

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



**METROPOLITAN**  
C O U N C I L

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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 areas<sup>1</sup> 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 billion. Highlights of the TIP include the following:

- Approximately 56% (or \$2.8 billion) of the total projects in the TIP are from federal sources, with 10% from state sources and 36% from local/other sources.
- The \$5 billion program includes \$2.6 billion (50.7%) for transit \$2.1 billion (40.1%) for highways and roads, \$121 million (2.3%) for non-motorized transportation, and \$359 million (6.9%) for travel demand management, 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 3<sup>rd</sup> 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 was held on June 22, 2021. The TAB considered 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 provided acceptable opportunity for public involvement.

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<sup>1</sup> 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.

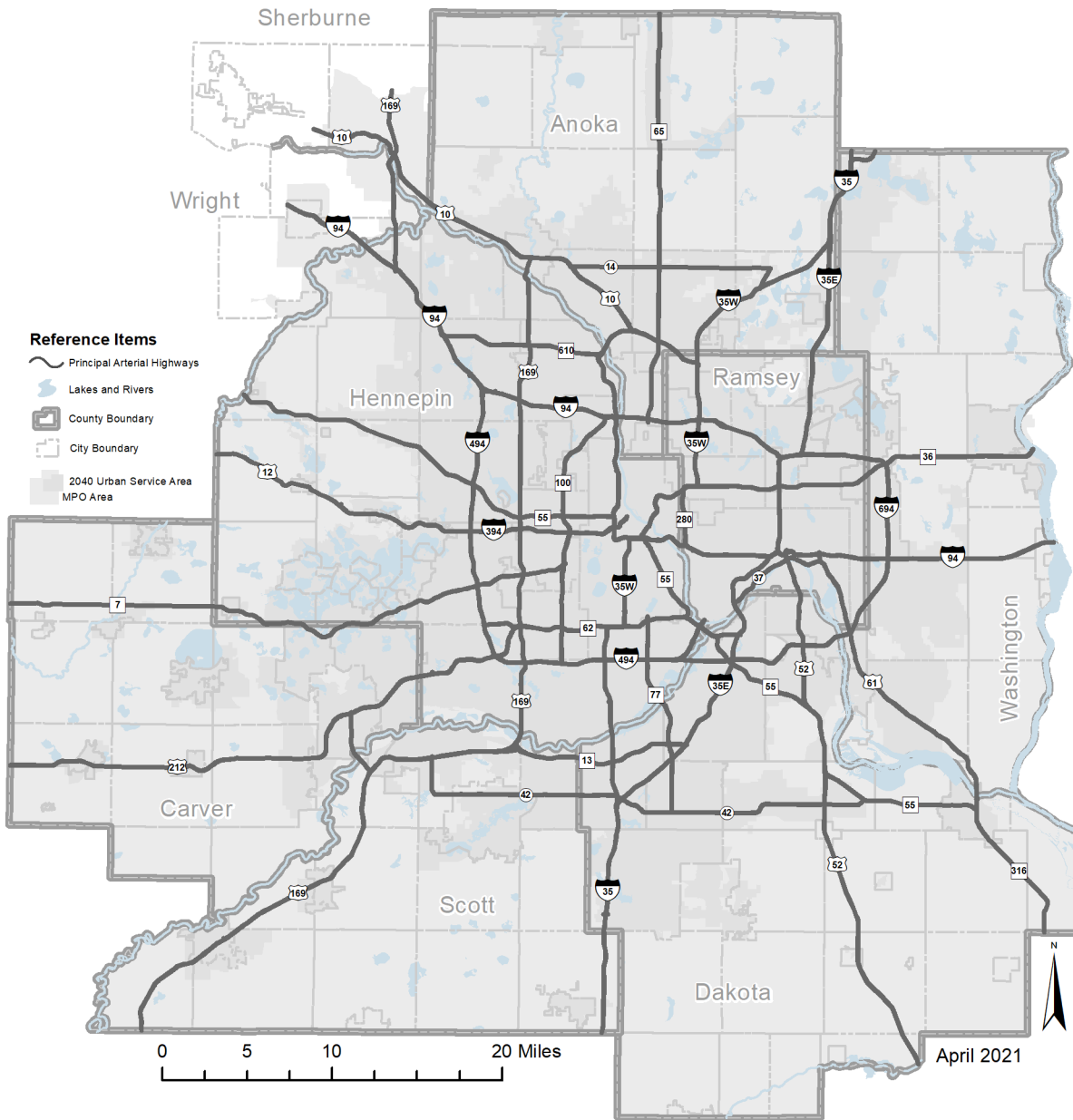
### *Federal Requirements and Regional Planning Process*

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 was 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 accepted 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 accepted public comments submitted by email, telephone, and mail.
- June 22, 2021 – Council transportation and communications staff hosted a virtual public meeting.
- August 18, 2021 – A public meeting of the TAB where public comments were reviewed, and the TIP was recommended for adoption and forwarded to the Metropolitan Council by the TAB.



In preparation, the Metropolitan Council published a public notice in the Minneapolis Star Tribune and on [metro council.org](http://metro council.org). In addition, staff notified a diverse set of stakeholders about the public comment period. Interested parties can sign up to see email alerts at [www.metro council.org](http://www.metro council.org).

For TIP Amendments (discussed on pages 13 and 14) 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

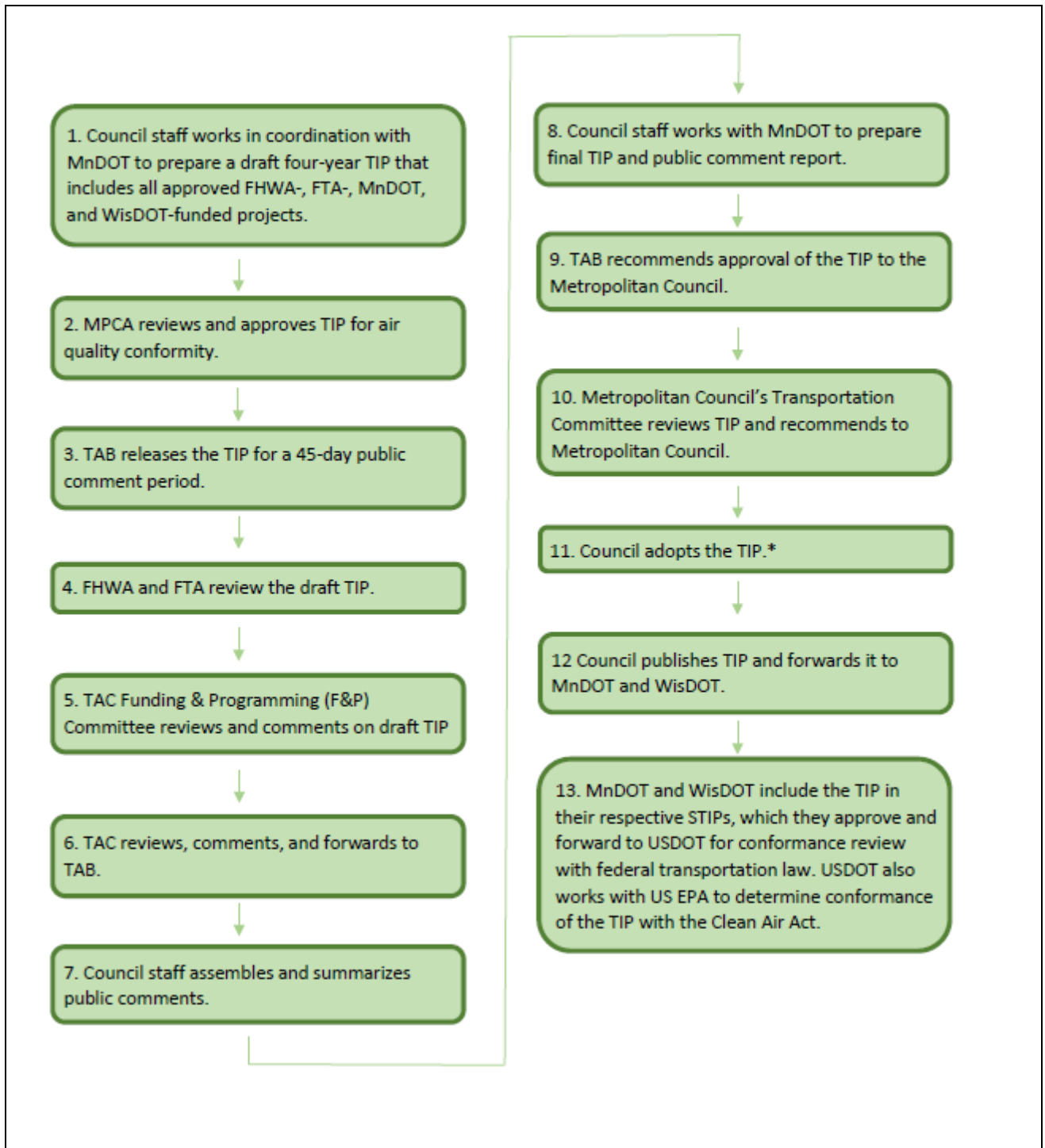
District selection; and the Council selection for regional transit providers, including projects in the FTA Capital Investment Grants program as selected by Congress. These selection processes are discussed in Chapter 3. While most projects are programmed by MnDOT, the projects selected through the TAB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

