Projects

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-------|-------|---------------|------|--|---------------|------------|-----------|----------|------------|-------------|-----|
| 2022 | MSAS | 158 | 164-158-025 | BR | **AC**MSAS 158, FROM W 7TH ST TO MARKET ST IN ST PAUL - RECONSTRUCT BRIDGE #90378, RETAINING WALLS, AND APPROACH ROADWAYS, AND SIGNAL REPLACEMENTS (AC PROJECT, PAYBACK IN FY24) | 28,490,445 | 0 | 7,000,000 | | 21,490,445 | SAINT PAUL | S19 |
| 2022 | MSAS | 158 | 164-158-028 | BR | **AC**MSAS 158 (KELLOGG/3RD ST) FROM BROADWAY ST TO 0.04 MI W OF MARIA AVE IN ST PAUL - REPLACE BRIDGE NOS. 62080 AND 62080A WITH NEW BRIDGE 62666 INCLUDING APPROACH ROADWAYS AND INTERSECTIONS (AC PROJECT, PAYBACK IN FY23) | 67,737,180 | 0 | 7,000,000 | | 60,737,180 | SAINT PAUL | S19 |
| 2022 | NA | | 090-595-016 | PL | METROWIDE: REGIONAL TRAVEL BEHAVIOR INVENTORY AND REGIONAL MODEL DEVELOPMENT. HOUSEHOLD TRAVEL SURVEY, TRANSIT ON BOARD SURVEYS, SPECIAL GENERATOR SURVEY, DATA PURCHASE, REGIONAL MODEL DEVELOPMENT AND UPDATE | 1,755,000 | 1,170,000 | 0 | | 585,000 | MET COUNCIL | O1 |
| 2022 | US 10 | | 0215-76 | MC | **CHAP 3**US10, FROM 0.25 MI EAST OF FERRY ST TO BRIDGE 9717 OVER BNSF IN ANOKA - REPLACE BRIDGE 9700 AND 9713, REHAB OR REPLACE BRIDGES 9714 AND 9715, REHAB BRIDGES 9716 AND 9717, RECONSTRUCT MN47/ US169 FERRY ST INTERCHANGE, CONSTRUCT AUX LANES, NOISEWALLS AND ADA IMPROVEMENTS (\$15m BUILD GRANT) | 63,212,000 | 36,415,000 | 0 | | 26,797,000 | MNDOT | S19 |
| 2022 | US 10 | | 103-010-018AC | MC | **AC**PRS**US 10/169 FROM ANOKA/RAMSEY CITY LIMITS TO GREEN HAVEN RD/MAIN ST INTERCHANGE IN ANOKA-CONSTRUCT GRADE SEPARATE INTERSECTIONS AT FAIROAK AVE AND THURSTON AVE, CONSTRUCT NEW BRIDGE #S 02055, 02056, RECONSTRUCT MAIN ST INTERCHANGE, REPLACE OLD BRIDGE #02010 WITH NEW BRIDGE # 02054 (ac PAYBACK 1 OF 1) | 7,000,000 | 7,000,000 | 0 | | | ANOKA | A30 |

**TABLE A-3
STPBG-Surface Transportation Program (STP) Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|----------|---------------|------|--|---------------|-----------|-----------|----------|-----------|-------------------|-----|
| 2022 | | US 212 | 1013-79AC | AM | **AC**PRS**US 212 FROM CSAH 11 TO CSAH 36 IN DAHLGREN TWP - RECONSTRUCT AND EXPAND FROM A 2-LANE TO A 4-LANE DIVIDED HIGHWAY, REDUCED CONFLICT INTERSECTION, BRIDGE 10061 AND 10062 (AC PAYBACK 1 OF 1) | 8,950,000 | 8,950,000 | 0 | | | MNDOT | A30 |
| 2023 | | 999 | 8825-765 | TM | METROWIDE - REPLACE DYNAMIC MESSAGE SIGNS AND CABLES | 925,000 | 740,000 | 0 | 185,000 | | MNDOT | S7 |
| 2023 | | CSAH 153 | 027-753-020 | RC | entire \$1,436,296 AC PB in FY23 due to Aug CSAH 153 FROM 0.03 MILES WEST OF WASHINGTON ST NE TO 0.03 MILES EAST OF JOHNSON ST NE IN MPLS- RECONSTRUCT, SIDEWALK, PED/BIKE IMPROVEMENTS, STREETSCAPING, SIGNALS, ADA | 11,539,000 | 7,000,000 | 0 | | 4,539,000 | HENNEPIN COUNTY | S10 |
| 2023 | | CSAH 158 | 027-758-006 | BR | CSAH 158 OVER CP RAILROAD IN EDINA- REPLACE BRIDGE #4510, ROADWAY APPROACHES, SIGNAL MODIFICATIONS, ADA | 10,065,000 | 7,000,000 | 0 | | 3,065,000 | HENNEPIN COUNTY | S19 |
| 2023 | | CSAH 32 | 179-020-045AC | RC | **AC**DUPONT AVENUE, CLIFF ROAD AND I-35W S RAMP IN BURNSVILLE- RAMP RECONSTRUCTION AND RELOCATION (AC PAYBACK 1 OF 1) | 2,632,000 | 2,632,000 | 0 | | | BURNSVILLE | E4 |
| 2023 | | CSAH 9 | 027-609-042 | BR | **AC**CSAH 9 OVER US 169 FROM 0.1 MILES WEST OF NATHAN LANE TO GETTYSBURG AVE IN PLYMOUTH/NEW HOPE - REPLACE BRIDGE #27551 (NEW BRIDGE #27416) AND RECONSTRUCT INTERCHANGE, RECONSTRUCT PAVEMENT, SIGNALS AND TRAILS (ASSOCIATE TO 2772-115) (AC PROJECT, PAYBACK IN FY24) | 8,610,000 | 0 | 6,888,000 | | 1,722,000 | HENNEPIN COUNTY | S10 |
| 2023 | | Local | 082-596-007 | BR | HELMO AVE IN OAKDALE AND BIELENBERG DRIVE IN WOODBURY- CONSTRUCT NEW BRIDGE OVER I94 | 6,050,000 | 4,400,000 | 0 | | 1,650,000 | WASHINGTON COUNTY | A30 |
| 2023 | | Local | 2726-80AC4 | BI | **AC**HB**STONE ARCH BRIDGE #27004 - HISTORIC BRIDGE OVER THE MISSISSIPPI RIVER IN MPLS - REPAIR PED/BIKE BRIDGE- PE WORK (AC PAYBACK 4 OF 4) | 60,000 | 60,000 | 0 | | | MNDOT | S19 |

**TABLE A-3
STPBG-Surface Transportation Program (STP) Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|----------|-------|---------------|------|--|---------------|------------|-------|-----------|------------|-------------|-----|
| 2023 | Local | | 2726-81 | BI | **HB**STONE ARCH BRIDGE OVER MISSISSIPPI RIVER IN MPLS - REPAIR PED/BIKE BRIDGE 27004 (AMOUNT IN OTHER IS MRSI FUNDS; \$1.39M OF FEDERAL IS SOFT MATCH) | 13,200,000 | 11,950,000 | 0 | | 1,250,000 | MNDOT | AQ2 |
| 2023 | MN 100 | | 2735-202 | SC | MN100, FROM MN55 IN GOLDEN VALLEY TO I694 IN BROOKLYN CENTER- SIGN REPLACEMENT | 582,000 | 465,600 | 0 | 116,400 | | MNDOT | O8 |
| 2023 | MN 41 | | 1008-96 | RS | MN41, FROM 0.23 MI N PIONEER TRAIL IN CHASKA TO 0.19 MI S MN5 IN CHANHASSEN - MILL AND OVERLAY, SIGNAL REPLACEMENT, ADA | 1,903,000 | 1,377,600 | 0 | 344,400 | 181,000 | MNDOT | S10 |
| 2023 | MN 5 | | 6229-37 | RS | MN 5, 0.3 MI E OF MENDOTA ST IN ST PAUL TO THE N JCT MN120 IN MAPLEWOOD - MILL AND OVERLAY, REPAIR/REPLACE DRAINAGE, ADA AND TRAVELER SAFETY IMPROVEMENTS (ASSOCIATE TO 6229-37S) | 9,475,000 | 6,943,200 | 0 | 1,735,800 | 796,000 | MNDOT | S10 |
| 2023 | MN 55 | | 2751-58 | BR | **ELLE**MN55, BASSETT CREEK TUNNEL UNDER MN55 IN MPLS - REMOVE REMAINDER OF BRIDGE 94277 TUNNEL (BRIDGE ALREADY REPLACED WITH NEW BRIDGE 27311), GRADING, BITUMINOUS SURFACING, DRAINAGE AND UTILITIES | 2,111,000 | 1,688,800 | 0 | 422,200 | | MNDOT | NC |
| 2023 | MSAS 101 | | 141-272-013 | MC | 37TH AVE NE FROM STINSON BLVD TO CENTRAL AVE IN MPLS, COLUMBIA HEIGHTS AND ST ANTHONY- RECONSTRUCT ROADWAY, MULTIUSE TRAIL AND SIDEWALK | 9,713,000 | 7,000,000 | 0 | | 2,713,000 | MINNEAPOLIS | S10 |
| 2023 | MSAS 143 | | 189-143-001 | MC | **PRS**MSAS 143 FROM CSAH 30 TO MN 610 IN MAPLE GROVE-CONSTRUCT NEW FOUR-LANE DIVIDED HIGHWAY (CSAH 610), NEW BRIDGE OVER I94, SIGNAL IMPROVEMENTS, SIDEWALK, MULTI-USE TRAIL | 22,524,700 | 7,000,000 | 0 | | 15,524,700 | MAPLE GROVE | A30 |
| 2023 | MSAS 158 | | 164-158-028AC | BR | **AC**MSAS 158 (KELLOGG/3RD ST) FROM BROADWAY ST TO 0.04 MI W OF MARIA AVE IN ST PAUL - REPLACE BRIDGE NOS. 62080 AND 62080A WITH NEW BRIDGE 62666 INCLUDING APPROACH ROADWAYS AND INTERSECTIONS (AC PAYBACK 1 OF 1) | 7,000,000 | 7,000,000 | 0 | | | SAINT PAUL | S19 |
| 2023 | MSAS 425 | | 141-425-008 | MC | HENNEPIN AVE (MSAS 425) FROM DOUGLAS AVE TO LAKE ST IN MPLS- RECONSTRUCT ROADWAY, SIDEWALK, TRAFFIC SIGNALS, AND STREETSCAPING | 26,350,900 | 7,550,000 | 0 | | 18,800,900 | MINNEAPOLIS | S10 |

**TABLE A-3
STPBG-Surface Transportation Program (STP) Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|---------|--------|---------------|------|--|---------------|-----------|-------|-----------|-----------|------------------|-----|
| 2023 | | US 169 | 7005-130 | TM | **ITS**US 169, FROM MN41 TO CANTERBURY DOWNS BLVD IN SHAKOPEE-TRAFFIC MANAGEMENT SYSTEM | 800,000 | 640,000 | 0 | 160,000 | | MNDOT | S7 |
| 2024 | | 999 | 880M-STP-24 | MC | METRO ATP SETASIDE FOR SURFACE TRANSPORTATION BLOCK GRANT PROGRAM PROJECTS YET TO BE SELECTED FOR FY2024 | 6,075,000 | 4,500,000 | 0 | | 1,575,000 | MNDOT | NC |
| 2024 | | 999 | 8825-773 | SC | DISTRICTWIDE - AT MN110 AND US52, MN95 AT WILLIAM O'BRIEN STATE PARK ENTRANCE, MN95 AT MN97 AND MN610 AT MISSISSIPPI RIVER CROSSING - REPLACE LIGHTING | 350,000 | 280,000 | 0 | 70,000 | | MNDOT | S18 |
| 2024 | | 999 | 8825-820 | TM | METROWIDE - REPLACE DYNAMIC MESSAGE SIGNS AND CABLES | 925,000 | 740,000 | 0 | 185,000 | | MNDOT | O8 |
| 2024 | CSAH 10 | | 010-610-056 | MC | **PR\$**CSAH 10 AT MN 41 IN CHASKA - RECONSTRUCTION OF CSAH 10 TO FOUR-LANE DIVIDED SECTION WITH ROUNDABOUTS AT BAVARIA RD AND PARK RIDGE DR AND RECONSTRUCTION OF MN 41 WITH TURN LANE IMPROVEMENTS | 12,216,960 | 7,000,000 | 0 | | 5,216,960 | CARVER COUNTY | A30 |
| 2024 | CSAH 11 | | 019-611-013 | SC | CSAH 11 AND BURNSVILLE PARKWAY IN BURNSVILLE - CONSTRUCT ROUNDABOUT | 1,890,000 | 1,400,000 | 0 | | 490,000 | DAKOTA COUNTY | E3 |
| 2024 | CSAH 13 | | 071-613-012AC | MC | **AC**SHERBURNE CSAH 13, LINE AVE TO TYLER ST IN ELK RIVER, CONSTRUCT ROUND-A-BOUT (PAYBACK 1 of 1) | 1,031,000 | 1,031,000 | 0 | | | SHERBURNE COUNTY | E3 |
| 2024 | CSAH 5 | | 027-605-033 | RC | CSAH 5 (MINNETONKA BLVD) FROM THE MN 100 NB RAMPS TO FRANCE AVE IN ST LOUIS PARK - RECONSTRUCTION, SIGNAL UPGRADES, ADA, APS, STREETScape, BIKE/PED IMPROVEMENTS | 11,185,560 | 7,000,000 | 0 | | 4,185,560 | HENNEPIN COUNTY | S10 |
| 2024 | CSAH 9 | | 027-609-042AC | BR | **AC**CSAH 9 OVER US 169 FROM 0.1 MILES WEST OF NATHAN LANE TO GETTYSBURG AVE IN PLYMOUTH/NEW HOPE - REPLACE BRIDGE #27551 (NEW BRIDGE #27416) AND RECONSTRUCT INTERCHANGE, RECONSTRUCT PAVEMENT, SIGNALS AND TRAILS (ASSOCIATE TO 2772-115) (AC PAYBACK 1 OF 1) | 6,888,000 | 6,888,000 | 0 | | | HENNEPIN COUNTY | S10 |
| 2024 | Local | | 204-133-005 | LP | US 10, RECONSTRUCT YALE COURT NW & TWIN LAKES RD TO INTERSECTION WITH US 10 IN ELK RIVER (ASSOCIATED TO 204-133-005, 204-143-001) | 6,240,000 | 2,000,000 | 0 | 1,000,000 | 3,240,000 | SHERBURNE COUNTY | S10 |

**TABLE A-3
STPBG-Surface Transportation Program (STP) Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|----------|----------------|------|---|---------------|------------|-------|-----------|------------|---------------|-----|
| 2024 | | MN 101 | 2736-46 | RS | MN101, FROM MN 5 TO TOWNLINE RD IN CHANHASSEN/EDEN PRAIRIE - MILL AND OVERLAY, DRAINAGE AND ADA IMPROVEMENTS | 1,558,000 | 1,246,400 | 0 | 311,600 | | MNDOT | S10 |
| 2024 | | MN 65 | 106-010-020 | MC | MN 65 AT 99TH AVE IN BLAINE-GRADE SEPARATION, IMPROVE FRONTAGE ROAD CONFIGURATIONS | 32,184,000 | 10,000,000 | 0 | | 22,184,000 | BLAINE | A30 |
| 2024 | | MN 97 | 8201-21 | RS | MN97, FROM 0.24 MI E I35 TO US61 IN FOREST LAKE - RECONSTRUCT PAVEMENT, TURN LANES, BUS SHOULDERS, TRAIL (ASSOCIATE TO 8201-21S) | 8,035,000 | 6,316,000 | 0 | 1,579,000 | 140,000 | MNDOT | S10 |
| 2024 | | MSAS 108 | 157-108-035AC2 | RC | **AC**PRS**MSAS 108 (77TH ST) FROM BLOOMINGTON AVE TO LONGFELLOW AVE IN RICHFIELD-CONSTRUCT 77TH ST EXTENSION UNDER MN 77, CONSTRUCT MN 77 BRIDGE OVER 77TH ST, AND RECONSTRUCT MN 77 RAMPS (AC PAYBACK 2 OF 2) | 4,200,000 | 4,200,000 | 0 | | | RICHFIELD | A30 |
| 2024 | | MSAS 158 | 164-158-025AC | BR | **AC**MSAS 158, FROM W 7TH ST TO MARKET ST IN ST PAUL - RECONSTRUCT BRIDGE #90378, RETAINING WALLS, AND APPROACH ROADWAYS, AND SIGNAL REPLACEMENTS (AC PAYBACK 1 OF 1) | 7,000,000 | 7,000,000 | 0 | | | SAINT PAUL | S10 |
| 2024 | | NA | TRS-TCMT-24E | PL | METROWIDE: REGIONAL TRAVEL BEHAVIOR INVENTORY AND REGIONAL MODEL DEVELOPMENT. HOUSEHOLD TRAVEL SURVEY, TRANSIT ON BOARD SURVEYS, SPECIAL GENERATOR SURVEY, DATA PURCHASE, REGIONAL MODEL DEVELOPMENT AND UPDATE (TRANSFER TO FTA) | 1,700,000 | 850,000 | 0 | | 850,000 | MET COUNCIL | O1 |
| 2024 | | US 61 | 6221-107 | RS | US61, VIA ARCADE TO 0.2 MI S ROSELAWN AVE IN MAPLEWOOD AND ON MN5 FROM E END BRIDGE 62703 TO US61 IN ST PAUL- BITUMINOUS MILL AND OVERLAY, DRAINAGE, SIDEWALKS AND ADA IMPROVEMENTS | 10,198,000 | 6,965,600 | 0 | 1,741,400 | 1,491,000 | MNDOT | S10 |
| 2025 | | 999 | 8825-710 | TM | METROWIDE - REPLACE DYNAMIC MESSAGE SIGNS | 925,000 | 740,000 | 0 | 185,000 | | MNDOT | S7 |
| 2025 | | CSAH 103 | 110-020-041 | MC | **PRS**CSAH 103 FROM 85TH AVE TO 93RD AVE IN BROOKLYN PARK- RECONSTRUCT, 2-LANE TO 4-LANE CONVERSION, TURN LANES, SIGNALS, LIGHTING, MULTI-USE TRAIL | 15,082,631 | 7,000,000 | 0 | | 8,082,631 | BROOKLYN PARK | A30 |

TABLE A-3
STPBG-Surface Transportation Program (STP) Projects

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|----------|-------------|------|--|---------------|------------|-------|-----------|------------|-------------------|-----|
| 2025 | | CSAH 153 | 027-753-021 | RC | CSAH 153 (LOWRY AVE NE) FROM 0.05 MILES WEST OF CSAH 23 (MARSHALL ST NE) TO 0.03 MILES WEST OF WASHINGTON ST NE IN MPLS - RECONSTRUCTION, SIGNAL UPGRADES, ADA, APS, STREETScape, BIKE/PED IMPROVEMENTS | 9,924,860 | 7,000,000 | 0 | | 2,924,860 | HENNEPIN COUNTY | S10 |
| 2025 | | CSAH 36 | 086-636-009 | MC | RECONSTRUCT WRIGHT CSAH 36 FROM I-94 WB OFF RAMP TO PALMGREN LANE NE | 3,000,000 | 2,000,000 | 0 | | 1,000,000 | WRIGHT | S10 |
| 2025 | | CSAH 5 | 027-605-032 | RC | CSAH 5 (FRANKLIN AVE) FROM 0.05 MILES WEST OF BLAISDELL AVE TO 0.03 MILES WEST OF CHICAGO AVE, EXCLUDING I35W BRIDGE IN MPLS - RECONSTRUCTION, SIGNAL UPGRADES, ADA, APS, STREETScape, BIKE/PED IMPROVEMENTS | 15,160,200 | 7,000,000 | 0 | | 8,160,200 | HENNEPIN COUNTY | S10 |
| 2025 | | CSAH 9 | 070-609-010 | MC | **PRS**CSAH 9, MN 282, AND US 169 IN JORDAN - CONSTRUCT INTERCHANGE | 26,400,000 | 7,000,000 | 0 | | 19,400,000 | SCOTT COUNTY | A30 |
| 2025 | | I 35 | 7080-56 | TM | **ITS**I35, FROM CR 46/162ND ST IN LAKEVILLE TO 260TH ST IN NEW MARKET-TRAFFIC MANAGEMENT SYSTEM | 1,000,000 | 900,000 | 0 | 100,000 | | MNDOT | S& |
| 2025 | | MN 121 | 2728-52 | RS | MN 121, FROM 0.5 MI N OF I35W (PED BRIDGE OVER LYNDALE) TO W 58TH ST IN MPLS - BITUMINOUS MILL AND OVERLAY, SIGNALS, DRAINAGE AND ADA | 1,513,000 | 972,800 | 0 | 243,200 | 297,000 | MNDOT | S10 |
| 2025 | | MN 3 | 164-010-081 | RC | ROBERT STREET, FROM I94 BRIDGE APPROACH PANEL TO THE MISSISSIPPI RIVER BRIDGE APPROACH PANEL IN ST PAUL - RECONSTRUCT ROADWAY, ADA, LANDSCAPING, DRAINAGE, INSTALL SIGNALS, LIGHTING (ASSOCIATE TO 6217-51) | 8,750,000 | 7,000,000 | 0 | | 1,750,000 | SAINT PAUL | S10 |
| 2025 | | MN 3 | 6217-51 | AM | MN3, ROBERT ST FROM MISSISSIPPI RIVER BRIDGE TO E 11TH ST IN ST PAUL - JURISDICTIONAL TRANSFER TO ST PAUL (\$5.32M IS JURISDICTIONAL TRANSFER TARGET) (ASSOCIATE TO 164-010-081) | 14,610,000 | 11,688,000 | 0 | 2,922,000 | | MNDOT | NC |
| 2025 | | MN 36 | 082-596-008 | MC | **PRS**CSAH 17 (LAKE ELMO AVE) AT TH 36 IN GRANT AND LAKE ELMO- CONSTRUCT INTERCHANGE | 38,206,443 | 10,000,000 | 0 | | 28,206,443 | WASHINGTON COUNTY | A30 |
| 2025 | | MN 47 | 0205-110 | DR | MN47, FROM 37TH AVE IN COLUMBIA HEIGHTS TO US10 IN COON RAPIDS - REPAIR/REPLACE DRAINAGE (ASSOCIATE TO 0205-110S) | 452,000 | 361,600 | 0 | 90,400 | | MNDOT | NC |
| 2025 | | MN 47 | 0206-67 | RS | MN47, FROM CREE ST TO ANOKA/ISANTI COUNTY LINE IN ST FRANCIS - MILL AND OVERLAY AND ADA | 2,065,000 | 1,652,000 | 0 | 413,000 | | MNDOT | S10 |

