

*TRANSPORTATION ADVISORY BOARD
Of the Metropolitan Council*

Notice of a Meeting of the
TECHNICAL ADVISORY COMMITTEE

Wednesday, June 5, 2019

Metropolitan Council

9:30 A.M.

AGENDA

1. **Call to Order**
2. **Approval of Agenda**
3. **Approval of April 3, 2019 Minutes**
4. **TAB Report** (Elaine Koutsoukos, TAB Coordinator)
5. **Committee Reports**
 - **Executive Committee** (Lisa Freese, Chair)
 - **Planning Committee** (Jan Lucke, Chair)
 - a. **2019-25 Ramsey County Functional Classification**
 - b. **2019-24 Scott County Principal Arterial Functional Classification**
 - **Funding & Programming Committee** (Paul Oehme, Chair)
 - a. **2019-26 Draft 2020-2023 TIP Release for Public Comment**
6. **Special Agenda Items**
 - **Regional Bicycle Barriers Study** (Steve Elmer, MTS)
 - **Planning and Programming Guide** (Katie White, MTS)
 - **2020 Regional Solicitation – Roadways** (Steve Peterson, MTS)
7. **Agency Reports**
8. **Other Business**
9. **Adjournment**

Streamlined TIP Amendments going to TAB this month. Contact Joe Barbeau with questions at 651-602-1705.

MnDOT I-35W Stormwater Project

MnDOT I-494 Reconstruction

[Click here to print all agenda items at once.](#)

*Transportation Advisory Board
Of the Metropolitan Council*

**Minutes of a Meeting of the
TECHNICAL ADVISORY COMMITTEE
Wednesday, April 3, 2019
9:30 A.M.**

Members Present: Doug Fischer, Lyndon Robjent, John Doan, Brian Isaacson, Lisa Freese, Jan Lucke, Steve Bot, Elaine Koutsoukos, Steve Peterson, Michael Larson, Adam Harrington, Jon Solberg, Innocent Eyoh, Neil Ralston, Andrew Emanuele, Dave Jacobson, Peter Dahlberg, Danny McCullough, Karl Keel, Ken Ashfeld, Anne Kane, Paul Oehme, Michael Thompson, Robert Ellis, Jim Kosluchar, Jennifer Hager, Paul Mogush, Bill Dermody, Paul Kurtz

1. Call to Order

The meeting was called to order by Chair Lisa Freese at 9:30 a.m.

2. Approval of Agenda

A motion to approve the agenda was moved by Doug Fischer and seconded by Brian Isaacson. No discussion. Motion passed.

3. Approval of Minutes

A motion to approve the March 6, 2019 TAC minutes was moved by Paul Oehme and seconded by Innocent Eyoh. Motion passed.

4. TAB Report

Elaine Koutsoukos reported on the March 20 TAB meeting.

5. Committee Reports

A. Executive Committee (Lisa Freese, Chair)

Chair Freese noted that the Executive Committee met during the morning and talked about the meeting's agenda as well as upcoming items for the committees.

B. Planning Committee (Jan Lucke, Vice Chair)

Jan Lucke introduced Dave Burns to present on the two performance measures items. Jan Hager said that the text in the document should explain the presentation background and methodology, along with the spike in serious crashes. Dave Burns agreed to add more language also on the difference between a goal and a target. Dave Jacobson asked about the TAM targets. Dave Burns responded that they were created in cooperation between Metro Transit and the suburban transit providers. Lyndon Robjent asked if the pavement and bridge numbers reflected MnDOT's targets. Dave Burns said yes.

2019-22 TPP Administrative Modification: Performance Measures. Jan Lucke moved the recommended motion and Brian Isaacson seconded. Motion passed.

2019-23 TIP Amendment: Performance Measures. Jan Lucke moved and Brian Isaacson seconded the recommended motion. Motion passed. Brian Isaacson asked if this is the last such amendment that we need to do for performance measures to satisfy federal requirements. Andrew Emanuele said yes.

C. Funding and Programming Committee (Paul Oehme, Chair)

Paul Oehme reported that there are no action items from F&P to consider. The informational items they discussed are presentations below.

6. Special Agenda Items

Regional Solicitation Before & After Study. Marie Cote and Lance Bernard presented the results of the study. Karl Keel asked if other regions defederalize projects. Lance Bernard responded that that was not looked at. Brian Isaacson asked how large a dollar value some of the projects max out at. Lance Bernard says it varies, with around \$20M for transit/multimodal projects or PAs. Bill Dermody asked about regions that issue a call for proposals. Lance Bernard responded that two regions are like the Council but the remaining eight pull projects from the long range plan.

Doug Fischer asked if crash rates were calculated to take into consideration increased traffic volumes after improvements were made. Marie Cote said no, the “after” conditions were structured to look like the “before” conditions. Karl Keel advocated for a simpler system for applications to make these easier to understand. Marie Cote said that the old applications had many options to calculate but there is less flexibility now with the post-2014 applications. Steve Peterson added that Streetlight data doesn’t go back that far. Lyndon Robjent asked if this study will be replicated in the future. Steve Peterson said yes but it probably won’t be automated. Doug Fischer asked if the study looked at parallel route improvements. Marie Cote said no.

Lisa Freese asked if bike/ped data was pulled just from bike/ped projects or from roads projects that had a trail component. Lance Bernard responded that for RBTN system improvements the roadway projects were included. Doug Fischer said it was clear from these results that the Regional Solicitation makes improvements to the region.

Regional Solicitation Schedule, Analysis, and Feedback

Steve Peterson and Joe Barbeau spoke on the schedule for the next Regional Solicitation, the statistical analysis of how scoring impacted the projects selected, and the results of the survey of applicants and scorers.

Lyndon Robjent said that a due date in April conflicts with spring construction schedules for jurisdictions. May or June might be better. Lyndon Robjent suggested identifying scenarios in advance to cut down on time. Elaine Koutsoukos suggested discussing scenarios while scoring is underway.

7. Agency Reports

Jon Solberg announced that Mike Barnes is the new MnDOT Metro District Engineer. CAV scenario planning workshops will be held April 26 and 29.

Elaine Koutsoukos said that orientation is being held after this meeting.

8. Other Business and Adjournment

The meeting was adjourned at 11:18am.

Prepared by:

Katie White

ACTION TRANSMITTAL – 2019-25

DATE: May 28, 2019
TO: TAC
FROM: TAC Planning
FROM: MTS Staff
PREPARED BY: Rachel Wiken, Planner, 651-602-1572
SUBJECT: Function Class Request for Ramsey County – Old Hwy 8
REQUESTED ACTION: Ramsey County requests approval from TAC to change Old Hwy 8 (CSAH 77) from Other Arterial to A-Minor Reliever. (*Change Request #1361*)
REQUESTED ACTION: That TAC approve Old Hwy 8 (CSAH 77) as an A-Minor Reliever.

BACKGROUND AND PURPOSE OF ACTION: Ramsey County is requesting a change to Old Hwy 8 (CSAH 77) between Country Road (CR) D and 5th Ave in New Brighton. The requested change is from Other Arterial to A-Minor Reliever.

This section of roadway closely parallels I-35W, running approximately 0.4 miles to the west. To the south the road connects at a t-intersection with CR D (an A-Minor Augmentor). Just a short half block to the west, New Brighton Blvd (an A-Minor Reliever) continues to the south and west. On the north end, the road connects with 5th Ave, already an A-Minor Reliever. Adding this section of roadway as A-Minor Reliever would create a continuous, if slightly disjointed, A-Minor Reliever to the west of I-35W from US 10 to Hwy 36.

Old Highway 8 serves as a route for heavy commercial traffic and connects Downtown New Brighton with commercial areas to the north and south.

The City of New Brighton supports the change.

STAFF ANALYSIS: Staff supports the request since the segment is currently functioning as a reliever by removing traffic from I-35W during congested periods.

New Brighton is an Urban Community under Thrive2040 designations. Spacing is consistent for urban A-Minor roads, which should be spaced 1/2 to 1 miles based on Appendix D of the Transportation Policy Plan. A north-south A-Minor Augmentor runs along Silver Lake Rd, one mile to the west. An A-minor Reliever runs along Cleveland (CSAH 46), one half mile to the east of Old Hwy 8 and just to the east of 35W. It is acceptable to have an A-Minor Reliever on both sides of a principal arterial.

Like many urban A-Minors, access control is a concern. There are many commercial and residential properties with direct road access. Side streets are controlled by stop signs. Major intersections are controlled by stop lights, with one 4-way stop.

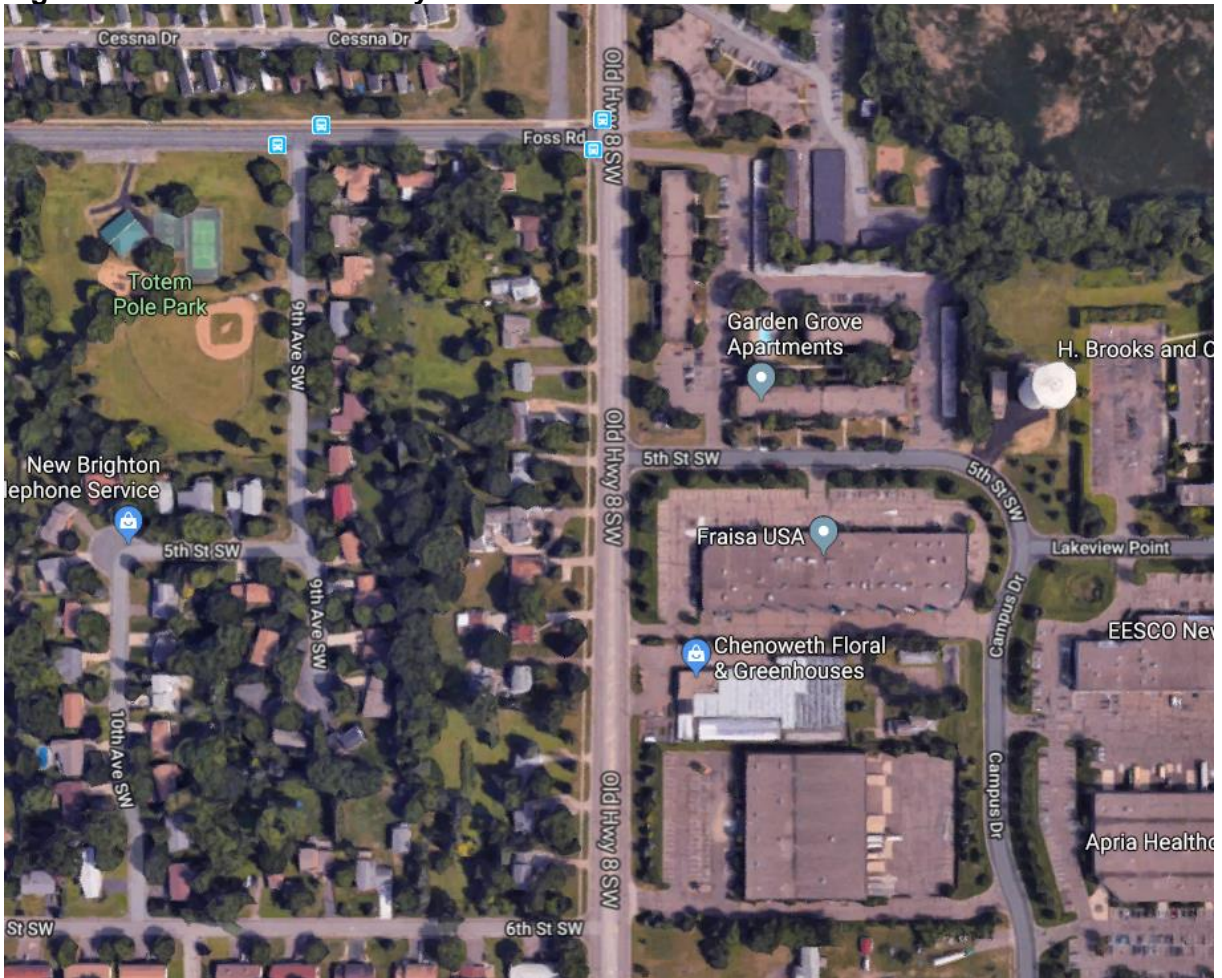
Figure 1: Commercial access along Old Hwy 8

Looking north at 5th St NW



Source: Google Streetview

Figure 2: Residential Driveways



Source: Google Maps

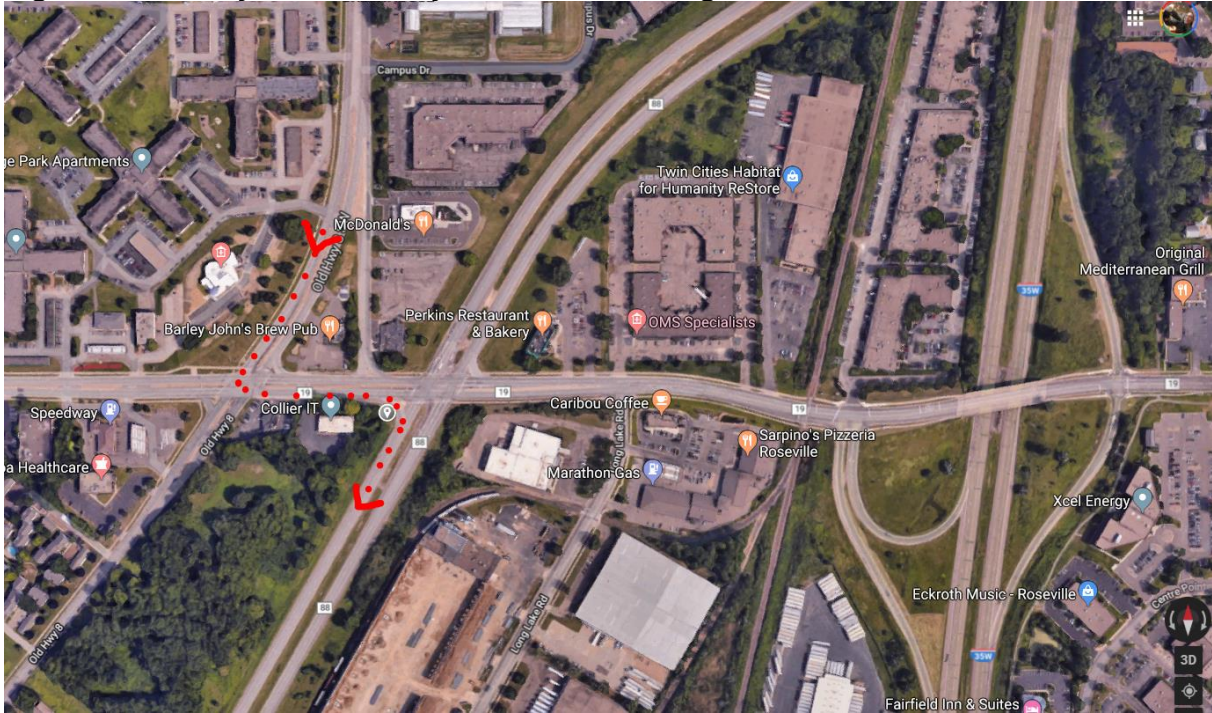
Appendix D of the TPP outlines criteria and characteristics for functional class roads. For A-Minor Arterials in the urbanized area, trips should be of medium length (2-6 miles) or longer trips to access the PA network. Using Streetlight Insights data from 2017, MTS staff ran an analysis of this section and several other A-Minor relievers in the northern Metro area. For Old Hwy 8, only 5% of trips were shorter than 2 miles. Trips of 2-6 miles made up 28%, and 67% of trips were longer than 6 miles.