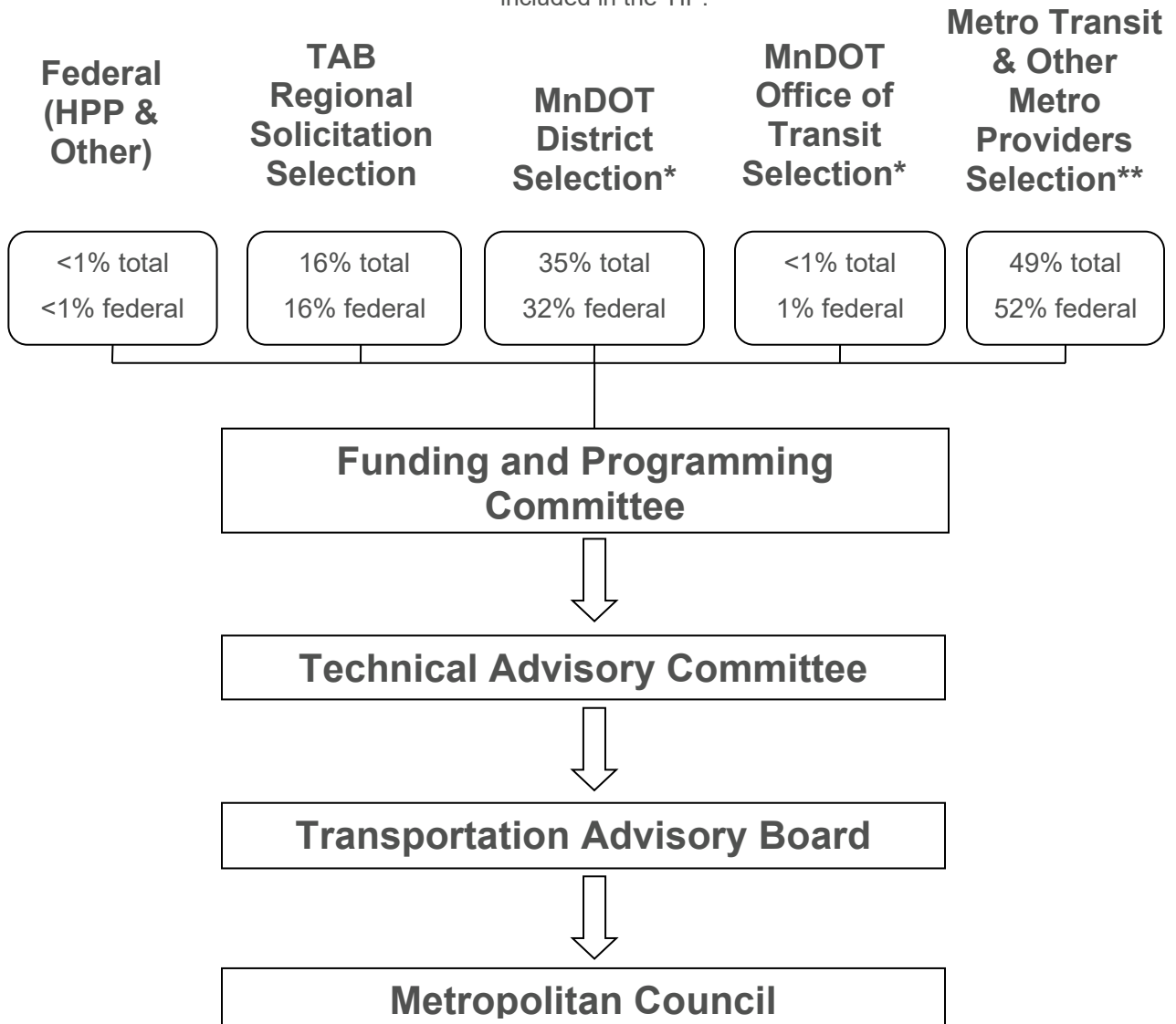
City and county federal aid projects are products of local comprehensive and transportation planning programs and reflect local and regional priorities. These projects are determined to be consistent with regional plans before being included in the TIP. Such plans must also be consistent with the TPP.



\* 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\***

<b>STIP Total Project Estimated Cost</b>	<b>Modification</b>	<b>Amendment</b>
<\$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 (PM<sub>10</sub>), 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 PM<sub>10</sub> 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.<sup>2</sup>

### ***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 PM<sub>10</sub>. 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.

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<sup>2</sup> From CFR 93.101: A hot spot analysis is an estimation of likely future localized CO, PM<sub>10</sub>, and/or PM<sub>2.5</sub> 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**

<b>Measure</b>	<b>2021 Target</b>
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.

***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 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**

<b>Measure</b>	<b>Existing Performance</b>	<b>MnDOT Target</b>	<b>Council Target</b>
<b>Bridges</b>			
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%
<b>Pavement</b>			
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. Projects in the TIP that will help address bridge needs include:

- MN 65 over Mississippi River in Minneapolis (2710-42)
- Kellogg Avenue Bridge in St. Paul (164-158-025)

- Kellogg Avenue / 3rd Street Bridge in St. Paul (164-158-028)
- US 10 in Anoka (0215-76)
- CSAH 158 over CP Railroad in Edina (027-758-006)
- CSAH 9 Bridge replacement in Plymouth (027-609-042)
- Rehabilitation of ten bridges on I-94 and I-35E in St. Paul (6283-247 and 6283-255)
- MN 41 in Chaska (1008-87 and 1008-47A)
- MN 55 and MN 62 in Minneapolis and Inver Grove Heights (1909-99)
- MN 55 in Minneapolis (2724-124)
- US 952A near Downtown Minneapolis (2770-05)
- I-494 Bridge replacement (six bridges) in Bloomington, Richfield, and Edina (2785-424)
- I-494 in Bloomington (2785-433)
- I-94 on Plymouth Avenue in Minneapolis (2781-485)
- MN 55 over Minnesota River (1909-106)
- MN 65 at CSAH 10 in Spring Lake Park (0207-120)
- Shepard Road in St. Paul (164-194-033)
- US 169 in Plymouth (2772-115)
- US 212 in Cologne (1013-101)
- I-494 at Mississippi River in Newport and South St. Paul (8285-109)
- I-94 over St. Croix river (8281-06)
- MN 65 in Ham and East Bethel (0208-165)
- US 169 at 36th Avenue in New Hope and Plymouth (2772-125)
- I-35W in Burnsville (1981-140)
- I-94 in St. Paul (6280-391)
- MN 13 in Burnsville (1901-175)
- MN 13 in Savage (070-596-015, 070-596-015F, 7001-128, 7001-128A, 7001-128R)
- Randolph Ave in St. Paul (164-597-001)
- Pillsbury Avenue South in Minneapolis (141-597-001)
- MN 3 in Farmington (1921-110 and 1921-90)
- US 169 in Brooklyn Park and Maple Grove (2772-124)
- US 169 in Elk River (7106-87)

### ***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%.

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 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**

<b>Measure</b>	<b>Existing Performance</b>	<b>MnDOT Target</b>	<b>2022 Target</b>
% 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**

<b>Measure</b>	<b>Existing Performance</b>	<b>Adopted Target</b>
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. Two examples include construction of a reduced conflict intersection in at US 212 and CSAH 51 in Carver County (010-596-013) and construction of a roundabout at CSAH 11 and Burnsville Parkway in Burnsville (019-611-013).

*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 plans 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 and will use them through 2022. Table 6 summarizes the adopted targets:

**Table 6: Adopted Transit Asset Management Targets**

Measure	Target
<b>Rolling Stock: % exceeding useful life</b>	
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%
<b>Equipment: % exceeding useful life</b>	
Automobiles	42%
Trucks/other Rubber Tire Vehicles	38%
<b>Facility: % rated below 3 on condition scale</b>	
Passenger/Parking Facilities	0%
Administrative/Maintenance Facilities	0%
<b>Infrastructure: % of track with performance restrictions</b>	
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.

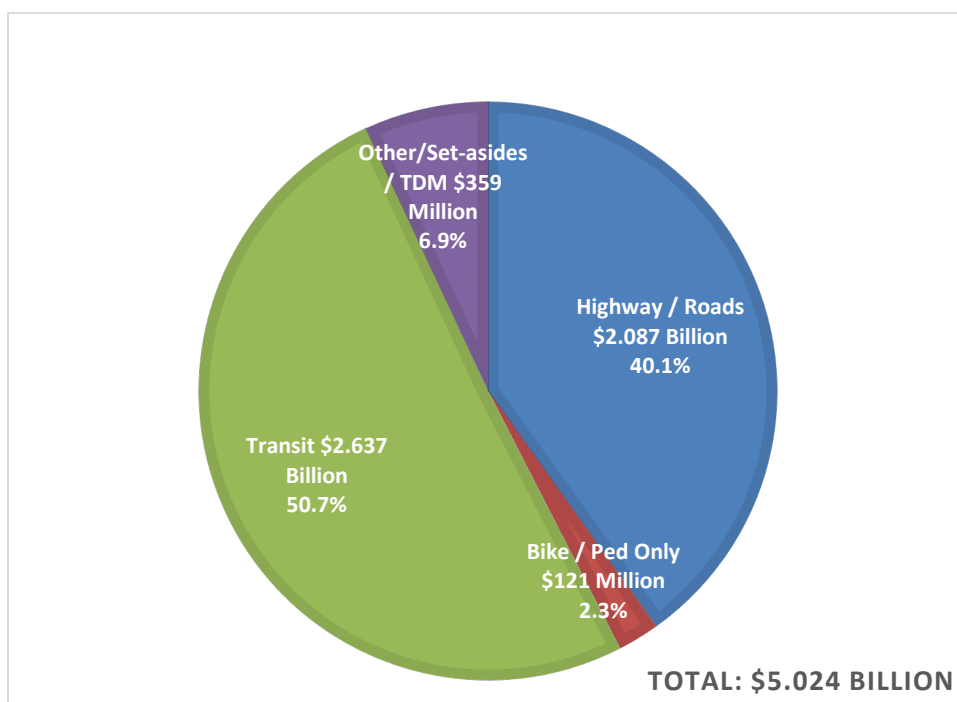
Some transit funding is allocated by federal formula (Section 5307, Section 5310, Section 5311, Section 5337, and Section 5339), but funding for the FTA Capital Investment Grants program (Section 5309) is secured through a national competition. Section 1 (Introduction) includes a list of each federal 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, \$115 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)**

	<b>Advance Construction</b>	<b>Possible AC Payback</b>
2022	24	63
2023	73	17
2024	4	87
2025	14	4

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 \$421 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

providers<sup>3</sup> 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 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	<b>\$1.3 Billion</b>
Misc. Federal Funds	\$17M	
Additional MnDOT Allocation	\$28M	
<i>Federal Transit</i>		
Formula/Discretionary	\$1.5B	<b>\$1.5 Billion</b>
<i>Property Tax and Other State Taxes</i>		
Local and TRLF	\$421M	
Regional Transit Capital Bonds and Other Local Transit Funds	\$1.1BM	<b>\$1.8 Billion</b>
Bonds	\$351M	
<i>State Trunk Highway Formula</i>		
Target	\$464M	
Additional MnDOT Allocation	\$23M	<b>\$530 Million</b>
Lapsed Projects	\$43M	
<b>TOTAL:</b>		<b>\$5.0 Billion</b>
<i>Advanced Construction (additional authorization available against future funds)</i>		<b>\$115 Million</b>

<sup>3</sup>Twelve 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).