TABLE A-3
STPBG-Surface Transportation Program (STP) Projects

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|---------------|-----|---------|-------------|------|--|--------------------|--------------------|-------------------|-------------------|--------------------|---------------|-----|
| 2025 | | MN 5 | 010-596-014 | MC | **PRS**MN 5 (ARBORETUM BLVD) FROM PARK DR TO ARBORETUM DR IN VICTORIA AND CHANHASSEN-TWO-LANE TO FOUR-LANE CONVERSION, SIGNALS, MEDIAN CHANNELIZATION, BIKE TRAILS, ADA, PED UNDERPASS | 14,784,000 | 10,000,000 | 0 | | 4,784,000 | CARVER COUNTY | A30 |
| 2025 | | MN 51 | 6215-114 | RS | MN51 (SNELLING AVE), FROM GRAND AVE TO ST CLAIR AVE IN ST PAUL - BITUMINOUS MILL AND OVERLAY AND ADA IMPROVEMENTS | 1,394,000 | 1,115,200 | 0 | 278,800 | | MNDOT | S10 |
| 2025 | | MN 913A | 1901-195 | RS | MN913A (SIBLEY MEMORIAL HWY) FROM JCT MN13 TO JCT MN13 IN MENDOTA HEIGHTS - MILL AND OVERLAY AND DRAINAGE | 1,612,000 | 1,289,600 | 0 | 322,400 | | MNDOT | S10 |
| 2025 | | US 10 | 002-596-026 | MC | **PRS**US 10 AT CSAH 56 IN RAMSEY - CONSTRUCT INTERCHANGE OVER US 10 AND BNSF RAILWAY, AND ADJACENT FRONTAGE ROADS | 32,230,000 | 10,000,000 | 0 | | 22,230,000 | ANOKA COUNTY | A30 |
| 2025 | | US 212 | 010-596-013 | SC | US 212 AT CSAH 51 IN BENTON TOWNSHIP-CONSTRUCTION OF A REDUCED CONFLICT INTERSECTION | 9,089,300 | 3,500,000 | 0 | | 5,589,300 | CARVER COUNTY | E1 |
| Totals | | | | | | 697,544,176 | | 23,520,000 | | 321,602,796 | | |
| | | | | | | | 337,762,980 | | 14,658,400 | | | |

Twin Cities Metropolitan Area
2022 - 2025 Transportation Improvement Program

TABLE A-4
Demo/High Priority Projects

| Yr | Prt | Route | Proj Num | Prog Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | AQ |
|--------|-----|-------|----------|------------------|---------------|---------|---------|-------|----------|----------|--------|----|
| Totals | | | | | 0 | | 0 | | 0 | 0 | | |
| | | | | | | 0 | | 0 | | 0 | | |

Twin Cities Metropolitan Area
2022 - 2025 Transportation Improvement Program

**TABLE A-5
National Highway Performance Program Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|---------|---------------|------|--|---------------|------------|-------|-----------|-----------|---------------|-----|
| 2022 | | CSAH 42 | 019-642-063 | RS | CSAH 42, FROM 0.1 MI E DAKOTA COUNTY LINE TO 0.07 MI W OF CSAH 11 IN BURNSVILLE - MILL AND OVERLAY, ADA IMPROVEMENTS, SIGNALS | 3,285,000 | 2,628,000 | 0 | | 657,000 | DAKOTA COUNTY | S10 |
| 2022 | | CSAH 42 | 070-642-025AC | RS | **AC**CSAH 42, FROM LOUISIANA AVE TO E COUNTY LINE WITH DAKOTA COUNTY- MILL AND OVERLAY, STORM SEWER, WALK, TRAIL, RETAINING WALL, ADA IMPROVEMENTS (AC PAYBACK 1 OF 1) | 588,539 | 588,539 | 0 | | | SCOTT COUNTY | S10 |
| 2022 | | I 35E | 1982-202 | SC | I35E, FROM DEERWOOD DR IN EAGAN TO MARIE AVE IN MENDOTA HEIGHTS - SIGN REPLACEMENT | 433,000 | 389,700 | 0 | 43,300 | | MNDOT | O8 |
| 2022 | | I 35W | 6284-180AC3 | MC | **AC**PRS**I35W, FROM CO RD B2 IN ROSEVILLE TO 0.1 MI N SUNSET AVE (ANOKA CR 53) IN LINO LAKES, CONSTRUCT MNPASS LANE FROM CR C TO LEXINGTON AVE (ANOKA CSAH 17), CONC OVLY FROM CR C TO CR 53, MISC PAVEMENT RECONSTRUCT & BIT M&O, REHAB 17 BRIDGES AND REPLACE 5 BRIDGE (AC PAYBACK 3 OF 3) | 3,686,000 | 3,686,000 | 0 | | | MNDOT | A30 |
| 2022 | | I 94 | 6283-247 | RC | **ELLE**I94, FROM 0.2 MI W OF WESTERN AVE TO 0.1 MI E OF MOUNDS BLVD IN ST PAUL AND ON I35E FROM 0.3 MI N OF 10TH ST BR TO UNIVERSITY AVE BR IN ST PAUL - CONCRETE PAVEMENT REHAB, ADA, REHAB BRIDGE 9805, 9805A, 62875, 62875A, 62882, 62894 | 27,177,000 | 24,378,300 | 0 | 2,708,700 | 90,000 | MNDOT | S10 |
| 2022 | | I 94 | 6283-255 | RS | I94, FROM WESTERN TO US 52 AND ON I35E FROM KELLOGG BLVD TO UNIVERSITY AVE IN ST PAUL - MILL AND OVERLAY MNDOT FRONTAGE ROADS AND RAMPS, SIGNAL REPLACEMENTS, ADA, REHAB ON BRIDGES 62878, 62888, 62898, 62880 | 2,682,000 | 2,283,300 | 0 | 253,700 | 145,000 | MNDOT | S10 |
| 2022 | | MN 36 | 8204-77 | RS | MN36 FROM 0.023 MI E EDGERTON ST IN MAPLEWOOD TO 0.2 MI W GREELEY AVE IN STILLWATER -BITUMINOUS MILL AND OVERLAY, DRAINAGE, ADA AND TRAIL | 15,766,000 | 12,544,000 | 0 | 3,136,000 | 86,000 | MNDOT | S10 |
| 2022 | | MN 41 | 1008-87 | AM | **CHAP 3**MN41, 0.1 MI S OF MN RIVER IN LOUISVILLE TWP TO JCT WALNUT ST IN CHASKA - RECONSTRUCT, MEDIAN INSTALLATION, TURN LANES, SIGNAL MODIFICATIONS, ADA, REHAB BRIDGE #10012 (ASSOCIATED TO 196-010-017 AND 196-010-018) | 6,580,000 | 5,264,000 | 0 | | 1,316,700 | MNDOT | S10 |

**TABLE A-5
National Highway Performance Program Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|----------|-------------|------|---|---------------|------------|-------|-----------|-----------|-------------|-----|
| 2022 | | MN 55 | 1909-99 | RC | MN55 & MN62, FROM E END BRIDGE OVER BLOOMINGTON RD IN MPLS TO JCT US52 IN INVER GROVE HEIGHTS - REHAB BRIDGES 4190, 19819 AND 19827, CONCRETE PAVEMENT REHAB, BITUMINOUS MILL AND OVERLAY, ADA, DRAINAGE AND I35 AT MN 55 LIGHTING (ASSOCIATE TO 1909-99S) | 27,761,000 | 22,208,800 | 0 | 5,552,200 | | MNDOT | S19 |
| 2022 | | MN 55 | 2724-124 | BI | MN55, FROM E OF 13TH AVE TO N OF 32ND ST IN MPLS, AT 7TH ST, AT 8TH ST AND OVER FRANKLIN AVE IN MPLS - REDECK OF BRIDGES 27849, 27875, 27874 AND 27177, CPR, REPLACE SIGN STRUCTURES, ADA, LIGHTING, DRAINAGE REPAIR | 16,877,000 | 13,433,600 | 0 | 3,358,400 | 85,000 | MNDOT | S19 |
| 2022 | | MN 55 | 2724-126 | RS | MN55 FROM E END OF 13TH AVE TO JCT MN62 IN MPLS - BITUMINOUS MILL AND OVERLAY, SIDEWALK REPAIRS, PED RAMP UPGRADES, APS, GUARDRAIL, POND REPAIR, DRAINAGE AND TRAFFIC SIGNALS | 11,780,000 | 8,704,000 | 0 | 2,176,000 | 900,000 | MNDOT | S10 |
| 2022 | | MN 62 | 2773-15 | SC | MN62, FROM I494 IN EDEN PRAIRIE TO PENN AVE IN RICHFIELD/MPLS - SIGNS AND SIGN PANELS REPLACEMENT | 644,000 | 515,200 | 0 | 128,800 | | MNDOT | O8 |
| 2022 | | MN 77 | 2758-77 | RS | MN 77, FROM N END OF MN RIVER BR 9600N/9600S IN BLOOMINGTON TO 0.2 MI N LAKE NOKOMIS PKWY IN MPLS - BITUMINOUS MILL AND OVERLAY AND EXTEND RIGHT TURN LANE ON EXIT RAMP FROM NB MN77 TO WB OLD SHAKOPEE ROAD, DRAINAGE, TRAIL, SIDEWALK AND ADA (ASSOCIATE TO 2758-77S) | 14,282,000 | 11,353,600 | 0 | 2,838,400 | 90,000 | MNDOT | S10 |
| 2022 | | MSAS 169 | 141-169-008 | MC | MSAS 169, MSAS 342 (LYNDALE AVE N) TO CSAH 152 (WASHINGTON AVE N) IN MPLS-RECONSTRUCT, SIGNAL REVISIONS, SIDEWALK AND BIKE LANES (ASSOCIATE TO 2781-526 AND 2781-526A) | 4,416,200 | 750,000 | 0 | | 3,666,200 | MINNEAPOLIS | S10 |
| 2022 | | US 10 | 7102-135AC | RC | **AC**SPP**: US 10, FROM SIMONET DR TO LOWELL AVE IN ELK RIVER (EBL & WBL), RECONSTRUCTION, CONSTRUCT PED/BIKE TRAIL, SIGNALS & ADA IMPROVEMENTS (PAYBACK IN 2022) (ASSOCIATED WITH SP 204-090-004) | 6,000,000 | 6,000,000 | 0 | | | MNDOT | S10 |
| 2022 | | US 52 | 1906-74 | RS | US52, FROM CR86 HAMPTON TO CSAH42 IN COATES- MEDIAN CROSSOVERS AND TEMPORARY SHOULDER WIDENING | 2,895,000 | 2,316,000 | 0 | 579,000 | | MNDOT | S16 |
| 2022 | | US 952A | 2770-05 | BI | US952A OVER MULTIPLE ROADWAYS BETWEEN N 10TH AVE AND N 2ND AVE IN MPLS - REHAB BRIDGE PIERS ON BRIDGES 27816N AND 27816S | 1,985,000 | 1,588,000 | 0 | 397,000 | | MNDOT | S19 |

**TABLE A-5
National Highway Performance Program Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|-------|------------|------|--|---------------|------------|------------|------------|-------------|---------|-----|
| 2023 | | 999 | 880M-MO-23 | MC | DISTRICTWIDE SETASIDE FOR MOBILITY PROJECTS - FY 2023 | 80,155,000 | 64,124,000 | 0 | 16,031,000 | | MNDOT | NC |
| 2023 | I | 35E | 6280-407 | SC | I35E, AT CSAH 21 IN LITTLE CANADA - SIGNAL REPLACEMENT ON E AND W RAMP | 822,000 | 311,400 | 0 | 34,600 | 476,000 | MNDOT | E2 |
| 2023 | I | 35W | 2782-352 | RD | I35W, FROM W 106TH ST TO 0.1 MI S OF W 82ND ST IN BLOOMINGTON - BITUMINOUS MILL AND OVERLAY, CONSTRUCT AUXILIARY LANES, DRAINAGE AND ADA IMPROVEMENTS | 14,816,000 | 13,334,400 | 0 | 1,481,600 | | MNDOT | S10 |
| 2023 | I | 394 | 2789-165 | SC | I394, AND ON WASHINGTON AVE IN MPLS - INTERSECTION MODIFICATION AND INSTALL LEFT TURN LANE, ADA IMPROVEMENTS, DRAINAGE (ASSOCIATE TO 2789-165S) | 198,000 | 178,200 | 0 | 19,800 | | MNDOT | E1 |
| 2023 | I | 494 | 2785-424 | MC | **PRC**C0C 3**CHAP 3**I494, EB FROM EAST BUSH LK RD TO MN77, WB FROM MN77 TO I35W AND NB I35W TO WB I494 IN BLOOMINGTON, RICHFIELD AND EDINA - IMPROVE MOBILITY, RECONSTRUCT I35W/I494 INTERCHANGE, REPLACE BRIDGES 6850, 6851, 9078, 9079, 9080 AND 9289 | 190,500,000 | 10,000,000 | 0 | | 180,500,000 | MNDOT | A30 |
| 2023 | I | 494 | 2785-433 | BI | I494, BETWEEN PILOT KNOB RD IN EAGAN AND 24TH AVE IN BLOOMINGTON - REHAB BRIDGES 9217E, 9217W, 19825, 27765 AND 27767, CONCRETE PAVEMENT REHAB, BITUMINOUS SHOULDER RECONSTRUCTION, HIGHWAY LIGHTING REPLACEMENT, RECONSTRUCT PEDESTRIAN TRAIL, DRAINAGE REPAIRS | 49,846,000 | 44,861,400 | 0 | 4,984,600 | | MNDOT | S19 |
| 2023 | I | 94 | 2781-485 | BI | I94, ON PLYMOUTH AVE OVER I94 IN MPLS - REDECK BRIDGE 27796 | 7,212,000 | 6,416,100 | 0 | 712,900 | 83,000 | MNDOT | S19 |
| 2023 | I | 94 | 8282-132 | RC | **AC**B2020**I94, FROM MN120 IN OAKDALE TO ST CROIX RIVER IN LAKELAND - CONCRETE OVERLAY, TMS, DRAINAGE, SIGNING, LIGHTING, HUDSON FRONTAGE RD RESURFACING, MEDIAN BARRIER AND ADA IMPROVEMENTS (AC PROJECT, PAYBACK IN FY24) | 108,445,000 | 32,276,900 | 65,323,600 | | 10,844,500 | MNDOT | S10 |
| 2023 | I | 94 | 8282-136 | RB | I94, AT ST CROIX REST AREA IN W LAKELAND TWP - BUILDING AND SITE RECONSTRUCTION | 6,111,111 | 5,500,000 | 0 | 611,111 | | MNDOT | S15 |
| 2023 | I | 94 | 8282-145 | RC | **ELLE**B2020**I94, FROM WOODBURY DR IN WOODBURY TO ST CROIX RIVER IN LAKELAND - BITUMINOUS SHOULDERS, TMS, DRAINAGE, BITUMINOUS CROSS OVERS | 4,500,000 | 4,050,000 | 0 | 450,000 | | MNDOT | S19 |

**TABLE A-5
National Highway Performance Program Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|----------|--------|-------------|------|---|---------------|------------|-------|------------|----------|------------|-----|
| 2023 | | MN 36 | 6212-181 | SC | MN36, AT FAIRVIEW INTERCHANGE IN ROSEVILLE - RECONSTRUCT RAMPS, DRAINAGE, PAVEMENT, CONCRETE MEDIAN, ADA IMPROVEMENTS AND SIGNALS | 1,829,000 | 1,086,400 | 0 | 271,600 | 471,000 | MNDOT | S10 |
| 2023 | | MN 55 | 1909-106 | BI | MN55/62, OVER MINNESOTA RIVER IN MENDOTA HEIGHTS - REHAB BRIDGE #4190, REPLACE RAILING | 9,676,000 | 7,740,800 | 0 | 1,935,200 | | MNDOT | S19 |
| 2023 | | MN 55 | 2724-130 | SC | MN55, INTERSECTION OF MN55 RAMPS AND LAKE ST IN MPLS - RECONSTRUCT INTERSECTION | 1,500,000 | 1,200,000 | 0 | 300,000 | | MNDOT | S10 |
| 2023 | | MN 65 | 0207-120 | BI | MN65, AT ANOKA-CSAH 10 IN SPRING LAKE PARK - REHAB BRIDGES 9263 AND 9264 | 1,904,000 | 1,523,200 | 0 | 380,800 | | MNDOT | S19 |
| 2023 | MSAS 194 | | 164-194-033 | RS | MSAS 194 (SHEPHERD RD) OVER RAVINE, NEAR OTTO IN ST PAUL - REHAB BRIDGE 62512 | 800,000 | 500,000 | 0 | | 300,000 | SAINT PAUL | S19 |
| 2023 | | US 169 | 2772-115 | BR | US169, AT CSAH 9 (ROCKFORD RD) FROM 0.1 MILES WEST OF NATHAN LANE TO GETTYSBURG AVE IN PLYMOUTH/NEW HOPE - REPLACE BRIDGE #27551 (NEW BR #27416) AND RECONSTRUCT INTERCHANGE, RECONSTRUCT PAVEMENT, SIGNALS AND TRAILS (ASSOCIATE TO 027-609-042) | 10,230,000 | 8,184,000 | 0 | 2,046,000 | | MNDOT | S19 |
| 2023 | | US 169 | 2772-127 | SC | US169, AT HENNEPIN-CSAH 3 (EXCELSIOR BLVD) IN MINNETONKA - SIGNAL REPLACEMENT ON E AND W RAMPS | 644,000 | 256,000 | 0 | 64,000 | 324,000 | MNDOT | E2 |
| 2023 | | US 212 | 1013-101 | RC | US 212, FROM 0.14 MI W OF CSAH 36 (WEST LEG) IN COLOGNE TO 0.7 MI E CSAH 36 (EAST LEG) IN COLOGNE - BITUMINOUS SHOULDER MILL AND OVERLAY, CONCRETE PAVEMENT REHAB, REHAB BRIDGES 10021 AND 10022, DRAINAGE AND GUARDRAIL (ASSOCIATE TO 1013-101S) | 9,308,000 | 7,446,400 | 0 | 1,861,600 | | MNDOT | S10 |
| 2023 | | US 52 | 1906-71 | RS | US52, FROM 0.2 MI N OF CR 86 IN HAMPTON TWP TO 0.2 MI N OF CSAH 42 IN ROSEMOUNT - CONCRETE SURFACING, DRAINAGE, CABLE MEDIAN GUARDRAIL, AND REPAIR BR# 19033 AND 9675 | 61,746,000 | 49,396,800 | 0 | 12,349,200 | | MNDOT | S10 |
| 2024 | | 999 | 880M-MO-24 | MC | DISTRICTWIDE SETASIDE FOR MOBILITY PROJECTS - FY 2024 | 50,000,000 | 45,000,000 | 0 | 5,000,000 | | MNDOT | NC |
| 2024 | | I 35E | 6280-415 | SC | I35E, BETWEEN VICTORIA ST AND UNIVERSITY AVE IN ST PAUL- SIGN REPLACEMENT | 524,000 | 471,600 | 0 | 52,400 | | MNDOT | O8 |