Other A-Minors had similar breakdowns in trip length, with some minor variations in shorter trip length. Old Hwy 8 was very close to the average for trip length over these segments in those three trip length categories (less than 2 miles, 2 to 6 miles, and more than 6 miles).

The route requires several turns to stay on the reliever alignment, especially the movement from southbound Old Hwy 8 to southbound New Brighton Blvd (Figure 3). Staff has concern over whether traffic can be moved safely and efficiently along the Reliever route, or if traffic would continue southbound beyond County Road D on Old Hwy 8, which is currently a local road with only two stop signs before Old Hwy 8 and New Brighton Blvd (Figure 4). It seems possible that some traffic may continue southbound on Old Hwy 8 to avoid a left turn during congested times.

MTS staff and MnDOT support the functional class change given that the route is currently functioning as a reliever.

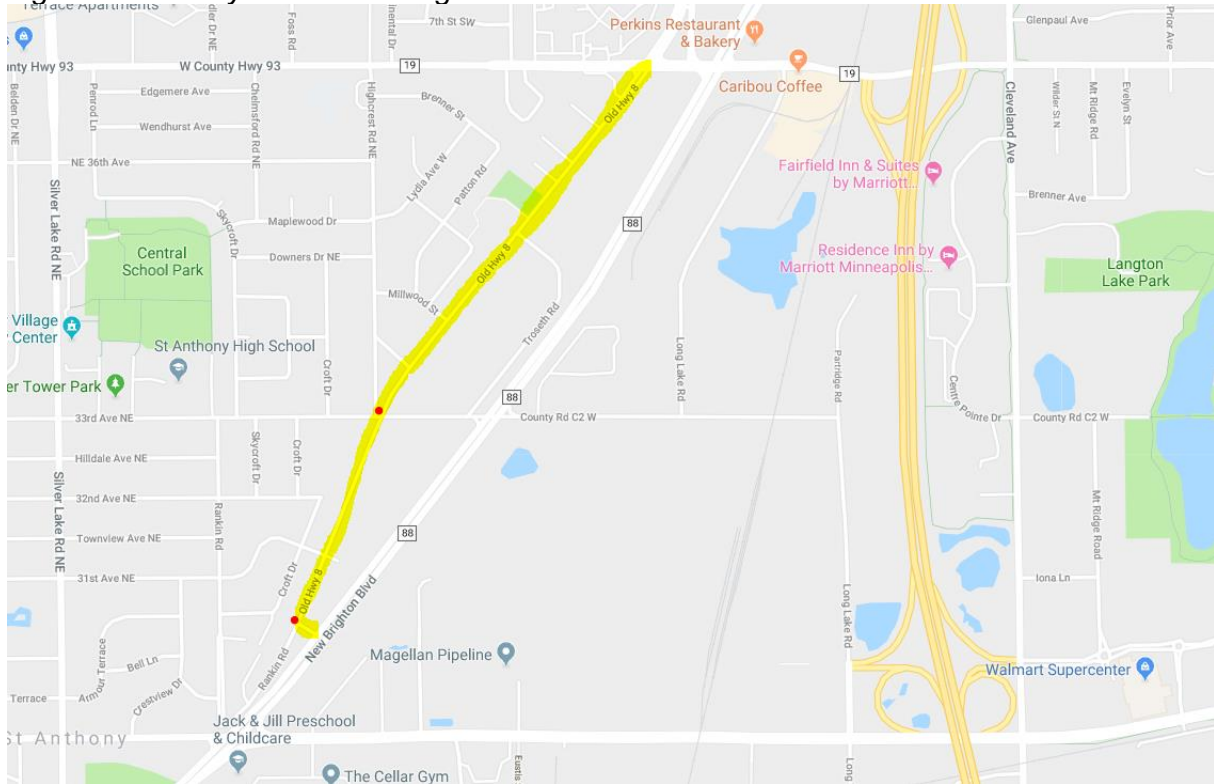
Figure 2: Old Hwy 8 and County Road D Interchange



Source: Google Maps

Note: Traffic heading southbound on Old Hwy 8 would need to turn left onto County Road D, and then right onto New Brighton Blvd (CSAH 88).

Figure 4: Old Hwy 8 and New Brighton Blvd



Source: Google maps

Note: Old Hwy 8 (in yellow) only has two stop signs (red dots) before joining New Brighton Blvd.

COMMITTEE ACTION: TAC Planning voted unanimously to recommend the requested change.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning	Review & Recommend	5-9-19
Technical Advisory Committee	Review & Recommend	

ACTION TRANSMITTAL No. 2019-24

DATE: May 24th, 2019

TO: TAC

FROM: TAC Planning

PREPARED BY: Rachel Wiken, Planner, 651-602-1572
Steve Peterson, Manager of Highway Planning and TAB/TAC
Process, 651-602-1819

SUBJECT: Scott County Principal Arterial Change Requests

REQUESTED ACTION: Scott County requests approval from the Metropolitan Council to reclassify CSAH 42, CSAH 17, and CSAH 78 to Principal Arterials, and to reclassify CSAH 21 as an A-Minor Expander. *(Functional class requests #1357-1360)*

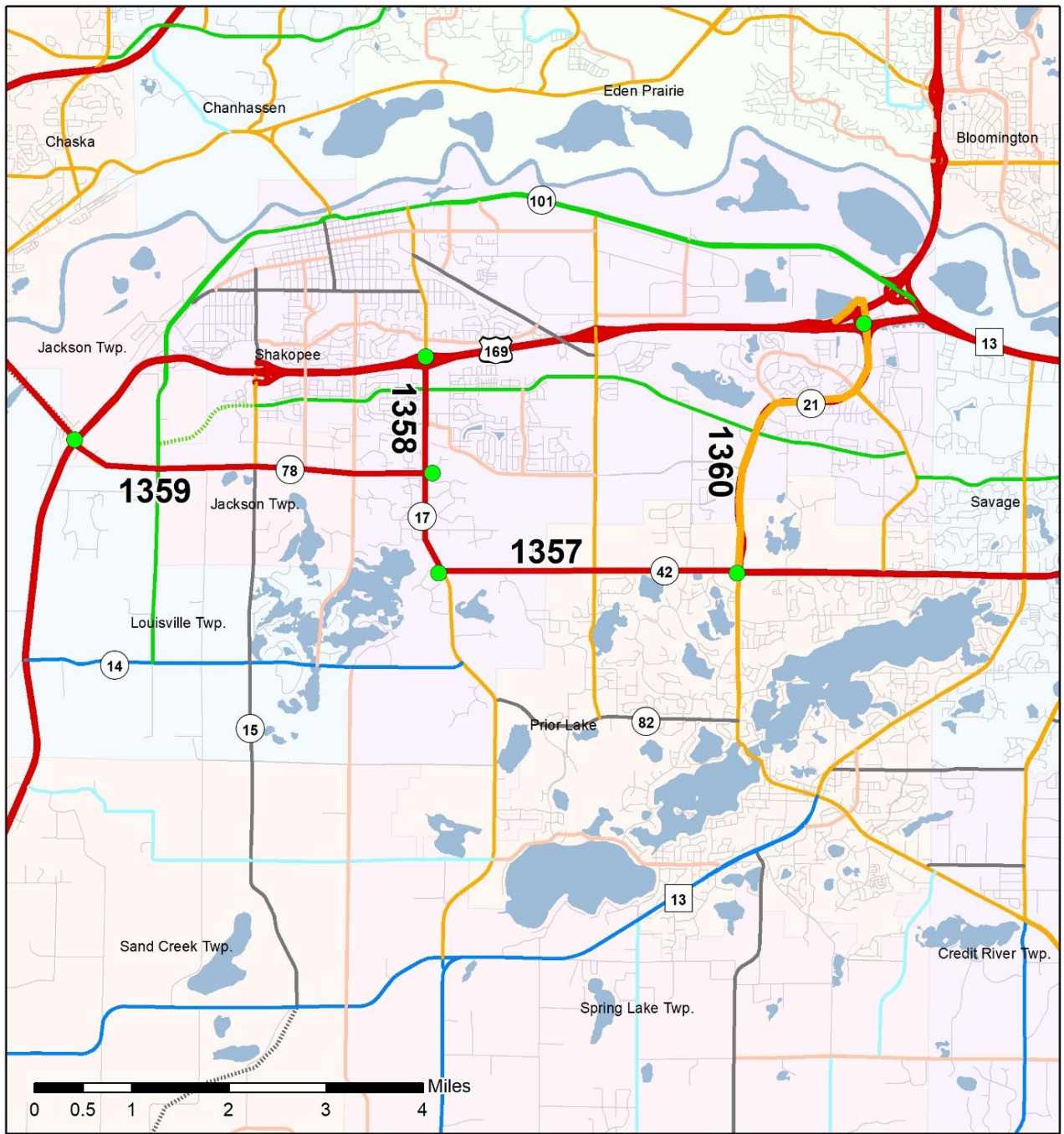
RECOMMENDED MOTION: That TAC recommend to TAB to make the following functional classification changes and to administratively modify the 2040 Transportation Policy Plan to reflect these changes:

1. Upgrade CSAH 42 from an A-Minor Expander to a Principal Arterial.
2. Upgrade CSAH 17 from an A-Minor Expander to a Principal Arterial.
3. Continue evaluating CSAH 78 as a future Principal Arterial, but do not change the current functional classification of the roadway at this time.
4. Downgrade CSAH 21 from a Principal Arterial to an A-Minor Expander.

BACKGROUND AND PURPOSE OF ACTION: Scott County is requesting the following changes to the functional classification system:

1. Upgrade Scott County State-Aid Highway (CSAH) 42 from an A-Minor Expander to a Principal Arterial (see segment 1357 on Figure 1 where green dots denote segment termini).
2. Upgrade CSAH 17 from an A-Minor Expander to a Principal Arterial (see segment 1358 on Figure 1).
3. Upgrade CSAH 78 from an A-Minor Expander to a Principal Arterial (see segment 1359 on Figure 1).
4. Downgrade CSAH 21 from a Principal Arterial to an A-Minor Expander (see segment 1360 on Figure 1).

Figure 1: Requested New Functional Classifications (Segments 1357-1360)



Existing Regional Functional Class Roads

- Principal Arterial
- Other Arterial
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

Planned Regional Functional Class Roads

- Principal Arterial
- Other Arterial
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

City / Township Boundaries

Street Centerlines

County Boundaries



3-26-19

The upgrading of an existing roadway to a Principal Arterial (PA) is a rare occurrence. Additions to the PA network require a rigorous review that must ultimately be approved by the full Metropolitan Council. Any approved changes will be administratively modified into the region's 2040 Transportation Policy Plan as part of this action. Functional classification change requests involving PAs must also include local resolutions of support from all impacted jurisdictions (in this case, the City of Prior Lake, City of Shakopee, Shakopee Mdwakanton Sioux Community, Jackson Township, and Louisville Township-see attached resolutions) to ensure that local jurisdictions are aware of any potential Principal Arterial designation impacts (e.g., limited direct access to the roadway from private and public streets).

As part of the PA approval process, input from TAC Planning, TAC, and TAB will be provided to the Council. This approval process differs substantially from A-Minor Arterial requests, for which the Council has delegated authority to the Transportation Advisory Board (i.e., TAC Planning makes a recommendation to TAC). TAB then approves the entire functional classification map prior to each Regional Solicitation cycle to help determine eligibility for the federal funding.

The three proposed Principal Arterial segments include the following:

CSAH 42 (segment 1357): The eastern half of this segment is a four-lane divided roadway (see Figure 2) and the western half will be expanded to a four-lane divided roadway in 2020. CSAH 42 intersects with CSAH 17 with a grade separation (see Figure 3).

Figure 2: CSAH 42 at McKenna Rd



Source: Google Street View

Figure 3: CSAH 42 and CSAH 17 Grade Separation



Source: Google Street View

CSAH 17 (segment 1358): This north-south segment is a four-lane divided roadway (see Figures 4 and 5) with access controls. At the north end, the corridor is highly developed with St. Francis Regional Medical Center, commercial/retail, Marschall Road Transit Station, and an interchange with Trunk Highway (TH) 169.

Figure 4: CSAH 17 and CSAH 78 Intersection



Source: Google Street View

Figure 5: CSAH 17



Source: Google Street View

CSAH 78 (segment 1359): This east-west segment is a rural, two-lane roadway (see Figures 6-8) with several private accesses throughout the corridor. At the western edge, CSAH 78 will intersect with a new interchange at TH 169 and TH 41 (planned for

completion in 2020). This connection with TH 41 facilitates trips to a Minnesota River crossing and Carver County.