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

<b>Source</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>Total</b>
Federal Highway Funds	306	370	320	300	1,296
State Funds (MN)	119	120	112	113	464
Bonds	159	192	0	0	351
<b>Target for Region</b>	<b>584</b>	<b>682</b>	<b>432</b>	<b>413</b>	<b>2,111</b>
Additional MnDOT State Funds Allocations	6	16	0	1	23
Additional MnDOT Federal Allocations	7	19	1	1	28
Anticipated Lapsed Projects	6	7	6	24	43
High Priority Projects	0	0	0	0	0
Misc Federal Funds	17	0	0	0	17
Local Funds	155	71	74	121	421
Wisconsin Projects	0	0	0	0	0
<b>Total Funds Available</b>	<b>775</b>	<b>795</b>	<b>513</b>	<b>560</b>	<b>2,643</b>
Advanced Construction (Additional authorization available against future funds)	24	73	4	14	115

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

<b>Source</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>Total</b>
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	1.7	3.4	2.2	2.2	9.5
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
<b>Total Federal Funds</b>	<b>216.7</b>	<b>217.5</b>	<b>236.7</b>	<b>241.9</b>	<b>912.8</b>
Local/Regional Capital Bonds	142.2	142.6	456.1	321.7	1062.7
<b>Total Funds Available</b>	<b>358.9</b>	<b>360.1</b>	<b>692.8</b>	<b>563.6</b>	<b>1975.5</b>
Section 5309 - Requested	0	0	342.8	195.2	538.0
<b>Total Funds Requested</b>	<b>358.9</b>	<b>360.1</b>	<b>1035.6</b>	<b>758.8</b>	<b>2513.5</b>

### *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**

<b>Funding Category</b>	<b>Project Selection Process Followed</b>
Federal High Priority Projects	Selected and appropriated by Congress
Federal Highway Funding	<b>Project Selection Process Followed</b>
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	<b>Project Selection Process Followed</b>
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
  - Arterial Bus Rapid Transit
  - Transit Expansion
  - Transit Modernization
  - Travel Demand Management (TDM-projects selected for 2020-2021)
- Unique Projects
- 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 (for those that employ fewer than 50 people) or transition plan (for those that employ 50 or more people) 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***

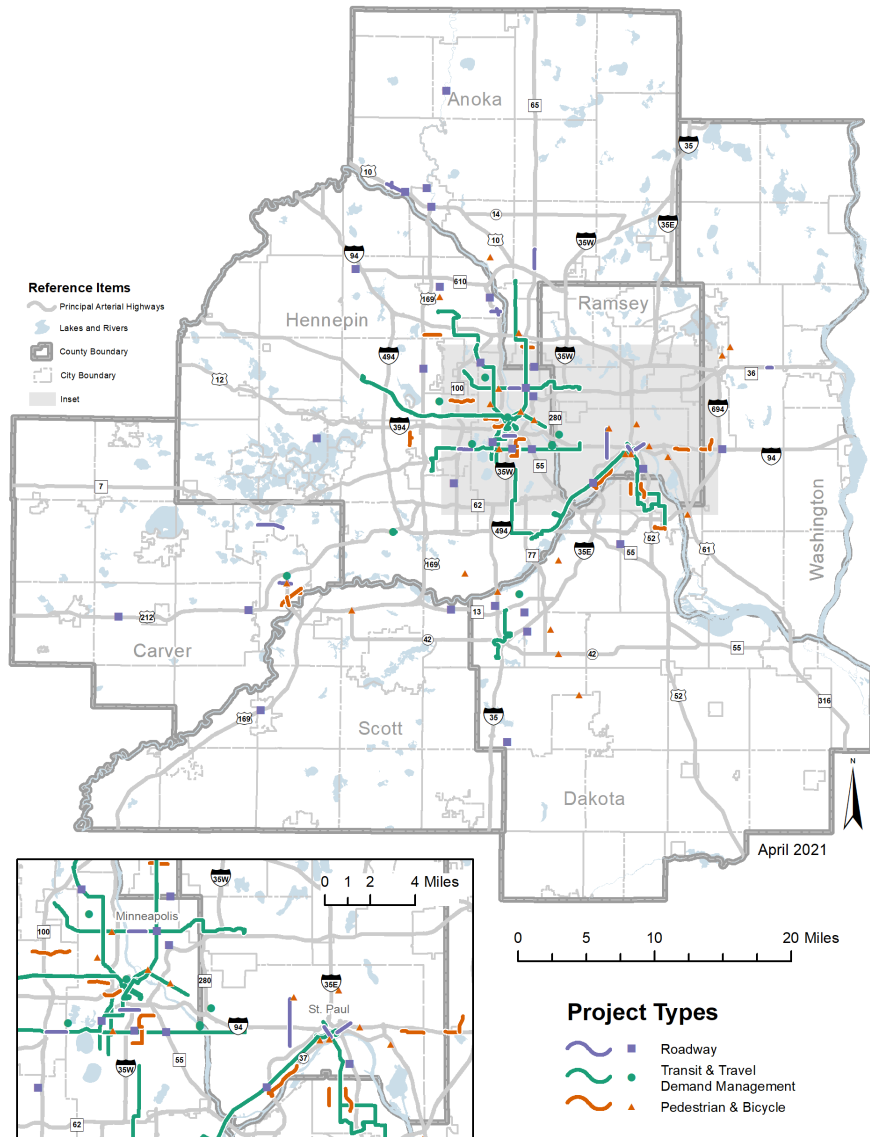
To assist with addressing Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, as well as *Thrive MSP 2040*, equity, including affordable housing, was included in the 2014 Regional Solicitation as part of the prioritization criteria. This criterion 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***

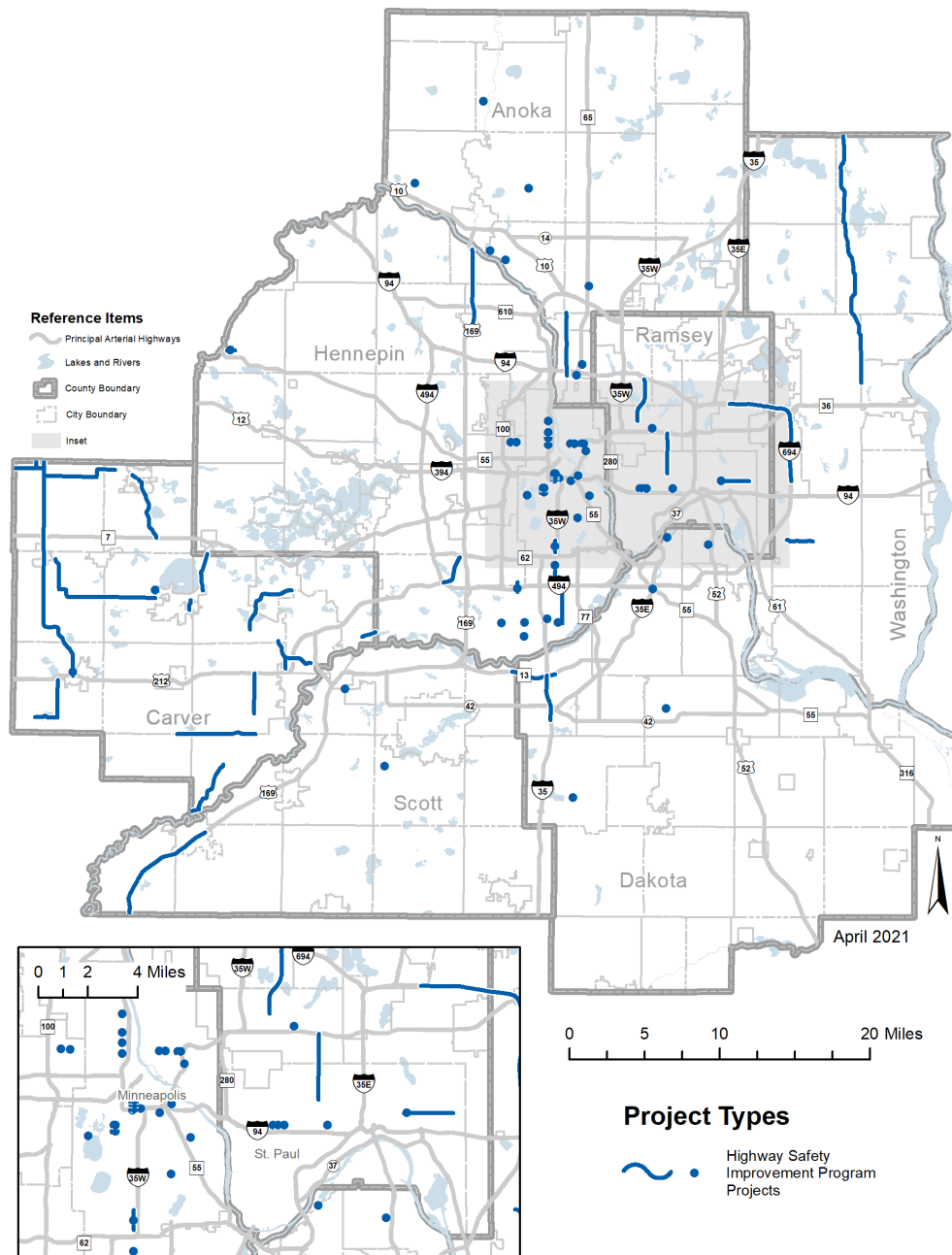
A summary of the federal funding allocated by category through the Regional Solicitation process is shown in Table 12. This table reports only the federal funds allocated to the projects and does not include the local match.

**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)**

<b>Program Category</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>Total</b>
Congestion Mitigation Air Quality (CMAQ)	\$39.7	24.9	20.2	37.7	122.5
Transportation Alternatives (TA)	\$9.8	21.3	24.9	8.7	64.7
Surface Transportation Program (STP)	\$65.1	31.1	39.3	68.5	204.0
Highway Safety Improvement Program (HSIP)	\$11.3	12.7	13.0	11.3	48.3
<b>TOTALS</b>	<b>\$125.9</b>	<b>90.0</b>	<b>97.4</b>	<b>126.2</b>	<b>439.5</b>



**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	110.1	69.4	0.2	40.5	4.9
STP	683.0	345.2	16.5	321.2	23.5
NHPP	997.1	689.3	105.0	202.8	78.9
NHFP	56.4	45.6	0	10.8	0
HPP	0	0	0	0	0
100% State Funded (MN)	391.6	0	388.2	3.5	0
HSIP	99.0	78.9	3.8	16.3	3.4
Bond Proj with no Fed \$\$	135.9	0	3.0	132.9	0
Misc Fed	14.6	8.0	0	6.6	3.7
Wisconsin Projects	0	0	0	0	0
<b>TOTAL</b>	<b>2646.5</b>	<b>1358.8</b>	<b>516.7</b>	<b>777.0</b>	<b>114.4</b>

**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	26.2	12.2	0	14.0	4.9
STP	238.8	107.0	2.1	129.2	16.6
NHPP	144.1	116.2	20.9	7.0	0.0
NHFP	34.0	26.5	0	7.5	0
HPP	0	0	0	0	0
100% State Funded (MN)	114.2	0	111.9	2.3	0
HSIP	23.3	17.9	0.7	4.7	2.3
Bond Proj with no Fed \$\$	135.9	0	3.0	132.9	0
Misc Fed	9.4	3.8	0	5.6	0
Wisconsin Projects	0	0	0	0	0
<b>TOTAL</b>	<b>776.0</b>	<b>323.3</b>	<b>138.6</b>	<b>313.6</b>	<b>23.8</b>

\*\*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.](#)