**TABLE A-5
National Highway Performance Program Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|-------|------------|------|---|---------------|------------|-------|-----------|----------|---------|-----|
| 2024 | I | 35E | 6280-416 | SC | I35E, BETWEEN MARIE AVE IN MENDOTA HEIGHTS AND VICTORIA ST IN ST PAUL- SIGN REPLACEMENT | 331,000 | 297,900 | 0 | 33,100 | | MNDOT | O8 |
| 2024 | I | 494 | 8285-109 | BI | **ELLE**I494, AT MISSISSIPPI RIVER IN NEWPORT AND S ST PAUL- REHAB BRIDGE 82855 AND 82856 | 6,491,000 | 5,841,900 | 0 | 649,100 | | MNDOT | S19 |
| 2024 | I | 694 | 0285-69 | SC | I694, FROM EAST RIVER ROAD TO 0.16 MI W MN65 IN FRIDLEY - REPLACE LIGHTING | 842,000 | 757,800 | 0 | 84,200 | | MNDOT | S18 |
| 2024 | I | 94 | 8281-06 | AM | I94, HUDSON BR OVER ST CROIX IN LAKELAND AND HUDSON- REPAIR BRIDGES 82800 AND 9400 (WI LET) | 2,000,000 | 1,800,000 | 0 | 200,000 | | MNDOT | S19 |
| 2024 | I | 94 | 8282-132AC | RC | **AC**I94, FROM MN120 IN OAKDALE TO ST CROIX RIVER IN LAKELAND - CONCRETE OVERLAY, TMS, DRAINAGE, SIGNING, LIGHTING, HUDSON FRONTAGE RD RESURFACING, MEDIAN BARRIER AND ADA IMPROVEMENTS (AC PAYBACK 1 OF 1) | 65,323,600 | 65,323,600 | 0 | | | MNDOT | S10 |
| 2024 | MN | 5 | 2732-112 | SC | MN5, AT POST ROAD IN MENDOTA HEIGHTS - REPLACE LIGHTING | 431,000 | 344,800 | 0 | 86,200 | | MNDOT | S18 |
| 2024 | MN | 55 | 2723-144 | RS | MN 55, FROM OLD ROCKFORD RD IN PLYMOUTH TO 0.1 MI EAST GENERAL MILLS BLVD IN GOLDEN VALLEY - PAVEMENT REHAB, REPAIR BRIDGE CULVERTS 6732 AND 6745, AND ADD TURN LANE (ASSOCIATE TO 2723-144S) | 11,232,000 | 8,790,400 | 0 | 2,197,600 | 244,000 | MNDOT | S10 |
| 2024 | MN | 62 | 1918-119 | RS | MN62, BETWEEN MN55 AND 0.2 MI E OF I35E IN MENDOTA HEIGHTS - CPR, BITUMINOUS MILL AND OVERLAY, BITUMINOUS OVERLAY | 6,884,000 | 5,507,200 | 0 | 1,376,800 | | MNDOT | S10 |
| 2024 | MN | 65 | 0207-110 | RS | MN65, FROM CSAH 10 IN SPRING LAKE PARK TO COON CREEK (BETWEEN 144TH AND 145TH AVE) IN BLAINE- BITUMINOUS MILL AND OVERLAY, DRAINAGE REPAIRS, ADA IMPROVEMENTS | 15,063,000 | 12,050,400 | 0 | 3,012,600 | | MNDOT | S10 |
| 2024 | MN | 65 | 0208-165 | RS | MN65, FROM COON CREEK IN HAM LAKE TO 217TH AVE IN EAST BETHEL - PAVEMENT REHAB AND REPLACE BRIDGES 6817 AND 9417 OVER COON CREEK, ADA, CABLE MEDIAN BARRIER FROM BUNKER LAKE RD TO 237TH (ASSOCIATE TO 0208-165S) | 9,963,000 | 7,830,400 | 0 | 1,957,600 | 175,000 | MNDOT | S19 |
| 2024 | US | 169 | 2772-125 | BR | US 169, AT 36TH AVE IN NEW HOPE/PLYMOUTH - REPLACE BRIDGE 27550 | 5,524,000 | 4,419,200 | 0 | 1,104,800 | | MNDOT | S19 |

**TABLE A-5
National Highway Performance Program Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|--------|------------|------|--|---------------|------------|------------|-----------|----------|---------|-----|
| 2024 | | US 169 | 7009-85 | RS | US 169, FROM 0.5 MI N MN 21 TO 0.54 MI W CSAH 15 IN SHAKOPEE - MILL AND OVERLAY, CONCRETE PAVEMENT REHAB, CONSTRUCT RCI AT 166TH, BLUFF DR AND MN 21 (ASSOCIATE TO 7009-85S) | 11,160,000 | 8,928,000 | 0 | 2,232,000 | | MNDOT | S10 |
| 2024 | | US 52 | 1928-79 | SC | US 52, BETWEEN N JUNCTION MN55 AND I494 IN INVER GROVE HEIGHTS - SIGN REPLACEMENT | 285,000 | 228,000 | 0 | 57,000 | | MNDOT | O8 |
| 2025 | | 999 | 880M-MO-25 | MC | DISTRICTWIDE SETASIDE FOR MOBILITY PROJECTS - FY 2025 | 50,000,000 | 45,000,000 | 0 | 5,000,000 | | MNDOT | NC |
| 2025 | | 999 | 880M-SM-25 | RC | DISTRICTWIDE SETASIDE FOR SPOT MOBILITY PROJECTS - FY 2025 | 3,380,000 | 2,704,000 | 0 | 676,000 | | MNDOT | NC |
| 2025 | | I 35W | 1981-140 | RS | **AC**I35W, FROM JCT I35E/35W TO 0.08 MI N CLIFF RD IN BURNSVILLE - RESURFACE CONCRETE PAVEMENT, REPLACE BRIDGE 6583 OVER CLIFF RD AND ADA IMPROVEMENTS (AC PROJECT, PAYBACK IN FY2026) | 78,496,000 | 56,877,200 | 13,600,000 | 7,830,800 | 188,000 | MNDOT | S19 |
| 2025 | | I 394 | 2789-170 | SC | I394, FROM I494 IN MINNETONKA TO 0.25 MI E US 169 IN GOLDEN VALLEY- SIGN REPLACEMENT | 671,000 | 603,900 | 0 | 67,100 | | MNDOT | O8 |
| 2025 | | I 94 | 6280-391 | BI | **ELLE**I94, FROM WESTERN AVE TO MOUNDS BLVD AND I35E FROM 10TH ST TO JACKSON ST IN ST PAUL- REPAIR BRIDGES 62703, 62706, 62889, 62877, 62898, 62888, 62891, 62894, 62893; REPLACE SUPERSTRUCTURE ON BRIDGES 9631 AND 9632 | 16,089,000 | 14,480,100 | 0 | 1,608,900 | | MNDOT | S19 |
| 2025 | | MN 13 | 1901-175 | BR | MN13, OVER I35W IN BURNSVILLE- REPLACE BRIDGE 9779 AND 9780 | 8,336,000 | 6,668,800 | 0 | 1,667,200 | | MNDOT | S19 |
| 2025 | | MN 316 | 1926-23 | RS | MN316, FROM S JCT US61 IN WELCH TWP TO TUTTLE IN HASTINGS- BITUMINOUS MILL AND OVERLAY (ASSOCIATE TO 1926-23S) | 6,524,000 | 5,219,200 | 0 | 1,304,800 | | MNDOT | S10 |
| 2025 | | MN 36 | 6212-192 | RS | **ELLE**MN36, FROM JCT WITH I35W IN ROSEVILLE TO JUST E EDGERTON IN MAPLEWOOD/LITTLE CANADA- BITUMINOUS MILL AND OVERLAY | 12,155,000 | 9,724,000 | 0 | 2,431,000 | | MNDOT | S10 |
| 2025 | | MN 55 | 1910-57 | SC | MN55, AT PLEASANT DR AND WESTVIEW DR IN HASTINGS-SIGNAL REPLACEMENT AND ADA IMPROVEMENTS | 1,501,000 | 800,800 | 0 | 200,200 | 500,000 | MNDOT | E2 |
| 2025 | | MN 55 | 2752-43 | RS | MN55, FROM 0.2 MI W OF MN100 IN GOLDEN VALLEY TO W END OF BRIDGE OVER BNSF TRACKS IN MPLS- BITUMINOUS MILL AND OVERLAY, CONSTRUCT TRAIL AND TURN LANE RECONSTRUCTION AT DAHLBERG DR | 3,635,000 | 2,908,000 | 0 | 727,000 | | MNDOT | S10 |

**TABLE A-5
National Highway Performance Program Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|---------------|-----|-------|----------|------|---|----------------------|--------------------|-------------------|--------------------|--------------------|---------|-----|
| 2025 | MN | 62 | 2774-27 | SC | MN62, FROM PENN AVE IN MPLS/RICHFIELD TO MN55/HIAWATHA AVE IN MPLS- SIGN REPLACEMENT | 549,000 | 439,200 | 0 | 109,800 | | MNDOT | O8 |
| 2025 | MN | 65 | 0207-125 | DR | MN65, FROM 37TH AVE NE IN COLUMBIA HEIGHTS TO US10 IN BLAINE - REPAIR/REPLACE DRAINAGE (ASSOCIATE TO 0207-125S) | 569,000 | 455,200 | 0 | 113,800 | | MNDOT | NC |
| 2025 | US | 169 | 2772-126 | SC | US169, AT CSAH 5 IN ST LOUIS PARK - SIGNAL REPLACEMENTS, REMOVE FREE RIGHT AND CONSTRUCT SIDEWALK | 1,147,000 | 617,600 | 0 | 154,400 | 375,000 | MNDOT | E2 |
| 2025 | US | 169 | 2772-132 | SC | US169, AT BETTY CROCKER DR IN GOLDEN VALLEY AND PLYMOUTH - SIGNAL REPLACEMENT, ADA, GUARDRAIL REPLACEMENT AND NEW SIDEWALK/PED AND BIKE LANE | 956,000 | 504,800 | 0 | 126,200 | 325,000 | MNDOT | E2 |
| 2025 | US | 61 | 8207-65 | SC | US61, AT 11TH AVE IN FOREST LAKE - SIGNAL REPLACEMENT, DRAINAGE AND ADA IMPROVEMENTS | 758,000 | 411,200 | 0 | 102,800 | 244,000 | MNDOT | E2 |
| 2025 | US | 61 | 8207-66 | SC | US61, AT 8TH AVE IN FOREST LAKE - SIGNAL REPLACEMENT, DRAINAGE AND ADA IMPROVEMENTS | 663,000 | 335,200 | 0 | 83,800 | 244,000 | MNDOT | E2 |
| 2025 | US | 8 | 1308-27 | RS | US 8, FROM JCT I35 IN FOREST LK TO 0.1 MI W OF WYOMING AVE IN CHISAGO CITY - BITUMINOUS MILL AND OVERLAY, CONCRETE PAVEMENT AND DRAINAGE REPAIR, CONSTRUCT POND, LEFT TURN LANE ON US8 0.1 MI W TO HAZEL AVE, INSTALL WEIGH IN MOTION AND ENFORCEMENT SITES, TRAIL CONNECTION , SIDEWALK, ACCESS CLOSURES, ADA IMPROVEMENTS (ASSOCIATE TO 1308-27S) | 12,298,000 | 9,278,400 | 0 | 3,019,600 | | MNDOT | S10 |
| Totals | | | | | | 1,090,860,450 | | 78,923,600 | | 202,778,700 | | |
| | | | | | | | 701,635,839 | | 107,522,311 | | | |

Twin Cities Metropolitan Area
2022 - 2025 Transportation Improvement Program

**TABLE A-6
National Freight Program Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|---------------|-----|--------|----------------|------|--|-------------------|------------|-------------------|----------|-------------------|---------------------|-----|
| 2022 | | MN 13 | 070-596-015F | MC | **PRS**SPPF**MN 13 FROM 0.5 MI N OF MN 901B/MN 13 TO QUENTIN AVE IN SAVAGE-CONSTRUCT INTERCHANGE AND FRONTAGE ROADS, CONSTRUCT BRIDGE 70053, MODIFY BRIDGE 5528 AND REMOVE BRIDGE 5831 (REMAINING MATCH UNDER 7001-128A) (ASSOCIATE TO 070-596-015, 7001-128, 7001-128A) | 16,750,000 | 15,000,000 | 0 | | 1,750,000 | SCOTT COUNTY | A30 |
| 2022 | | MN 41 | 196-010-017 | MC | **PRS**SPPF**MN 41 FROM S OF THE MINNESOTA RIVER BRIDGE TO WALNUT ST IN CHASKA - RECONSTRUCT, TURN LANES, ADA IMPROVEMENTS, SIGNAL IMPROVEMENTS, IMPROVE INTERSECTION AT CSAH 61 (ASSOCIATED TO SP 1008-87 AND 196-010-018) | 9,768,000 | 4,000,000 | 0 | | 5,768,000 | CHASKA | A30 |
| 2022 | | US 212 | 010-596-012FAC | MC | **AC**PRS**SPPF**US 212 FROM CSAH 11 TO CSAH 36 IN DAHLGREN TWP - RECONSTRUCT AND EXPAND FROM A 2-LANE TO A 4-LANE DIVIDED HIGHWAY, REDUCED CONFLICT INTERSECTION, BRIDGE 10061 AND 10062 (ASSOCIATE TO 010-596-012 AND 1013-79) (AC PAYBACK 1 OF 1) | 15,000,000 | 15,000,000 | 0 | | | CARVER COUNTY | A30 |
| 2024 | | Local | 178-080-002 | RC | **SPPF**117TH ST FROM CSAH 71 (RICH VALLEY BLVD) TO MN 52/117TH ST INTERCHANGE IN INVER GROVE HEIGHTS - RECONSTRUCT, PAVEMENT PRESERVATION, MEDIAN, ACCESS IMPROVEMENTS, RAILROAD CROSSINGS | 10,000,000 | 8,000,000 | 0 | | 2,000,000 | INVER GROVE HEIGHTS | S10 |
| 2025 | | I 494 | 107-010-013 | MC | **PRS**SPPF**I494 AND I35W IN BLOOMINGTON AND RICHFIELD - CONSTRUCT INTERCHANGE | 12,333,333 | 11,100,000 | 0 | | 1,233,333 | BLOOMINGTON | A30 |
| Totals | | | | | | 63,851,333 | | 0 | | 10,751,333 | | |
| | | | | | | | | 53,100,000 | | | | |

Twin Cities Metropolitan Area
2022 - 2025 Transportation Improvement Program

TABLE A-7
Highway Safety Improvement Projects

| Yr | PRT | Route | Proj Num | Prog Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|---------|-------|--------------|---|---------------|-----------|-------|----------|----------|-------------------|-----|
| 2022 | 999 | | 8825-701 | SH METROWIDE: APPLY HIGH FRICTION TREATMENT ON VARIOUS RAMPS | 453,000 | 407,700 | 0 | 45,300 | | MNDOT | NC |
| 2022 | CSAH 1 | | 002-601-056 | SH CSAH 1 (COON RAPIDS BLVD) AT BLACKFOOT ST IN COON RAPIDS - REVISE SIGNAL SYSTEM | 486,000 | 405,000 | 0 | | 81,000 | ANOKA COUNTY | E2 |
| 2022 | CSAH 15 | | 082-615-045 | SH CSAH 15 (MANNING AVE), CSAH 12 (75TH ST N) IN GRANT, TO 120TH ST IN MAY TOWNSHIP, TO 240TH ST IN SCANDIA - INSTALL CENTERLINE MUMBLE STRIPS AND WET REFLECTIVE STRIPING | 129,026 | 111,657 | 0 | | 17,369 | WASHINGTON COUNTY | S8 |
| 2022 | CSAH 28 | | 19-00151 | SR PGR RR, INSTALL GATES AND FLASHING LIGHTS AT CSAH 28, YANKEE DOODLE RD, EAGAN, DAKOTA COUNTY | 230,000 | 207,000 | 0 | | 23,000 | MNDOT | S8 |
| 2022 | CSAH 3 | | 027-030-050 | SH VARIOUS LOCATIONS ON CSAH 3 (LAKE ST) AND CSAH 42 (42ND ST) IN MPLS- PED CROSSING SAFETY IMPROVEMENTS: CURB EXTENSIONS, RAISED MEDIANS, CROSSING BEACONS, ADA, PAVEMENT MARKINGS, SIGNAGE. TWO BUS RAPID TRANSIT STATIONS UNDERGROUND AND FLATWORK | 1,193,600 | 828,000 | 0 | | 365,600 | HENNEPIN COUNTY | AQ2 |
| 2022 | CSAH 3 | | 141-020-123 | SH ON LAKE ST: AT DEAN PKWY, AND THOMAS AVE, AND CEDAR AVE AT MINNEHAHA PKWY IN MPLS - REPLACE SIGNAL SYSTEMS, SIGNAL REVISIONS, CURB EXTENSIONS, AND ADA (ASSOCIATE TO 141-430-010 AND 141-030-052) | 1,188,000 | 990,000 | 0 | | 198,000 | MINNEAPOLIS | E2 |
| 2022 | CSAH 34 | | 027-634-010 | SH CSAH 34 (NORMANDALE) AT 98TH ST IN BLOOMINGTON - REMOVE CHANNELIZED RIGHT TURN ISLANDS, REPLACE SIGNAL SYSTEM, BIKE/PED/ADA IMPROVEMENTS | 1,404,000 | 1,170,000 | 0 | | 234,000 | HENNEPIN COUNTY | E1 |
| 2022 | CSAH 34 | | 062-634-005S | SH CSAH 34 (UNIVERSITY AVE) AT SIMPSON ST, ALBERT ST, SYNDICATE ST, AND ARUNDEL ST IN ST PAUL - RRFB'S, APS, ADA UPGRADES (ASSOCIATE TO 062-634-005) | 560,000 | 504,000 | 0 | | 56,000 | RAMSEY COUNTY | AQ2 |
| 2022 | CSAH 35 | | 027-635-038 | SH ON CSAH 35 (PORTLAND AVE) FROM 98TH ST E TO AMERICAN BLVD IN BLOOMINGTON AND ON CSAH 52 (NICOLLET AVE) FROM 76TH ST E TO 70TH ST E IN RICHFIELD - SIGNAL REVISIONS AND PEDESTRIAN IMPROVEMENTS | 1,015,200 | 846,000 | 0 | | 169,200 | HENNEPIN COUNTY | AQ2 |

**TABLE A-7
Highway Safety Improvement Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|----------|----------------|------|---|---------------|-----------|---------|----------|----------|---------------|-----|
| 2022 | | CSAH 77 | 62-00218 | SR | INSTALL GATES AND FLASHING LIGHTS AT CSAH 77 (OLD HWY 8) IN NEW BRIGHTON AT MNRR RAILROAD | 230,000 | 207,000 | 0 | | 23,000 | MNDOT | S8 |
| 2022 | | CSAH 78 | 062-678-018 | SH | **AC**CSAH 78 (CR B2) AT CSAH 51 (LEXINGTON AVE) IN ROSEVILLE - WIDEN CR B2 TO PROVIDE DEDICATED RIGHT AND LEFT TURN LANES, REPLACE SIGNAL SYSTEM, FYA, ADA, APS, PED RAMPS, COUNTDOWN TIMERS (AC PROJECT, PAYBACK IN FY23) | 1,712,897 | 0 | 746,690 | | 966,207 | RAMSEY COUNTY | E2 |
| 2022 | | CSAH 9 | 019-609-026AC2 | SH | **AC**CSAH 9 (DODD BLVD) FROM CSAH 50 TO IDEAL WAY AND ICENIC TRAIL FROM ICENIC WAY TO 0.06 MI E OF DODD BLVD IN LAKEVILLE - RECONSTRUCT, ADA AND MILL AND OVERLAY (AC PAYBACK 2 OF 2) | 360,000 | 360,000 | 0 | | | DAKOTA COUNTY | S16 |
| 2022 | | CSAH 96 | 62-00220 | SR | CP RR, REPLACE EXISTING SIGNAL SYSTEM AT CSAH 96, VADNAIS HEIGHTS, RAMSEY COUNTY | 250,000 | 225,000 | 0 | | 25,000 | MNDOT | S18 |
| 2022 | | CSAH 999 | 141-030-052 | SH | LAKE ST E AT 28TH AVE S; CEDAR AVE AT 6TH ST S; AND FRANKLIN AVE E AT 13TH AVE S IN MPLS - REBUILD SIGNALS, ADA, CURB EXTENSIONS AND MEDIAN (ASSOCIATE TO 141-020-123 AND 141-430-010) | 1,248,000 | 1,080,000 | 0 | | 168,000 | MINNEAPOLIS | E2 |
| 2022 | | I 694 | 6285-160S | SH | I694 AND SILVER LAKE RD S RAMP IN NEW BRIGHTON - REMOVE FREE RIGHT (ASSOCIATE TO 6285-160) | 129,000 | 116,100 | 0 | 12,900 | | MNDOT | E3 |
| 2022 | | Local | 19-00150 | SR | UP RR, AT T 58, 170TH ST W IN EMPIRE TOWNSHIP- INSTALL GATES | 230,000 | 207,000 | 0 | | 23,000 | MNDOT | S8 |
| 2022 | | M1077 | 19-00152 | SR | PGR RR, INSTALL GATES AND FLASHING LIGHTS AT M 1077, RED PINE LN, EAGAN, DAKOTA COUNTY | 177,000 | 159,300 | 0 | | 17,700 | MNDOT | S8 |
| 2022 | | MN 13 | 1901-192S | SH | MN13, AT CSAH 26 (LONE OAK RD) IN EAGAN - INSTALL NEW SIGNAL (ASSOCIATE TO 1901-192) | 450,000 | 287,100 | 0 | 31,900 | 131,000 | MNDOT | E2 |
| 2022 | | MN 13 | 7001-123S | SH | **PRS**MN 13, SCOTT-CSAH 17 AND CSAH 10 IN SPRING LK TWP AND CR 64 IN CEDAR LK TWP - LEFT TURN LANES (ASSOCIATE TO 7001-123) (TIED TO 7001-133 AND 7001-133S) | 677,778 | 610,000 | 0 | 67,778 | | MNDOT | A30 |
| 2022 | | MN 13 | 7001-133S | SH | MN13 AND CSAH 8 IN CEDAR LK TOWNSHIP AND SPRING LK TOWNSHIP- ROUNDABOUT (ASSOCIATE TO 7001-133) (TIE TO 7001-123 AND 7001-123S) | 321,000 | 288,900 | 0 | 32,100 | | MNDOT | E1 |
| 2022 | | MN 3 | 1921-90S | SH | MN3 AT CSAH 66 IN FARMINGTON/EMPIRE TOWNSHIP - ROUNDABOUT (ASSOCIATE TO 1921-90 AND TIE TO 1921-110) | 2,355,000 | 1,413,000 | 0 | 157,000 | 785,000 | MNDOT | E1 |