Figure 6: CSAH 78 east of CR 79



Source: Google Street View

Figure 7: CSAH 78 at Marystown Rd



Source: Google Street View

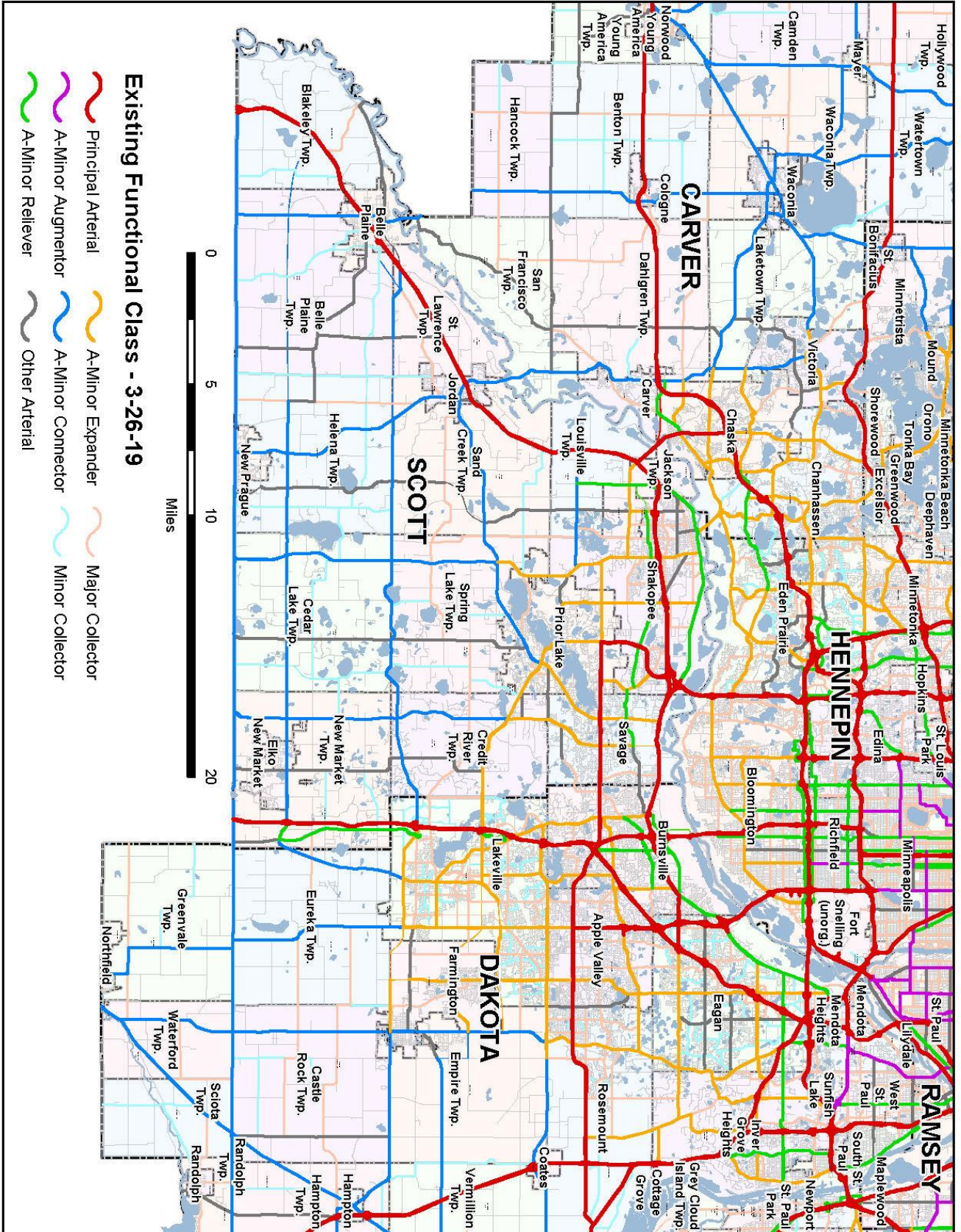
Figure 8: CSAH 78 at CR 73



Source: Google Street View

The proposed Principal Arterials along CSAHs 42 and 17 would help create a single Principal Arterial connection across the southern Metropolitan Area that has been described in the 2030 and 2040 Scott County Comprehensive Plans (see Figure 9). CSAH 78 was added as a future PA to the draft 2040 Scott County Comprehensive Plan. Scott County is proactively planning for future PAs as their access spacing guidelines are based off the future functional class map.

Figure 9 – Existing Functional Class Scott County and Surrounding Area



CSAH 17 connects to TH 169 and is part of a planned future north-south PA. This provides a better north-south route than extending the current north-south PA, CSAH 21 (proposed to be downgraded to an A-Minor Expander).

The County is requesting the Principal Arterial designation to ensure future development adjacent to the corridor occurs consistent with Principal Arterial access management guidelines. Matching the appropriate functional class for the roadway will better align federal pavement and congestion performance measures with the priorities of Scott County.

STAFF ANALYSIS: During the development of the 2040 Transportation Policy Plan, Scott County discussed its intention to request three of the four functional classification change requests that are part of this action item. As such, the approved 2040 TPP Update (October 2018) has a Principal Arterial System map that shows the three changes as pending approval after official application was made by Scott County. Council staff were in agreement with the three changes. However, the CSAH 78 upgrade from an A-Minor Expander to a Principal Arterial was not part of the initial discussions and is not shown on the TPP map.

Staff is recommending approval of these same three changes as shown in the TPP; however, staff is not recommending a change to the current functional classification to CSAH 78. This route is a viable, future Principal Arterial and planning should continue for it to one day be a Principal Arterial. However, it is currently not functioning like a Principal Arterial due to the numerous private driveways and field access points, close spacing to TH 169 (only one mile), low traffic volumes (6,100), and current role of serving mostly local traffic.

Additional reasoning is provided in Table 1, which compares Appendix D of the 2040 TPP (i.e., Criteria for Other Principal Arterials in the Rural Area) to CSAH 78.

Met Council staff discussed the four requested changes with MnDOT Central Office and Metro District staff. The addition of new PA mileage will also start the process to add the mileage to the National Highway System (NHS). Roadways on the NHS must be analyzed and reported on for federally-required performance measures. These roadways also become eligible for additional funding such as the National Highway Performance Program (NHPP) funds. If approved as requested, the change would add 9 miles of PA, while removing 3.5 miles of PA on CSAH 21, for a net addition of 5.5 miles to the Principal Arterial system. If only approving the staff recommendation of CSAH 42, 17, and 21, there would be a net addition of two miles to the PA system. MnDOT was not concerned about the addition of these miles (in either case described above) to the NHS given their small scale compared to the rest of the system.

MnDOT expressed concern about the distinction between the current versus future functional classification of the roadway and wants to make sure that the requested changes reflect how the roadway is currently functioning, not how it may function in the future. It is MnDOT's stance that CSAH 78's current function is not that of a Principal Arterial, but that it should continue to be evaluated moving forward.

MnDOT also consulted directly with the Shakopee Mdewakanton Sioux Community, which was supportive of Scott County's request.

Table 1: TPP Criteria for Principal Arterials

TPP Criteria	Rural PA Guidelines	CSAH 78
Place Connection	Connect the urban service area with major cities in MN and other states	✓ (meets guidelines)
Spacing	2-6 miles (suburban) 6-12 miles (rural)	✗ (does not meet guidelines) Only 1 mile spacing
Operations	45 mph+ design speed	✓
System Connections and Access Spacing	To other PAs or A-Minors. Access spacing 1-2 miles.	✗ Access spacing is too close
Trip Making Services	Trips greater than 8 miles with at least 5 miles on the PA	✗ 63% of trips less than 8 miles*
Mobility vs. Land Access	Little or no direct land access	✗ Too much direct land access to residences and farm fields
Intersections	High-capacity controlled at-grade intersections	✗ Larger intersections at either end, but not at intersections within the 3-mile segment
Parking	None	✓
Large Trucks	No restrictions	✓
Management Tools	Access controls, intersection spacing	✗ Neither up to PA guidelines
Typical Avg. Daily Traffic Volumes	2,500-25,000+	✓ Meets guidelines, but rather low volume road at 6,100 to add as a new PA
Posted Speed Limit	Legal limit	✓
Right-of-Way	100-300 feet	✓ Meets guidelines, but right-of-way only around 100 feet
Transit	None	✓
Bike and Pedestrian	On facilities that cross or are parallel to the PA	✓

*2018 travel data from Streetlight Insights

✓ = meets guidelines

✗ = does not meet guidelines

COMMITTEE ACTION: Steve Peterson presented the staff analysis of this request, as written up in this action item. Craig Jenson presented some additional data from Scott County on development pressures in the area.

The committee had a long discussion on functional class. The beginning of the discussion centered on the fact that functional class is supposed to represent *current* function of the roadway, not the *future* function of the roadway. However, Scott County noted that is difficult to enforce access controls to a higher standard than the current functional class. Scott County is expecting development to occur, especially around the TH 169/TH 41/CSAH 78 interchange area.

Much of the discussion focused on CSAH 78, which the recommended motion does not support changing. Staff maintains this area is not functioning currently as a PA, but a new interchange at TH 169/TH 41/CSAH 78 might change traffic flows in the future.

The recommended motion says “continue evaluating” CSAH 78 which the committee came back to several times for clarification. As part of the TPP administrative amendment related to this action item, CSAH 78 will now be listed as a future Principal Arterial in the “Additional Highway Needs beyond the Increased Revenue Scenario” section of Chapter 5: Highway Investment Direction and Plan. This change the region’s long-range plan should help Scott County in managing access requests.

Michael Corbett from MnDOT reminded the committee of MnDOT’s Metro functional class review that will be happening this year as requested by FHWA. After comprehensive plans are completed (most of them will be submitted to the Council by July 1, 2019), MnDOT will be reviewing all functional class roads for alignment with guidelines. Staff noted that a one to two-year time frame to reevaluate this road was reasonable (after the completion of the MnDOT functional classification review and the TH 169 interchange construction). Also, staff recommend that TAC Planning have a continuing generalized discussion about functional class guidelines, process, and impact, especially of the planned PA system.

Several county representatives spoke of the recent changes in PA planning from MnDOT to the county level. Craig Jensen reminded the committee that Scott County has been viewing CSAH 78 as a planned PA since the 1990s as part of a wider east/west corridor. Angie Stenson of Carver County spoke in support of the requested motion (including CSAH 78), highlighting that CSAH 78 carries east/west traffic on longer trips, that both Carver and Scott Counties believe it is functioning as a PA. Carver County is officially supportive of the change and she spoke of the rapid development happening in the area. She highlighted the interchange being built, that it is a large regional investment.

Michael Corbett moved to approve the recommended motion. Katie White seconded. Angie Stenson was opposed. All other verbal votes were supported the recommended motion.

Motion passes.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
TAC Planning Committee	Review & Recommend	5-9-19
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Adopt	

Resolutions of Support

- a. Shakopee Mdewakanton Sioux Community**
- b. City of Shakopee**
- c. City of Prior Lake**
- d. Louisville Township**
- e. Jackson Township**

Scott County Functional Classification Change Requests

June 5, 2019
TAC



Principal Arterial Changes

- The Metropolitan Council is designated by the state to maintain the Metropolitan Highway System (i.e., Principal Arterials)
- Any changes to the Principal Arterial system will be administratively modified into the 2040 Transportation Policy Plan

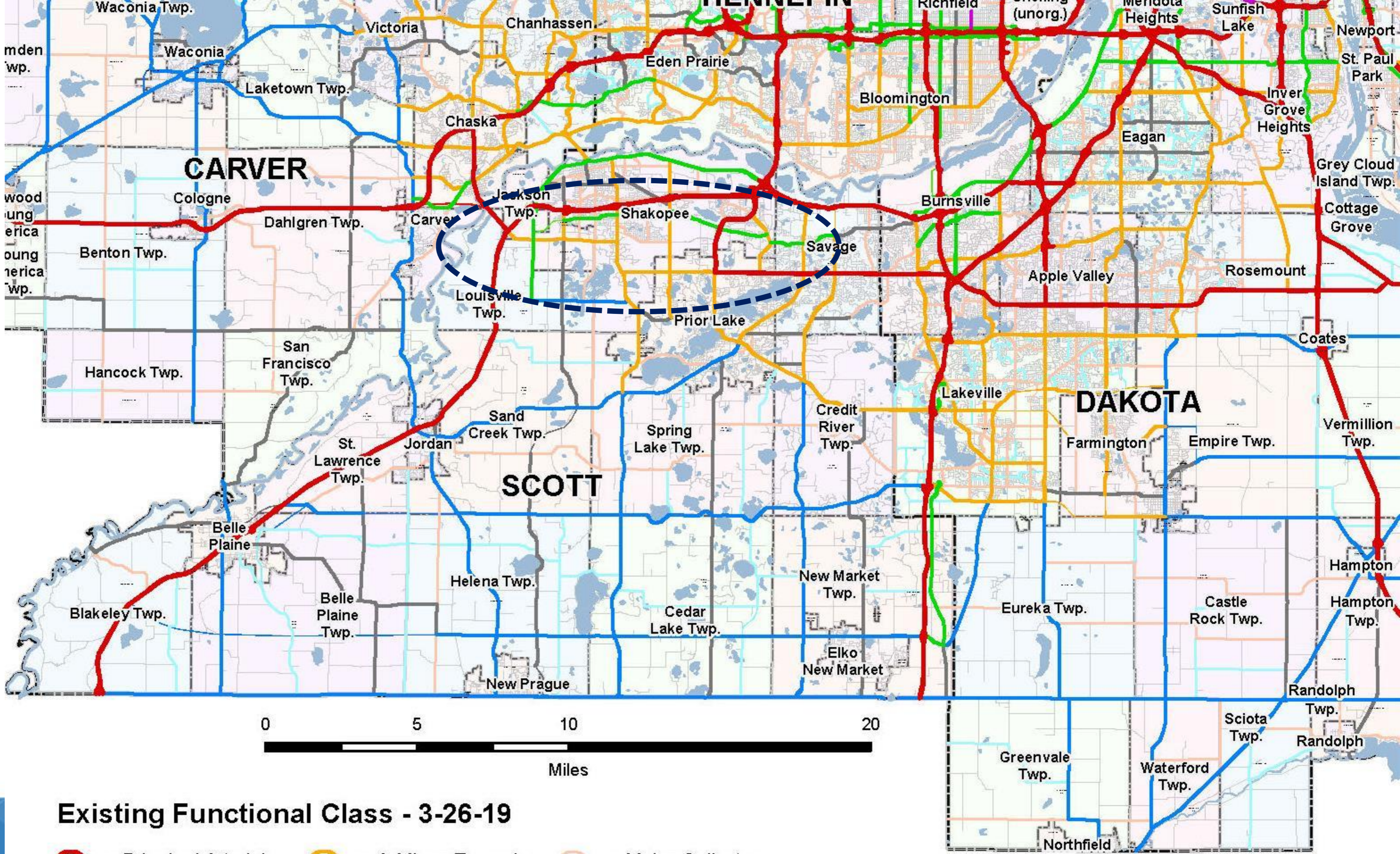
Principal Arterial Change Approval Process