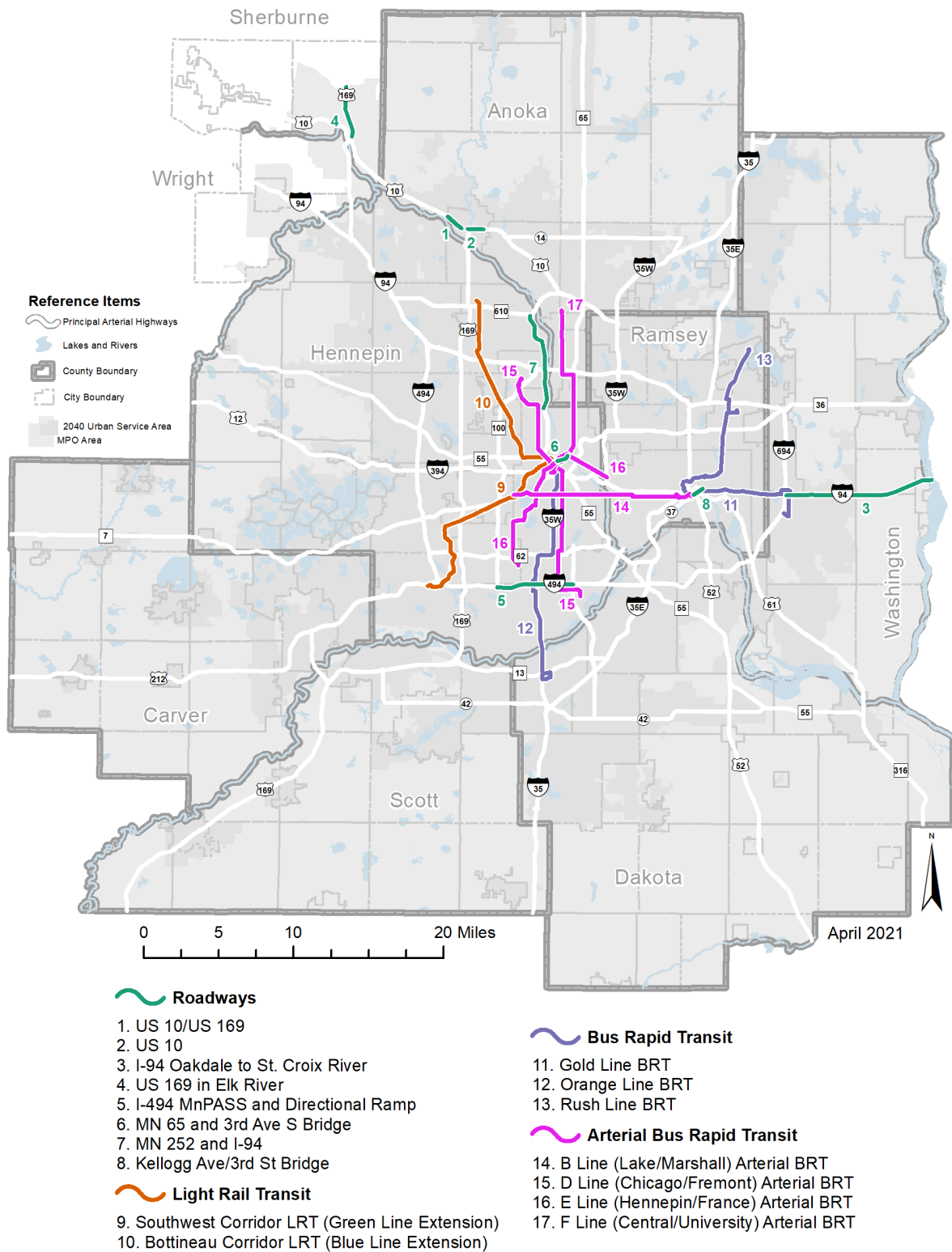
During the past year, construction was completed on the following major projects (Projects no longer included in Table 15 or 16):

- 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 (Project 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
<a href="#">US 169 in Elk River ("169 Redefine")</a> (7106-87)	\$126,500,000	2023	Convert US 169 in Elk River to freeway. Construct two interchanges. Construction Start: 2022. Construction Complete: 2024
<a href="#">I-494 MnPASS and Directional Ramp</a> (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
<a href="#">MN 65 and 3rd Ave S.</a> (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
<a href="#">MN 252 and I-94</a> (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
<a href="#">US 10 / US 169</a> (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
<a href="#">US 10</a> (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
<a href="#">Kellogg Ave / 3<sup>rd</sup> Street</a> (164-158-028)	\$60,737,180	2022	MSAS 158 (Kellogg/3 <sup>rd</sup> 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**

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

## Appendix A

### Detailed Project Description by Funding Category

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A-2 STPBG-Transportation Alternatives Program (TAP) Projects .....	A-7
A-3 STPBG-Surface Transportation Program (STP) Projects .....	A-12
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## 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																														
	<table border="0"> <tr> <td>AM: Municipal Agreement</td> <td>B3: FTA Capital Program - Sec 5309</td> </tr> <tr> <td>B9: FTA Urbanized Area Formula – Section 5307</td> <td>BI: Bridge Improvement and Repair</td> </tr> <tr> <td>BR: Bridge Replacement</td> <td>BT: Bike Trail</td> </tr> <tr> <td>CA: Consultant Agreement</td> <td>CF: Clean Fuels – Section 5308</td> </tr> <tr> <td>DR: Drainage</td> <td>EN: Enhancement</td> </tr> <tr> <td>GR: State of Good Repair</td> <td>LP: Local Partnership</td> </tr> <tr> <td>MA: Miscellaneous Agreement</td> <td>MC: Major Construction</td> </tr> <tr> <td>NB: FTA Elderly &amp; Persons w/ Disabilities – Sec 5310</td> <td>NO: Noise Walls</td> </tr> <tr> <td>PL: Planning</td> <td>PM: Preventive Maintenance</td> </tr> <tr> <td>RB: Rest Area/Beautification</td> <td>RC: Reconstruction</td> </tr> <tr> <td>RD: Reconditioning</td> <td>RS: Resurfacing</td> </tr> <tr> <td>RW: Right of Way Acquisition</td> <td>SC: Safety Improvements</td> </tr> <tr> <td>RX: Road Repair (Bridge-Road Construction (BARC))</td> <td>TM: Traffic Management</td> </tr> <tr> <td>SH: Highway Safety Improvement Program</td> <td>TR: Transit</td> </tr> <tr> <td>SR: Safety, Rail</td> <td></td> </tr> </table>	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))	TM: Traffic Management	SH: Highway Safety Improvement Program	TR: Transit	SR: Safety, Rail	
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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

### 2021-2024 Parent Projects

Parent Number	Highway	Location	Description	Expansion	Lanes Before	Lanes After
1	I-35W	46 <sup>th</sup> St. to I-94	Reconstruct, managed lane, Lake St, etc.	Yes	Varies	Varies
2	MN 65	3 <sup>rd</sup> Avenue Bridge	Rehab bridge	No	4	4
3	US 52	CR 86 to CSAH 42	Resurface road, bridge repairs	No	4	4
4	I-494	East Bush Lake Rd to MN 77	Improve mobility, reconstruct I-35W/I-494 interchange, bridge replacements	Yes	Varies	Varies
5	I-94	3 <sup>rd</sup> Avenue Bridge	Resurface road and improvements	No	6	6

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			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			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			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			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			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			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			550,555	MET COUNCIL-MT	T5
2022	Transit		TRS-TCMT-22E	TR	EXPANSION OF BURNSVILLE BUS GARAGE	3,500,000	2,800,000			700,000	MVTA	T8
2022	Transit		TRS-TCMT-22F	TR	SOUTHWEST TRANSIT MOBILITY HUB IN EDEN PRAIRIE	4,958,280	3,672,800			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			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			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				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				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			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			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			2,750,000	MET COUNCIL-MT	T10
2023	TRANSIT		TRS-TCMT-23B	TR	**PRS**OPERATE TRANSIT SERVICE IMPROVEMENT ON HENNEPIN AVE, LYNDALE AVE, 31ST STREET, AND BRYANT AVE IN MPLS	2,613,518	2,090,814			522,704	MET COUNCIL-MT	A30
2023	Transit		TRS-TCMT-23D	TR	REPLACE FAREBOXES FOR REGIONAL BUS FLEET	5,997,226	4,797,781			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			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			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			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			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			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			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			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			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			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			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			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			6,250,000	MET COUNCIL-MT	A30
<b>Totals</b>						<b>158,882,317</b>				<b>36,465,003</b>		
								<b>122,417,314</b>				



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			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			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				HENNEPIN COUNTY	AQ2
2022		Local Stree	019-060-005	EN	MISSISSIPPI RIVER GREENWAY BETWEEN MN55 AND SPRING LAKE ACCESS RD IN ROSEMOUNT- CONSTRUCT PED/BIKE TRAIL, BR #19J57, ROADWAY RECONSTRUCTION AND RESURFACING (ASSOCIATED TO 019-090-020)	3,750,000	400,000			3,350,000	DAKOTA COUNTY	AQ2
2022		Local Stree	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			1,020,000	DAKOTA COUNTY	AQ2
2022		Local Stree	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		3,508,000		1,315,500	DAKOTA COUNTY	AQ2
2022		Local Stree	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			350,000	MINNEAPOLIS	AQ2
2022		Local Stree	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				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		Local Stree	179-090-006	BT	**AC**I35W FRONTAGE TRAIL FROM BLACK DOG RD TO APPROXIMATELY 0.28 MILES S OF BLACK DOG RD IN BURNSVILLE - CONSTRUCT TRAIL (AC PROJECT, PAYBACK IN FY23)	514,100		388,000		126,100	BURNSVILLE	AQ2
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, PAYBACK IN FY23)	1,754,000		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			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			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			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			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		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		100,000		MNDOT	E2
2023		Local Stree	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				DAKOTA COUNTY	AQ2
2023		Local Stree	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			420,000	HENNEPIN COUNTY	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 Stree	107-591-006	BT	OLSON ELEMENTARY AND MIDDLE SCHOOLS PEDESTRIAN SAFETY PROJECT IN BLOOMINGTON-ROADWAY, DRIVEWAY AND SIDEWALK MODIFICATIONS	414,950	301,782			113,168	BLOOMINGTON	AQ2
2023		Local Stree	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			831,300	SAINT PAUL	AQ2
2023		Local Stree	164-591-004	BT	BRUCE VENTO ELEMENTARY SCHOOL PED/BIKE IMPROVEMENTS IN ST PAUL-CURB EXTENSIONS, BICYCLING FACILITY, SIDEWALK	1,158,476	842,528			315,948	SAINT PAUL	AQ2
2023		Local Stree	173-591-004	BT	BIDWELL ST FROM THOMPSON AVE TO BUTLER AVE IN WEST ST PAUL - CONSTRUCT SIDEWALK, ADA	848,000	640,000			208,000	WEST SAINT PAUL	AQ2
2023		Local Stree	179-090-006AC	BT	**AC**I35W FRONTAGE TRAIL FROM BLACK DOG RD TO APPROXIMATELY 0.28 MILES S OF BLACK DOG RD IN BURNSVILLE - CONSTRUCT TRAIL (AC PAYBACK 1 OF 1)	388,000	388,000				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				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			1,992,000	SAINT PAUL	AQ2
2024		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			736,640	MINNEAPOLIS	AQ2
2024		999	178-030-001	BT	RECONSTRUCTION OF 30 CURB RAMPS TO ADA STANDARDS AT 14 INTERSECTIONS IN INVER GROVE HEIGHTS	337,824	250,240			87,584	INVER GROVE HEIGHTS	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			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			366,200	HENNEPIN COUNTY	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		CSAH 61	196-090-002	BT	CSAH 61 IN CHASKA - CONSTRUCT CIRCLE THE BRICK MULTI-USE TRAIL CONNECTION	1,685,923	1,245,632			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			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			624,960	WEST SAINT PAUL	AQ2
2024		Local Stree	062-090-003	BT	MAPLE ST OVER I94 IN ST PAUL - REPLACEMENT OF PEDESTRIAN BRIDGE	5,246,640	1,000,000			4,246,640	RAMSEY COUNTY	AQ2
2024		Local Stree	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			260,400	BROOKLYN PARK	AQ2
2024		Local Stree	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			169,540	COLUMBIA HEIGHTS	AQ2
2024		Local Stree	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			2,730,000	COON RAPIDS	AQ2
2024		Local Stree	141-090-040	BT	ALONG DUNWOODY BLVD FROM LINDEN AVE TO N 12TH ST IN MPLS - CONSTRUCTION OF PROTECTED BIKEWAY AND MULTIUSE TRAIL	5,076,000	3,760,000			1,316,000	MINNEAPOLIS	AQ2
2024		Local Stree	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			1,150,280	MINNEAPOLIS	AQ2
2024		Local Stree	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			1,734,880	SAINT PAUL	AQ2
2024		Local Stree	219-591-001	BT	O.H. ANDERSON ELEMENTARY SCHOOL PEDESTRIAN IMPROVEMENTS IN MAHTOMEDI - NEW SIDEWALKS, RAISED MEDIAN, RRFB	453,037	335,583			117,454	MAHTOMEDI	AQ2
2024		Local Stree	TRS-TCMT-24F	BT	CENTURY AVE TO GREENWAY AVE IN OAKDALE - CONSTRUCT MULTIUSE TRAIL	1,114,918	825,865			289,053	Met Council-MT	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			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			350,000	SAINT PAUL	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	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			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				SAINT LOUIS PARK	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			960,704	THREE RIVERS PD	AQ2
2025	Local	Stree	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			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			2,139,235	SAINT PAUL	AQ2
<b>Totals</b>						<b>115,014,196</b>		<b>4,896,000</b>		<b>40,526,830</b>		
							<b>69,391,366</b>		<b>200,000</b>			