**TABLE A-7
Highway Safety Improvement Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|----------|-------------|------|--|---------------|-----------|-----------|----------|----------|--------------|-----|
| 2022 | | MN 51 | 6216-141S | SH | MN 51 FROM CR C IN ROSEVILLE TO I694 IN SHOREVIEW-INSTALL CABLE MEDIAN BARRIER AND EXTEND LEFT TURN LANES AT CR C, CR C2, LYDIA AVE (ASSOCIATE TO 6216-141) | 956,000 | 860,400 | 0 | 95,600 | | MNDOT | S9 |
| 2022 | | MN 55 | 1909-99S | SH | MN55, AT LOUIS LANE IN EAGAN-CONSTRUCT RESTRICTED CROSSING INTERSECTION AT LOUIS LANE AND EXTEND TURN LANE AT S JCT MN 149 (ASSOCIATE TO 1909-99) | 1,234,000 | 1,110,600 | 0 | 123,400 | | MNDOT | E1 |
| 2022 | | MN 77 | 2758-77S | SH | MN 77, BETWEEN MN RIVER BRIDGE 9600N/9600S AND OLD SHAKOPEE RD IN BLOOMINGTON - INSTALL HIGH TENSION CABLE MEDIAN BARRIER (ASSOCIATE TO 2758-77) | 81,000 | 72,900 | 0 | 8,100 | | MNDOT | S9 |
| 2022 | | MSAS 101 | 106-101-010 | SH | MSAS 101, 99TH AVE AND BALTIMORE ST IN BLAINE - CONSTRUCT ROUNDABOUT | 1,768,000 | 1,530,000 | 0 | | 238,000 | BLAINE | AQ2 |
| 2022 | | MSAS 108 | 192-108-028 | SH | **AC**PRS**LAKE RD, WOODLANE DR TO PIONEER DR IN WOODBURY - CONVERT 4-LANE SECTION TO 3-LANE SECTION (AC PROJECT, PAYBACK IN FY24) | 1,944,000 | 0 | 1,620,000 | | 324,000 | WOODBURY | A30 |
| 2022 | | MSAS 409 | 107-409-010 | SH | MSAS 409 (XERXES AVE) AT CSAH 1 (OLD SHAKOPEE RD) IN BLOOMINGTON - INSTALL TURN LANES, SIGNAL UPGRADES AND RETROREFLECTIVE PAVEMENT MARKINGS | 850,000 | 563,213 | 0 | | 286,787 | BLOOMINGTON | E1 |
| 2022 | | MSAS 430 | 141-430-010 | SH | NICOLLET AVE FROM MINNEHAHA PKWY TO 60TH ST IN MPLS - SIGNAL SYSTEM REVISIONS, PED RAMP IMPROVEMENTS AND CURB EXTENSIONS (ASSOCIATE TO 141-030-052 AND 141-020-123) | 2,106,000 | 1,755,000 | 0 | | 351,000 | MINNEAPOLIS | E2 |
| 2022 | | US 169 | 7009-87 | SH | US 169, NB US 169 AT 166TH IN SAND CREEK TWSP - CLOSE ACCESS, MODIFY MEDIA, EXTEND FRONTAGE RD FROM BERKSHIRE LANE TO BLUFF DR, ACCELERATION LANE ON US169 TO BLUFF DR | 1,072,000 | 964,800 | 0 | 107,200 | | MNDOT | S3 |
| 2022 | | US 212 | 2763-62 | SH | US 212, 0.19 MI WEST OF VALLEY VIEW RD TO 0.13 MI WEST OF EB MN62 IN EDEN PRAIRIE - REMOVE EXISTING PARTIAL INTERCHANGE LIGHTING AND UPGRADE TO CONTINUOUS LIGHTING | 500,000 | 450,000 | 0 | 50,000 | | MNDOT | S18 |
| 2023 | | 999 | 880M-SHS-23 | SH | DISTRICTWIDE SETASIDE FOR HSIP PROJECTS - FY 2023 | 651,111 | 586,000 | 0 | 65,111 | | MNDOT | NC |
| 2023 | | CSAH 1 | 002-601-057 | SH | CSAH 1 (COON RAPIDS BLVD) AT MISSISSIPPI BLVD IN COON RAPIDS - REVISE SIGNAL SYSTEM | 550,000 | 450,000 | 0 | | 100,000 | ANOKA COUNTY | E2 |

**TABLE A-7
Highway Safety Improvement Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|----------|----------------|------|--|---------------|-----------|-------|----------|----------|-----------------|-----|
| 2023 | | CSAH 17 | 027-617-033 | SH | CSAH 17 (FRANCE AVE) FROM AMERICAN BLVD IN BLOOMINGTON TO 76TH ST IN EDINA - SAFETY IMPROVEMENTS: REMOVE RAISED RIGHT TURN ISLANDS, UPGRADE PED RAMSP, APS, OFF ROAD FACILITIES, ENHANCE MEDIANS, SIGNAL UPGRADES INCLUDING ADDITIONAL SIGNAL HEADS, IMPROVED TIMING, WAYWARD SIGNING, REVISED PAVEMENT MARKINGS | 2,200,000 | 1,800,000 | 0 | | 400,000 | HENNEPIN COUNTY | S7 |
| 2023 | | CSAH 33 | 010-633-047AC2 | SH | **AC**TH 5 AT CSAH 33/REFORM ST IN NORWOOD YOUNG AMERICA - CONSTRUCT ROUNDABOUT (ASSOCIATED TO 1006-32) (TIED TO 1012-24, 1012-24S, 010-591-001) (AC PAYBACK 2 OF 2) | 1,346,400 | 1,346,400 | 0 | | | MNDOT | E3 |
| 2023 | | CSAH 35 | 002-635-012 | SH | CSAH 35 (OLD CENTRAL) AT GARDENA AVE IN FRIDLEY - CONSTRUCT ROUNDABOUT | 1,650,000 | 1,350,000 | 0 | | 300,000 | ANOKA COUNTY | E3 |
| 2023 | | CSAH 50 | 027-650-005 | SH | CSAH 50 (REBECCA PARK TRAIL) FROM 0.13 MI W OF KOALA ST TO 0.11 MI E OF CSAH 92 (DOGWOOD ST) IN ROCKFORD AND GREENFIELD - ELIMINATE BYPASS LANES, RESTRIPE TO INTRODUCE LEFT TURN LANES AT KOALA AND STERLING, WIDE TO CONSTRUCT WB LEFT TURN LANE AT CSAH 92, INSTALL INTERSECTION LIGHTNING, RAISED CENTER MEDIAN FOR PED REFUGE | 495,000 | 405,000 | 0 | | 90,000 | HENNEPIN COUNTY | E1 |
| 2023 | | CSAH 6 | 019-606-001 | SH | CSAH 6 (THOMPSON AVE) AT CSAH 73 (OAKDALE AVE) IN WEST ST PAUL - CONSTRUCT ROUNDABOUT | 1,643,000 | 1,395,000 | 0 | | 248,000 | DAKOTA COUNTY | E3 |
| 2023 | | CSAH 66 | 141-020-127 | SH | CSAH 66 (BROADWAY ST NE) AT WASHINGTON ST, AT MONROE ST, AT FILMORE ST, AND AT BUCHANNAN ST NE IN MPLS - REBUILD SIGNALS, ADA, CURB EXTENSIONS | 1,378,000 | 1,170,000 | 0 | | 208,000 | MINNEAPOLIS | E2 |
| 2023 | | CSAH 78 | 062-678-018AC | SH | **AC**CSAH 78 (CR B2) AT CSAH 51 (LEXINGTON AVE) IN ROSEVILLE - WIDEN CR B2 TO PROVIDE DEDICATED RIGHT AND LEFT TURN LANES, REPLACE SIGNAL SYSTEM, FYA, ADA, APS, PED RAMPS, COUNTDOWN TIMERS (AC PAYBACK 1 OF 1) | 746,690 | 746,690 | 0 | | | RAMSEY COUNTY | E2 |
| 2023 | | CSAH 83 | 002-683-006 | SH | CSAH 83 (ARMSTRONG BLVD) AT ALPINE DR IN CITY OF RAMSEY - CONSTRUCT ROUNDABOUT | 1,650,000 | 1,350,000 | 0 | | 300,000 | ANOKA COUNTY | E3 |
| 2023 | | CSAH 999 | 010-030-010 | SH | ON MULTIPLE ROADS IN CARVER COUNTY - INSTALL 56 MILES OF ENHANCED PAVEMENT MARKINGS | 925,226 | 785,570 | 0 | | 139,656 | CARVER COUNTY | S7 |

**TABLE A-7
Highway Safety Improvement Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-------|----------|-------------|------|--|---------------|-----------|-----------|----------|----------|--------------|-----|
| 2023 | | CSAH 999 | 070-030-012 | SH | VARIOUS LOCATIONS COUNTY WIDE: INSTALL 40-50 MI OF GROUND IN REFLECTIVE LANE LINES AND PAVEMENT MARKINGS, INSTALL STREET LIGHTS AT AT LEAST 10 RURAL INTERSECTIONS | 1,243,000 | 1,017,000 | 0 | | 226,000 | SCOTT COUNTY | S11 |
| 2023 | I | 394 | 2789-165S | SH | I394, AND ON WASHINGTON AVE IN MPLS - INTERSECTION MODIFICATION AND INSTALL LEFT TURN LANE, ADA IMPROVEMENTS, DRAINAGE (ASSOCIATE TO 2789-165) | 1,120,000 | 774,900 | 0 | 86,100 | 259,000 | MNDOT | E1 |
| 2023 | Local | | 10-00125 | SR | TCWR RR, REPLACE EXISTING SIGNAL SYSTEM AT MUN 235, W 78TH ST, CHANHASSEN, CARVER COUNTY | 200,000 | 180,000 | 0 | | 20,000 | MNDOT | S8 |
| 2023 | MN | 101 | 1010-11 | SR | BNSF RR, UPGRADE EXISTING SIGNAL SYSTEM AT MN 101, CHANHASSEN, CARVER COUNTY | 355,000 | 5,000 | 0 | 350,000 | | MNDOT | S8 |
| 2023 | MN | 21 | 7002-53 | SH | MN21, AT THE INTERSECTION OF OLD HWY 169 BLVD (CSAH 66)/SAWMILL RD IN JORDAN - ROUNDABOUT AND TRAILS | 1,997,000 | 970,200 | 0 | 107,800 | 919,000 | MNDOT | E1 |
| 2023 | MN | 5 | 6229-37S | SH | **AC**MN 5, 0.3 MI E OF MENDOTA ST IN ST PAUL TO THE N JCT MN120 IN MAPLEWOOD - REPLACE TRAFFIC SIGNALS AND ADA UPGRADES AT FOREST, EARL, RUTH AND JOHNSON PARKWAY (ASSOCIATE TO 6229-37) (ATP HSIP ORIGINALLY AWARDED UNDER 164-010-075) (AC PROJECT, PAYBACK | 1,200,000 | 0 | 1,080,000 | 60,000 | 60,000 | MNDOT | E2 |
| 2023 | MN | 55 | 1910-56S | SH | **ELLE**MN55, AT DOYLE PATH IN ROSEMOUNT - INSTALL EB LEFT TURN LANE AND WB ACCELERATION AND RIGHT TURN LANE (ASSOCIATE TO 1910-56) | 2,330,000 | 2,097,000 | 0 | 233,000 | | MNDOT | E2 |
| 2023 | MSAS | 123 | 10-00124 | SR | TCWR RR, REPLACE EXISTING SIGNAL SYSTEM AT MSAS 123, MARKET BLVD, CHANHASSEN, CARVER COUNTY | 200,000 | 180,000 | 0 | | 20,000 | MNDOT | S8 |
| 2023 | MSAS | 319 | 127-319-006 | SH | 53RD AVE FROM TH 65 TO 0.21 M W OF TH 65 IN FRIDLEY AND COLUMBIA HEIGHTS - EXTEND CENTER MEDIAN, CONSTRUCT TURNABOUT | 893,200 | 730,800 | 0 | | 162,400 | FRIDLEY | S9 |
| 2023 | MSAS | 415 | 27-00329 | SR | PGR RR, REPLACE EXISTING SIGNAL SYSTEM AT MSAS 415, LYNDALE AVE S, BLOOMINGTON, HENNEPIN COUNTY | 250,000 | 225,000 | 0 | | 25,000 | MNDOT | S8 |
| 2023 | US | 169 | 2750-97 | SH | US 169 FROM 85TH ST IN BROOKLYN PARK TO WEST RIVER RD IN CHAMPLIN-INSTALL CABLE MEDIAN BARRIER | 967,000 | 870,300 | 0 | 96,700 | | MNDOT | S9 |

**TABLE A-7
Highway Safety Improvement Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|----------|-------------|------|---|---------------|-----------|-------|----------|-----------|---------------|-----|
| 2023 | | US 169 | 7007-51S | SH | US 169 FROM MN 19 IN BLAKELY TOWNSHIP TO 0.6 MI N MN 25 IN BELLE PLAINE- INSTALL CABLE MEDIAN BARRIER, CLOSE OR MODIFY ACCESS OR MEDIAN (ASSOCIATE TO 7007-51) | 1,808,000 | 1,627,200 | 0 | 180,800 | | MNDOT | S9 |
| 2023 | | US 212 | 1013-101S | SH | US 212, FROM CSAH 36 W JCT IN COLOGNE TO E JCT IN DAHLGREN TWP- INSTALL CABLE MEDIAN BARRIER (ASSOCIATE TO 1013-101) | 534,000 | 480,600 | 0 | 53,400 | | MNDOT | S9 |
| 2024 | | CSAH 32 | 62-00221 | SR | BNSF RR, REPLACE EXISTING SIGNAL SYSTEM AT CSAH 32, ENERGY PARK DRIVE, ST PAUL, RAMSEY COUNTY | 300,000 | 222,000 | 0 | | 78,000 | MNDOT | S8 |
| 2024 | | CSAH 40 | 010-640-016 | SH | CSAH 40, MN 25 TO CSAH 52 IN SAN FRANCISCO TOWNSHIP - SHOULDER WIDENING, SAFETY EDGE, MUMBLE STRIPS, AND WET REFLECTIVE GROUND IN PAVEMENT MARKINGS | 4,616,568 | 2,000,000 | 0 | | 2,616,568 | CARVER COUNTY | S19 |
| 2024 | | CSAH 52 | 027-652-043 | SH | CSAH 52 (HENNEPIN AVE) AT 10TH AVE SE AND AT 11TH AVE SE IN MPLS - REMOVE CHANNELIZED RIGHT TURN ISLAND, MODIFY RAISED MEDIAN, SIGNAL MODS, ADA UPGRADES, FYA'S | 1,641,600 | 1,368,000 | 0 | | 273,600 | MINNEAPOLIS | E3 |
| 2024 | | CSAH 53 | 062-653-016 | SH | **PRS**CSAH 53 (DALE ST), COMO AVE IN ST PAUL TO MN 36 NORTH RAMP IN ROSEVILLE - CONVERT 4-LANE SECTION TO 3-LANE SECTION | 3,807,052 | 2,000,000 | 0 | | 1,807,052 | RAMSEY COUNTY | A30 |
| 2024 | | CSAH 78 | 070-678-004 | SH | CSAH 78 AT CSAH 69 IN LOUISVILLE TOWNSHIP, JACKSON TOWNSHIP, AND SHAKOPEE - CONSTRUCT ROUNDABOUT | 1,914,840 | 1,595,700 | 0 | | 319,140 | SCOTT COUNTY | E3 |
| 2024 | | CSAH 999 | 107-030-009 | SH | 98TH ST AT XERXES AVE; LYNDALE AVE AT 96TH ST; AND OLD SHAKOPEE ROAD AT 3RD AVE IN BLOOMINGTON - PEDESTRIAN SAFETY IMPROVEMENTS, LED LIGHTING, ADA UPGRADES | 397,440 | 331,200 | 0 | | 66,240 | BLOOMINGTON | AQ2 |
| 2024 | | I 35W | 1981-147 | SH | I35W, MN 13 TO I35E IN BURNSVILLE - INSTALL CONTINUOUS STREET LIGHTING | 800,000 | 720,000 | 0 | 80,000 | | MNDOT | S18 |
| 2024 | | MN 280 | 6241-105 | SH | MN280, INTERSECTION WITH BROADWAY ST IN LAUDERDALE - CLOSE MEDIAN OPENING, REMOVE NB LEFT TURN LANE, REMOVE SIGNAL SYSTEM AND INSTALL CONCRETE MEDIAN BARRIERS | 452,000 | 406,800 | 0 | 45,200 | | MNDOT | S16 |
| 2024 | | MN 47 | 127-010-022 | SH | MN 47 AT OSBORNE RD AND ON TH 47, 53RD AVE TO 85TH AVE IN FRIDLEY - ENHANCED LIGHTING AT PED CROSSINGS, LIGHTING AT BUS STOPS, CONCRETE SIDEWALK | 2,336,688 | 1,947,240 | 0 | | 389,448 | FRIDLEY | AQ2 |

**TABLE A-7
Highway Safety Improvement Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|----------|---------------|------|---|---------------|-----------|-------|----------|----------|---------------|-----|
| 2024 | | MN 5 | 6229-37SAC | SH | **AC**MN 5, 0.3 MI E OF MENDOTA ST IN ST PAUL TO THE N JCT MN120 IN MAPLEWOOD - REPLACE TRAFFIC SIGNALS AND ADA UPGRADES AT FOREST, EARL, RUTH AND JOHNSON PARKWAY (ASSOCIATE TO 6229-37) (ATP HSIP ORIGINALLY AWARDED UNDER 164-010-075) (AC PAYBACK 1 OF 1) | 1,080,000 | 1,080,000 | 0 | | | MNDOT | E2 |
| 2024 | | MN 55 | 2723-144S | SH | MN 55, FROM OLD ROCKFORD RD IN PLYMOUTH TO 0.1 MI E OF GENERAL MILLS BLVD IN GOLDEN VALLEY - INTERSECTION SAFETY IMPROVEMENTS AND REPLACE TRAFFIC SIGNALS AT VARIOUS LOCATIONS (ASSOCIATE TO 2723-144) | 2,924,000 | 2,631,600 | 0 | 292,400 | | MNDOT | S9 |
| 2024 | | MN 65 | 0208-165S | SH | MN65, FROM BUNKER LAKE BLVD IN HAM LAKE TO 237TH IN EAST BETHEL - CABLE MEDIAN BARRIER (ASSOCIATE TO 0208-165) | 2,141,000 | 1,926,900 | 0 | 214,100 | | MNDOT | S9 |
| 2024 | | MN 97 | 8201-21S | SH | MN97, FROM W OF EVERTON AVE N TO US61 IN FOREST LAKE - TURN LANES, LIGHTING (ASSOCIATE TO 8201-21) | 2,529,000 | 2,276,100 | 0 | 252,900 | | MNDOT | E2 |
| 2024 | | MSAS 101 | 27-00330 | SR | BNSF RR, REPLACE EXISTING SIGNAL SYSTEM AT MSAS 101, ZACHARY LANE, MAPLE GROVE, HENNEPIN COUNTY | 300,000 | 222,000 | 0 | | 78,000 | MNDOT | S8 |
| 2024 | | MSAS 105 | 19-00153 | SR | PGR RR, REPLACE EXISTING SIGNAL SYSTEM AT MSAS 105, HOLYOKE AVE, LAKEVILLE, DAKOTA COUNTY | 250,000 | 225,000 | 0 | | 25,000 | MNDOT | S8 |
| 2024 | | MSAS 108 | 192-108-028AC | SH | **AC**PRS**LAKE RD, WOODLANE DR TO PIONEER DR IN WOODBURY - CONVERT 4-LANE SECTION TO 3-LANE SECTION (AC PAYBACK 1 OF 1) | 1,620,000 | 1,620,000 | 0 | | | WOODBURY | A30 |
| 2024 | | MSAS 999 | 141-030-051 | SH | 3RD AVE S AT 18TH ST E; 26TH ST W AT DUPONT AVE S AND EMERSON AVE S; AND 28TH ST AT DUPONT AVE AND EMERSON AVE IN MPLS - ADA AND TRAFFIC VISIBILITY IMPROVEMENTS | 1,944,000 | 1,620,000 | 0 | | 324,000 | MINNEAPOLIS | AQ2 |
| 2024 | | MSAS 999 | 141-030-053 | SH | LASALLE AVE AT GRANT ST, 15TH ST, AND GROVELAND ST; AND ON NICOLLET AVE AT GRANT ST, 15TH ST, AND 18TH ST IN MPLS - REBUILD SIGNALS, ADA, CURB EXTENSIONS | 2,160,000 | 1,800,000 | 0 | | 360,000 | MINNEAPOLIS | E2 |
| 2024 | | US 169 | 7009-85S | SH | US 169, FROM 0.5 MI N MN 21 TO BLUFF DR IN SHAKOPEE - CONSTRUCT RCI AT 166TH, BLUFF DR AND MN 21 (ASSOCIATE TO 7009-85) | 1,475,000 | 1,327,500 | 0 | 147,500 | | MNDOT | S10 |
| 2025 | | CSAH 10 | 010-610-055 | SH | CSAH 10 AT WACONIA PARKWAY IN WACONIA - CONSTRUCT ROUNDABOUT | 2,150,983 | 1,759,895 | 0 | | 391,088 | CARVER COUNTY | E3 |