- Final approval by the Metropolitan Council; different process than Minor Arterials
- Applicants required to complete normal application materials, plus get resolutions of support from all impacted jurisdictions (5 resolutions in this case)
- Requested changes must be compatible with current function of the roadway as described in Appendix D of the 2040 Transportation Policy Plan, not the future function of the roadway

Impacts of Changing a Principal Arterial

- Limited private and public access
- The focus is on the mobility function of the roadway, which implies higher speeds and bigger intersections
- No change to eligibility for Regional Solicitation funds
- MnDOT will begin process to add the mileage to the National Highway System (NHS)
 - Part of federal performance measures
 - Eligible for National Highway Performance Program (NHPP) funds

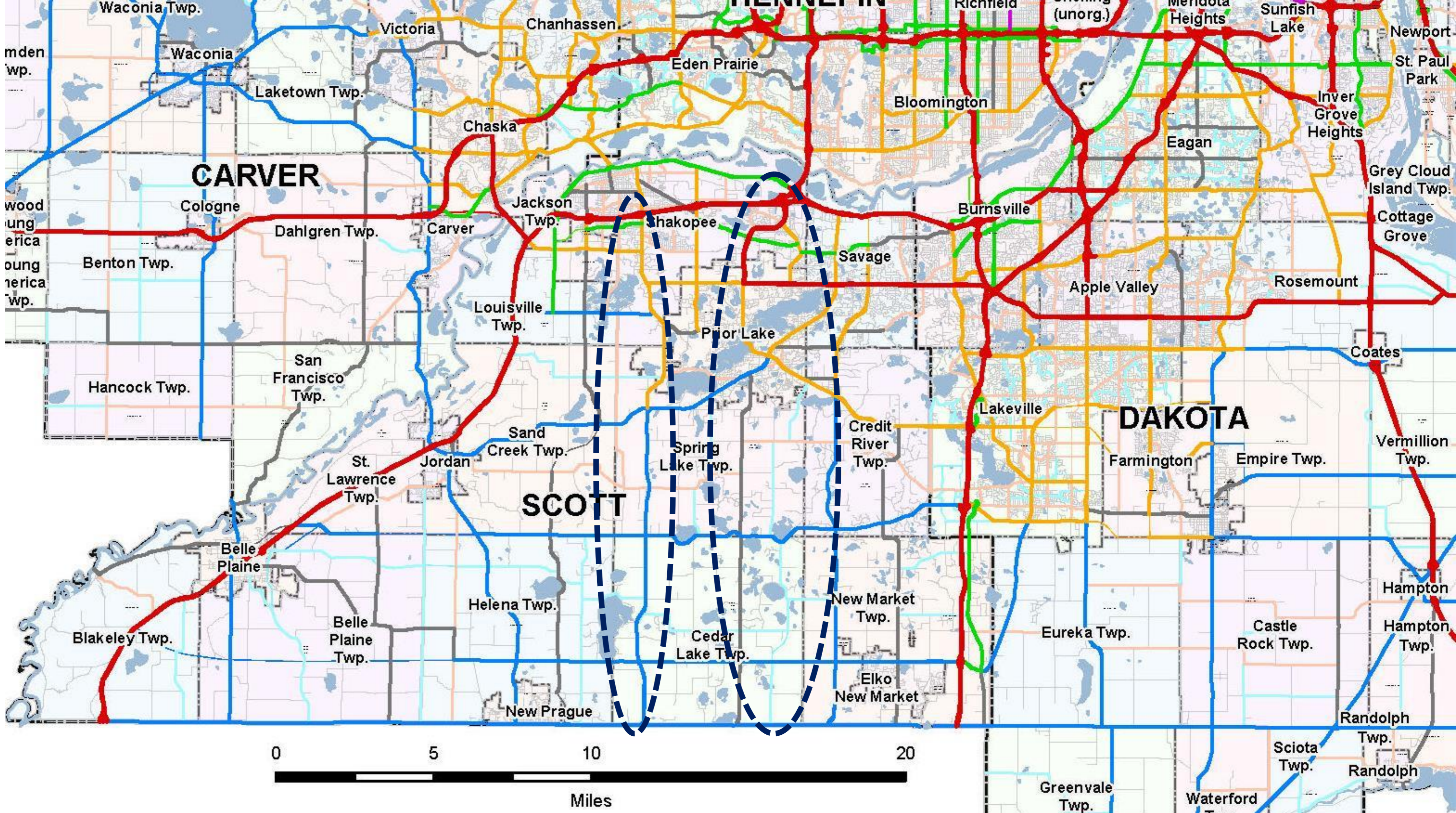
Existing Functional Class in Scott County



Existing Functional Class - 3-26-19

-  Principal Arterial
-  A-Minor Expander
-  Major Collector
-  A-Minor Augmentor
-  A-Minor Connector
-  Minor Collector
-  A-Minor Reliever
-  Other Arterial

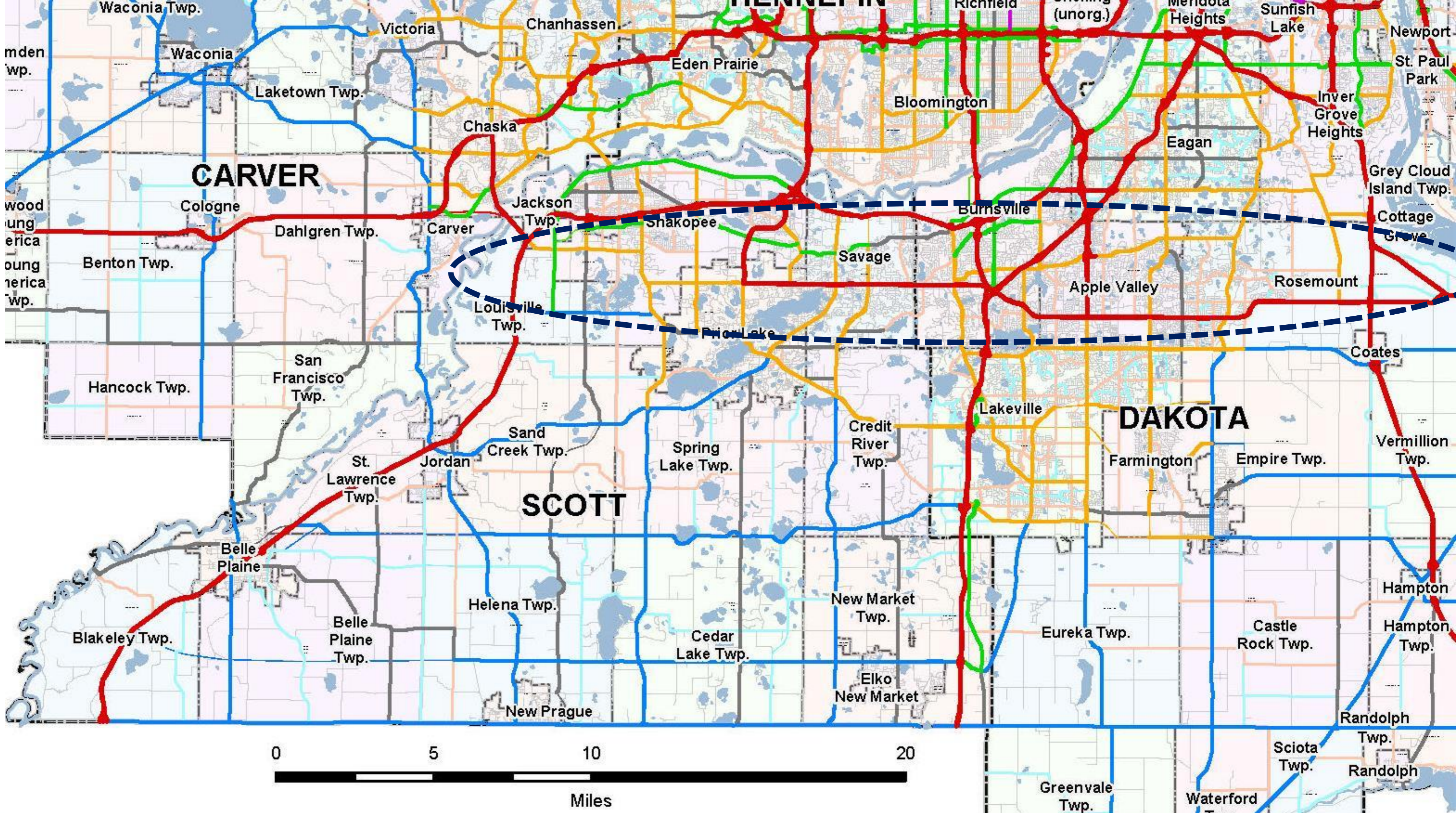
Planning for a long-term North-South Principal Arterial between Highway 169 and I-35



Existing Functional Class - 3-26-19

-  Principal Arterial
-  A-Minor Expander
-  Major Collector
-  A-Minor Augmentor
-  A-Minor Connector
-  Minor Collector
-  A-Minor Reliever
-  Other Arterial

Planning for a East-West Principal Arterial on CSAH 42

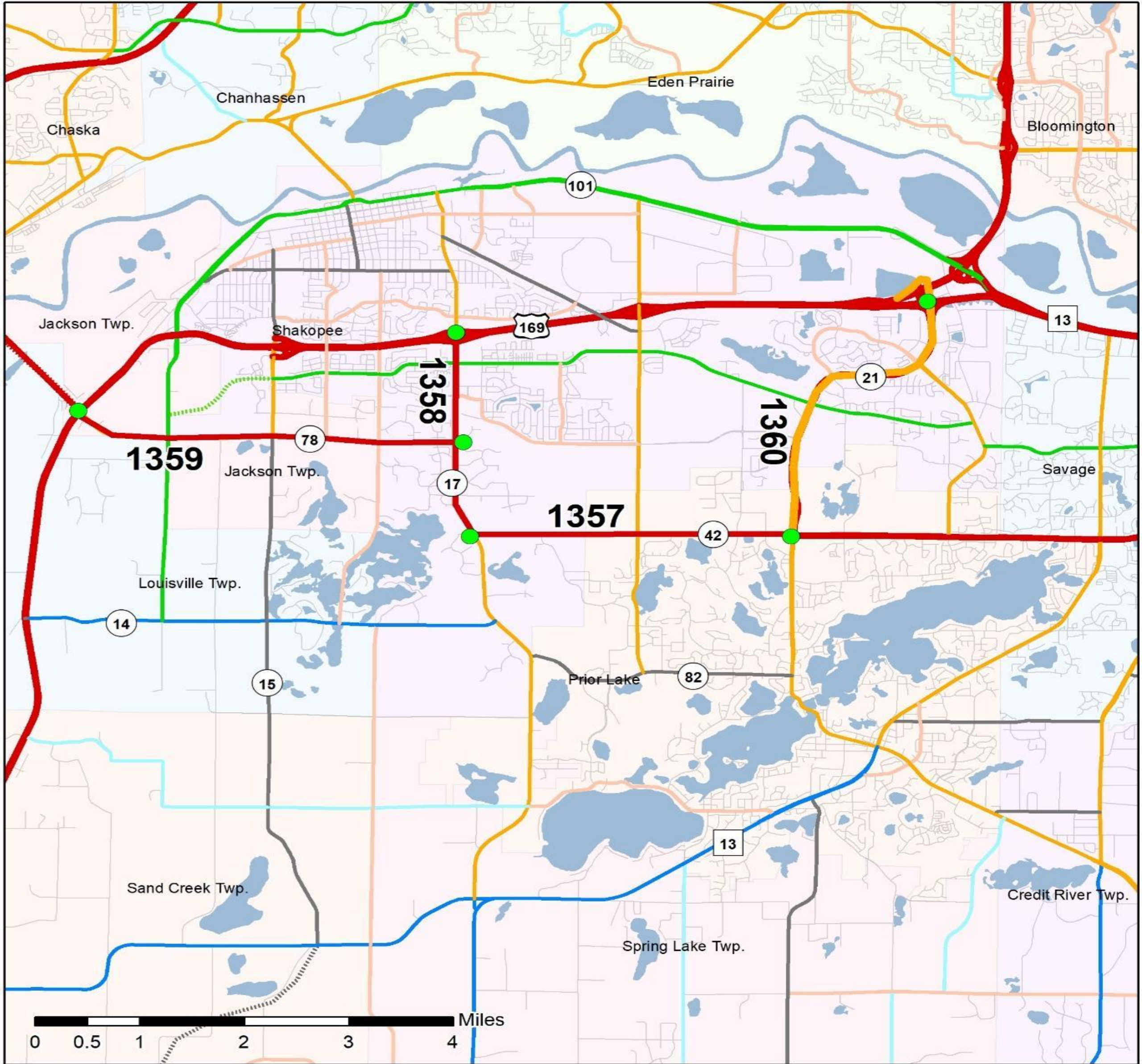


Existing Functional Class - 3-26-19

- ~ Principal Arterial
- ~ A-Minor Expander
- ~ Major Collector
- ~ A-Minor Augmentor
- ~ A-Minor Connector
- ~ Minor Collector
- ~ A-Minor Reliever
- ~ Other Arterial

Four Changes Requested by Scott County:

1. Upgrade Scott County State-Aid Highway (CSAH) 42 from an A-Minor Expander to a Principal Arterial (1357 on map)
2. Upgrade CSAH 17 from an A-Minor Expander to a Principal Arterial (1358).
3. Upgrade CSAH 78 from an A-Minor Expander to a Principal Arterial (1359).
4. Downgrade CSAH 21 from a Principal Arterial to an A-Minor Expander (1360).