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**: 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				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 BRIDGE 27152	11,500,000	2,000,000			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			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				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		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			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				DAKOTA COUNTY	S4
2022	Local Stree		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				SAINT PAUL	AQ2

**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 Stree	2726-80AC3	BI	**AC**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				MNDOT	S19
2022		Local Stree	2726-82	BI	STONE ARCH BRIDGE OVER MISSISSIPPI RIVER IN MPLS - SCOUR MONITORING (BONDS ARE GO BOND)	250,000	200,000			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			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		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		205,400		MNDOT	S19
2022	MN 65		2710-47AC2	BI	**AC**CMGC**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				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				RICHFIELD	A30
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		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		7,000,000		60,737,180	SAINT PAUL	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:
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			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)	62,842,000	36,415,000			26,427,000	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				ANOKA	A30
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				MNDOT	A30
2023	999		8825-765	TM	METROWIDE - REPLACE DYNAMIC MESSAGE SIGNS AND CABLES	925,000	740,000		185,000		MNDOT	S7
2023	CSAH 153		027-753-020	RC	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			4,539,000	HENNEPIN COUNTY	S10
2023	CSAH 158		027-758-006	BR	CSAH 158 OVER CP RAILROAD IN EDINA-REPLACE BRIDGE #4510 (NEW BR #27C73), ROADWAY APPROACHES, SIGNAL MODIFICATIONS, ADA	10,065,000	7,000,000			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				BURNSVILLE	E4



**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	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		6,888,000		1,722,000	HENNEPIN COUNTY	S10
2023	Local Stree	2726-80AC4		BI	**AC**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				MNDOT	S19
2023	Local Stree	2726-81		BI	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			1,250,000	MNDOT	AQ2
2023	Local Stree	TRS-TCMT-23E		BR	HELMO AVE IN OAKDALE AND BIELENBERG DRIVE IN WOODBURY- CONSTRUCT NEW BRIDGE 82875 OVER 194	6,050,000	4,400,000			1,650,000	Met Council-MT	A30
2023	MN 100		2735-202	SC	MN100, FROM MN55 IN GOLDEN VALLEY TO I694 IN BROOKLYN CENTER- SIGN REPLACEMENT	582,000	465,600		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		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		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		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			2,713,000	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	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			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				SAINTE 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			18,800,900	MINNEAPOLIS	S10
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		2,046,000		MNDOT	S19
2023	US	169	7005-130	TM	**ITS**US 169, FROM MN41 TO CANTERBURY DOWNS BLVD IN SHAKOPEE-TRAFFIC MANAGEMENT SYSTEM	800,000	640,000		160,000		MNDOT	S7
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		70,000		MNDOT	S18
2024	999		8825-820	TM	METROWIDE - REPLACE DYNAMIC MESSAGE SIGNS AND CABLES	925,000	740,000		185,000		MNDOT	O8
2024	CSAH	10	010-610-056	MC	**PRS**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			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			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				SHERBURNE COUNTY	E3

**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		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			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				HENNEPIN COUNTY	S10
2024		Local Stree	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		1,000,000	3,240,000	SHERBURNE COUNTY	S10
2024		Local Stree	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			1,575,000	MNDOT	NC
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		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			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, LIGHTING, TRAIL (ASSOCIATE TO 8201-21S)	8,035,000	6,316,000		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				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				SAINT PAUL	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	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			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		1,741,400	1,491,000	MNDOT	S10
2025	999		8825-710	TM	METROWIDE - REPLACE DYNAMIC MESSAGE SIGNS	925,000	740,000		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			8,082,631	BROOKLYN PARK	A30
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			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			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			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			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		100,000		MNDOT	S7
2025	MN 121		2728-52	RS	MN 121, FROM 0.5 MI N OF I35W (PED BRIDGE OVER LYNDAL) TO W 58TH ST IN MPLS - BITUMINOUS MILL AND OVERLAY, SIGNALS, DRAINAGE AND ADA	1,513,000	972,800		243,200	297,000	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	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			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		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			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		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		413,000		MNDOT	S10
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			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		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		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			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			5,589,300	CARVER COUNTY	E1
<b>Totals</b>						<b>706,479,176</b>		<b>23,520,000</b>		<b>321,232,796</b>		
							<b>345,206,980</b>		<b>16,519,400</b>			

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		

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			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				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		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				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	23,898,365	21,433,667		2,381,519	83,179	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 MODIFICATIONS, ADA, REHAB BRIDGES 62878, 62880, 62886, 62888, 62893, 62898	3,205,000	2,774,700		308,300	122,000	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	15,741,000	12,499,200		3,124,800	117,000	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			1,316,000	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:
2022	MN 55		1909-99	RC	MN55 AND 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)	27,818,000	22,254,400		5,563,600		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	15,877,000	12,661,600		3,165,400	50,000	MNDOT	S19
2022	MN 55		2724-126	RS	MN55 FROM 0.04 MI N OF 32ND ST TO MN62 IN MPLS - BITUMINOUS MILL AND OVERLAY, CPR, SIDEWALK REPAIRS, PED RAMP UPGRADES, APS, GUARDRAIL, POND REPAIR, DRAINAGE AND TRAFFIC SIGNALS	11,780,000	8,704,000		2,176,000	900,000	MNDOT	S10
2022	MN 610		2771-117	TM	MN610, FROM US169 IN BROOKLYN PARK TO E RIVER ROAD IN COON RAPIDS - TRAFFIC MANAGEMENT SYSTEM	950,000	760,000		190,000		MNDOT	S7
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		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		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			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 1 OF 1) (ASSOCIATED WITH SP 204-090-004)	6,000,000	6,000,000				MNDOT	S10
2022	US 52		1906-74	RS	US52, FROM CR86 HAMPTON TO CSAH42 IN COATES- MEDIAN CROSSEVERS AND TEMPORARY SHOULDER WIDENING	2,895,000	2,316,000		579,000		MNDOT	S16



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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
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		397,000		MNDOT	S19
2023		999	880M-MO-23	MC	DISTRICTWIDE SETASIDE FOR MOBILITY PROJECTS - FY 2023	80,155,000	64,124,000		16,031,000		MNDOT	NC
2023		I 35E	6280-407	SC	I35E, AT CSAH 21 IN LITTLE CANADA - SIGNAL REPLACEMENT ON E AND W RAMPS	822,000	311,400		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	13,237,000	11,913,300		1,323,700		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		19,800		MNDOT	E1
2023		I 494	2785-424	MC	**PRS**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, 9077, 9079 AND 9080	190,500,000	10,000,000			108,500,000	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		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		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	<b>65,323,600</b>		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		611,111		MNDOT	S15

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
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			450,000	MNDOT	S19
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		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		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		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		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			300,000	SAINT PAUL	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		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		1,861,600		MNDOT	S10
2023	US 52		1906-71	RS	US52, FROM 0.2 ML 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		12,349,200		MNDOT	S10
2024	999		880M-MO-24	MC	DISTRICTWIDE SETASIDE FOR MOBILITY PROJECTS - FY 2024	50,000,000	45,000,000		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		52,400		MNDOT	O8
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		33,100		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	494	8285-109	BI	**ELLE**1494, AT MISSISSIPPI RIVER IN NEWPORT AND S ST PAUL- REHAB BRIDGE 82855 AND 82856	6,491,000	5,841,900		649,100		MNDOT	S19
2024	I	694	0285-69	SC	1694, FROM EAST RIVER ROAD TO 0.16 MI W MN65 IN FRIDLEY - REPLACE LIGHTING	842,000	757,800		84,200		MNDOT	S18
2024	I	94	8281-06	AM	194, HUDSON BR OVER ST CROIX IN LAKELAND AND HUDSON- REPAIR BRIDGES 82800 AND 9400 (WI LET)	2,000,000	1,800,000		200,000		MNDOT	S19
2024	I	94	8282-132AC	RC	**AC**194, 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				MNDOT	S10
2024	MN	5	2732-112	SC	MN5, AT POST ROAD IN MENDOTA HEIGHTS - REPLACE LIGHTING	431,000	344,800		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)	11,276,000	8,825,600		2,206,400	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	6,554,000	5,186,400		1,296,600	71,000	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		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		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		1,104,800		MNDOT	S19
2024	US	169	7009-85	RS	US 169, FROM 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		2,232,000		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:
2024		US 52	1928-79	SC	US 52, BETWEEN N JUNCTION MN55 AND I494 IN INVER GROVE HEIGHTS - SIGN REPLACEMENT	285,000	228,000		57,000		MNDOT	O8
2025		999	880M-MO-25	MC	DISTRICTWIDE SETASIDE FOR MOBILITY PROJECTS - FY 2025	50,000,000	45,000,000		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		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 (TIE TO 1901-175) (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		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		1,608,900		MNDOT	S19
2025		MN 13	1901-175	BR	MN13, OVER I35W IN BURNSVILLE- REPLACE BRIDGE 9779 AND 9780 (TIE TO 1981-140)	8,336,000	6,668,800		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		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		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		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		727,000		MNDOT	S10
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		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		113,800		MNDOT	NC