**TABLE A-7
Highway Safety Improvement Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|---------------|------|----------|-------------|------|---|--------------------|-------------------|------------------|------------------|-------------------|-----------------|-----|
| 2025 | | CSAH 18 | 002-618-035 | SH | CSAH 18 (CROSSTOWN BLVD) AT MSAS 124 (NIGHTINGALE ST) IN ANDOVER - CONSTRUCT ROUNDABOUT | 2,325,400 | 1,902,600 | 0 | | 422,800 | ANDOVER | E3 |
| 2025 | | CSAH 22 | 002-622-041 | SH | CSAH 22 (VIKING BLVD) AT CSAH 7 (RUM RIVER BLVD) IN OAK GROVE - CONSTRUCT ROUNDABOUT | 1,650,000 | 1,350,000 | 0 | | 300,000 | ANOKA COUNTY | E3 |
| 2025 | | CSAH 999 | 027-030-055 | SH | CSAH 52 (NICOLLET AVE) AT 67TH ST IN RICHFIELD; CSAH 66 (GOLDEN VALLEY RD) AT NOBLE AVE AND CSAH 66 (GOLDEN VALLEY RD) AT HIDDEN LAKES PARKWAY IN GOLDEN VALLEY - FYA'S, ADA, APS, AND COUNTDOWN TIMERS | 2,123,000 | 1,737,000 | 0 | | 386,000 | HENNEPIN COUNTY | AQ2 |
| 2025 | I | 394 | 2789-171S | SH | I394, FROM LOUISIANA AVE TO XENIA AVE/PARK PLACE IN GOLDEN VALLEY/ST LOUIS PARK- CONSTRUCT AUX LANE (ASSOCIATE TO 2789-171) | 2,970,000 | 2,673,000 | 0 | 297,000 | | MNDOT | S19 |
| 2025 | MN | 13 | 1901-186S | SH | MN 13, LYNN AVE IN SAVAGE TO NICOLLET AVE IN BURNSVILLE - INSTALL CABLE MEDIAN BARRIER (ASSOCIATE TO SP 1901-186) | 591,000 | 531,900 | 0 | 59,100 | | MNDOT | S9 |
| 2025 | MN | 13 | 1902-88 | SH | MN 13 AT CSAH 8 (WACHTLER AVE) IN MENDOTA HEIGHTS - CONSTRUCT ROUNDABOUT | 1,280,000 | 1,152,000 | 0 | 128,000 | | MNDOT | E3 |
| 2025 | MN | 3 | 1921-107S | SH | MN 3 AND 142ND ST IN ROSEMOUNT - CONSTRUCT ROUNDABOUT (ASSOCIATE TO 1921-107) | 1,230,000 | 1,107,000 | 0 | 123,000 | | MNDOT | E3 |
| 2025 | MN | 316 | 1926-23S | SH | MN316, VARIOUS LOCATIONS IN RAVENA TWP - BITUMINOUS SHOULDER WIDENING (ASSOCIATE TO 1926-23) | 52,000 | 46,800 | 0 | 5,200 | | MNDOT | S19 |
| 2025 | MN | 47 | 0205-110S | SH | MN47, FROM 37TH AVE IN COLUMBIA HEIGHTS TO US10 IN COON RAPIDS - PEDESTRIAN SAFETY IMPROVEMENTS (ASSOCIATE TO 0205-110) | 625,000 | 562,500 | 0 | 62,500 | | MNDOT | AQ2 |
| 2025 | MN | 65 | 0207-125S | SH | MN65, FROM 37TH AVE NE IN COLUMBIA HEIGHTS TO US10 IN BLAINE - PEDESTRIAN SAFETY IMPROVEMENTS (ASSOCIATE TO 0207-125) | 625,000 | 562,500 | 0 | 62,500 | | MNDOT | AQ2 |
| 2025 | MSAS | 342 | 141-342-008 | SH | LYNDALE AVE AT 36TH AVE, AT 26TH AVE, AT 24TH AVE, AND AT 18TH AVE N IN MPLS - REBUILD SIGNALS, ADA, CURB EXTENSIONS | 1,540,000 | 1,260,000 | 0 | | 280,000 | MINNEAPOLIS | E2 |
| 2025 | US | 8 | 1308-27S | SH | US 8 IN WYOMING TOWNSHIP - CONSTRUCT LEFT TURN LANE AT HAZEL AVE AND CLOSE 250TH ST (ASSOCIATE TO 1308-27) | 605,000 | 544,500 | 0 | 60,500 | | MNDOT | E1 |
| Totals | | | | | | 102,099,699 | | 3,446,690 | | 16,076,855 | | |
| | | | | | | | 78,782,065 | | 3,444,089 | | | |

Twin Cities Metropolitan Area
2022 - 2025 Transportation Improvement Program

TABLE A-8
Miscellaneous Federal Projects

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Other Fed \$ | AC \$ | Other \$ | Agency: | AQ: |
|---------------|---------|-------|---------------|------|--|-------------------|---------|------------------|------------------|------------------|------------------|-----|
| 2022 | CSAH 34 | | 062-634-005 | BT | CSAH 34 (UNIVERSITY AVE) AT WHEELER ST, DUNLAP ST, ST ALBANS ST, AND KENT ST IN ST PAUL - PEDESTRIAN SAFETY IMPROVEMENTS (FEDERAL FUNDS ARE SECTION 163) (ASSOCIATE TO 062-634-005S) | 451,000 | 0 | 356,000 | | 95,000 | RAMSEY COUNTY | AQ2 |
| 2022 | Local | | 019-090-020 | BT | MISSISSIPPI RIVER TRAIL-ROSEMOUNT EAST BETWEEN SPRING LAKE PARK RESERVE AND FLINT HILLS RESOURCES IN ROSEMOUNT-CONSTRUCT PED/BIKE TRAIL, GRADE-SEPARATED CROSSING WITH NEW BR #19J57 AND LANDSCAPING (ASSOCIATED TO 019-060-005) | 5,500,000 | 0 | 1,000,000 | | 4,500,000 | DAKOTA COUNTY | AQ2 |
| 2022 | Local | | 164-597-001 | BR | RANDOLPH AVE EXTENSION IN ST PAUL- 0.5 MI E OF JCT TH 5: BRIDGE #7272 OVER UNION PACIFIC RR; RECONSTRUCT/REPLACE NORTH END OF BRIDGE, REHAB SOUTH END OF BRIDGE, ABUTMENTS, PIERS, BEAMS, DECK | 2,529,561 | 0 | 1,915,609 | | 613,952 | SAINT PAUL | S19 |
| 2022 | Local | | 168-090-004 | BT | WAKOTA TRAILHEAD FACILITY IN CITY OF SOUTH ST PAUL | 942,000 | 0 | 565,000 | | 377,000 | SOUTH SAINT PAUL | NC |
| 2024 | Local | | 141-597-001 | BR | **AC**ON PILLSBURY AVE S OVER MIDTOWN GREENWAY IN MPLS- REHAB/REPLACE HISTORIC BRIDGE L8909 (AC PROJECT, PAYBACK IN FY25) | 5,200,000 | 0 | 429,200 | 3,730,800 | 1,040,000 | MINNEAPOLIS | S19 |
| 2025 | Local | | 141-597-001AC | BR | **AC**ON PILLSBURY AVE S OVER MIDTOWN GREENWAY IN MPLS- REHAB/REPLACE HISTORIC BRIDGE L8909 (AC PAYBACK 1 OF 1) | 0 | 0 | 0 | | | MINNEAPOLIS | S19 |
| Totals | | | | | | 14,622,561 | | 4,265,809 | 3,730,800 | 6,625,952 | | |

Twin Cities Metropolitan Area
2022 - 2025 Transportation Improvement Program

TABLE A-9
100% State Funded Projects

| Yr | PRT | Route | Proj Num | Prog Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-------|-------|--------------|---|---------------|---------|-------|------------|----------|---------------|-----|
| 2022 | 999 | | 880M-CA-22 | CA DISTRICTWIDE SETASIDE-EXTERNAL CONSULTANT-FY 2022 | 28,860,000 | 0 | 0 | 28,860,000 | | MNDOT | NC |
| 2022 | 999 | | 880M-PD-22 | CA DISTRICTWIDE SETASIDE -INTERNAL PROGRAM DELIVERY-FY 2022 | 8,200,000 | 0 | 0 | 8,200,000 | | MNDOT | O1 |
| 2022 | 999 | | 880M-PM-22 | PM DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2022 | 8,462,000 | 0 | 0 | 8,462,000 | | MNDOT | NC |
| 2022 | 999 | | 880M-RB-22 | RB DISTRICTWIDE SETASIDE FOR LANDSCAPE PARTNERSHIPS - FY 2022 | 30,000 | 0 | 0 | 30,000 | | MNDOT | NC |
| 2022 | 999 | | 880M-RW-22 | RW DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2022 | 17,710,000 | 0 | 0 | 17,710,000 | | MNDOT | NC |
| 2022 | 999 | | 880M-RX-22 | RX DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2022 | 8,000,000 | 0 | 0 | 8,000,000 | | MNDOT | NC |
| 2022 | 999 | | 880M-SA-22 | SA DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS AND CONSTRUCTION OVERRUNS - FY 2022 | 18,000,000 | 0 | 0 | 18,000,000 | | MNDOT | NC |
| 2022 | 999 | | 880M-SS-22 | MA DISTRICTWIDE SETASIDE FOR SYSTEM SUPPORT - FY2022 | 4,416,000 | 0 | 0 | 4,416,000 | | MNDOT | NC |
| 2022 | 999 | | 880M-TRLF-22 | RW **TRLF**REPAYMENT, FY 2022, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH 65 | 212,000 | 0 | 0 | 212,000 | | MNDOT | O4 |
| 2022 | 999 | | 8825-709 | TM METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS | 75,000 | 0 | 0 | 75,000 | | MNDOT | S7 |
| 2022 | 999 | | 8825-792 | TM METROWIDE-TRAFFIC SIGNAL LOOP REPLACEMENTS | 50,000 | 0 | 0 | 50,000 | | MNDOT | S7 |
| 2022 | 999 | | 8825-806 | SC **IDIQ**DISTRICTWIDE TRAFFIC CONTROL AT VARIOUS LOCATIONS, MINIMUM AMOUNT \$10K; MAXIMUM AMOUNT \$500K; EXPIRATION DATE 11/1/2022 (ADDITIONAL TASK ORDER) | 100,000 | 0 | 0 | 100,000 | | MNDOT | S7 |
| 2022 | I 35 | | 0283-35 | RB I35, FOREST LAKE WEIGH STATION - CONSTRUCT GATED ACCESS FROM CR54 INTO THE FOREST LK WEIGH STATION PARKING/INSPECTION LOT | 150,000 | 0 | 0 | 150,000 | | MNDOT | E5 |
| 2022 | I 35E | | 1982-203 | AM **LGA**I35E, FROM LONE OAK RD (CSAH 26) TO PILOT KNOB (CSAH 31) IN EAGAN - SIGNAL REPLACEMENTS AT LONE OAK, PILOT KNOB AND YANKEE DOODLE, FREE RIGHT MODIFICATIONS AT PILOT KNOB | 975,500 | 0 | 0 | 975,500 | | DAKOTA COUNTY | E2 |
| 2022 | I 35W | | 2782-356 | RB I35W FROM 31ST TO 43RD IN MPLS (FREEWAY SIDE OF NOISEWALL) - LANDSCAPING | 400,000 | 0 | 0 | 400,000 | | MNDOT | NC |
| 2022 | I 35W | | 2782-359 | RB I35W, FROM 31ST ST TO 43RD ST IN MPLS - LANDSCAPING | 300,000 | 0 | 0 | 300,000 | | MNDOT | E2 |

TABLE A-9
100% State Funded Projects

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|-------|-----------|------|---|---------------|---------|-------|-----------|-----------|--------------|-----|
| 2022 | I | 694 | 6285-160 | SC | I694 AND SILVER LAKE RD N AND S RAMPS IN NEW BRIGHTON - SIGNAL REPLACEMENT (ASSOCIATE TO 6285-160S) | 717,000 | 0 | 0 | 353,000 | 364,000 | MNDOT | E2 |
| 2022 | I | 94 | 2781-526 | LP | I94, AT DOWLING AND I94 RAMPS IN MPLS - SIGNAL IMPROVEMENT AND BIKE LANE (ASSOCIATE TO 141-169-008 AND 2781-526A) | 96,000 | 0 | 0 | 96,000 | | MNDOT | E2 |
| 2022 | I | 94 | 6282-225 | RB | I94, FROM PASCAL ST TO MACKUBIN IN ST PAUL - LANDSCAPING | 175,000 | 0 | 0 | 175,000 | | MNDOT | O6 |
| 2022 | I | 94 | 6282-242 | RB | I94 EB, FROM PRIOR AVE TO FAIRVIEW AVE IN ST PAUL - LANDSCAPING | 50,000 | 0 | 0 | 50,000 | | MNDOT | NC |
| 2022 | I | 94 | 6283-254 | AM | I94, PEDESTRIAN BRIDGE 62868 OVER I94 (PARALLEL TO MAPLE ST) IN ST PAUL - REPLACE PED BRIDGE (AMOUNTS IN FY22, FY23, FY24) | 131,965 | 0 | 0 | 131,965 | | MNDOT | AQ |
| 2022 | I | 94 | 8680-190 | NO | I-94, CONSTRUCT NOISE BARRIER N SIDE I-94 IN ST MICHAEL | 290,000 | 0 | 0 | 261,000 | 29,000 | MNDOT | O3 |
| 2022 | MN | 13 | 1901-192 | DR | MN13, AT CSAH 26 (LONE OAK RD) IN EAGAN - REPAIR/REPLACE DRAINAGE (ASSOCIATE TO 1901-192S) | 348,000 | 0 | 0 | 189,000 | 159,000 | MNDOT | NC |
| 2022 | MN | 13 | 7001-128 | MC | **PRS**MN 13 FROM 0.5 MI N OF MN 901B/MN 13 TO QUENTIN AVE IN SAVAGE-CONSTRUCT INTERCHANGE AND FRONTAGE ROADS, CONSTRUCT BRIDGE 70053, MODIFY BRIDGE 5528 AND REMOVE BRIDGE 5831 (ASSOCIATE TO 070-596-015, 070-596-015F, 7001-128A) | 297,000 | 0 | 0 | 297,000 | | SCOTT COUNTY | S10 |
| 2022 | MN | 13 | 7001-128A | MC | **TED**PRS**MN13 FROM 0.5 MI N OF MN901B/MN 13 TO QUENTIN AVE N IN SAVAGE - CONSTRUCT INTERCHANGE AND FRONTAGE ROADS, CONSTRUCT BRIDGE 70053, MODIFY BRIDGE 5528 AND REMOVE BRIDGE 5831 (BEING USED AS REMAINING MATCH FOR 070-596-015F) (ASSOCIATE TO 7001-128 | 2,000,000 | 0 | 0 | 2,000,000 | | SCOTT COUNTY | A30 |
| 2022 | MN | 13 | 7001-128R | AM | **PRS**MN 13 FROM 0.5 MI N OF MN 901B/MN 13 TO QUENTIN AVE IN SAVAGE-RAILROAD AGREEMENT FOR CONSTRUCT INTERCHANGE AND FRONTAGE ROADS, CONSTRUCT BRIDGE 70053, MODIFY BRIDGE 5528 AND REMOVE BRIDGE 5831 | 598,000 | 0 | 0 | 598,000 | | SCOTT COUNTY | A30 |
| 2022 | MN | 13 | 7001-133 | LP | MN13 AND CSAH 8 IN CEDAR LK TOWNSHIP AND SPRING LK TOWNSHIP-ROUNDBOUT (ASSOCIATE TO 7001-133S) (TIE TO 7001-123 AND 7001-123S) | 1,998,000 | 0 | 0 | 832,000 | 1,166,000 | MNDOT | E1 |
| 2022 | MN | 25 | 1007-22 | LP | MN25 AT CSAH 20 IN WATERTOWN - INTERSECTION IMPROVEMENTS | 624,600 | 0 | 0 | 624,600 | | MNDOT | E2 |

TABLE A-9
100% State Funded Projects

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|--------|----------|------|---|---------------|---------|-------|-----------|----------|---------|-----|
| 2022 | | MN 3 | 1921-110 | LP | ALONG WEST SIDE MN3 FROM WILLOW ST TO 205TH ST IN FARMINGTON - BRIDGE 19X06 2013 MODIFICATIONS (TIE TO 1921-90 AND 1921-90S) | 275,400 | 0 | 0 | 275,400 | | MNDOT | S19 |
| 2022 | | MN 3 | 1921-90 | DR | MN3 FROM 0.1 MI N OF BRIDGE 19094 IN EMPIRE TOWNSHIP TO 0.1 MI S OF 209TH ST IN FARMINGTON- RECONSTRUCT ROADWAY AND BRIDGE 19094, PONDS/DRAINAGE, RECONSTRUCT STORMSEWER AND DRAINAGE ON CSAH 66 FROM MN3 TO CASCADE DR IN FARMINGTON, CONSTRUCT NEW TRAIL (EASTSIDE) (ASSOCIATE TO 1921-90S AND TIE TO 1921-110) | 225,000 | 0 | 0 | 94,000 | 131,000 | MNDOT | NC |
| 2022 | | MN 36 | 6212-194 | SC | MN36, AT HAMLINE AVE N IN ROSEVILLE- SIGNAL SYSTEM REPLACEMENT | 672,000 | 0 | 0 | 215,000 | 457,000 | MNDOT | E2 |
| 2022 | | MN 36 | 8214-190 | LP | MN36, AT OSGOOD IN OAK PARK HEIGHTS - RECONSTRUCT OSGOOD AVE RELOCATE SOUTH FRONTAGE ROAD AWAY FROM MN36 | 174,300 | 0 | 0 | 174,300 | | MNDOT | S10 |
| 2022 | | MN 41 | 1008-87A | AM | **TED**MN41, 0.1 MI S OF MN RIVER IN LOUISVILLE TWP TO JCT WALNUT ST IN CHASKA - RIGHT OF WAY, FINAL DESIGN, CONSTRUCTION ADMIN FOR RECONSTRUCT, MEDIAN INSTALLATION, TURN LANES, SIGNAL MODIFICATIONS, ADA, REHAB BRIDGE #10012 | 3,500,000 | 0 | 0 | 3,500,000 | | MNDOT | S19 |
| 2022 | | MN 51 | 6216-141 | DR | MN 51 FROM CR C IN ROSEVILLE TO I694 IN SHOREVIEW-INSTALL CABLE MEDIAN BARRIER, CLOSE MEDIAN AT HAMLINE AVE, LENGTHEN SB LEFT TURN LANES AT CR C, CR C2, LYDIA AVE, PIPE REPAIR (ASSOCIATE TO 6216-141S) | 28,000 | 0 | 0 | 28,000 | | MNDOT | S9 |
| 2022 | | MN 56 | 1911-27 | LP | MN 56 AT CSAH 88 IN RANDOLPH TOWNSHIP - RELOCATE INTERSECTION AND RECONSTRUCT CSAH 88 | 580,500 | 0 | 0 | 580,500 | | MNDOT | S10 |
| 2022 | | MN 62 | 2775-31 | AM | MN62, AT THE INTERSECTION OF EB EXIT RAMP TO BLOOMINGTON AVE IN MPLS -REPLACE DRAINAGE | 104,000 | 0 | 0 | 104,000 | | MNDOT | NC |
| 2022 | | MN 65 | 0208-168 | LP | **PRS**MN65 WEST FRONTAGE ROAD BETWEEN 99TH AVE AND 105TH AVE IN BLAINE - CONSTRUCT FRONTAGE ROAD | 624,600 | 0 | 0 | 624,600 | | MNDOT | S3 |
| 2022 | | MN 65 | 2710-53 | RB | MN65, FROM 10TH ST TO 15TH IN MPLS- LANDSCAPING | 300,000 | 0 | 0 | 300,000 | | MNDOT | NC |
| 2022 | | MN 95 | 8210-115 | DR | MN95, 0.14 MI N OF PILAR RD IN SCANDIA TO 0.52 MI N CSAH 26 IN FRANCONIA -DRAINAGE REPAIRS | 974,000 | 0 | 0 | 974,000 | | MNDOT | NC |
| 2022 | | US 169 | 7010-110 | RB | US169, AT MN41 (CHESTNUT BLVD)/CSAH 78 IN JACKSON TWP - LANDSCAPING | 75,000 | 0 | 0 | 75,000 | | MNDOT | O6 |

**TABLE A-9
100% State Funded Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-------|-------|-------------|------|--|---------------|---------|-------|------------|----------|---------|-----|
| 2023 | 999 | | 880M-CA-23 | CA | DISTRICTWIDE SETASIDE-EXTERNAL CONSULTANT-FY 2023 | 22,567,000 | 0 | 0 | 22,567,000 | | MNDOT | NC |
| 2023 | 999 | | 880M-LPP-23 | LP | DISTRICTWIDE SETASIDE FOR LOCAL PARTNERSHIP PROGRAM - FY 2023 | 2,742,200 | 0 | 0 | 2,742,200 | | MNDOT | NC |
| 2023 | 999 | | 880M-PD-23 | CA | DISTRICTWIDE SETASIDE -INTERNAL PROGRAM DELIVERY-FY 2023 | 8,405,000 | 0 | 0 | 8,405,000 | | MNDOT | O1 |
| 2023 | 999 | | 880M-PM-23 | PM | DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2023 | 4,658,000 | 0 | 0 | 4,658,000 | | MNDOT | NC |
| 2023 | 999 | | 880M-RB-23 | RB | DISTRICTWIDE SETASIDE FOR LANDSCAPE PARTNERSHIPS - FY 2023 | 30,000 | 0 | 0 | 30,000 | | MNDOT | NC |
| 2023 | 999 | | 880M-RW-23 | RW | DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2023 | 10,337,000 | 0 | 0 | 10,337,000 | | MNDOT | NC |
| 2023 | 999 | | 880M-RX-23 | RX | DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2023 | 8,000,000 | 0 | 0 | 8,000,000 | | MNDOT | NC |
| 2023 | 999 | | 880M-SA-23 | SA | DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENT AND COST OVERRUNS - FY 2023 | 19,037,000 | 0 | 0 | 19,037,000 | | MNDOT | NC |
| 2023 | 999 | | 880M-SS-23 | MA | DISTRICTWIDE SETASIDE FOR SYSTEM SUPPORT - FY2023 | 2,805,000 | 0 | 0 | 2,805,000 | | MNDOT | NC |
| 2023 | 999 | | 8825-764 | TM | METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS | 75,000 | 0 | 0 | 75,000 | | MNDOT | S7 |
| 2023 | 999 | | 8825-794 | TM | METROWIDE-TRAFFIC SIGNAL LOOP REPLACEMENTS | 50,000 | 0 | 0 | 50,000 | | MNDOT | S7 |
| 2023 | I 494 | | 8285-112 | PM | NB I494 EXIT RAMP TO LAKE RD IN WOODBURY - PAVEMENT AND DRAINAGE REHABILITATION | 342,000 | 0 | 0 | 342,000 | | MNDOT | S10 |
| 2023 | I 94 | | 2781-526A | LP | I94, AT DOWLING AND I94 RAMPS IN MPLS - SIGNAL IMPROVEMENT AND BIKE LANE (ASSOCIATE TO 141-169-008 AND 2781-526) | 257,800 | 0 | 0 | 257,800 | | MNDOT | E2 |
| 2023 | I 94 | | 6283-254A | AM | I94, PEDESTRIAN BRIDGE 62868 OVER I94 (PARALLEL TO MAPLE ST) IN ST PAUL REPLACE PED BRIDGE (AMOUNTS IN FY22, FY23, FY24) | 263,930 | 0 | 0 | 263,930 | | MNDOT | AQ |
| 2023 | I 94 | | 8282-142 | RB | I94, ST CROIX WEIGH STATION IN LAKELAND-CONSTRUCT INSPECTION PIT | 700,000 | 0 | 0 | 700,000 | | MNDOT | E5 |
| 2023 | I 94 | | 8282-144 | RB | I94, ST CROIX WEIGH STATION IN LAKELAND-INTEGRATE TIRE ANOMALY SYSTEM INTO SORTER | 275,000 | 0 | 0 | 275,000 | | MNDOT | NC |
| 2023 | MN 36 | | 8204-84 | AM | MN36, AT CSAH 15 (MANNING AVE) IN LAKE ELMO/OAK PARK HEIGHTS - LANDSCAPING | 150,000 | 0 | 0 | 150,000 | | MNDOT | NC |
| 2023 | MN 55 | | 1910-56 | DR | **ELLE**MN55, AT DOYLE PATH IN ROSEMOUNT - DRAINAGE REPAIRS (ASSOCIATE TO 1910-56S) | 11,000 | 0 | 0 | 11,000 | | MNDOT | NC |