Existing Regional Functional Class Roads

- Principal Arterial
- Other Arterial
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

Planned Regional Functional Class Roads

- Principal Arterial
- Other Arterial
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

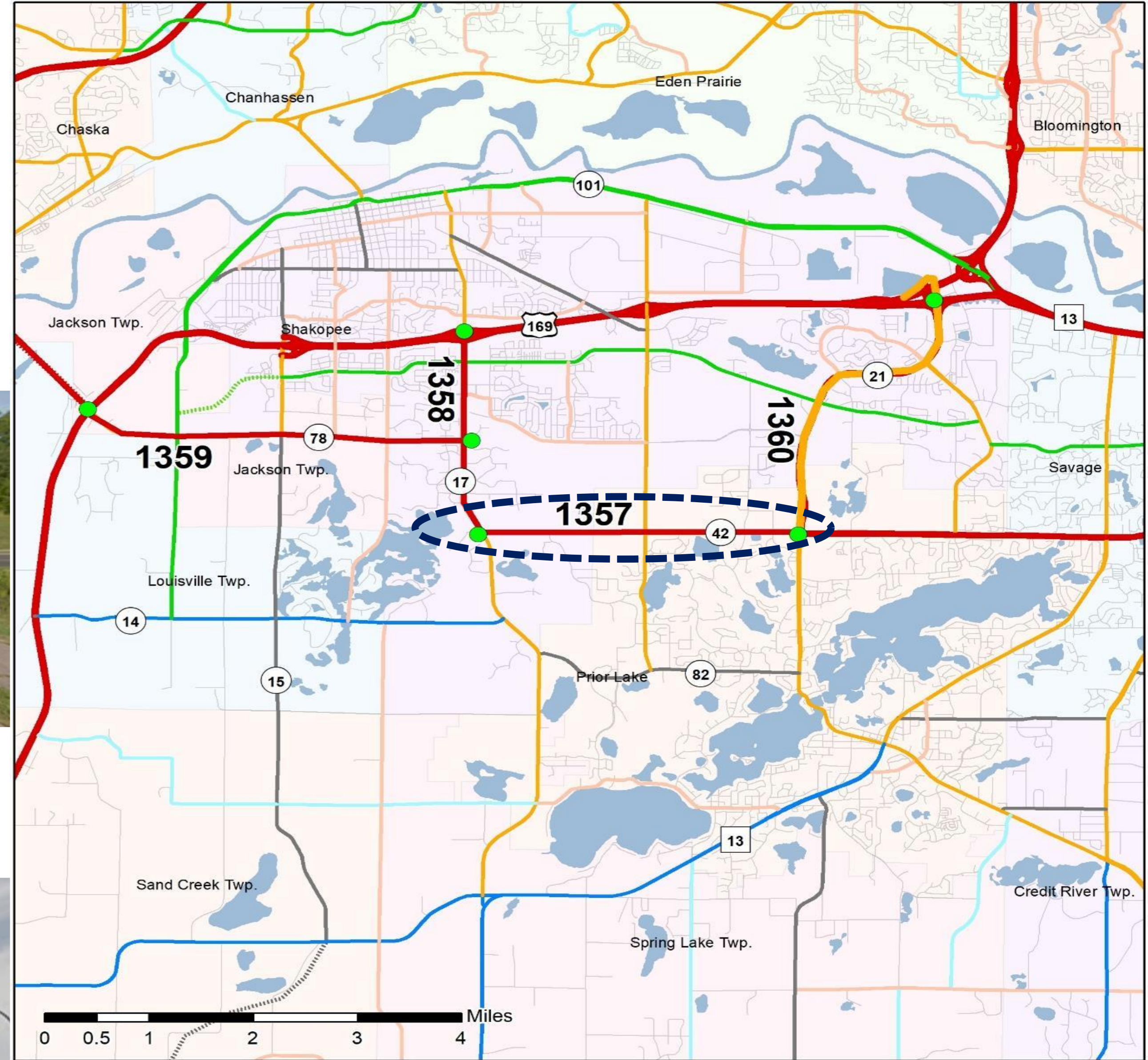
City / Township Boundaries

Street Centerlines

County Boundaries



1. Upgrade Scott County State-Aid Highway (CSAH) 42 from an A-Minor Expander to a Principal Arterial (1357 on map)



Existing Regional Functional Class Roads

- Principal Arterial
- Other Arterial
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

Planned Regional Functional Class Roads

- Principal Arterial
- Other Arterial
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

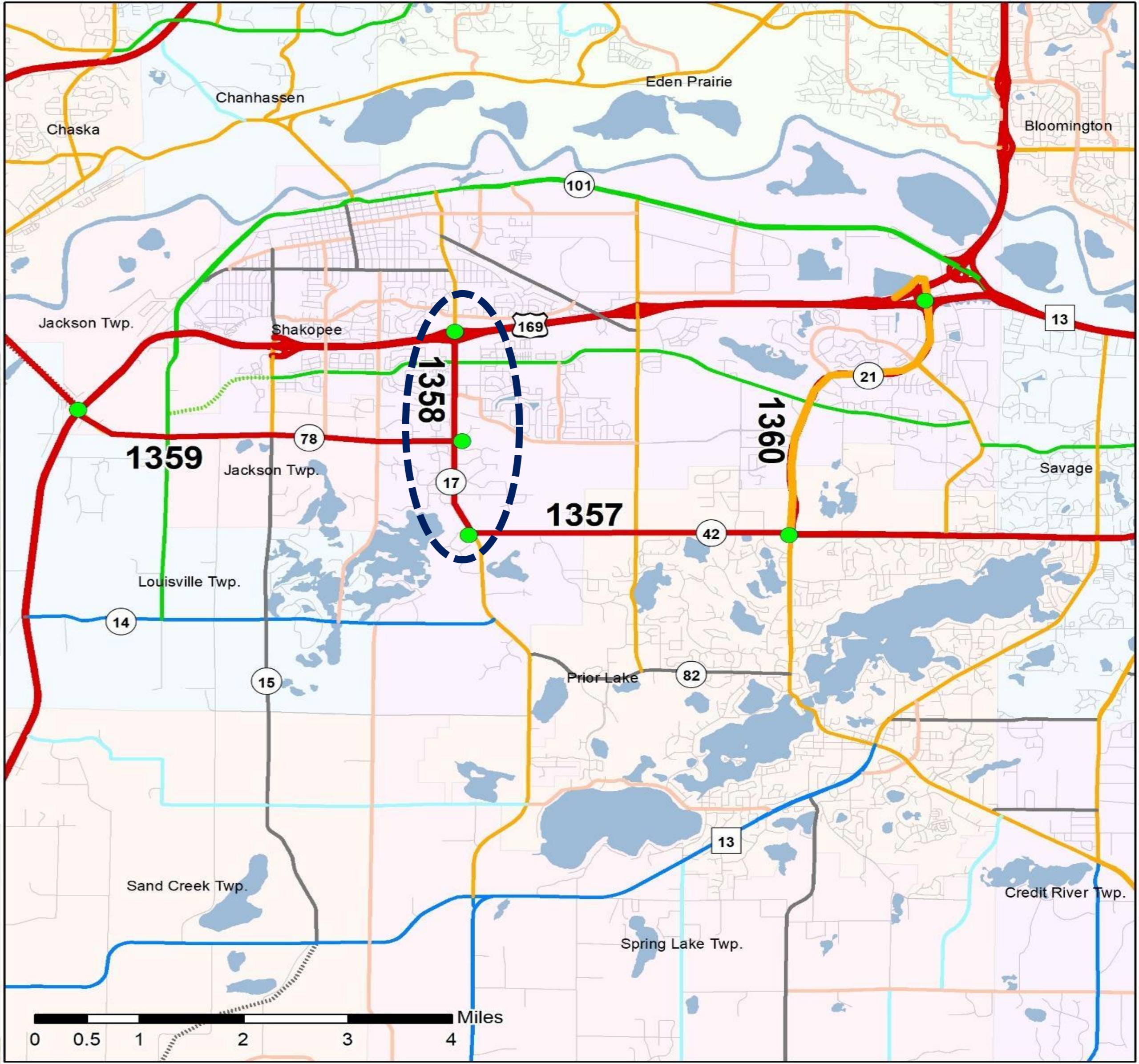
City / Township Boundaries

Street Centerlines

County Boundaries



2. Upgrade CSAH 17 from an A-Minor Expander to a Principal Arterial (1358).

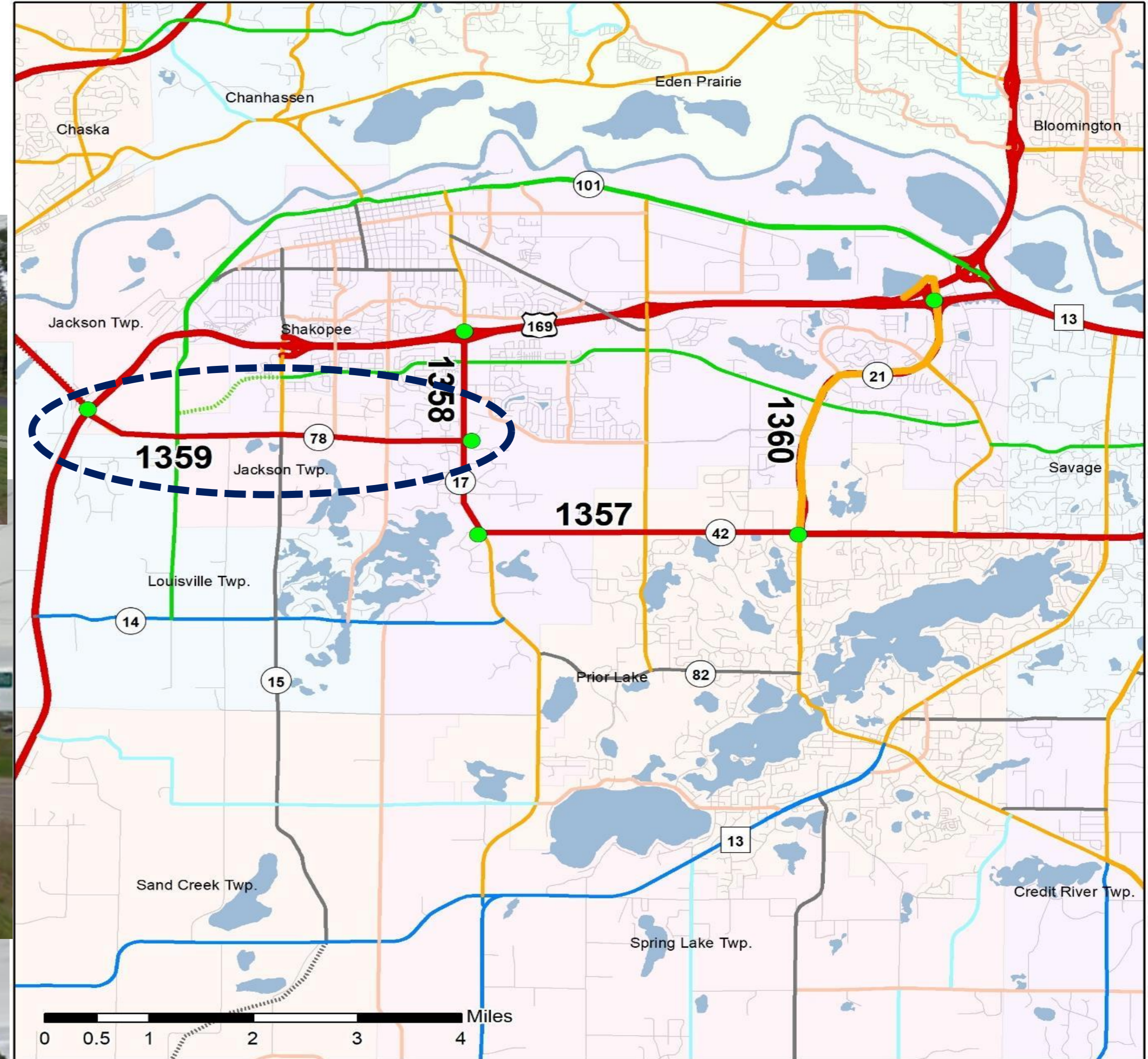


Existing Regional Functional Class Roads		Planned Regional Functional Class Roads	
	Principal Arterial		Principal Arterial
	Other Arterial		Other Arterial
	Major Collector		Major Collector
	Minor Collector		Minor Collector
	A Minor Augmentor		A Minor Augmentor
	A Minor Reliever		A Minor Reliever
	A Minor Expander		A Minor Expander
	A Minor Connector		A Minor Connector

City / Township Boundaries
 Street Centerlines
 County Boundaries



3. Upgrade CSAH 78 from an A-Minor Expander to a Principal Arterial (1359).



Existing Regional Functional Class Roads

- Principal Arterial
- Other Arterial
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

Planned Regional Functional Class Roads

- Principal Arterial
- Other Arterial
- Major Collector
- Minor Collector
- A Minor Augmentor
- A Minor Reliever
- A Minor Expander
- A Minor Connector