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
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		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		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		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		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		3,019,600		MNDOT	S10
<b>Totals</b>						<b>1,075,991,815</b>		<b>78,923,600</b>		<b>202,815,379</b>		
							<b>689,280,706</b>		<b>104,971,630</b>			

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			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			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)	7,500,000	7,500,000				CARVER COUNTY	A30
2024		Local Stree	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			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			1,233,333	BLOOMINGTON	A30
<b>Totals</b>						<b>56,351,333</b>				<b>10,751,333</b>		
							<b>45,600,000</b>					

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		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			168,000	MINNEAPOLIS	E2
2022	999		8825-701	SH	METROWIDE: APPLY HIGH FRICTION TREATMENT ON VARIOUS RAMPS	453,000	407,700		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			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			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			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			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			198,000	MINNEAPOLIS	E2
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			56,000	RAMSEY COUNTY	AQ2
2022	CSAH 34		107-020-071	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			234,000	BLOOMINGTON	E1

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
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			169,200	HENNEPIN COUNTY	AQ2
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			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		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				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			25,000	MNDOT	S18
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		12,900		MNDOT	E3
2022		Local Stree	19-00150	SR	UP RR, AT T 58, 170TH ST W IN EMPIRE TOWNSHIP- INSTALL GATES	230,000	207,000			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			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		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		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		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		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	164-010-078	SH	**SEC164**MN51, AT ENGLEWOOD AVE IN ST PAUL - INSTALL TRAFFIC CONTROL SYSTEM	400,000	200,000			200,000	SAINT PAUL	S7
2022		MN 51	6216-141S	SH	MN 51 FROM CR C IN ROSEVILLE TO I694 IN SHOREVIEW-INSTALL CABLE MEDIAN BARRIER AND CLOSE MEDIAN AT HAMLIN AVE AND EXTEND LEFT TURN LANES AT CR C, CR C2, LYDIA AVE (ASSOCIATE TO 6216-141)	956,000	860,400		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		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		8,100		MNDOT	S9
2022		MSAS 101	106-101-010	SH	MSAS 101, 99TH AVE AND BALTIMORE ST IN BLAINE - CONSTRUCT	1,768,000	1,530,000			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		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			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			351,000	MINNEAPOLIS	E2
2022		US 169	7009-87	SH	US 169, NB US 169 AT 166TH IN SAND CREEK TWSP - CLOSE ACCESS, MODIFY MEDIAN, EXTEND FRONTAGE RD FROM BERKSHIRE LANE TO BLUFF DR, ACCELERATION LANE ON US169 TO BLUFF DR	1,072,000	964,800		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		50,000		MNDOT	S18
2023		999	010-030-010	SH	ON MULTIPLE ROADS IN CARVER COUNTY - INSTALL 56 MILES OF ENHANCED PAVEMENT MARKINGS	925,226	785,570			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	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 LEAST 10 RURAL INTERSECTIONS	1,243,000	1,017,000			226,000	SCOTT COUNTY	S11
2023	999		880M-SHS-23	SH	DISTRICTWIDE SETASIDE FOR HSIP PROJECTS - FY 2023	651,111	586,000		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			100,000	ANOKA COUNTY	E2
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 RAMPS, 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			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				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			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, WIDEN TO CONSTRUCT WB LEFT TURN LANE AT CSAH 92, , INSTALL INTERSECTION LIGHTING, RAISED CENTER MEDIAN FOR PED REFUGE	495,000	405,000			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			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			208,000	MINNEAPOLIS	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 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				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			300,000	ANOKA COUNTY	E3
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		86,100	259,000	MNDOT	E1
2023		Local Stree	10-00125	SR	TCWR RR, REPLACE EXISTING SIGNAL SYSTEM AT MUN 235, W 78TH ST, CHANHASSEN, CARVER COUNTY	200,000	180,000			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		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		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 IN FY24)	1,200,000		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		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			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			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			25,000	MNDOT	S8

**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	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		96,700		MNDOT	S9
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		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		53,400		MNDOT	S9
2024		999	107-030-009	SH	98TH ST AT XERXES AVE; LYNDAL AVE AT 96TH ST; AND OLD SHAKOPEE ROAD AT 3RD AVE IN BLOOMINGTON - PEDESTRIAN SAFETY IMPROVEMENTS, LED LIGHTING, ADA UPGRADES	397,440	331,200			66,240	BLOOMINGTON	AQ2
2024		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			324,000	MINNEAPOLIS	AQ2
2024		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			360,000	MINNEAPOLIS	E2
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			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			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			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			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			319,140	SCOTT COUNTY	E3
2024		I 35W	1981-147	SH	I35W, MN 13 TO I35E IN BURNSVILLE - INSTALL CONTINUOUS STREET LIGHTING	800,000	720,000		80,000		MNDOT	S18

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
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		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			389,448	FRIDLEY	AQ2
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				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)	2,880,000	2,592,000		288,000		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		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		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			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			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				WOODBURY	A30
2024		US 169	7009-85S	SH	US 169, FROM 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		147,500		MNDOT	S10

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2025		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			386,000	HENNEPIN COUNTY	AQ2
2025	CSAH	10	010-610-055	SH	CSAH 10 AT WACONIA PARKWAY IN WACONIA - CONSTRUCT ROUNDABOUT	2,150,983	1,759,895			391,088	CARVER COUNTY	E3
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			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			300,000	ANOKA COUNTY	E3
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		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		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		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		123,000		MNDOT	E3
2025	MN 316		1926-23S	SH	MN316, VARIOUS LOCATIONS IN RAVENNA TWP - BITUMINOUS SHOULDER WIDENING (ASSOCIATE TO 1926-23)	52,000	46,800		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		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		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			280,000	MINNEAPOLIS	AQ2
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		60,500		MNDOT	E1

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

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
				Totals	102,455,699		3,446,690		16,276,855		
						78,942,465		3,789,689			

Twin Cities Metropolitan Area  
2022 - 2025 Transportation Improvement Program

**TABLE A-8**  
**Miscellaneous Federal Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	AC \$	Other Fed \$	State \$	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		356,000		95,000	RAMSEY COUNTY	AQ2
2022		Local Stree	019-090-020	BT	MISSISSIPPI RIVER GREENWAY BETWEEN MN 55 AND SPRING LAKE ACCESS RD IN ROSEMOUNT- CONSTRUCT PED/BIKE TRAIL, BR #19J57, ROADWAY RECONSTRUCTION AND RESURFACING (ASSOCIATED TO 019-060-005)	5,500,000		1,000,000		4,500,000	DAKOTA COUNTY	AQ2
2022		Local Stree	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		1,915,609		613,952	SAINT PAUL	S19
2022		Local Stree	168-090-004	BT	WAKOTA TRAILHEAD FACILITY IN CITY OF SOUTH ST PAUL	942,000		565,000		377,000	SOUTH SAINT PAUL	NC
2024		Local Stree	141-597-001	BR	**AC**ON PILLSBURY AVE S OVER MIDTOWN GREENWAY IN MPLS- REHAB/REPLACE HISTORIC BRIDGE L8909 (AC PROJECT, PAYBACK IN FY25)	1,469,200		429,200		1,040,000	MINNEAPOLIS	S19
2025		Local Stree	141-597-001AC	BR	**AC**ON PILLSBURY AVE S OVER MIDTOWN GREENWAY IN MPLS- REHAB/REPLACE HISTORIC BRIDGE L8909 (AC PAYBACK 1 OF 1)	3,730,800		3,730,800			MINNEAPOLIS	S19
<b>Totals</b>						<b>14,622,561</b>		<b>7,996,609</b>		<b>6,625,952</b>		



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			28,860,000		MNDOT	NC
2022	999		880M-PD-22	CA DISTRICTWIDE SETASIDE -INTERNAL PROGRAM DELIVERY-FY 2022	8,200,000			8,200,000		MNDOT	O1
2022	999		880M-PM-22	PM DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2022	8,462,000			8,462,000		MNDOT	NC
2022	999		880M-RB-22	RB DISTRICTWIDE SETASIDE FOR LANDSCAPE PARTNERSHIPS - FY 2022	30,000			30,000		MNDOT	NC
2022	999		880M-RW-22	RW DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2022	17,710,000			17,710,000		MNDOT	NC
2022	999		880M-RX-22	RX DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2022	8,000,000			8,000,000		MNDOT	NC
2022	999		880M-SA-22	SA DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS AND CONSTRUCTION OVERRUNS - FY 2022	18,000,000			18,000,000		MNDOT	NC
2022	999		880M-SS-22	MA DISTRICTWIDE SETASIDE FOR SYSTEM SUPPORT - FY2022	5,046,000			5,046,000		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			212,000		MNDOT	O4
2022	999		8825-709	TM METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000			75,000		MNDOT	S7
2022	999		8825-792	TM METROWIDE-TRAFFIC SIGNAL LOOP REPLACEMENTS	50,000			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			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	200,000			200,000		MNDOT	E2
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			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			400,000		MNDOT	NC
2022	I 35W		2782-359	RB I35W, FROM 31ST ST TO 43RD ST IN MPLS - LANDSCAPING	300,000			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	35W	2782-363	AM	I35W, FRONTAGE ROAD TURNBACK FROM 84TH ST TO BLISS LN, WEST OF I35W AND FROM 90TH ST TO 106TH ST, EAST OF I35W IN BLOOMINGTON	2,200,000			2,200,000		MNDOT	O1
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			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			96,000		MNDOT	E2
2022	I	94	6282-225	RB	I94, FROM PASCAL ST TO MACKUBIN IN ST PAUL - LANDSCAPING	175,000			175,000		MNDOT	O6
2022	I	94	6282-242	RB	I94 EB, FROM PRIOR AVE TO FAIRVIEW AVE IN ST PAUL - LANDSCAPING	50,000			50,000		MNDOT	NC
2022	I	94	6282-267	SC	I94, ST ANTHONY AVE AT RAVOUX IN ST PAUL - ADA, RECONSTRUCT CURB RAMPS AND SIDEWALK	15,000			15,000		MNDOT	AQ2
2022	I	94	6282-268	SC	I94, JOHN IRELAND BLVD IN ST PAUL - ADA, RECONSTRUCT SIDEWALK AND DRIVEWAYS	145,000			145,000		MNDOT	AQ2
2022	I	94	6282-269	SC	I94, KELLOGG BLVD IN ST PAUL - ADA, RECONSTRUCT SIDEWALK	70,000			70,000		MNDOT	AQ2
2022	I	94	6282-270	SC	I94, ST ANTHONY AVE AND CONCORDIA AVE IN ST PAUL - ADA, RECONSTRUCT SIDEWALK	90,000			90,000		MNDOT	AQ2
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			131,965		MNDOT	AQ2
2022	I	94	8680-190	NO	I-94, CONSTRUCT NOISE BARRIER N SIDE I-94 IN ST MICHAEL	290,000			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			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			297,000		SCOTT COUNTY	S10