**TABLE A-9
100% State Funded Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|--------|-------------|------|--|---------------|---------|-------|------------|----------|---------|-----|
| 2023 | | MN 96 | 8211-44 | AM | MN96, FROM MN244 TO MN95 IN WASHINGTON COUNTY-JURISDICTIONAL TRANSFER (OTHER IS WASHINGTON COUNTY FLEX JT FUNDS) (ASSOCIATE TO 8211-44A IN FY24) | 4,920,000 | 0 | 0 | 4,420,000 | 500,000 | MNDOT | NC |
| 2023 | | US 10 | 0215-86 | RB | US10, FROM 0.25 MI E OF FERRY ST TO BRIDGE 9717 OVER BNSF IN ANOKA - LANDSCAPING | 75,000 | 0 | 0 | 75,000 | | MNDOT | NC |
| 2023 | | US 169 | 2772-130 | NO | US 169, NB US169 BETWEEN BASS LK RD TO 62ND AVE IN NEW HOPE - NOISEWALL | 1,721,000 | 0 | 0 | 1,557,000 | 164,000 | MNDOT | O3 |
| 2023 | | US 169 | 7007-51 | DR | US 169 FROM MN 19 IN BLAKELY TOWNSHIP TO 0.6 MI N MN 25 IN BELLE PLAINE- DRAINAGE REPAIRS (ASSOCIATE TO 7007-51S) | 148,000 | 0 | 0 | 148,000 | | MNDOT | S9 |
| 2024 | | 999 | 880M-CA-24 | CA | DISTRICTWIDE SETASIDE-EXTERNAL CONSULTANT-FY 2024 | 22,370,000 | 0 | 0 | 22,370,000 | | MNDOT | NC |
| 2024 | | 999 | 880M-LPP-24 | LP | DISTRICTWIDE SETASIDE FOR LOCAL PARTNERSHIP PROGRAM - FY 2024 | 3,000,000 | 0 | 0 | 3,000,000 | | MNDOT | NC |
| 2024 | | 999 | 880M-PD-24 | CA | DISTRICTWIDE SETASIDE - INTERNAL PROGRAM DELIVERY-FY 2024 | 8,615,000 | 0 | 0 | 8,615,000 | | MNDOT | O1 |
| 2024 | | 999 | 880M-PED-24 | BI | DISTRICTWIDE SETASIDE FOR PEDESTRIAN BRIDGE - FY2024 | 1,500,000 | 0 | 0 | 1,500,000 | | MNDOT | NC |
| 2024 | | 999 | 880M-PM-24 | PM | DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2024 | 5,000,000 | 0 | 0 | 5,000,000 | | MNDOT | NC |
| 2024 | | 999 | 880M-RB-24 | RB | DISTRICTWIDE SETASIDE FOR LANDSCAPE AND LANDSCAPE PARTNERSHIPS - FY 2024 | 530,000 | 0 | 0 | 530,000 | | MNDOT | NC |
| 2024 | | 999 | 880M-RW-24 | RW | DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2024 | 11,970,000 | 0 | 0 | 11,970,000 | | MNDOT | NC |
| 2024 | | 999 | 880M-RX-24 | RX | DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2024 | 8,000,000 | 0 | 0 | 8,000,000 | | MNDOT | NC |
| 2024 | | 999 | 880M-SA-24 | SA | DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS AND COST OVERRUNS - FY 2024 | 22,370,000 | 0 | 0 | 22,370,000 | | MNDOT | NC |
| 2024 | | 999 | 880M-SS-24 | MA | DISTRICTWIDE SETASIDE FOR SYSTEM SUPPORT - FY2024 | 5,922,000 | 0 | 0 | 5,922,000 | | MNDOT | NC |
| 2024 | | 999 | 8825-821 | TM | METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS | 75,000 | 0 | 0 | 75,000 | | MNDOT | S7 |
| 2024 | | 999 | 8825-824 | TM | METROWIDE-TRAFFIC SIGNAL LOOP REPLACEMENTS | 50,000 | 0 | 0 | 50,000 | | MNDOT | S7 |
| 2024 | | I 35W | 6284-188 | RB | I35W, FROM CR C IN ROSEVILLE TO SUNSET AVE IN BLAINE - LANDSCAPING | 220,000 | 0 | 0 | 220,000 | | MNDOT | NC |
| 2024 | | I 94 | 6283-254B | AM | I94, PEDESTRIAN BRIDGE 62868 OVER I94 (PARALLEL TO MAPLE ST) IN ST PAUL REPLACE PED BRIDGE (AMOUNTS IN FY22, FY23, FY24) | 131,965 | 0 | 0 | 131,965 | | MNDOT | AQ |

**TABLE A-9
100% State Funded Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|------|-----|--------|-------------|------|--|---------------|---------|-------|------------|----------|---------|-----|
| 2024 | | MN 101 | 8608-35 | LP | MN 101, INTERSECTION SIGNAL IMPROVEMENTS, FLASHING LEFT TURN IMPROVEMENS AT WRIGHT CSAH 36,38,42 | 150,000 | 0 | 0 | 150,000 | | OTSEGO | E2 |
| 2024 | | MN 47 | 0206-79 | RB | MN47, FROM 227TH AVE TO 233RD AVE IN ST FRANCIS - LANDSCAPING | 50,000 | 0 | 0 | 50,000 | | MNDOT | NC |
| 2024 | | MN 62 | 2763-60 | NO | MN62 WESTBOUND FROM EAST OF RED FOX CT TO BREDESEN PARK IN EDINA - NOISEWALL AND DRAINAGE REPAIRS | 1,321,000 | 0 | 0 | 1,190,000 | 131,000 | MNDOT | NC |
| 2024 | | MN 96 | 8211-44A | AM | MN96, FROM MN244 TO MN95 IN WASHINGTON COUNTY-JURISDICTIONAL TRANSFER (ASSOCIATE TO 8211-44 IN FY23) | 5,170,000 | 0 | 0 | 5,170,000 | | MNDOT | NC |
| 2024 | | US 169 | 2772-124 | BR | US169, AT 63RD AVE IN BROOKLYN PARK/MAPLE GROVE - REPLACE BRIDGE 27534, CONSTRUCT NEW MULTI-USE TRAIL, ADA AT RAMP INTERSECTIONS AND EXTEND ACCELERATION LANES | 3,637,000 | 0 | 0 | 3,637,000 | | MNDOT | S19 |
| 2024 | | US 52 | 1928-90 | RB | US52, 0.57 MI NORTH OF SOUTHVIEW BLVD INTERCHANGE IN INVER GROVE HEIGHTS - REPAIR WEIGH IN MOTION DETECTION SYSTEM | 350,000 | 0 | 0 | 350,000 | | MNDOT | NC |
| 2025 | | 999 | 880M-CA-25 | CA | DISTRICTWIDE SETASIDE-EXTERNAL CONSULTANT-FY 2025 | 22,000,000 | 0 | 0 | 22,000,000 | | MNDOT | NC |
| 2025 | | 999 | 880M-GR-25 | SC | DISTRICTWIDE SETASIDE FOR GUARDRAIL REPLACEMENT - FY 2025 | 1,900,000 | 0 | 0 | 1,900,000 | | MNDOT | NC |
| 2025 | | 999 | 880M-LPP-25 | LP | DISTRICTWIDE SETASIDE FOR LOCAL PARTNERSHIP PROGRAM - FY 2025 | 4,000,000 | 0 | 0 | 4,000,000 | | MNDOT | NC |
| 2025 | | 999 | 880M-PD-25 | CA | DISTRICTWIDE SETASIDE - INTERNAL PROGRAM DELIVERY-FY 2025 | 8,830,000 | 0 | 0 | 8,830,000 | | MNDOT | NC |
| 2025 | | 999 | 880M-PED-25 | BI | DISTRICTWIDE SETASIDE FOR PEDESTRIAN BRIDGE - FY2025 | 1,500,000 | 0 | 0 | 1,500,000 | | MNDOT | NC |
| 2025 | | 999 | 880M-PM-25 | PM | DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2025 | 5,000,000 | 0 | 0 | 5,000,000 | | MNDOT | NC |
| 2025 | | 999 | 880M-RB-25 | RB | DISTRICTWIDE SETASIDE FOR LANDSCAPE PARTNERSHIPS - FY 2025 | 30,000 | 0 | 0 | 30,000 | | MNDOT | NC |
| 2025 | | 999 | 880M-RW-25 | RW | DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2025 | 10,000,000 | 0 | 0 | 10,000,000 | | MNDOT | NC |
| 2025 | | 999 | 880M-RX-25 | RX | DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2025 | 8,000,000 | 0 | 0 | 8,000,000 | | MNDOT | NC |
| 2025 | | 999 | 880M-SA-25 | SA | DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS AND COST OVERRUNS - FY 2025 | 20,400,000 | 0 | 0 | 20,400,000 | | MNDOT | NC |
| 2025 | | 999 | 880M-SS-25 | MA | DISTRICTWIDE SETASIDE FOR SYSTEM SUPPORT - FY2025 | 3,730,000 | 0 | 0 | 3,730,000 | | MNDOT | NC |
| 2025 | | 999 | 8825-825 | TM | METROWIDE-TRAFFIC SIGNAL LOOP REPLACEMENTS | 50,000 | 0 | 0 | 50,000 | | MNDOT | E2 |

**TABLE A-9
100% State Funded Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|---------------|-----|-------|----------|------|--|--------------------|----------|----------|--------------------|------------------|---------|-----|
| 2025 | | 999 | 8825-906 | TM | METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS | 75,000 | 0 | 0 | 75,000 | | MNDOT | E2 |
| 2025 | I | 394 | 2789-171 | DR | I394, FROM LOUISIANA AVE TO XENIA AVE/PARK PLACE IN GOLDEN VALLEY/ST LOUIS PARK-REPAIR/REPLACE DRAINAGE (ASSOCIATE TO 2789-171S) | 13,000 | 0 | 0 | 13,000 | | MNDOT | NC |
| 2025 | MN | 13 | 1901-186 | DR | MN 13, LYNN AVE IN SAVAGE TO NICOLLET AVE IN BURNSVILLE - REPAIR OR REPLACE DRAINAGE (ASSOCIATE TO SP 1901-186S) | 9,000 | 0 | 0 | 9,000 | | MNDOT | NC |
| 2025 | MN | 13 | 7001-135 | RB | MN13, AT INTERSECTIONS OF DAKOTA AVE, YOSEMITE AVE AND VERNON AVE IN SAVAGE - LANDSCAPING | 125,000 | 0 | 0 | 125,000 | | MNDOT | NC |
| 2025 | MN | 3 | 1921-107 | DR | MN 3 AND 142ND ST IN ROSEMOUNT - ADA AND DRAINAGE (ASSOCIATE TO 1921-107S) | 84,000 | 0 | 0 | 84,000 | | MNDOT | AQ2 |
| 2025 | MN | 5 | 6229-38 | RB | MN5, FROM MENDOTA ST IN ST PAUL TO 0.09 MI N OF OLIVIA COURT IN MAPLEWOOD - LANDSCAPING | 220,000 | 0 | 0 | 220,000 | | MNDOT | NC |
| 2025 | MN | 55 | 1909-105 | BT | MN 55, FROM CR 28/ARGENTA TRAIL TO COURTHOUSE BLVD IN INVER GROVE HEIGHTS- NEW TRAIL | 117,000 | 0 | 0 | 117,000 | | MNDOT | AQ2 |
| 2025 | MN | 62 | 2774-28 | NO | MN62 EB FROM APPROXIMATELY XERXES AVE TO RUSSELL AVE IN RICHFIELD - CONSTRUCT NOISEWALL AND DRAINAGE REPAIRS | 2,689,000 | 0 | 0 | 2,441,000 | 248,000 | MNDOT | O3 |
| 2025 | MN | 95 | 8209-112 | TM | MN95, AND I94 INTERCHANGE, NE QUADRANT, PARK AND POOL LOT IN LAKELAND - REPLACE AND UPGRADE CAMERA SYSTEM | 18,000 | 0 | 0 | 18,000 | | MNDOT | S7 |
| Totals | | | | | | 387,590,760 | 0 | 0 | 3,349,000 | 3,349,000 | | |
| | | | | | | | 0 | 0 | 384,241,760 | | | |

Twin Cities Metropolitan Area
2022 - 2025 Transportation Improvement Program

TABLE A-10
Bond Projects with no Federal \$\$

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | AQ: |
|---------------|-----|--------|----------|------|--|--------------------|----------|----------|------------------|--------------------|---------|-----|
| 2022 | | MN 77 | 1925-61 | SC | **CHAP 3**MN77, FROM 138TH ST W IN APPLE VALLEY TO DAKOTA CR1 (OLD SHAKOPEE RD) IN BLOOMINGTON - SIGNS AND SIGN PANELS REPLACEMENT | 573,000 | 0 | 0 | | 573,000 | MNDOT | O8 |
| 2022 | | MN 77 | 1929-49 | SC | **CHAP 3**MN 77 AT MC ANDREWS RD AND 127TH ST IN APPLE VALLEY- REPLACE LIGHTING | 252,000 | 0 | 0 | | 252,000 | MNDOT | S18 |
| 2022 | | MN 95 | 8210-111 | AM | **CHAP 3**MN95, CHESTNUT ST BETWEEN MN95 AND STILLWATER LIFT BRIDGE - SHARED STREET PROJECT (PED PLAZA) AND PEDESTRIAN IMPROVEMENTS | 1,900,000 | 0 | 0 | | 1,900,000 | MNDOT | AQ |
| 2022 | | US 10 | 0215-92 | MC | **CHAP 3**US 10 , WB AT 7TH AVE, INSTALL TEMP EXIT RAMP AND ENTRANCE/EXIT RAMPS TO EB US 10 AND MN47 TEMPORARY SURFACING AND GRADING TO PROVIDE LEFT TURN LANES ON NB AND SB MCKINLEY IN ANOKA | 900,000 | 0 | 0 | | 900,000 | MNDOT | NC |
| 2022 | | US 169 | 2772-121 | NO | **CHAP 3**US 169, NB US169 FROM VALLEY VIEW RD TO APACHE RD AND FROM LANGFORD DR TO 0.2 MI N OF LINCOLN DR IN EDINA - NOISEWALL | 1,911,000 | 0 | 0 | | 1,911,000 | MNDOT | O3 |
| 2022 | | US 169 | 7106-87 | RC | **COC3** : US 169, RECONSTRUCT TH 101 TO 197TH AVE IN ELK RIVER, CONVERT TO FREEWAY. REPLACE BRIDGE NO 71002 WITH NEW BR 71020 NB OVER US 10 | 3,000,000 | 0 | 0 | 3,000,000 | | MNDOT | A30 |
| 2023 | | US 169 | 7106-87 | RC | **COC3** : US 169, RECONSTRUCT TH 101 TO 197TH AVE IN ELK RIVER, CONVERT TO FREEWAY. REPLACE BRIDGE NO 71002 WITH NEW BR 71020 NB OVER US 10 | 126,500,000 | 0 | 0 | | 126,500,000 | MNDOT | A30 |
| Totals | | | | | | 135,036,000 | 0 | 0 | 3,000,000 | 132,036,000 | | |

Twin Cities Metropolitan Area
2022 - 2025 Transportation Improvement Program

TABLE A-11
Transit Section 5307

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | AQ: |
|------|---------|-------|---------------|------|---|---------------|---------|------------|----------|-----------|-----------------|-----|
| 2022 | TRANSIT | | TRF-TCMT-22AB | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL OPERATIONS COMMUNICATIONS AND CONTROL CAPITAL EQUIPMENT REPLACEMENT AND EXPANSION | 225,000 | 0 | 180,000 | | 45,000 | MET COUNCIL-MT | T5 |
| 2022 | TRANSIT | | TRF-TCMT-22AD | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES ADDITIONS OR IMPROVEMENT: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS | 850,000 | 0 | 680,000 | | 170,000 | MET COUNCIL-MT | T5 |
| 2022 | TRANSIT | | TRF-TCMT-22G | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT PREVENTIVE MAINTENANCE | 10,000,000 | 0 | 8,000,000 | | 2,000,000 | MET COUNCIL-MT | NC |
| 2022 | TRANSIT | | TRF-TCMT-22N | B9 | SECT 5307: TWIN CITIES MET COUNCIL MTS BUS ACQUISITION | 24,214,133 | 0 | 20,582,013 | | 3,632,120 | MET COUNCIL-MTS | T10 |
| 2022 | TRANSIT | | TRF-TCMT-22P | B9 | SECT 5307: TWIN CITIES MET COUNCIL MTS REGIONAL FLEET CAPITAL COST OF CONTRACTING | 3,750,000 | 0 | 3,000,000 | | 750,000 | MET COUNCIL-MTS | T1 |
| 2022 | TRANSIT | | TRF-TCMT-22Q | B9 | SECT 5307: TWIN CITIES MET COUNCIL U OF M BUS ACQUISITION | 352,834 | 0 | 299,909 | | 52,925 | MET COUNCIL-MTS | T10 |
| 2022 | TRANSIT | | TRF-TCMT-22R | B9 | **PRS**SECT 5307: TWIN CITIES MET COUNCIL MT LAKE ST-MARSHALL AVE BUS RAPID TRANSIT ARTERIAL LINE CONSTRUCTION AND OTHER NON-VEHICLE | 9,800,000 | 0 | 7,840,000 | | 1,960,000 | MET COUNCIL-MT | A30 |
| 2022 | TRANSIT | | TRF-TCMT-22S | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY IMPROVEMENT: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT, ELECTRIC BUS INFRASTRUCTURE | 1,673,080 | 0 | 1,338,464 | | 334,616 | MET COUNCIL-MT | T8 |
| 2022 | TRANSIT | | TRF-TCMT-22T | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT FACILITIES ENERGY ENHANCEMENTS AND NEW ENERGY INITIATIVES | 795,675 | 0 | 636,540 | | 159,135 | MET COUNCIL-MT | T8 |
| 2022 | TRANSIT | | TRF-TCMT-22U | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION | 9,625,000 | 0 | 7,700,000 | | 1,925,000 | MET COUNCIL-MT | T5 |
| 2023 | TRANSIT | | TRF-TCMT-23 | B9 | SECT 5307: TWIN CITIES MET COUNCIL MTS BUS ACQUISITION | 22,072,274 | 0 | 18,761,433 | | 3,310,841 | MET COUNCIL-MTS | T10 |
| 2023 | TRANSIT | | TRF-TCMT-23A | B9 | SECT 5307: TWIN CITIES MET COUNCIL MTS REGIONAL FLEET CAPITAL COST OF CONTRACTING | 3,750,000 | 0 | 3,000,000 | | 750,000 | MET COUNCIL-MTS | NC |
| 2023 | TRANSIT | | TRF-TCMT-23B | B9 | SECT 5307: TWIN CITIES MET COUNCIL U OF M BUS ACQUISITION | 360,596 | 0 | 306,507 | | 54,089 | MET COUNCIL-MTS | T10 |