City / Township Boundaries

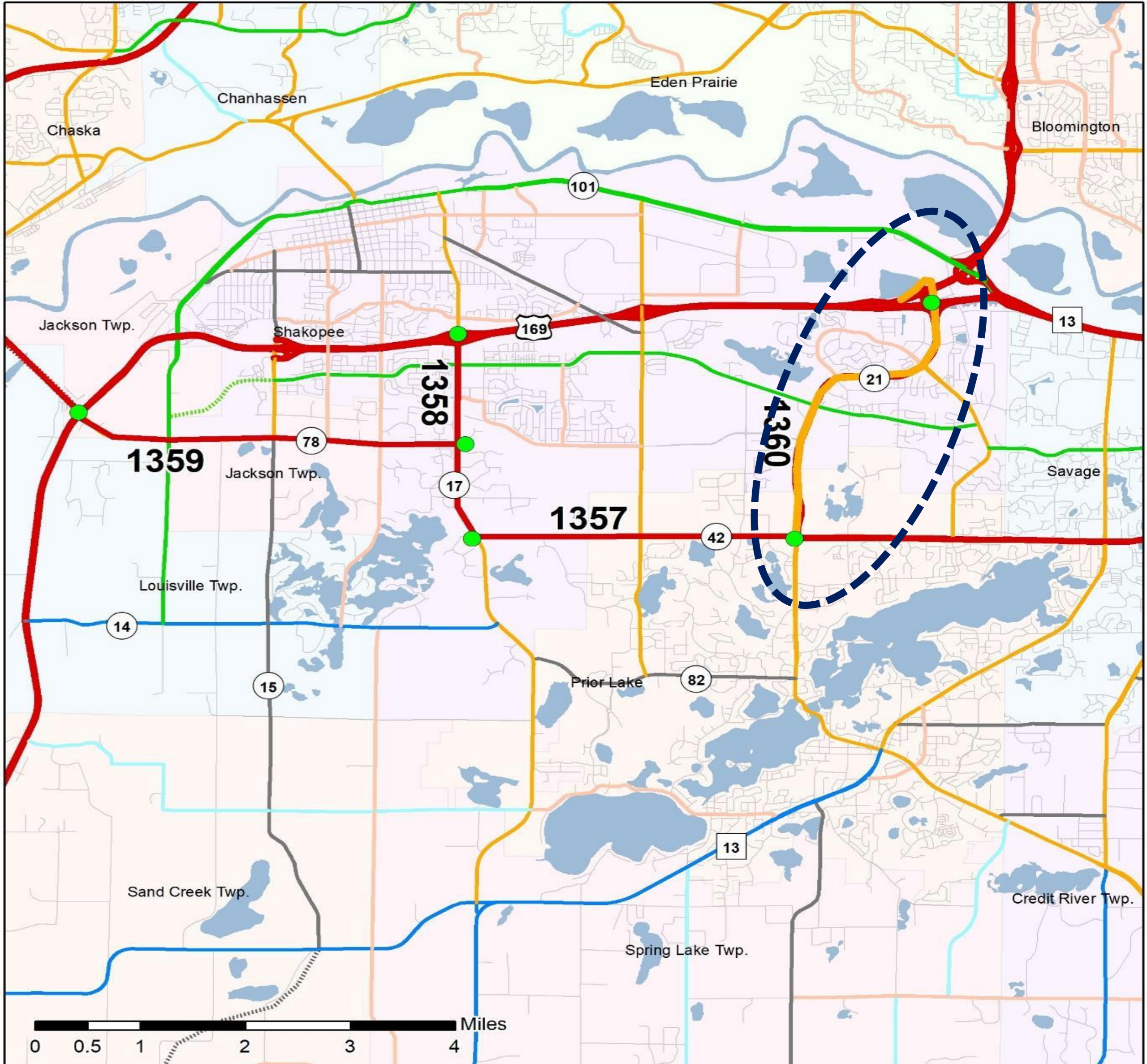
Street Centerlines

County Boundaries



4. Downgrade CSAH 21 from a Principal Arterial to an A-Minor Expander (1360).

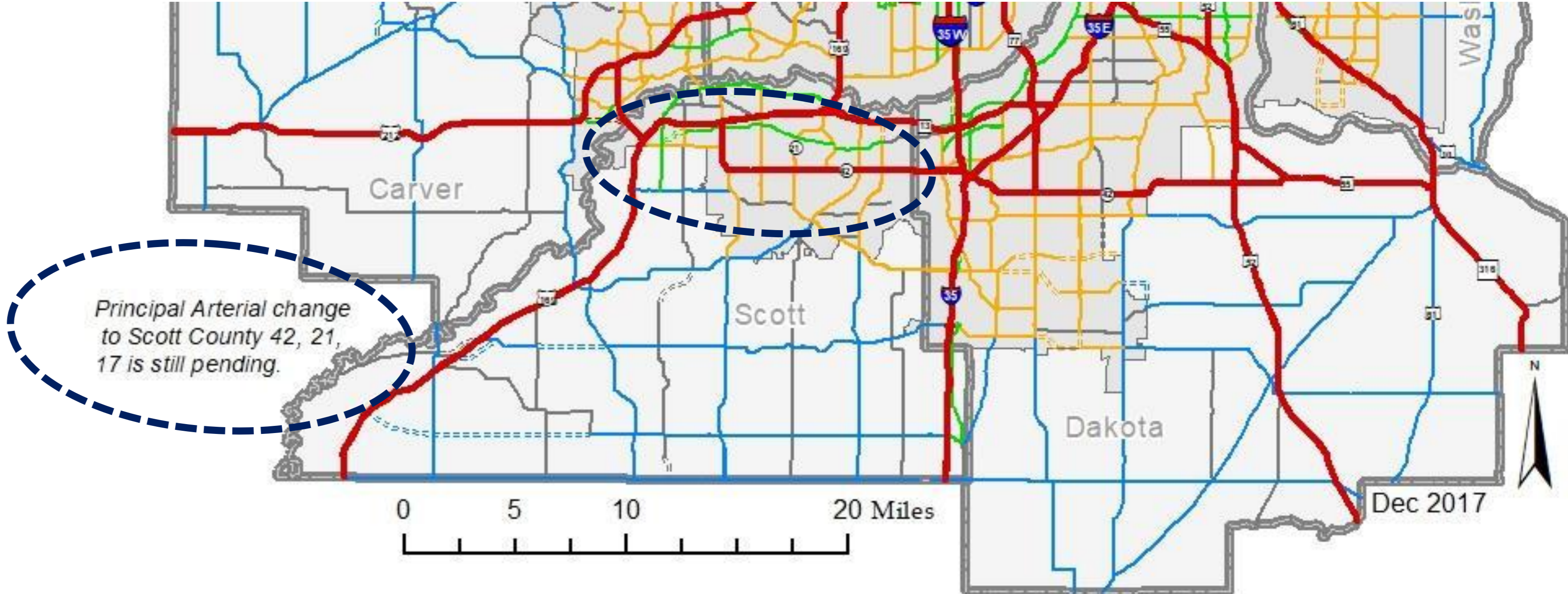
Principal Arterials should terminate at other Principal Arterials. If approved, CSAH 17 can serve as the north-south connection to Highway 169. CSAH 21 will no longer be needed as it is closely spaced to CSAH 17 and cannot easily be extended to the southern Scott County border to facilitate longer trips.



Existing Regional Functional Class Roads		Planned Regional Functional Class Roads	
	Principal Arterial		Principal Arterial
	Other Arterial		Other Arterial
	Major Collector		Major Collector
	Minor Collector		Minor Collector
	A-Minor Augmentor		A-Minor Augmentor
	A-Minor Reliever		A-Minor Reliever
	A-Minor Expander		A-Minor Expander
	A-Minor Connector		A-Minor Connector

City / Township Boundaries
 County Boundaries
 N
 Street Centerlines

Map from 2040 Transportation Policy Plan (approved October 2018) showing 3 of the 4 proposed changes as pending. The proposed change to CSAH 78 is not included.



- | Existing | Planned |
|--------------------|----------------------|
| Principal Arterial | Principal Arterial |
| A-Minor Augmentor | A-Minor Augmentor |
| A-Minor Reliever | A-Minor Reliever |
| A-Minor Expander | A-Minor Expander |
| A-Minor Connector | A-Minor Connector |
| Other Arterial | Other Minor Arterial |

TAC Planning Motion

That TAC recommend to TAB to make the following functional classification changes and to administratively modify the 2040 Transportation Policy Plan to reflect these changes:

- Upgrade CSAH 42 from an A-Minor Expander to a Principal Arterial.
- Upgrade CSAH 17 from an A-Minor Expander to a Principal Arterial.
- Continue evaluating CSAH 78 as a future Principal Arterial in next 1-2 years, but do not change the current functional classification of the roadway at this time.
 - As part of the TPP administrative amendment, CSAH 78 will be listed as a future Principal Arterial in the “Additional Highway Needs beyond the Increased Revenue Scenario” section
- Downgrade CSAH 21 from a Principal Arterial to an A-Minor Expander.

Rationale

- Requested changes must be compatible with current function of the roadway, not the future function of the roadway
- 3 of the 4 requested changes meet the Appendix D guidelines of the TPP. Continue evaluating CSAH 78 as it transitions to function as a Principal Arterial.
- However, CSAH 78 does not meet the Principal Arterial guidelines at this time:
 - Spacing with other Principal Arterials is too close
 - Serves few trips (6,100) and few longer distance regional trips (over 8 miles)
 - Too much land access
 - Intersections are not high-capacity within segment, but are at segment termini
 - More access controls needed (Scott County proactively manages the access based on their Future Functional Classification map where CSAH 78 is shown as a future Principal Arterial)

TAC Planning Input

- CSAH 78 does not currently function like a PA. However, the new interchange under construction at TH 169 and TH 41/CSAH 78 may change traffic flows.
- Even though access management is based on future functional classification, it can be difficult to implement in practice. Showing CSAH 78 as a future PA in the TPP will help.
- There are development pressures in this same interchange area; access controls will be needed as development occurs instead of after.
- PA planning has shifted from MnDOT to the counties.
- Role for TAC Planning in next few years to look examine functional classification guidelines, process, and impact of expansion of the PA system.

Questions

Steve Peterson, Manager of Highways and TAB/TAC Process

651-602-1819

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ACTION TRANSMITTAL No. 2018-26

DATE: May 17, 2019

TO: Technical Advisory Committee

FROM: TAC Funding and Programming Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)

SUBJECT: Adoption of the Draft 2020-2023 Transportation Improvement Program (TIP) for release for a public comment period.

REQUESTED ACTION: The Metropolitan Council requests that the Transportation Advisory Board (TAB) adopt the draft 2020-2023 Transportation Improvement Program (TIP) for release for a public comment period.

RECOMMENDED MOTION: That the Technical Advisory Committee recommend to TAB adoption of the draft 2020-2023 Transportation Improvement Program (TIP) for release for a public comment period.

BACKGROUND AND PURPOSE OF ACTION: The Transportation Improvement Program (TIP) is a four-year list of federally funded transportation projects required for all metropolitan planning organizations (MPOs). The TIP must include all projects funded with federal transportation funds and projects that affect air quality. Federal regulations require that a TIP be developed at least every four years. The Metropolitan Council revises its TIP every year in conjunction with the Minnesota Department of Transportation's State Transportation Improvement Program (STIP). The draft 2020-2023 TIP and its development process will meet applicable federal requirements once the public input process is complete. The public comment period is scheduled to run from June 25 to August 9.

The 2020-2023 TIP approval schedule is as follows:

- June 19, 2019 – TAB approves draft TIP for public review
- August 9, 2019 – Public review/comment period ends
- August 21, 2019 – TAB considers public comments and approval of the final TIP
- September 9, 2019 – Transportation Committee recommends concurrence with the TIP to the Metropolitan Council
- September 25, 2019 – Metropolitan Council concurrence with TAB approval of TIP
- September/October, 2019 – MnDOT inclusion of TIP into State Transportation Improvement Program (STIP)
- Roughly November 1, 2019 – USDOT approves Minnesota STIP

The 2020-2023 TIP includes projects valued at approximately \$5 billion for highway, freight transit, bicycle, and pedestrian projects. Roughly 17% of this is from the Regional Solicitation. The sources of funds over the four years are summarized as follows:

- Total – \$5 Billion
 - Federal Highway – \$1.3 Billion
 - Federal Transit – \$1.3 Billion
 - Property Tax and State Taxes – \$2 Billion
 - Trunk Highway – \$466 Million

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be partially funded with federal funds must be in an approved Transportation Improvement Program and meet the following four tests: fiscal constraint; consistency with the adopted regional transportation plan; air quality conformity and opportunity for public input. It is the TAB's responsibility to adopt and amend the TIP according to these four requirements.

COMMITTEE COMMENTS AND ACTION: At its May 16, 2019, meeting, the Funding & Programming Committee voted unanimously to recommend approval of the TIP for release for public comment.

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	5/16/2019
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Release for Public Comment	
Transportation Advisory Board	Review & Adopt	
Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Concur	

Transit Funding in the TIP

Both transit capital and operating projects are in the TIP and are funded almost exclusively by four federal sources:

- FTA formula funds: The largest source of funds allocated to the Council as the major transit operator in the region.
- Regional Solicitation funds: Projects funded with FHWA flexible funds – CMAQ or STPBG - that are allocated through the Regional Solicitation process. These funds are transferred from FHWA to FTA during the grant-making process.
- FTA and DOT discretionary award funds: Bus and Bus Facilities and Low No Emission Grants are FTA discretionary award programs. The Better Utilizing Investments to Leverage Development (BUILD) is a USDOT discretionary award. The Council has received all these types of discretionary awards in the past. New discretionary awards are amended into the TIP when the awards are announced by the federal agency.
- FTA New Starts/Small Starts funding (Section 5309): This is funding for major Capital Improvement Grants (CIG) and has funded the Blue Line, Northstar, the Green Line, and the Orange Line. Future programs funded with CIG funds include the Green Line Extension, the Blue Line Extension, and the Gold Line BRT transitways.

Regional Solicitation transit awards in the TIP include

- SouthWest Transit creation of transit connector route between Eden Prairie and the Mall of America, including additional buses and operating funds;
- Metro Transit creation and expansion of St. Paul bus routes including additional buses and operating funds;
- Travel Demand Management (TDM)/transportation management organization (TMO) projects;
- Route 724 transit service expansion;
- Route 68 transit service expansion;
- Route 32 transit service expansion;
- Route 4; transit service expansion;
- SouthWest Transit mobility hub at SouthWest Station;
- Orange Line connector bus service;
- Route 6 corridor bus and stop modernization;
- Chicago-Portland Avenue corridor bus stop modernization;
- Emerson and Fremont Avenue bus stop modernization; and
- Lake Street – Marshall Avenue corridor bus stop modernization

Projects that are not discretionary or CIG are selected from the Metropolitan Council Transit Capital Improvement Program (CIP) for inclusion in the TIP. The CIP is published for public comment before adoption by the Council. Federal formula funds are then used to fund these projects as follows:

- **Section 5307** - Funding for any improvement or rehabilitation of preservation projects, fleet vehicle procurement and new capital projects. This is the most flexible funding.

- **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.
- **Section 5337 State of Good Repair** – Funding for preservation projects only. This funding has two parts:
 - High Intensity Fixed Guideway – Funding used for fixed guideway preservation including light rail and commuter rail, i.e., LRV overhaul/maintenance, rail maintenance, locomotive or other commuter rail preservation. Funding may also be used for preservation of BRT on BRT-dedicated roadway (not shoulders or HOV lanes).
 - High Intensity Bus – Funding used for bus and bus facilities preservation including bus replacement and maintenance, passenger facility rehabilitation, and park and ride maintenance and rehabilitation.
- **Section 5339 Bus and Bus Facility** – Funding used for replacement bus procurement, bus maintenance and other bus facilities improvements or rehabilitation.

The TIP only includes those transit projects that are federally funded. Therefore, looking only at the TIP does not provide a picture of all transit capital projects as some projects are funded with only local funds. These projects will not appear in the TIP.



Figure 1.35W@94 construction. 2019

2020-2023 Draft State Transportation Improvement Program (STIP)

The STIP is a comprehensive four-year schedule of planned transportation projects in Minnesota for state fiscal years 2020, 2021, 2022, and 2023. These projects include state trunk highways, local roads and bridges, rail crossings and transit capital and some operating assistance. Statewide, the STIP represents over \$7 billion in federal, state, and local funds over the four years. Metro District's STIP reflects the Metropolitan Council's TIP, with the addition of Chisago County projects and omission of the urbanized areas in Sherburne and Wright counties.

Changes from last year's STIP

This draft STIP includes a number of major projects in the early years and deferral of some MnDOT projects in the later years reflecting an adjustment due to over programming in previous years.