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
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, 070-596-015 AND 070-596-015F)	2,000,000			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			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			832,000	1,166,000	MNDOT	E1
2022		MN 25	1007-22	LP	MN25 AT CSAH 20 IN WATERTOWN - INTERSECTION IMPROVEMENTS	624,600			624,600		MNDOT	E2
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			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			94,000	131,000	MNDOT	NC
2022		MN 36	6212-194	SC	MN36, AT HAMLIN AVE N IN ROSEVILLE- SIGNAL SYSTEM REPLACEMENT	672,000			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			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			3,500,000		MNDOT	S19

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2022		MN 51	6216-141	DR	MN 51 FROM CR C IN ROSEVILLE TO I694 IN SHOREVIEW-INSTALL CABLE MEDIAN BARRIER, CLOSE MEDIAN AT HAMLIN AVE, LENGTHEN SB LEFT TURN LANES AT CR C, CR C2, LYDIA AVE, PIPE REPAIR (ASSOCIATE TO 6216-141S)	28,000			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			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			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			624,600		MNDOT	S3
2022		MN 65	2710-53	RB	MN65, FROM 10TH ST TO 15TH IN MPLS-LANDSCAPING	300,000			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			974,000		MNDOT	NC
2022		US 169	7010-110	RB	US169, AT MN41 (CHESTNUT BLVD)/CSAH 78 IN JACKSON TWP - LANDSCAPING	75,000			75,000		MNDOT	O6
2022		US 52	6244-115	TM	US52, NB EXIT TO CONCORD TO I94 IN ST PAUL - INSTALL DYNAMIC MESSAGE SIGN AND VEHICLE DETECTION	200,000			200,000		MNDOT	S7
2023		999	880M-CA-23	CA	DISTRICTWIDE SETASIDE-EXTERNAL CONSULTANT-FY 2023	22,567,000			22,567,000		MNDOT	NC
2023		999	880M-LPP-23	LP	DISTRICTWIDE SETASIDE FOR LOCAL PARTNERSHIP PROGRAM - FY 2023	2,742,200			2,742,200		MNDOT	NC
2023		999	880M-PD-23	CA	DISTRICTWIDE SETASIDE -INTERNAL PROGRAM DELIVERY-FY 2023	8,405,000			8,405,000		MNDOT	O1
2023		999	880M-PM-23	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2023	4,658,000			4,658,000		MNDOT	NC
2023		999	880M-RB-23	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPE PARTNERSHIPS - FY 2023	30,000			30,000		MNDOT	NC
2023		999	880M-RW-23	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2023	10,337,000			10,337,000		MNDOT	NC
2023		999	880M-RX-23	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2023	8,000,000			8,000,000		MNDOT	NC
2023		999	880M-SA-23	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENT AND COST OVERRUNS - FY 2023	19,037,000			19,037,000		MNDOT	NC
2023		999	880M-SS-23	MA	DISTRICTWIDE SETASIDE FOR SYSTEM SUPPORT - FY2023	2,805,000			2,805,000		MNDOT	NC
2023		999	8825-764	TM	METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000			75,000		MNDOT	S7

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023		999	8825-794	TM	METROWIDE-TRAFFIC SIGNAL LOOP REPLACEMENTS	50,000			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			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			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			263,930		MNDOT	AQ2
2023	I	94	8282-142	RB	I94, ST CROIX WEIGH STATION IN LAKELAND-CONSTRUCT INSPECTION PIT	700,000			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			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			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			11,000		MNDOT	NC
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			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			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			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			148,000		MNDOT	S9
2024	999		880M-CA-24	CA	DISTRICTWIDE SETASIDE-EXTERNAL CONSULTANT-FY 2024	22,370,000			22,370,000		MNDOT	NC
2024	999		880M-LPP-24	LP	DISTRICTWIDE SETASIDE FOR LOCAL PARTNERSHIP PROGRAM - FY 2024	3,000,000			3,000,000		MNDOT	NC
2024	999		880M-PD-24	CA	DISTRICTWIDE SETASIDE - INTERNAL PROGRAM DELIVERY-FY 2024	8,615,000			8,615,000		MNDOT	O1
2024	999		880M-PED-24	BI	DISTRICTWIDE SETASIDE FOR PEDESTRIAN BRIDGE - FY2024	1,500,000			1,500,000		MNDOT	NC

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2024	999		880M-PM-24	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2024	5,000,000			5,000,000		MNDOT	NC
2024	999		880M-RB-24	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPE AND LANDSCAPE PARTNERSHIPS - FY 2024	530,000			530,000		MNDOT	NC
2024	999		880M-RW-24	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2024	11,970,000			11,970,000		MNDOT	NC
2024	999		880M-RX-24	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2024	8,000,000			8,000,000		MNDOT	NC
2024	999		880M-SA-24	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS AND COST OVERRUNS - FY 2024	22,370,000			22,370,000		MNDOT	NC
2024	999		880M-SS-24	MA	DISTRICTWIDE SETASIDE FOR SYSTEM SUPPORT - FY2024	6,482,000			6,482,000		MNDOT	NC
2024	999		8825-821	TM	METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000			75,000		MNDOT	S7
2024	999		8825-824	TM	METROWIDE-TRAFFIC SIGNAL LOOP REPLACEMENTS	50,000			50,000		MNDOT	S7
2024	I 35W		6284-188	RB	I35W, FROM CR C IN ROSEVILLE TO SUNSET AVE IN BLAINE - LANDSCAPING	220,000			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			131,965		MNDOT	AQ2
2024	MN 101		8608-35	LP	MN 101, INTERSECTION SIGNAL IMPROVEMENTS, FLASHING LEFT TURN IMPROVEMENTS AT WRIGHT CSAH 36,38,42	150,000			150,000		OTSEGO	E2
2024	MN 47		0206-79	RB	MN47, FROM 227TH AVE TO 233RD AVE IN ST FRANCIS - LANDSCAPING	50,000			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			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			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			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			350,000		MNDOT	NC

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2025	999		880M-CA-25	CA	DISTRICTWIDE SETASIDE-EXTERNAL CONSULTANT-FY 2025	22,000,000			22,000,000		MNDOT	NC
2025	999		880M-GR-25	SC	DISTRICTWIDE SETASIDE FOR GUARDRAIL REPLACEMENT - FY 2025	1,900,000			1,900,000		MNDOT	NC
2025	999		880M-LPP-25	LP	DISTRICTWIDE SETASIDE FOR LOCAL PARTNERSHIP PROGRAM - FY 2025	4,000,000			4,000,000		MNDOT	NC
2025	999		880M-PD-25	CA	DISTRICTWIDE SETASIDE - INTERNAL PROGRAM DELIVERY-FY 2025	8,830,000			8,830,000		MNDOT	NC
2025	999		880M-PED-25	BI	DISTRICTWIDE SETASIDE FOR PEDESTRIAN BRIDGE - FY2025	1,500,000			1,500,000		MNDOT	NC
2025	999		880M-PM-25	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2025	5,000,000			5,000,000		MNDOT	NC
2025	999		880M-RB-25	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPE PARTNERSHIPS - FY 2025	30,000			30,000		MNDOT	NC
2025	999		880M-RW-25	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2025	10,000,000			10,000,000		MNDOT	NC
2025	999		880M-RX-25	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2025	8,000,000			8,000,000		MNDOT	NC
2025	999		880M-SA-25	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS AND COST OVERRUNS - FY 2025	20,400,000			20,400,000		MNDOT	NC
2025	999		880M-SS-25	MA	DISTRICTWIDE SETASIDE FOR SYSTEM SUPPORT - FY2025	3,730,000			3,730,000		MNDOT	NC
2025	999		8825-825	TM	METROWIDE-TRAFFIC SIGNAL LOOP REPLACEMENTS	50,000			50,000		MNDOT	E2
2025	999		8825-906	TM	METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000			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			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			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			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			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			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			117,000		MNDOT	AQ2

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
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			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			18,000		MNDOT	S7
<b>Totals</b>						391,550,760				3,349,000		
									388,201,760			



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**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	47	0206-86	MA **CHAP 3**MN47, AT 2515 N FERRY ST IN ANOKA - BUILDING REMOVAL AND SITE RESTORATION	50,000				50,000	MNDOT	AQ2
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				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				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				1,900,000	MNDOT	AQ2
2022	US	10	0202-120	MA **CHAP 3**US10, FROM JUST WEST OF STATE AVE TO BRIDGE 9717 OVER BNSF IN ANOKA - TREE REMOVAL	170,000				170,000	MNDOT	O6
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				900,000	MNDOT	NC
2022	US	169	0209-36	AM **CHAP 3**US 169, INTERSECTION OF US 169 AND END OF GRAY ST IN ANOKA - CONSTRUCT CUL-DE-SAC AND SIDEWALK	150,000				150,000	MNDOT	AQ2
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				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	130,000,000			3,000,000	127,000,000	MNDOT	A30
<b>Totals</b>					135,906,000				132,906,000		
								3,000,000			

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**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		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		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		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		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		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		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		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		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		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		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		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		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		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		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		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		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		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		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		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		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		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		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		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		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		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		2,680,000		670,000		MET COUNCIL-MT	T7
2024	TRANSIT	TRF-TCMT-24N	B9	SECT 5307: TWIN CITIES MET COUNCIL MT PREVENTIVE MAINTENANCE	10,000,000		8,000,000		2,000,000		MET COUNCIL-MT	NC

**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-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		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		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		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		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		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		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		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		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		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		1,072,903			268,226	MET COUNCIL-MT	T9
<b>Totals</b>					<b>276,189,216</b>		<b>227,648,368</b>			<b>48,540,848</b>		

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**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		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		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		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		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		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		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		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		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		100,000,000		114,600,921		MET COUNCIL-MT	A30
<b>Totals</b>					<b>1,880,781,950</b>		<b>938,037,883</b>		<b>942,744,067</b>			