**TABLE A-11
Transit Section 5307**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | AQ: |
|------|---------|--------------|----------|---|-------------|---------------|------------|-------|-----------|----------|-----------------|-----|
| 2023 | TRANSIT | TRF-TCMT-23H | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY IMPROVEMENT: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT, ELECTRIC BUS INFRASTRUCTURE | 1,111,272 | 0 | 889,018 | | 222,254 | | MET COUNCIL-MT | T8 |
| 2023 | TRANSIT | TRF-TCMT-23K | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT FACILITIES ENERGY ENHANCEMENTS AND NEW ENERGY INITIATIVES | 819,545 | 0 | 655,636 | | 163,909 | | MET COUNCIL-MT | T8 |
| 2023 | TRANSIT | TRF-TCMT-23L | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION | 2,785,000 | 0 | 2,228,000 | | 557,000 | | MET COUNCIL-MT | T5 |
| 2023 | TRANSIT | TRF-TCMT-23S | B9 | **PRS**SECT 5307: TWIN CITIES MET COUNCIL MT HENNEPIN CORRIDOR BUS RAPID TRANSIT ARTERIAL LINE CONSTRUCTION AND OTHER NON-VEHICLE | 8,550,000 | 0 | 6,840,000 | | 1,710,000 | | MET COUNCIL-MT | A30 |
| 2023 | TRANSIT | TRF-TCMT-23V | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES ADDITIONS OR IMPROVEMENT: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS | 750,000 | 0 | 600,000 | | 150,000 | | MET COUNCIL-MT | T7 |
| 2023 | TRANSIT | TRF-TCMT-23X | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT PREVENTIVE MAINTENANCE | 10,000,000 | 0 | 8,000,000 | | 2,000,000 | | MET COUNCIL-MT | NC |
| 2024 | TRANSIT | TRF-TCMT-24C | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT FACILITIES ENERGY ENHANCEMENTS AND NEW ENERGY INITIATIVES | 844,132 | 0 | 675,306 | | 168,826 | | MET COUNCIL-MT | T8 |
| 2024 | TRANSIT | TRF-TCMT-24D | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION | 7,750,000 | 0 | 6,200,000 | | 1,550,000 | | MET COUNCIL-MT | T5 |
| 2024 | TRANSIT | TRF-TCMT-24F | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-NEW MPLS BUS GARAGE DESIGN, ENGINEERING AND CONSTRUCTION | 3,000,000 | 0 | 2,400,000 | | 600,000 | | MET COUNCIL-MT | T8 |
| 2024 | TRANSIT | TRF-TCMT-24H | B9 | SECT 5307: TWIN CITIES MET COUNCIL MTS BUS ACQUISITION | 38,932,715 | 0 | 33,092,808 | | 5,839,907 | | MET COUNCIL-MTS | T10 |
| 2024 | TRANSIT | TRF-TCMT-24J | B9 | SECT 5307: TWIN CITIES MET COUNCIL MTS REGIONAL FLEET CAPITAL COST OF CONTRACTING | 3,750,000 | 0 | 3,000,000 | | 750,000 | | MET COUNCIL-MTS | NC |
| 2024 | TRANSIT | TRF-TCMT-24K | B9 | SECT 5307: TWIN CITIES MET COUNCIL U OF M BUS ACQUISITION | 368,529 | 0 | 313,250 | | 55,279 | | MET COUNCIL-MTS | T10 |
| 2024 | TRANSIT | TRF-TCMT-24L | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES ADDITIONS OR IMPROVEMENT: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS | 3,350,000 | 0 | 2,680,000 | | 670,000 | | MET COUNCIL-MT | T7 |

**TABLE A-11
Transit Section 5307**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | AQ: |
|---------------|---------|--------------|----------|---|-------------|--------------------|------------|--------------------|-------------------|----------|-----------------|-----|
| 2024 | TRANSIT | TRF-TCMT-24N | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT PREVENTIVE MAINTENANCE | 10,000,000 | 0 | 8,000,000 | | 2,000,000 | | MET COUNCIL-MT | NC |
| 2024 | TRANSIT | TRF-TCMT-24T | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY IMPROVEMENT: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT, ELECTRIC BUS INFRASTRUCTURE | 1,300,610 | 0 | 1,040,488 | | 260,122 | | MET COUNCIL-MT | T8 |
| 2025 | TRANSIT | TRF-TCMT-25C | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT FACILITIES ENERGY ENHANCEMENTS AND NEW ENERGY INITIATIVES | 869,455 | 0 | 695,564 | | 173,891 | | MET COUNCIL-MT | T8 |
| 2025 | TRANSIT | TRF-TCMT-25D | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION | 5,059,441 | 0 | 4,047,553 | | 1,011,888 | | MET COUNCIL-MT | T5 |
| 2025 | TRANSIT | TRF-TCMT-25F | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-HEYWOOD CAMPUS EXPANSION DESIGN, ENGINEERING AND CONSTRUCTION | 25,500,000 | 0 | 20,400,000 | | 5,100,000 | | MET COUNCIL-MT | T8 |
| 2025 | TRANSIT | TRF-TCMT-25G | B9 | SECT 5307: TWIN CITIES MET COUNCIL MTS REGIONAL FLEET CAPITAL COST OF CONTRACTING | 3,750,000 | 0 | 3,000,000 | | 750,000 | | MET COUNCIL-MTS | T1 |
| 2025 | TRANSIT | TRF-TCMT-25H | B9 | SECT 5307: TWIN CITIES MET COUNCIL MTS BUS ACQUISITION | 47,262,158 | 0 | 40,172,834 | | 7,089,324 | | MET COUNCIL-MTS | T10 |
| 2025 | TRANSIT | TRF-TCMT-25J | B9 | SECT 5307: TWIN CITIES MET COUNCIL U OF M BUS ACQUISITION | 376,638 | 0 | 320,142 | | 56,496 | | MET COUNCIL-MTS | T10 |
| 2025 | TRANSIT | TRF-TCMT-25K | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES ADDITIONS OR IMPROVEMENT: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS | 1,250,000 | 0 | 1,000,000 | | 250,000 | | MET COUNCIL-MT | T5 |
| 2025 | TRANSIT | TRF-TCMT-25M | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT PREVENTIVE MAINTENANCE | 10,000,000 | 0 | 8,000,000 | | 2,000,000 | | MET COUNCIL-MT | NC |
| 2025 | TRANSIT | TRF-TCMT-25Q | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY IMPROVEMENT: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT, ELECTRIC BUS INFRASTRUCTURE | 1,341,129 | 0 | 1,072,903 | | 268,226 | | MET COUNCIL-MT | T9 |
| Totals | | | | | | 276,189,216 | 0 | 227,648,368 | 48,540,848 | | | |

Twin Cities Metropolitan Area
2022 - 2025 Transportation Improvement Program

TABLE A-12
Transit Section 5309

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | AQ: |
|---------------|---------|-------|---------------|------|---|----------------------|----------|--------------------|----------|--------------------|----------------|-----|
| 2022 | TRANSIT | | TRF-TCMT-22AG | B3 | **PRS**SECT 5309: SOUTHWEST LIGHT RAIL TRANSIT (GREEN LINE EXTENSION) NEW START FFGA APPROPRIATION | 214,600,921 | 0 | 100,000,000 | | 114,600,921 | MET COUNCIL-MT | A30 |
| 2023 | TRANSIT | | TRF-TCMT-23D | B3 | **PRS**SECT 5309: SOUTHWEST LIGHT RAIL TRANSIT (GREEN LINE EXTENSION) NEW START FFGA APPROPRIATION | 214,600,921 | 0 | 100,000,000 | | 114,600,921 | MET COUNCIL-MT | A30 |
| 2024 | TRANSIT | | TRF-TCMT-24A | B3 | **PRS**SECT 5309: METRO BLUE LINE EXTENSION (BOTTINEAU LIGHT RAIL TRANSIT) NEW START FFGA APPROPRIATION | 204,081,633 | 0 | 100,000,000 | | 104,081,633 | MET COUNCIL-MT | A30 |
| 2024 | TRANSIT | | TRF-TCMT-24E | B3 | **PRS**SECT 5309: GOLD LINE BUS RAPID TRANSIT LINE NEW START FFGA APPROPRIATION | 248,529,000 | 0 | 142,822,730 | | 105,706,270 | MET COUNCIL-MT | A30 |
| 2024 | TRANSIT | | TRF-TCMT-24R | B3 | **PRS**SECT 5309: RUSH LINE BUS RAPID TRANSIT LINE NEW START FFGA APPROPRIATION | 200,000,000 | 0 | 100,000,000 | | 100,000,000 | MET COUNCIL-MT | A30 |
| 2024 | TRANSIT | | TRF-TCMT-24V | B3 | **PRS**SECT 5309: SOUTHWEST LIGHT RAIL TRANSIT (GREEN LINE EXTENSION) NEW START FFGA APPROPRIATION | 214,600,921 | 0 | 100,000,000 | | 114,600,921 | MET COUNCIL-MT | A30 |
| 2025 | TRANSIT | | TRF-TCMT-25A | B3 | **PRS**SECT 5309: METRO BLUE LINE EXTENSION (BOTTINEAU LIGHT RAIL TRANSIT) NEW START FFGA APPROPRIATION | 204,081,633 | 0 | 100,000,000 | | 104,081,633 | MET COUNCIL-MT | A30 |
| 2025 | TRANSIT | | TRF-TCMT-25E | B3 | **PRS**SECT 5309: GOLD LINE BUS RAPID TRANSIT LINE NEW START FFGA APPROPRIATION | 165,686,000 | 0 | 95,215,153 | | 70,470,847 | MET COUNCIL-MT | A30 |
| 2025 | TRANSIT | | TRF-TCMT-25S | B3 | **PRS**SECT 5309: SOUTHWEST LIGHT RAIL TRANSIT (GREEN LINE EXTENSION) NEW START FFGA APPROPRIATION | 214,600,921 | 0 | 100,000,000 | | 114,600,921 | MET COUNCIL-MT | A30 |
| Totals | | | | | | 1,880,781,950 | 0 | 938,037,883 | | 942,744,067 | | |

Twin Cities Metropolitan Area
2022 - 2025 Transportation Improvement Program

TABLE A-13
Transit Section 5310

| Yr | PRT | Route | Proj Num | Prog Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | AQ: |
|------|---------|-------|--------------|--|---------------|---------|-----------|----------|----------|---------|-----|
| 2022 | TRANSIT | | TRF-9110-22 | NB SECT 5310: MN TRANSIT CAPITAL; INCLUDING LARGE URBAN TRANSIT BUSES, MOBILITY MANAGEMENT, AND ITS PROJECTS | 1,557,594 | 0 | 1,246,075 | | 311,519 | MNDOT | |
| 2022 | TRANSIT | | TRF-0890-22 | NB SECT 5310: PRO-ACT INC IN EAGAN - 1 (CLASS 400) VEHICLE REPLACEMENT | 93,000 | 0 | 74,400 | | 18,600 | MNDOT | |
| 2023 | TRANSIT | | TRF-9117-24 | NB SECT 5310: DAKOTA COUNTY-CY 2024 MOBILITY MANAGEMENT | 330,000 | 0 | 264,000 | | 66,000 | MNDOT | |
| 2022 | TRANSIT | | TRF-0011-22 | NB SECT 5310: LIFEWORKS SERVICES INC (CLASS 400) VEHICLE PURCHASE | 93,000 | 0 | 74,400 | | 18,600 | MNDOT | |
| 2022 | TRANSIT | | TRF-0260-22 | NB SECT 5310: MIDWEST SPECIAL SERVICES, INC - 2 (CLASS 400) VEHICLE REPLACEMENT | 186,000 | 0 | 148,800 | | 37,200 | MNDOT | |
| 2022 | TRANSIT | | TRF-1767-22 | NB SECT 5310: RISE INC - 2 (CLASS 400) VEHICLE REPLACEMENT | 186,000 | 0 | 148,800 | | 37,200 | MNDOT | |
| 2022 | TRANSIT | | TRF-9056-22A | NB SECT 5310: NEWTRAX INC - 6 (CLASS 400) VEHICLE REPLACEMENT AND 2 (CLASS 400) VEHICLE EXPANSION | 744,000 | 0 | 595,200 | | 148,800 | MNDOT | |
| 2023 | TRANSIT | | TRF-0260-23 | NB SECT 5310: MIDWEST SPECIAL SERVICES, INC - 1 (CLASS 400) VEHICLE REPLACEMENT AND 1 (CLASS 500) VEHICLE REPLACEMENT | 261,000 | 0 | 208,800 | | 52,200 | MNDOT | |
| 2023 | TRANSIT | | TRF-1767-23 | NB SECT 5310: RISE INC - 3 (CLASS 400) VEHICLE REPLACEMENT | 288,000 | 0 | 230,400 | | 57,600 | MNDOT | |
| 2023 | TRANSIT | | TRF-9056-23A | NB SECT 5310: NEWTRAX INC - 6 (CLASS 400) VEHICLE REPLACEMENT AND 2 (CLASS 400) VEHICLE EXPANSION | 768,000 | 0 | 614,400 | | 153,600 | MNDOT | |
| 2023 | TRANSIT | | TRF-9056-24 | NB SECT 5310: NEWTRAX-CY 2024 MOBILITY MANAGEMENT | 220,000 | 0 | 176,000 | | 44,000 | MNDOT | |
| 2023 | TRANSIT | | TRF-9110-23 | NB SECT 5310: MN TRANSIT CAPITAL; INCLUDING LARGE URBAN TRANSIT BUSES, MOBILITY MANAGEMENT, AND ITS PROJECTS | 1,624,323 | 0 | 1,299,458 | | 324,865 | MNDOT | |
| 2024 | TRANSIT | | TRF-9110-24 | NB SECT 5310: MN TRANSIT CAPITAL; INCLUDING LARGE URBAN TRANSIT BUSES, MOBILITY MANAGEMENT, AND ITS PROJECTS | 2,800,000 | 0 | 2,240,000 | | 560,000 | MNDOT | |
| 2025 | TRANSIT | | TRF-9110-25 | NB SECT 5310: MN TRANSIT CAPITAL; INCLUDING LARGE URBAN TRANSIT BUSES, MOBILITY MANAGEMENT, AND ITS PROJECTS | 2,800,000 | 0 | 2,240,000 | | 560,000 | MNDOT | |
| 2023 | TRANSIT | | TRF-0051-24 | NB SECT 5310: SCOTT COUNTY, CY2024 MOBILITY MANAGEMENT | 450,000 | 0 | 360,000 | | 90,000 | MNDOT | |
| 2023 | TRANSIT | | TRF-9127-24 | NB SECT 5310: WASHINGTON COUNTY, CY 2024 MOBILITY MANAGEMENT | 115,000 | 0 | 92,000 | | 23,000 | MNDOT | |

**TABLE A-13
Transit Section 5310**

| Yr | PRT | Route | Proj Num | Prog Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | AQ: |
|----|-----|-------|----------|------------------|---------------|---------|------------|----------|-----------|---------|-----|
| | | | | Totals | 12,515,917 | | 10,012,733 | | 2,503,184 | | |
| | | | | | | 0 | | | | | |

Twin Cities Metropolitan Area
2022 - 2025 Transportation Improvement Program

TABLE A-14
Transit Section 5337

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | AQ: |
|------|---------|-------|---------------|------|---|---------------|---------|------------|----------|------------|----------------|-----|
| 2022 | TRANSIT | | TRF-TCMT-22AE | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES MAINTENANCE AND REHAB: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS | 1,150,000 | 0 | 920,000 | | 230,000 | MET COUNCIL-MT | T8 |
| 2022 | TRANSIT | | TRF-TCMT-22AF | GR | SECT 5337: TWIN CITIES MET COUNCIL MT RAIL SYSTEM REHAB: TRACK REHAB REPAIR, MISCELLANEOUS MAINTENANCE, CATENARY, POWER SYSTEMS | 12,932,000 | 0 | 10,345,600 | | 2,586,400 | MET COUNCIL-MT | T9 |
| 2022 | TRANSIT | | TRF-TCMT-22C | GR | SECT 5337 TWIN CITIES MET COUNCIL MT ASSOCIATED CAPITAL MAINTENANCE- BUS | 502,539 | 0 | 402,031 | | 100,508 | MET COUNCIL-MT | T1 |
| 2022 | TRANSIT | | TRF-TCMT-22D | GR | SECT 5337 TWIN CITIES MET COUNCIL MT BUS ACQUISITION | 49,893,718 | 0 | 39,914,974 | | 9,978,744 | MET COUNCIL-MT | T10 |
| 2022 | TRANSIT | | TRF-TCMT-22F | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOIST, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT | 3,550,000 | 0 | 2,840,000 | | 710,000 | MET COUNCIL-MT | T8 |
| 2022 | TRANSIT | | TRF-TCMT-22H | GR | SECT 5337: TWIN CITIES MET COUNCIL MT RAIL VEHICLE OVERHAUL AND MAINTENANCE | 9,690,000 | 0 | 7,752,000 | | 1,938,000 | MET COUNCIL-MT | T3 |
| 2022 | TRANSIT | | TRF-TCMT-22L | GR | SECT 5337: TWIN CITIES MET COUNCIL MT CAPITAL LEASE-TIRES | 3,154,132 | 0 | 2,523,306 | | 630,826 | MET COUNCIL-MT | T3 |
| 2023 | TRANSIT | | TRF-TCMT-23F | GR | SECT 5337: TWIN CITIES MET COUNCIL MT ASSOCIATED CAPITAL MAINTENANCE BUS | 764,597 | 0 | 611,678 | | 152,919 | MET COUNCIL-MT | T1 |
| 2023 | TRANSIT | | TRF-TCMT-23G | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS ACQUISITION | 70,999,106 | 0 | 56,799,285 | | 14,199,821 | MET COUNCIL-MT | T10 |
| 2023 | TRANSIT | | TRF-TCMT-23J | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT | 3,000,000 | 0 | 2,400,000 | | 600,000 | MET COUNCIL-MT | T8 |
| 2023 | TRANSIT | | TRF-TCMT-23N | GR | SECT 5337: TWIN CITIES MET COUNCIL MT RAIL VEHICLE OVERHAUL AND MAINTENANCE | 5,800,000 | 0 | 4,640,000 | | 1,160,000 | MET COUNCIL-MT | T3 |
| 2023 | TRANSIT | | TRF-TCMT-23P | GR | SECT 5337: TWIN CITIES MET COUNCIL MT CAPITAL LEASE TIRES | 3,299,029 | 0 | 2,639,223 | | 659,806 | MET COUNCIL-MT | T5 |
| 2023 | TRANSIT | | TRF-TCMT-23W | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES MAINTENANCE AND REHAB: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS | 650,000 | 0 | 520,000 | | 130,000 | MET COUNCIL-MT | T8 |

TABLE A-14
Transit Section 5337

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | AQ: |
|------|---------|--------------|----------|---|-------------|---------------|------------|-------|------------|----------|----------------|-----|
| 2023 | TRANSIT | TRF-TCMT-23Z | GR | SECT 5337: TWIN CITIES MET COUNCIL MT RAIL SYSTEM REHAB: TRACK REHAB REPAIR, MISCELLANEOUS MAINTENANCE, CATENARY, POWER SYSTEMS | 6,541,000 | 0 | 5,232,800 | | 1,308,200 | | MET COUNCIL-MT | T9 |
| 2024 | TRANSIT | TRF-TCMT-24 | GR | SECT 5337: TWIN CITIES MET COUNCIL MT ASSOCIATED CAPITAL MAINTENANCE BUS | 1,347,966 | 0 | 1,078,373 | | 269,593 | | MET COUNCIL-MT | T1 |
| 2024 | TRANSIT | TRF-TCMT-24B | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS ACQUISITION | 78,615,189 | 0 | 62,892,151 | | 15,723,038 | | MET COUNCIL-MT | T10 |
| 2024 | TRANSIT | TRF-TCMT-24M | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES MAINTENANCE AND REHAB: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS | 1,350,000 | 0 | 1,080,000 | | 270,000 | | MET COUNCIL-MT | T8 |
| 2024 | TRANSIT | TRF-TCMT-24Q | GR | SECT 5337: TWIN CITIES MET COUNCIL MT RAIL VEHICLE OVERHAUL AND MAINTENANCE | 4,450,000 | 0 | 3,560,000 | | 890,000 | | MET COUNCIL-MT | T3 |
| 2024 | TRANSIT | TRF-TCMT-24S | GR | SECT 5337: TWIN CITIES MET COUNCIL MT RAIL SYSTEM REHAB: TRACK REHAB REPAIR, MISCELLANEOUS MAINTENANCE, CATENARY, POWER SYSTEMS | 4,340,096 | 0 | 3,472,077 | | 868,019 | | MET COUNCIL-MT | T9 |
| 2024 | TRANSIT | TRF-TCMT-24U | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT | 2,800,000 | 0 | 2,240,000 | | 560,000 | | MET COUNCIL-MT | T8 |
| 2024 | TRANSIT | TRF-TCMT-24W | GR | SECT 5337: TWIN CITIES MET COUNCIL MT CAPITAL LEASE TIRES | 3,453,109 | 0 | 2,762,487 | | 690,622 | | MET COUNCIL-MT | T5 |
| 2025 | TRANSIT | TRF-TCMT-25 | GR | SECT 5337: TWIN CITIES MET COUNCIL MT ASSOCIATED CAPITAL MAINTENANCE BUS | 4,847,435 | 0 | 3,877,948 | | 969,487 | | MET COUNCIL-MT | T1 |
| 2025 | TRANSIT | TRF-TCMT-25B | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS ACQUISITION | 55,888,279 | 0 | 44,710,623 | | 11,177,656 | | MET COUNCIL-MT | T10 |
| 2025 | TRANSIT | TRF-TCMT-25L | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES MAINTENANCE AND REHAB: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS | 650,000 | 0 | 520,000 | | 130,000 | | MET COUNCIL-MT | T5 |
| 2025 | TRANSIT | TRF-TCMT-25N | GR | SECT 5337: TWIN CITIES MET COUNCIL MT RAIL VEHICLE OVERHAUL AND MAINTENANCE | 850,000 | 0 | 680,000 | | 170,000 | | MET COUNCIL-MT | T3 |
| 2025 | TRANSIT | TRF-TCMT-25P | GR | SECT 5337: TWIN CITIES MET COUNCIL MT RAIL SYSTEM REHAB: TRACK REHAB REPAIR, MISCELLANEOUS MAINTENANCE, CATENARY, POWER SYSTEMS | 9,540,000 | 0 | 7,632,000 | | 1,908,000 | | MET COUNCIL-MT | T9 |

**TABLE A-14
Transit Section 5337**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | AQ: |
|--------|---------|--------------|----------|--|-------------|---------------|-------------|-------|------------|----------|----------------|-----|
| 2025 | TRANSIT | TRF-TCMT-25R | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT | 900,000 | 0 | 720,000 | | 180,000 | | MET COUNCIL-MT | T9 |
| 2025 | TRANSIT | TRF-TCMT-25T | GR | SECT 5337: TWIN CITIES MET COUNCIL MT CAPITAL LEASE TIRES | 3,578,147 | 0 | 2,862,518 | | 715,629 | | MET COUNCIL-MT | T3 |
| Totals | | | | | 344,536,342 | | 275,629,074 | | 68,907,268 | | | |
| | | | | | | | 0 | | | | | |

Twin Cities Metropolitan Area
 2022 - 2025 Transportation Improvement Program

TABLE A-15
Transit Section 5339

| Yr | PRT | Route | Proj Num | Prog Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | AQ: |
|--------|-----|-------|----------|------------------|---------------|---------|-------|----------|----------|---------|-----|
| Totals | | | | | 0 | 0 | 0 | 0 | 0 | | |

Twin Cities Metropolitan Area
2022 - 2025 Transportation Improvement Program

**TABLE A-16
WISCONSIN**

| 2022-2025 Transportation Improvement Program (TIP) | | | | | | | | | | | | | | |
|---|-------------------|---------------------|--------------------|---|-------|------|------|------|------|-------|-------------------------------|-------|--------|-------|
| TIP Number | Project Number | Project Elements | Project Sponsor | Project Description (street name, termini, type of work, length in miles, and funding program) | Phase | | | | | | Funding Source and Cost Share | | | |
| | | | | | | 2022 | 2023 | 2024 | 2025 | Total | Federal | State | Local* | Total |
| No projects in the Wisconsin part of the Urbanized Area. | | | | | | | | | | | | | | |

Appendix B

Conformity Documentation Of the 2022-2025 Transportation Improvement Program to the 1990 Clean Air Act Amendments

Prepared May 5, 2021

Air Quality Conformity

Clean Air Act Conformity Determination

The Minneapolis-Saint Paul region is within an EPA-designated attainment area for carbon monoxide. A small portion of the region, mapped on page B-9, is designated as a maintenance area for coarse particulate matter (PM₁₀). The term "maintenance" reflects the fact that PM₁₀ emissions in this area were unacceptably high in the past but were subsequently brought under control. A 20 year maintenance plan was approved by EPA on Sept 24, 2002 and expires on September 24, 2022, as which point the entire region will be in attainment for all transportation-related pollutants regulated by the Clean Air Act

Every Transportation Policy Plan (TPP) or Transportation Improvement Program (TIP) approved by the Council must be analyzed using specific criteria and procedures defined in the Federal Transportation Conformity Rule to verify that it does not result in emissions exceeding a current regional PM₁₀ budget. (The U.S. Environmental Protection Agency's 40 CFR Parts 51 and 93 are referred to together with all applicable amendments as the "Conformity Rule."). A conforming TIP and TPP must be in place in order for any federally funded transportation program or project phase to receive FHWA or FTA approval.