MnDOT annually reviews guidance for capital investments and this year is shifting to a more conservative approach which will impact fiscal years (FY) 2022 and 2023. Last year, MnDOT programmed FY 2022 at a higher level consistent with the Minnesota State Highway Investment Plan (MnSHIP) goals for state funds instead of a base budget level. Federal funds are forecasted to remain flat at this time, and MnDOT's Office of Financial Management (OFM) has forecasted this year that statewide the trunk highway account could likely handle a \$350 million to \$400 million funding level in FY 2022. MnDOT is taking a conservative approach if the Legislature does not provide for increase in spending this session. It is likely that FY 2022 and FY 2023 would be over-programmed without that increase, so districts have been asked to reduce their programs.

The impact of this change to Metro District is that approximately 10 projects are being deferred out of the STIP years. The projects shifted out of 2022 and 2023 are primarily pavement preservation projects, with some minor bridge work. No projects with mobility improvements were shifted out.

However, the setaside of Chapter 3 bonds from the 2017 transportation package for Rethinking I-94 projects (between the downtowns of Minneapolis and St. Paul), has been moved out of the STIP years. The Rethinking I-

94 project office has undergone a detailed community visioning process and is transitioning to environmental review and pre-design work, with major projects now anticipated in the 2024-2025 timeframe. This does not impact a mobility setaside of \$100M identified for the corridor in the CHIP year. There are also some pavement and bridge projects in this corridor that will occur before then.

Major projects (\$15M+)

The following major pavement and bridge projects listed are significant repair or reconstruction projects that will have major traffic impacts. The list does not include projects less than \$15 million.

- 2020
 - I-94 from Maple Grove to Rogers. Long term pavement improvement, lane add from Hwy 610 to Hwy 101. Year 1 of 2. (Hennepin to Wright county line)
 - 3rd Ave Bridge (Hwy 65) over the Mississippi River in downtown Minneapolis. Year 1 of 3. (Hennepin)
 - I-35W/42nd St. Stormwater cavern. Year 1 of 2. (Hennepin)
 - Hwy 5 at Minneapolis-St. Paul International Airport. Pavement & 11 bridges. (Hennepin)
 - I-494 from South St Paul to Eagan. Pavement. (Dakota)
 - I-35W North MnPASS from Roseville to Lino Lakes. Year 2 of 3. (Ramsey/Anoka)
 - I-35W Downtown to Crosstown project. Year 3 of 3. (Hennepin)
 - I-35W Replace Minnesota River bridge in Burnsville-Bloomington. Year 2 of 2 (Dakota/Hennepin)
- 2021 –all major projects are related to multiyear construction projects.
 - I-94 from Maple Grove to Rogers. Year 2 of 2. (Hennepin to Wright county line)
 - 3rd Ave Bridge (Hwy 65) over the Mississippi River in downtown Minneapolis. Year 2 of 3. (Hennepin)
 - I-35W/42nd St. Stormwater storage facility. Year 2 of 2. (Hennepin)
 - I-35W North MnPASS. Year 3 of 3. (Ramsey/Anoka)
- 2022
 - I-94 from Western Ave to Mounds Blvd in St. Paul. Pavement and bridge (3). (Ramsey)
 - Hwy 36 from Maplewood to Stillwater. Pavement (Ramsey/Washington)
 - Hwy 55 (Hiawatha Ave) from east end of downtown to Hwy 62. Pavement and ped improvements (Hennepin)
 - Hwy 55 from Fort Snelling to Inver Grove Heights. Pavement and bridge project (Dakota/Hennepin)
 - 3rd Ave Bridge (Hwy 65). Year 3 of 3. (Hennepin)
 - US 10/Ferry St interchange modernization and US10/Rum River Bridge (Anoka)
- 2023
 - I-94 from Century Ave/Hwy 120 to the St. Croix River (Eastbound). Pavement. Year 1 of 2 (Washington)
 - US 52 from CR 86 (north of Cannon Falls) to CSAH 42. Pavement (Dakota)
 - I-494 Resurface Minnesota River bridge and trail (Hennepin)
 - I-35W from W 106th Street 82nd Street in Bloomington. Pavement (Hennepin)

Corridors of Commerce

Major mobility projects selected in Metro District via the Corridors of Commerce program established by 2017 legislation enter the STIP this year. These projects continue to be developed with preliminary design estimates likely needing to be modified in the future.

- 2022 – These I-494 projects may be up to 3 years construction.
 - I-494/I-35W turbine interchange, northbound to westbound directional ramp (Hennepin)
 - I-494, from France Avenue to Trunk Highway 77 eastbound and from Trunk Highway 77 to I-35W westbound, add MnPASS lanes in both directions. (Hennepin)
- 2023 – This project likely to be 2 to 3 years construction.
 - Hwy 252/I-94, Convert to a freeway and add MnPASS lanes Dowling to TH 610 (Hennepin)

2024-2029 Capital Highway Investment Plan (CHIP)

The CHIP identifies MnDOT's planned investments in the six years (2024-2029) after the STIP. While projects are not commitments until they are scoped and added to the STIP, listing potential projects 5-10 years out allows for advanced coordination and improves transparency of MnDOT's capital investment decision making. The CHIP represents almost \$2 billion in pavement, bridge, and mobility improvements the Metro District.

Changes from last year's CHIP

This draft CHIP includes changes due to absorbing projects shifted out of 2022 and 2023, shifting bridge and pavement projects for better project coordination, and limited bridge investments on the National Highway System (NHS) system after 2026. About ten projects, mainly on the Non-NHS system, were deferred into the CHIP years. There have been moves to better coordinate pavement and bridge project, such as projects on Hwy 280, from the I-35E/I-35W split through downtown St. Paul, and Osceola Bridge (Hwy 243) in Chisago County.

The Blatnik Bridge in Duluth enters the CHIP in year 2028, and with it the majority of statewide bridge funds for the NHS system. Blatnik is a major bridge, comprising about 2% of the statewide deck area. Under the current revenue scenario, the primary source of funding NHS bridges will go entirely to Blatnik. Metro, along with 7 other MnDOT districts, do not have planned bridge work on mainline NHS routes from 2026 to after 2030, but will anticipate using district-controlled funds to fund any immediate bridge needs on the NHS.

Major projects (\$15M+)

The following projects with pavement work are mainly concrete repair or reconstruction projects that will have major traffic impacts. Corridors of Commerce projects are also likely to have construction seasons lasting into the CHIP years.

- 2024
 - I-94 Century Ave/Hwy 120 to the St. Croix River (Westbound). Pavement. Year 2 of 2 (Washington)
 - Hwy 65 from CSAH 10 to 217th Ave. Pavement (Anoka)
 - Hwy 5 (West 7th St.) from Munster Ave to Mounds Blvd in St. Paul. Pavement. (Ramsey)
- 2025
 - US 12 from Wayzata Exit to I-494. Pavement (Hennepin)
 - Hwy 100 from Cedar Lake Rd to I-694, pavement (Hennepin)
 - Hwy 47 from Bunker Lake Blvd to Anoka/Isanti county line. Pavement (Anoka)
 - Hwy 243 Osceola Bridge redeck/replacement (Chisago)
 - I-35W from the 35W/35E split to Lone Oak Rd. Pavement (Dakota)
- 2026
 - I-694 from Dupont to I-35W. Pavement (Anoka/Ramsey)
 - Hwy 95 from Chisago/Isanti county line to Sunrise River. Pavement (Chisago)
 - I-394 Dunwoody Bridge in Mpls (overlay). May be a 2 year project (Hennepin)
 - Hwy 280 from I-94 to Como Ave. Pavement and bridge (8) project (Hennepin)
 - Hwy 77 from CSAH 23 to MN River. Pavement (Dakota)
 - US 169 from CSAH 15 To Bloomington Ferry Br. Pavement (Scott County)
- 2027
 - I-35E from south junction I-35E/I-35W to Lone Oak Rd to 10th St. Bridge in St. Paul. Pavement (Dakota/Ramsey)
 - US 212 from CSAH 4 to Hwy 62. Pavement (Hennepin)
 - Hwy 5 from Hwy 41 to US 21. Pavement (Carver).
 - Hwy 55 from Wright/Hennepin County line to Fernbrook Ave. Pavement (Hennepin)

- I-494 from France to US 12. Pavement (Hennepin)
- Hwy 55 from Fernbrook to General Mills Blvd. Pavement (Hennepin)
- 2028
 - I-35 from US 8 to Hwy 95. Pavement (Chisago)
 - Hwy 95 from Hwy 97 to US 8. Pavement (Chisago)
 - I-94 from Nicollet Av to Western Ave. Pavement (Hennepin and Ramsey). This is an example of the frequency of pavement preservation projects on bad pavement foundation. There is a 2022 pavement project on this same segment.
 - US 52 from Clayton to I-494 and on Hwy 55 from CR 63 to US 52, pavement (Dakota)
- 2029
 - Hwy 610 from US 169 to Mississippi River. Pavement and bridge (Hennepin)
 - I-394 from I-494 to Hwy 100. Pavement (Hennepin)
 - Hwy 7 from Minnetrista to Christmas Lake Rd. Pavement. (Hennepin)
 - I-35 from Lake Marion to Scott/Dakota county line. Pavement.



Figure 2. WTS Transportation YOU tour of the 35W@94 project site

**2020–2023
TRANSPORTATION
IMPROVEMENT PROGRAM**
FOR THE TWIN CITIES METROPOLITAN AREA

DRAFT



**METROPOLITAN
COUNCIL**

June 5, 2019

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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.

2020 - 2023 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 annually produce a program, known as the Transportation Improvement Program (TIP), that outlines funded projects within the metropolitan planning area. The 2020 through 2023 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 within the metropolitan planning area (Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties plus the contiguous urbanized areas¹ in parts of Sherburne and Wright Counties along with Houlton, Wisconsin) 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. All major transportation projects located in the federally defined carbon monoxide non-attainment area must be evaluated for their conformity with the Clean Air Act (CAA) Amendment of 1990. The air quality conformity analysis must include all federally funded, as well as regionally significant, locally funded projects.

The 2020-2023 TIP for the Twin Cities Metropolitan Area includes projects valued at approximately \$5 billion for highway, freight, transit, bicycle, and pedestrian projects. Of this total, approximately \$1.3 billion is supplied by federal highway funds, including Federal Highway Target funds and High Priority Project funds. The 2020-2023 TIP assumes the region will receive approximately \$1.3 billion in federal transit funds over the 2020-2023 period for transit projects.

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. The TAB considers and responds to public comments received on the draft TIP prior to adopting the final TIP.

The 2020-2023 TIP implements, and is consistent with, the region's long-range transportation plan (LRTP), titled the Transportation Policy Plan (TPP), adopted by the Metropolitan Council on October 24, 2018 (with amendments on 2/27/19 and 4/24/19 still pending USDOT approval), with FHWA/FTA conformity determination established on December 13, 2018. 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 2020-2023 TIP will be fiscally constrained, is consistent with the Transportation Policy Plan, will be in conformity with the Clean Air Act Amendments of 1990, and its development process will provide acceptable opportunity for public involvement.

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

1. INTRODUCTION

The 2020-2023 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's Departments of Transportation (MnDOT and WisDOT). 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 long-range transportation plan (titled the Transportation Policy Plan), and recommended for federal funding during the program period.
- Contain projects that are from a conforming regional metropolitan transportation plan 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 2020-2023 TIP for the Twin Cities Metropolitan Area will meet all of these requirements and will be submitted to the Minnesota and Wisconsin Departments of Transportation for inclusion in their respective State Transportation Improvement Programs (STIPs) approved by the Governor's 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.

MPO Area - 2015

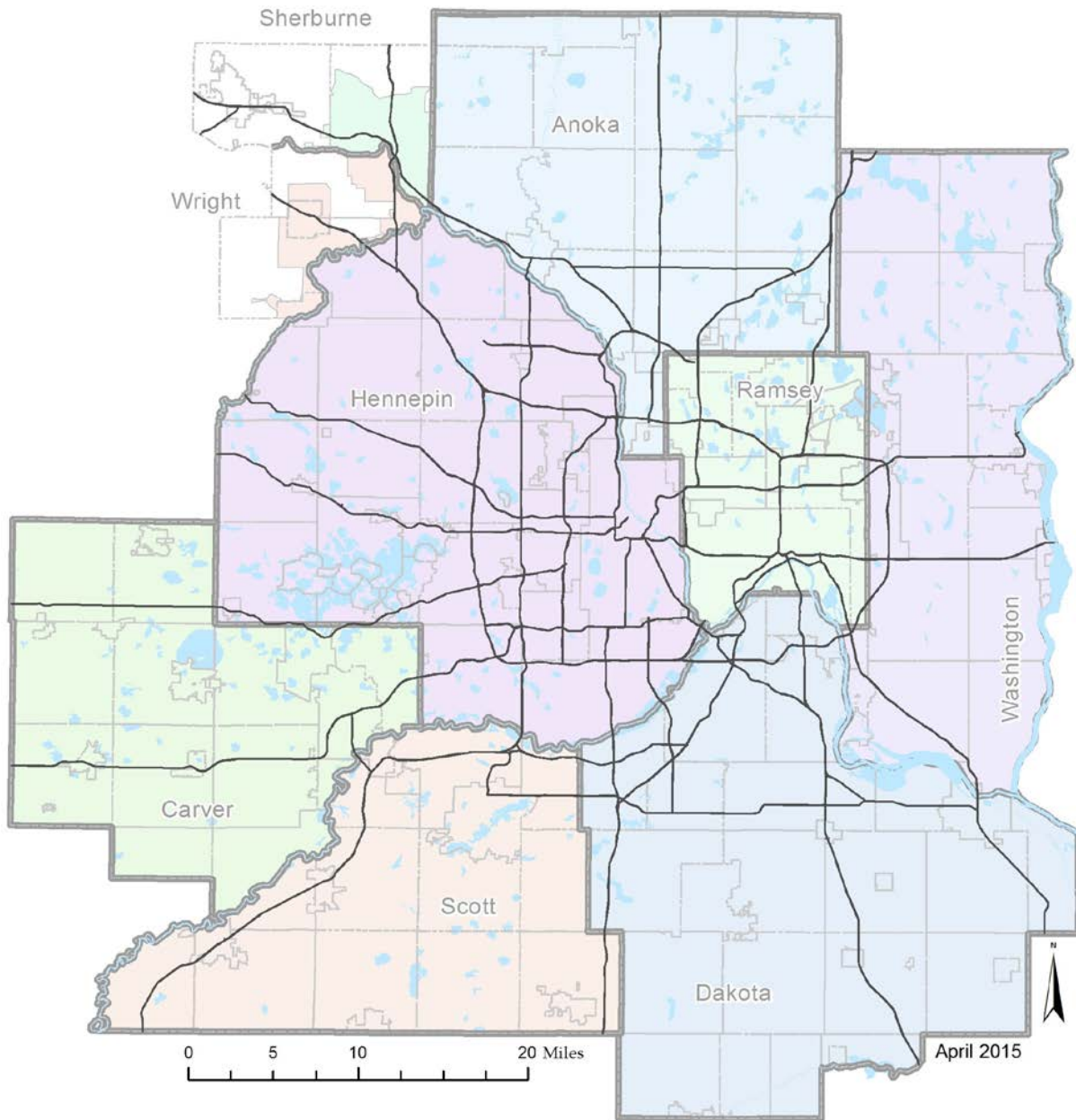


Figure 1: Twin Cities Metropolitan Area Political Boundaries – Also includes parts of Sherburne and Wright Counties (MN) and St. Croix County (WI)

The following information is provided for each project receiving federal funds and listed 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 page 27) 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 Transportation Advisory Board (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 2019, the Minnesota Department of Transportation adopted 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 part 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 (Volume 9/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 adds credibility to 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 financial support for these critical activities.