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-9134-22	NB	SECT 5310: ANOKA COUNTY TRANSPORTATION COORDINATION ASSISTANCE PROJECT	309,060		247,248		61,812	MNDOT	
2023	TRANSIT	TRF-9117-23	NB	SECT 5310: DAKOTA COUNTY-CY 2024-25 MOBILITY MANAGEMENT	834,800		667,840		166,960	MNDOT	
2022	TRANSIT	TRF-0011-22	NB	SECT 5310: LIFEWORKS SERVICES INC (CLASS 400) VEHICLE PURCHASE	93,000		74,400		18,600	MNDOT	
2022	TRANSIT	TRF-0260-22	NB	SECT 5310: MIDWEST SPECIAL SERVICES, INC - 2 (CLASS 400) VEHICLE REPLACEMENT	186,000		148,800		37,200	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		208,800		52,200	MNDOT	
2022	TRANSIT	TRF-1767-22	NB	SECT 5310: RISE INC - 2 (CLASS 400) VEHICLE REPLACEMENT	186,000		148,800		37,200	MNDOT	
2023	TRANSIT	TRF-1767-23	NB	SECT 5310: RISE INC - 3 (CLASS 400) VEHICLE REPLACEMENT	288,000		230,400		57,600	MNDOT	
2022	TRANSIT	TRF-9056-22A	NB	SECT 5310: NEWTRAX INC - 6 (CLASS 400) VEHICLE REPLACEMENT AND 2 (CLASS 400) VEHICLE EXPANSION	744,000		595,200		148,800	MNDOT	
2023	TRANSIT	TRF-9056-23	NB	SECT 5310: NEWTRAX-CY 2024-25 MOBILITY MANAGEMENT	550,438		440,350		110,088	MNDOT	
2023	TRANSIT	TRF-9056-23A	NB	SECT 5310: NEWTRAX INC - 6 (CLASS 400) VEHICLE REPLACEMENT AND 2 (CLASS 400) VEHICLE EXPANSION	768,000		614,400		153,600	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		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		2,240,000		560,000	MNDOT	
2022	TRANSIT	TRF-9135-22	NB	SECT 5310: HENNEPIN COUNTY TRANSPORTATION COORDINATION ASSISTANCE PROJECT	606,000		484,800		121,200	MNDOT	
2023	TRANSIT	TRF-0051-23	NB	SECT 5310: SCOTT COUNTY, CY2024-25 MOBILITY MANAGEMENT	992,514		794,011		198,503	MNDOT	
2023	TRANSIT	TRF-9127-23	NB	SECT 5310: WASHINGTON COUNTY, CY 2024-25 MOBILITY MANAGEMENT	543,843		435,074		108,769	MNDOT	
<b>Totals</b>					<b>11,962,655</b>		<b>9,570,123</b>		<b>2,392,532</b>		

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		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		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		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		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		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		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		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		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		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		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		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		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		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		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		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		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		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		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		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		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		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		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		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		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		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		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		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		2,862,518			715,629	MET COUNCIL-MT	T3
Totals					344,536,342		275,629,074			68,907,268		

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**

<b>2022-2025 Transportation Improvement Program (TIP)</b>														
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 (PM<sub>10</sub>). The term "maintenance" reflects the fact that PM<sub>10</sub> 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 PM<sub>10</sub> 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 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 PM<sub>10</sub>. 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 PM<sub>10</sub> emissions and resulting ambient concentrations continue to demonstrate attainment of the PM<sub>10</sub> NAAQS in the maintenance area. The following additional programs will also have a beneficial impact on PM<sub>10</sub> 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 PM<sub>10</sub> maintenance area will continue to attain the PM<sub>10</sub> 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 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 Fair oak 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 70<sup>th</sup> 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 Jordan – Construct interchange at CSAH 9, MN 282 (070-609-010)



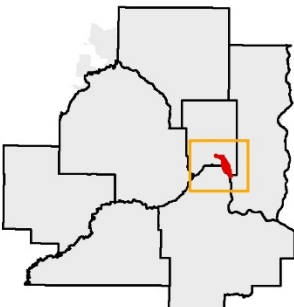
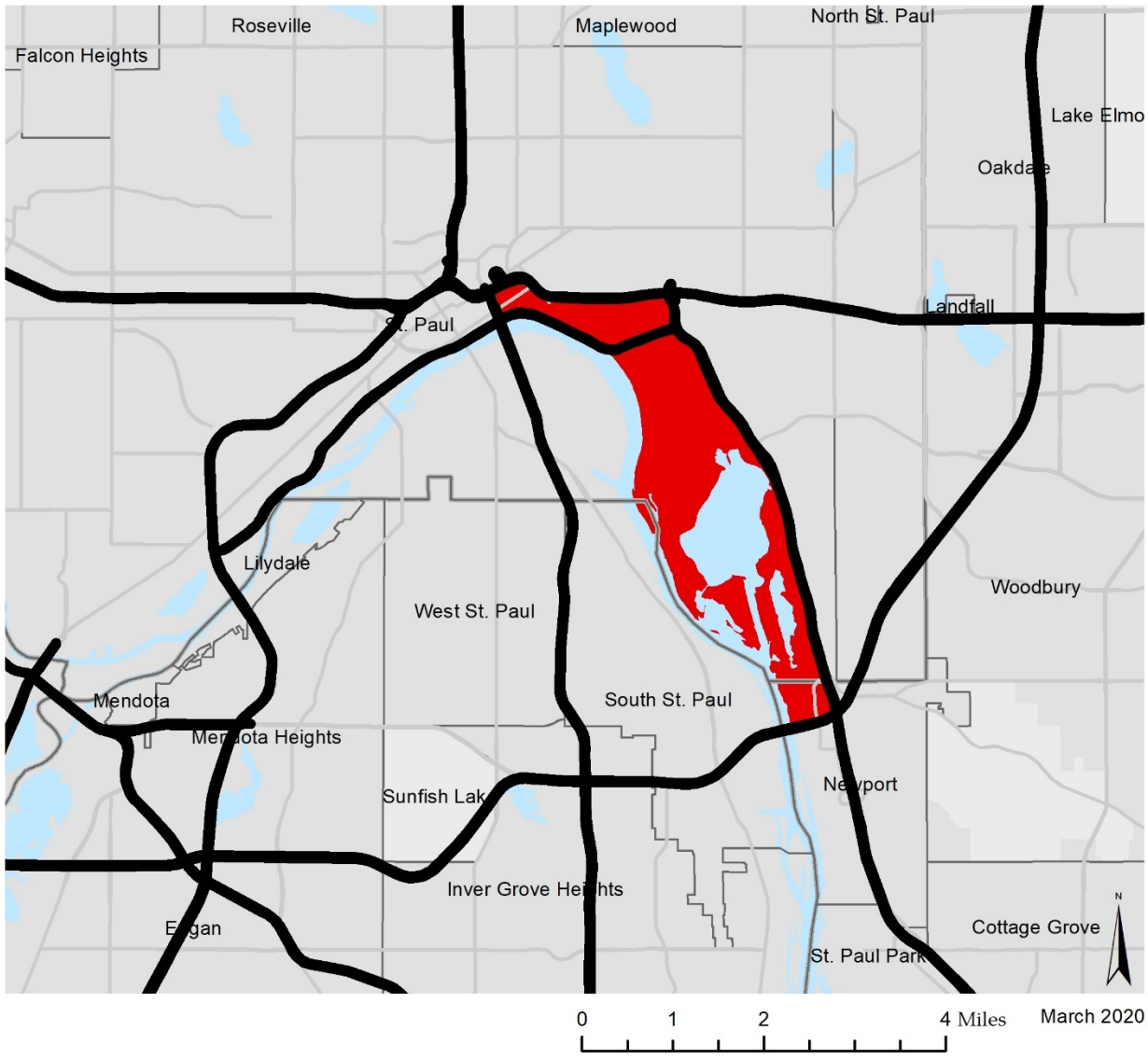
- Helmo Ave in Oakdale, Bielenberg Dr in Woodbury – New Bridge over I94 (082-596-007)
- CSAH 17 (Lake Elmo Ave) at TH 36 in Grant / Lake Elmo – Construct Interchange (082-596-008)
- MN 65 at 99<sup>th</sup> Ave in Blaine – Grade Separation, improve frontage road (106-010-020)
- I-494 and I-35W – Construct 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: PM<sub>10</sub> Maintenance Area

**PM<sub>10</sub> Area**



 PM<sub>10</sub> Area

May 13, 2021

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390 Robert Street North  
St. Paul, MN 55101-1805

RE: Draft 2022-2025 Transportation Improvement Program

Dear Amy Vennewitz:

The Minnesota Pollution Control Agency (MPCA) staff has completed its formal review of the draft 2022-2025 Transportation Improvement Program (TIP). The MPCA staff has examined the draft TIP for conformance with a checklist of requirements from the joint Transportation Conformity Rule (Rule) of the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation. The intent of the Rule is to ensure compliance with the Clean Air Act Amendments of 1990 and the new transportation reauthorization bill "Fixing America's Surface Transportation Act (FAST Act) when a Metropolitan Planning Organization (MPO) or state department of transportation serves as a distribution agency for federal transportation funds.

The Rule requires that the MPOs base their TIPs and long-range comprehensive Transportation Plans (Plan) on the latest planning assumptions. As a result, the draft TIP's air quality conformity analysis is based on the most current Metropolitan Council (the Council) socioeconomic data used in Thrive MSP 2040, which was adopted by the Council on May 28, 2014. The latest update to these forecasts was published in December 2020. The planning document provides the Council with the socioeconomic data (planning assumptions) to develop long-range forecasts of regional highway and transit facility needs.

The Minneapolis-St. Paul region is within an EPA-designated attainment area for carbon monoxide (CO). The region completed the 20-year maintenance period on November 29, 2019. This date marked 20 years from the effective date of redesignation of the area to attainment for CO National Ambient Air Quality Standard. However, a small portion of the region, mapped in Appendix 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 and subsequently were brought under control. A 20 year maintenance plan was approved by EPA on September 24, 2002, and will expire on September 24, 2022, at that point the entire region will be in attainment for transportation-related pollutants regulated by the Clean Air Act. No regional modeling analysis is required; however, federally-funded projects are still subject to "hot spot" analysis requirements.

Amy Vennewitz

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The current TIP was also prepared in accordance with the public participation plan for transportation planning adopted by the Council on July 26, 2017. This process satisfies FAST Act requirements for public participation involvement, as well as the public consultation procedures requirements of Conformity Rule. Based on this review, the analysis described in the conformity Appendix B and submitted by the Council, the MPCA concurs with the conformity determination that the projects included in the 2022-2025 Draft TIP meet all relevant conformity emissions analysis and budget tests as described therein. The 2022-2025 TIP also conforms to the relevant sections of the Federal Conformity Rule and the applicable sections of the Minnesota State Implementation Plan for air quality.

The MPCA staff appreciates the opportunity given to review this document as part of the EPA Transportation Conformity Rule consultation process. The MPCA staff also appreciates the cooperation of the interagency consultation group that includes the Council, EPA, Minnesota Department of Transportation, and Federal Highway Administration for their immediate assistance in resolving all policy and technical analysis issues with respect to the projects' air quality classification and their willingness to accept the suggested course of action.

Please contact me if you have any questions at 651-757-2347 or at [innocent.eyoh@state.mn.us](mailto:innocent.eyoh@state.mn.us).

Sincerely,



*This document has been electronically signed.*

Innocent Eyoh  
Planner Principal  
Environmental Analysis and Outcomes Division

IE:vs

cc: Craig McDonnell, MPCA, St. Paul Office  
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## 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 CRF 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.





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