The analysis described in the appendix has resulted in a Conformity Determination that the the 2022-2025 TIP meets all relevant regional emissions analysis and budget tests as described herein and conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

Public Involvement & Interagency Consultation Process

The Council remains committed to a proactive public involvement process used in the development and adoption of the TIP as required by the Council's [Transportation Public Participation Plan](#), adopted on July 26, 2017. An interagency consultation process was used to develop the TIP. Consultation continues throughout the public comment period to respond to comments and concerns raised by the public and agencies prior to final adoption by the Council. The Council, MPCA, and MnDOT confer on the application of the latest air quality emission models, the review and selection of projects exempted from a conformity air quality analysis, and regionally significant projects that must be included in the conformity analysis of the TIP. An interagency conformity work group provides a forum for interagency consultation

on technical conformity issues, and has met in person and electronically over the course of the development of the TPP and TIP.

Emissions Test

On December 5, 2019, EPA provided guidance to FHWA, MnDOT, and the Council on transportation conformity determinations for PM₁₀. In this guidance, EPA determined that there is no requirement to project emissions over the maintenance period and that no regional modeling analysis is required; however, federally funded projects are still subject to “hot spot” analysis requirements.

The maintenance plan, adopted in 2002, determines that the level of PM₁₀ emissions and resulting ambient concentrations continue to demonstrate attainment of the PM₁₀ NAAQS in the maintenance area. The following additional programs will also have a beneficial impact on PM₁₀ emissions and ambient concentrations:

- A regional commitment to continue capital investments to maintain and improve the operational efficiencies of highway and transit systems.
- Adoption of *Thrive MSP 2040*, which supports land use patterns that efficiently connect housing, jobs, retail centers, and transit-oriented development along transit corridors.
- The continued involvement of local government units in the regional 3C transportation planning process, which allows the region to address local congestion, effectively manage available capacities in the transportation system, and promote transit supportive land uses as part of a coordinated regional growth management strategy.
- The increased numbers of people walking and bicycling and the growing use of electric and hybrid vehicles.

For all of these reasons, the Ramsey County PM₁₀ maintenance area will continue to attain the PM₁₀ standard for the duration of this Transportation Policy Plan.

Transportation Control Measures

Pursuant to the Conformity Rule, the Council reviewed the 2022-2025 TIP and certifies that it conforms to the State Improvement Plan and does not conflict with its implementation. All transportation system management strategies which were the adopted transportation control measures for the region have been implemented or are ongoing and funded. There are no TSM projects remaining to be completed. There are no fully adopted regulatory new TCMs nor fully funded non-regulatory TCMs that will be implemented during the programming period of the TIP. There are no prior TCMs that were adopted since November 15, 1990, nor any prior TCMs that have been amended since that date. A list of officially adopted transportation control measures for the region may be found in the Nov. 27, 1979, Federal Register notice for EPA approval of the Minneapolis-St. Paul Carbon Monoxide Maintenance Plan. Details on the status

of adopted Transportation Control Measures can be found in the 2040 Transportation Policy Plan, in [Appendix E](#).

Federal Requirements

The 2022-2025 TIP meets the following Conformity Rule requirements:

Inter-agency consultation: The Minnesota Pollution Control Agency (MPCA), Minnesota Department of Transportation (MnDOT), Environmental Protection Agency (EPA), and Federal Highway Administration (FHWA) were consulted during the preparation of the TIP and its conformity review and documentation. The "Transportation Conformity Procedures for Minnesota" handbook provides guidelines for agreed-upon roles and responsibilities and inter-agency consultation procedures in the conformity process.

Regionally significant and exempt projects: The analysis includes all known federal and nonfederal regionally significant projects. Exempt projects not included in the regional air quality analysis were identified by the inter-agency consultation group and classified.

Latest planning assumptions: The published source of socioeconomic data for this region is *Thrive MSP 2040*. The latest update to these forecasts was published by the Metropolitan Council in December 2020.

Public Participation: The TIP was prepared in accordance with the Transportation Public Participation Plan, adopted by the Council on July 26, 2017. This process satisfies federal requirements for public involvement and public consultation.

Fiscal Constraint: The TIP addresses the fiscal constraint requirements of the Conformity Rule.

The Council certifies that the TIP does not conflict with the implementation of the State Implementation Plan, and conforms to the requirement to implement the Transportation System Management Strategies, which are the adopted Transportation Control Measures (TCMs) for the region. All of the adopted TCMs have been implemented.

Any TIP projects that are not specifically listed in the plan are consistent with the goals, objectives, and strategies of the plan and will not interfere with other projects specifically included in the plan.

There are no projects which have received NEPA approval and have not progressed within three years.

List of Regionally Significant Projects

Pursuant to the Conformity Rule, the projects listed in the TIP and Transportation Policy Plan (see Appendix C) were reviewed and categorized using the following determinations to identify projects that are exempt from a regional air quality analysis, as well as regionally significant

projects to be included in the analysis. The classification process used to identify exempt and regionally significant projects was developed through an interagency consultation process involving the MPCA, EPA, FHWA, the Council and MnDOT. Regionally significant projects were selected according to the definition in Section 93.101 of the Conformity Rules:

"Regionally significant project means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel."

Junction improvements and upgraded segments less than one mile in length are not normally coded into the Regional Travel Demand Forecast Model, and therefore are not considered to be regionally significant, although they are otherwise not exempt. The exempt air quality classification codes used in the "AQ" column of project tables of the Transportation Improvement Program are listed at the end of this appendix. Projects which are classified as exempt must meet the following requirements:

- The project does not interfere with the implementation of transportation control measures.
- The project is exempt if it falls within one of the categories listed in Section 93.126 in the Conformity Rule. Projects identified as exempt by their nature do not affect the outcome of the regional emissions analyses and add no substance to the analyses. These projects are determined to be within the four major categories described in the conformity rule.

The inter-agency consultation group, including representatives from MnDOT, FHWA, MPCA, EPA, and the Council, reviewed list of projects to be completed by 2040 including the following:

- Existing regionally significant highway or transit facilities, services, and activities;
- Regionally significant projects (regardless of funding sources) which are currently:
 - under construction or undergoing right-of-way acquisition, or;
 - come from the first year of a previously conforming Transportation Improvement Program, or;
 - have completed the NEPA process, or;
 - listed in the 2022-2025 Transportation Improvement Program, or;
 - listed in the Transportation Policy Plan (Appendix C), or;
 - identified for Wright County.

Each project was assigned to a horizon year (open by January of 2020, 2030 or 2040) and categorized in terms of potential regional significance and air quality analysis exemption as per

Sections 93.126 and 93.127 of the Conformity Rule, using the codes listed in this appendix. The resulting list of regionally significant projects is shown below.

Horizon Year 2030

Transit (bolded project numbers funded through the Regional Solicitation)

- METRO Blue Line extension (TRF-TCMT-23C, TRF-TCMT-24A)
- METRO Green Line Extension (TRF-TCMT-23D, TRF-TCMT-24V)
- METRO Gold Line dedicated BRT (TRF-TCMT-23R, TRF-TCMT-24E)
- METRO Rush Line dedicated BRT (TRF-TCMT-24R)
- D-Line; Arterial BRT along Chicago Avenue and Emerson and Fremont avenues in Brooklyn Center, Minneapolis, Richfield, and Bloomington (TRS-TCMT-21D)
- B-Line; Arterial BRT along Lake Street and Marshall Avenue (**TRS-TCMT-20A, TRS-TCMT-22B**, TRF-TCMT-22R)
- Operate transit service improvement on Hennepin Ave, Lyndale Ave, 31st St, and Bryant Ave in Mpls (**TRS-TCMT-21A, TRF-TCMT-23S**)
- Central Ave ABRT – Purchase buses and construct shelters, etc (TRS-TCMT-25B)

Roadway (bolded project numbers funded through the Regional Solicitation)

- I-35W, from Co Rd B2 in Roseville to 0.1 mi N Sunset Ave (Anoka CR 53) in Lino Lakes, construct MnPASS lane from CR C to Lexington Ave (Anoka CSAH 17), concrete overlay from CR C to CR 53, misc pavement reconstruct & BIT M&O, rehab 17 bridges and replace 5 bridges (AC payback, 6284-180AC2, 6284-180AC3)
- I-494 – add a MnPASS lane along eastbound from France Avenue to MN 77 and westbound from MN 77 to I-35W (2785-424)
- MN 252/I-94 – Convert MN 252 from an arterial to a freeway and add lanes where necessary to reach 2 general purpose and MnPASS in each direction, add MnPASS lanes in each direction along I-94 from I-694 to Dowling Avenue (2748-65)
- MN 252 at CSAH 109 in Brooklyn Park – grade separation, retaining walls, traffic signals (**027-709-029**)
- CSAH 26 from TH 55 in Eagan to MN 3 in Inver Grove Heights – expand from 2-lane to divided 4-lane roadway (019-626-026)
- CSAH 51 from Shepard Road to West 7th St in St. Paul – Lexington Parkway extension (**062-651-067**)
- CSAH 103 from 85th Ave to 93rd Ave in Brooklyn Park – reconstruct, 2-lane to 4-lane conversion, turn lanes (**110-020-041**)
- US 10/169 from Anoka/Ramsey City limits to Green Haven Rd/Main St interchange in Anoka – Construct grade-separated intersections at Fairoak Ave and Thurston Ave, reconstruct Main St interchange (0202-108, 0202-108A, **103-010-018**, 103-010-018F)
- Wright CSAH 19 from Chestnut Ave SE to Ash Ave NE in St. Michael – roadway expansion (086-619-035)

- CSAH 11 (Foley Blvd) from CSAH 1 (East River Rd) to 0.14 miles north of CSAH 3 (Coon Rapids Blvd) in Coon Rapids – Reconstruct roadway and construct overpass over BNSF tracks (**002-611-036**)
- MN 13 from 0.5 mi N of MN 901B/MN 13 to Quentin Ave in Savage – Construct interchange and frontage roads, construct bridges (**070-596-015**, 070-596-015F, 7001-128)
- MN 13, from Scott-CSAH 17 in Spring Lake Township to CR 64 in Cedar Lake Township – Left turn lanes(7001-123S)
- MN 252 at 66th Ave N in Brooklyn Center-Construct interchange, convert to freeway, close intersection at 70th Ave (**109-010-007**, 109-010-007F)
- MN 41 from S of the Minnesota River Bridge to Walnut St in Chaska – Reconstruct, turn lanes, ADA improvements, Signal improvements, improve intersection at CSAH 61 (196-010-017)
- MSAS 108 (77th St) from Bloomington Ave to Longfellow Ave in Richfield – Construct 77th St extension under MN 77, construct MN 77 bridge over 77th St, and reconstruct MN 77 ramps (2758-82, **157-108-035**)
- Twin Lakes Rd from 0.1 mi south of 167th Ave/US 10, extend Twin Lakes Rd to 171st Ave, construct new alignment of Yale Court NW in Elk River (204-133-005)
- US 169 – convert arterial to freeway from US 10 to 197th Avenue (7106-87)
- US 212 from CSAH 11 to CSAH 36 in Dahlgren Township – Reconstruct and expand from a 2-lane to a 4-lane divided highway, reduced conflict intersection (**010-596-012**, 010-596-012F, 1013-79)
- MN 5 (Arboretum Blvd) in Victoria and Chanhassen – Two- lane to 4-lane conversion, signals, median, bike trails, ADA, pedestrian underpass (010-596-014)
- US 10 in Ramsey – construct interchanges over US 10 and BNSF at CSAH 56 and CSAH 57, frontage roads (002-596-026)
- CSAH 10 in Chaska – Construct to 4-lane divided with roundabouts at Bavaria Rd and Park Ridge Dr, turn improvements at MN 41 (010-610-056)
- CSAH 53 (Dale Street) in St Paul – Conversion from 4-lane to 3-lane from Como Ave to North Ramp of MN 36 in Roseville (062-653-016)
- US 169 in Jordon – Construct interchange at CSAH 9, MN 282 (070-609-010)
- Helmo Ave in Oakdale, Bielenberg Dr in Woodbury – New Bridge over I94 (082-596-007)
- CSAH 17 (Lake Elmo Ave) at TH 36 in Grant / Lake Elmo – Construct Interchange (082-596-008)
- MN 65 at 99th Ave in Blaine – Grade Separation, improve frontage road (106-010-020)
- I-494 and I-35W – Construct Interchange (107-010-013)
- MN 252 at Brookdale Dr from Humboldt Ave to West River Rd in Brooklyn Park – Construct interchange and trails (110-010-010)

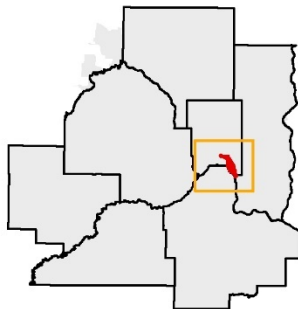
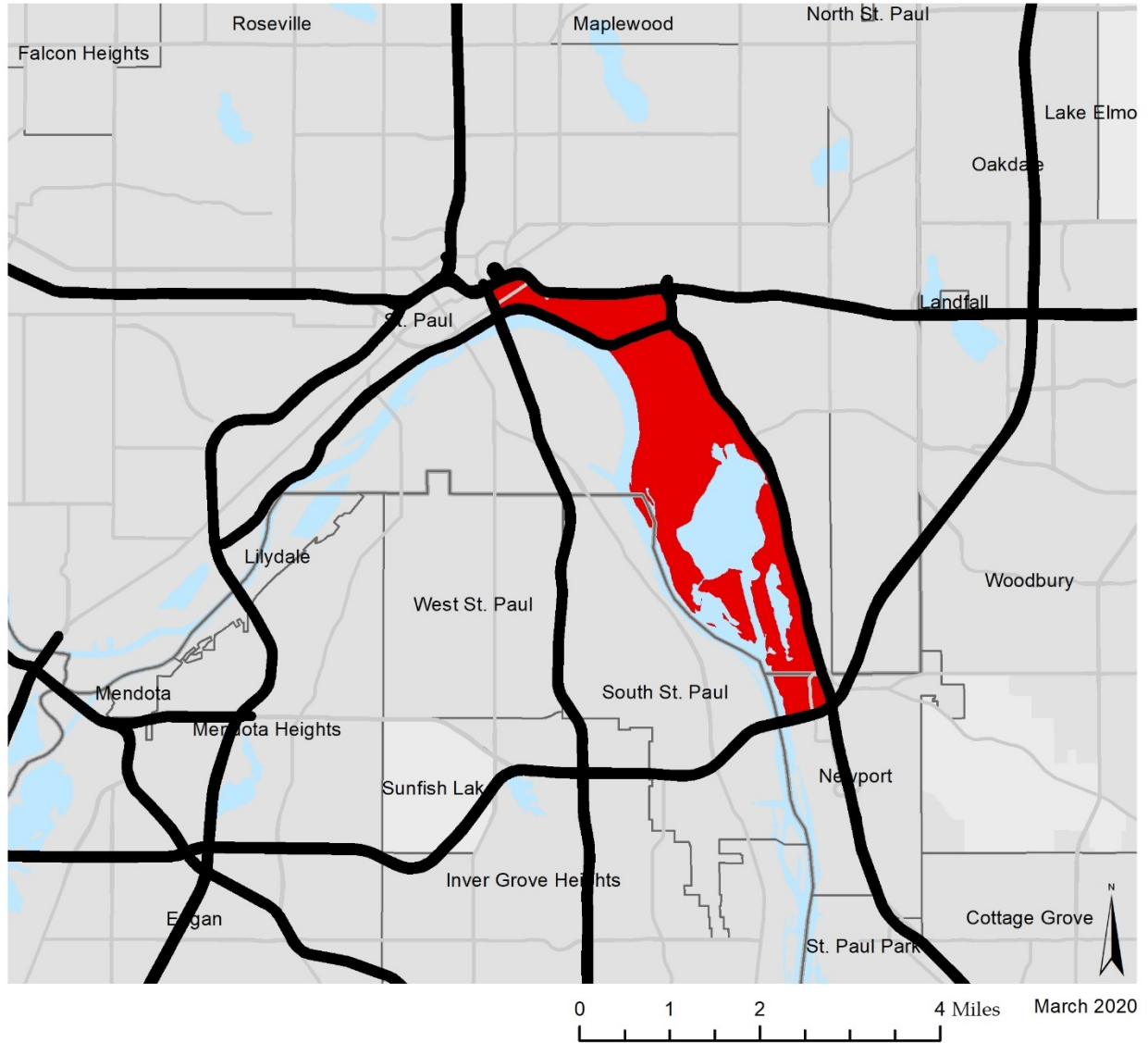
- MSAS 143 from CSAH 30 to MN 610 in maple grove-construct new four-lane divided highway (CSAH 610), new bridge over I-94, signal improvements, sidewalk, multi-use trail (189-143-001)
- Lake Rd, woodlane Dr to pioneer Dr in Woodbury - convert 4-lane section to 3-lane section (192-108-028)

Horizon Year 2040

No projects identified

Figure B-1: PM₁₀ Maintenance Area

PM₁₀ Area



 PM₁₀ Area

Letter from MPCA

Insert Letter Here

Insert Letter Here

Exempt Projects

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

The following is a list of "exempt" projects and their corresponding codes used in column "AQ" of the TIP. Except for projects given an "A" code, the categories listed under Air Quality should be viewed as advisory in nature, and relate to project specific requirements rather than to the air quality conformity requirements. Ultimate responsibility for determining the need for a hot-spot analysis for a project rests with the U.S. Department of Transportation. The Council has provided the categorization as a guide to possible conformity requirements.

Projects that Do Not Impact Regional Emissions

Safety

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

Transit

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

Air Quality

- AQ-1: Continuation of ridesharing and vanpooling promotion activities at current levels
- AQ-2: Bicycle and pedestrian facilities

Other

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

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

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

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

Projects Exempt from Regional Emissions Analyses

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

Non-Classifiable Projects

Certain unique projects cannot be classified, as denoted by "NC." These projects were evaluated through an interagency consultation process and determined not to fit into any exempt or intersection-level analysis category, but they are clearly not of a nature that would require inclusion in a regional air quality analysis.

Traffic Signal Synchronization

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

Regionally Significant Projects

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

- A-30: Action Year 2030
- A-40: Action Year 2040

APPENDIX C

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS: STREAMLINED PROCESS (ADOPTED BY TAB: FEBRUARY 19, 2020)

Conditions for Using a Streamlined Amendment Process

A TIP amendment request can be streamlined if it meets all of these criteria:

- 1) The project is consistent with the adopted Transportation Policy Plan.
- 2) The project is not a regionally significant project* (as defined in the adopted Transportation Policy Plan) or is a regionally significant project currently in the TIP but is not changing in any way that will impact the regional significance of the project.
- 3) The project does not relate to a formal scope change (per the Transportation Advisory Board's Scope Change Policy) before the committee.

Process

For projects in the PM10 maintenance area, the Minnesota Interagency Air Quality and Transportation Planning Committee will, in its review of the project for air quality conformity determination; any amendments involving changes unable to be exempted from an air quality conformity determination will be deemed regionally significant. If the project meets the three criteria described above, Metropolitan Council staff prepares an action item for Transportation Advisory Committee (skipping TAC Funding and Programming Committee). The item will be discussed at the TAC Executive Committee prior to TAC. If approved by TAC, the action item will be placed on the consent agenda for TAB, Transportation Committee, and the Metropolitan Council. Information about streamlined amendments shall be presented as information to the Funding and Programming Committee.



390 Robert Street North
St Paul, MN 55101-1805

651.602.1000
TTY 651.291.0904

public.info@metc.state.mn.us

metro council.org