Public Participation Opportunities in Preparation of the Transportation Improvement Program

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

- June 19, 2019 – A public meeting of the TAB where it will adopt the draft TIP for the purpose of public comment.
- June 25 through August 9, 2019 – The TAB will accept public comments submitted by email, telephone, fax, and mail.
- August 21, 2019 – A public meeting of the TAB where public comments will be reviewed, and the TIP will be adopted by the TAB and forwarded to the Metropolitan Council for concurrence.

In preparation, the Metropolitan Council published a public notice in a newspaper of regional circulation and on [metro council.org](#). In addition, staff will notify groups representing a diverse set of stakeholders about the public comment period. Interested parties can sign up to see email alerts at [www.metro council.org](#).

For TIP Amendments (discussed on page 13) public input opportunities are offered at board and committee meetings, during which they are presented as business items. Amendments for 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 long-range transportation plan, 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 – and identifies the major, long-range transportation investments. The 2040 TPP was adopted in 2018 and addresses all applicable FAST Act 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).
- The [Highway Systems Operations Plan 2012-2015](#) (HSOP), developed by MnDOT, includes the operations and maintenance investment priorities for the state highway system.
- 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.

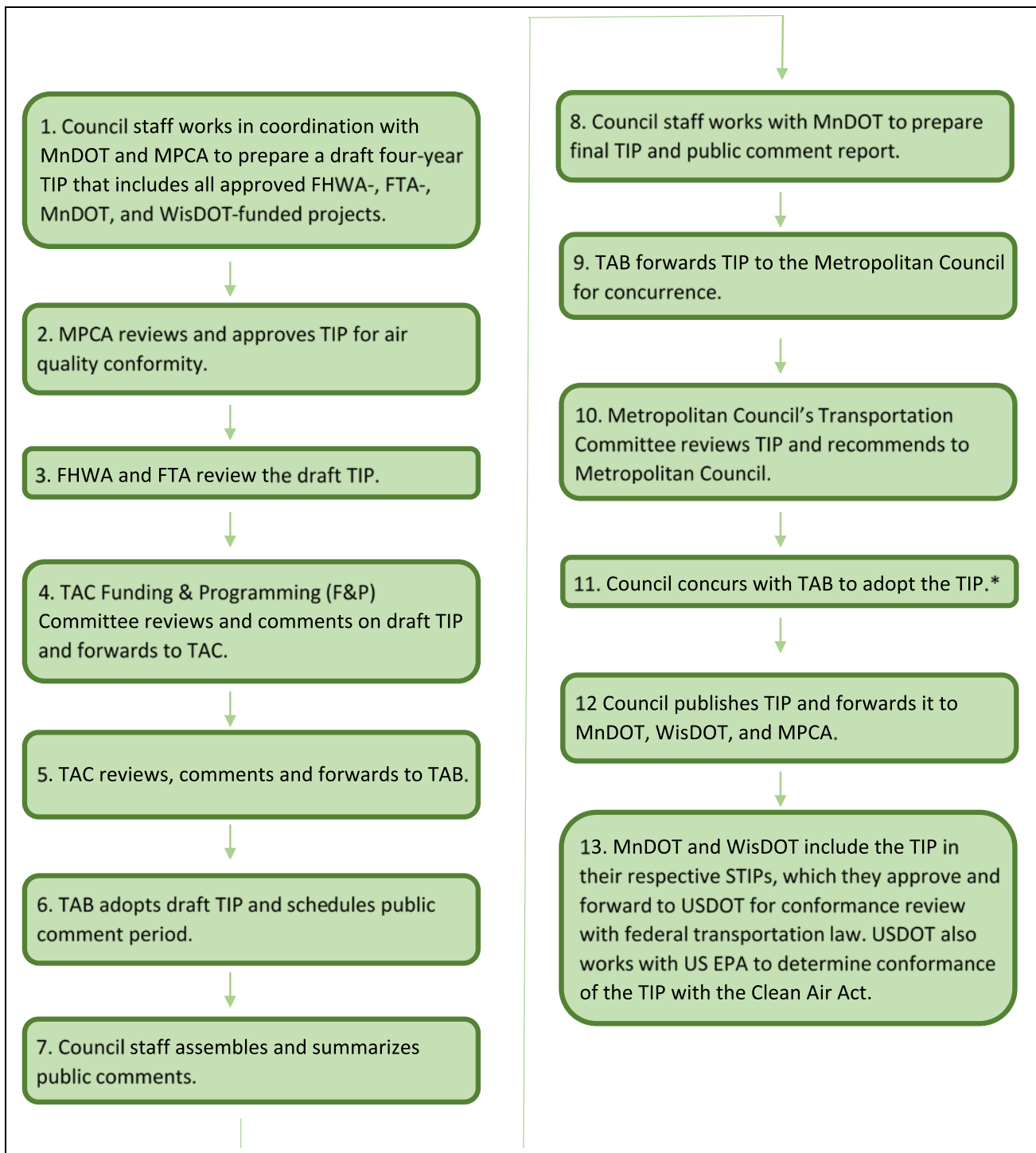
As illustrated in Figure 3, projects are selected for inclusion in the TIP in several ways: selection by Congress of federal High Priority Projects, the TAB Regional Solicitation, MnDOT Metro District selection, and the Council selection for regional transit providers, including projects in the federal New Starts program as selected by Congress. These selection processes are discussed in Chapter 3. While most projects are programmed by MnDOT, the TAB Regional Solicitation projects are programmed, roughly 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, and 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 and the Air Quality Control Plan provide 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 and the transportation Air Quality Control Plan. Many of the highway construction projects included in this TIP are under MnDOT jurisdiction. They originate from ongoing MnDOT planning and programming activities and respond to the region's transportation plan. The projects that lead to the completion of the metropolitan highway system, along with the projects on other major arterials, are based on the 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.

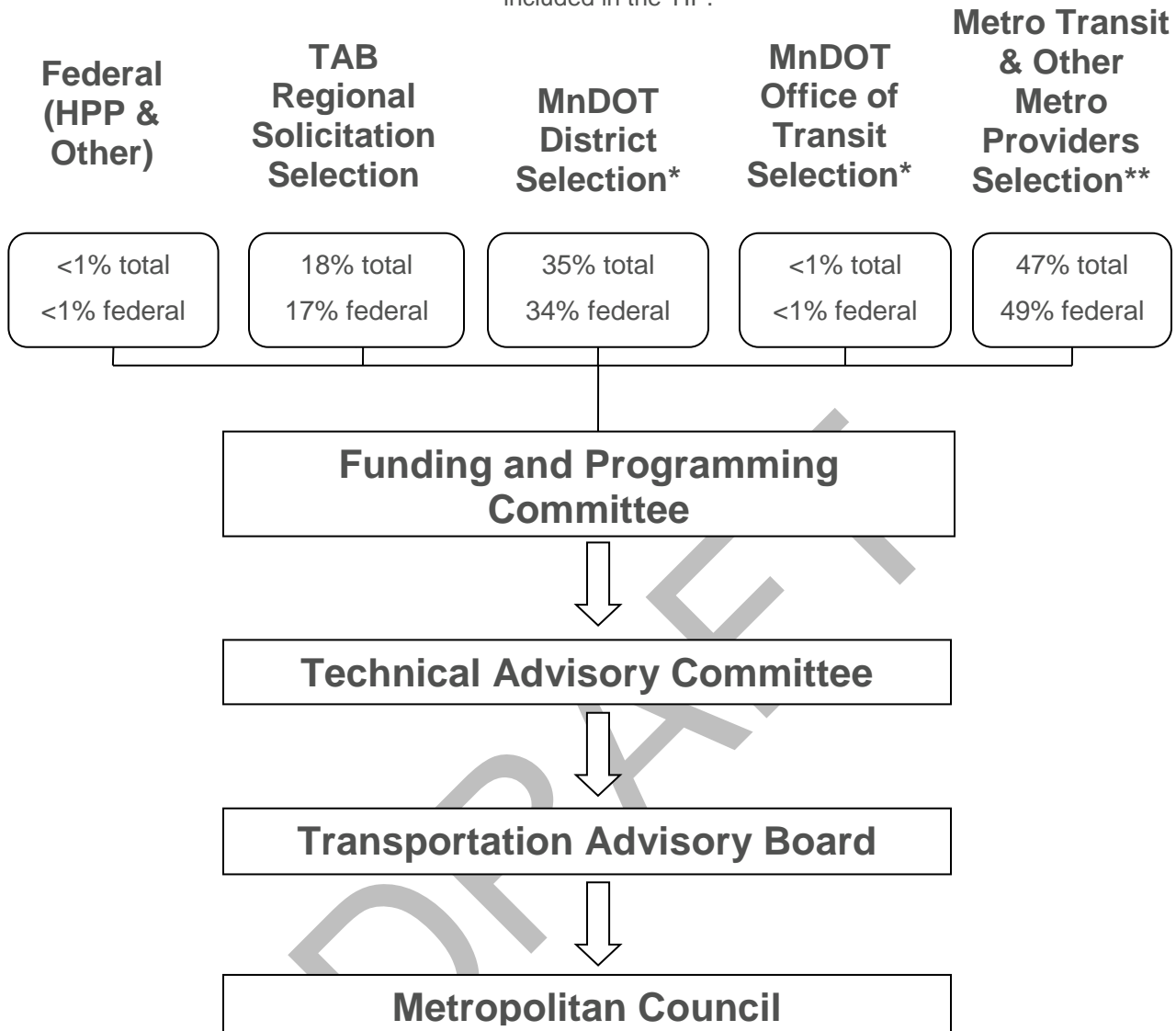
City and county federal aid projects are products of local comprehensive and transportation planning programs and reflect local and regional priorities. These projects are determined to be consistent with regional plans before being included in the TIP. Such plans must also be consistent with the TPP.



* The TAB's action 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), 2019-2022. 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. Projects selected by the MnDOT Office of Transit are usually incorporated into the TIP by amendment during the year. 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 federal New Starts 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: Projects to be administered by FHWA recently awarded via the 2018 Regional Solicitation were adjusted at two percent per obligation year, with 2018 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 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 change of program years, minor cost changes, funding source changes, technical corrections, and splitting a project into multiple 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 amendments must be approved by TAB and concurred with by the Metropolitan Council. Formal TIP amendments follow one of three processes:
 - Standard TIP Amendment. Standard TIP amendments are provided to the Funding & Programming Committee and TAC for a technical recommendation before going to TAB for approval. Once a TIP amendment is approved by TAB, the Transportation Committee provides a recommendation to the Metropolitan Council on whether to concur with the approval. 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 approval.

- Streamlined TIP Amendment. The streamlined amendment process was established in 2014 to expedite routine amendments. Streamlined amendments require approval from the TAC Executive Committee at which point they bypass the Funding & Programming Committee and TAC. In order to be eligible for the streamlined process, a proposed amendment must not potentially change the air quality impact of a regionally significant project, impact a project related to a scope change through TAB, or be related to solicitation scoring based on cost effectiveness.

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

Cost change thresholds are shown in Table 1.

Table 1: TIP Amendment and Modification Cost Change Thresholds*

STIP Total Project Estimated Cost	Modification	Amendment
<\$1,000,000	No modification 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.

**Required 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, 2016, as a five-year surface transportation authorization. Funding for specific programs is shown in Tables 8, 10, and 11.

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 2020-2023 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 Program (TAP).** 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 system management 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 Fixed Guideway Capital Investment Grants (“New Starts”). 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.

DRAFT

2. REGIONAL PLAN AND PRIORITIES

All projects in the TIP are reviewed for consistency with the Transportation Policy Plan (TPP) and the Air Quality Control Plan. The Metropolitan Council adopted the TPP on October 24, 2018 (with amendments on 2/27/19 and 4/24/19 still pending USDOT approval), with FHWA/FTA conformity determination established on December 13, 2018. 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. At the time of passage of the CAA, the Twin Cities Area was designated as a nonattainment area for NAAQS CO standards. 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 long-range transportation plans, TIPs, and federally funded or federally approved transportation projects. In Minnesota, the Twin Cities is a maintenance area for carbon monoxide (CO). The term "maintenance area" means EPA previously cited the area for not meeting CO standards but now legally recognizes the area as meeting (attaining) these standards. Maintenance areas must continue to demonstrate that they will meet the standards. EPA designated the Twin Cities to maintenance status on October 29, 1999. On November 8, 2010, in response to a MPCA request, the EPA approved a Limited Maintenance Plan² for the former non-attainment area. 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 the fall of 2019.

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 2020-2023 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.

² A limited maintenance plan enables a nonattainment area to be re-designated to attainment with a streamlined maintenance plan if they meet criteria. See more information on limited maintenance plans on [FHWA's Air Quality Transportation Conformity page](#).

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 the Twin Cities 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.³ In addition, regionally significant projects programmed in the portion of Wright County within the maintenance area are also included as appropriate in the analysis as documented in Appendix B.

Conformity of the TIP

The Metropolitan Council and TAB have determined that the TIP conforms to the broad intentions of the 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 carbon monoxide. The TIP is fiscally constrained and comes from the conforming metropolitan transportation plan. 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 the next 30 years. 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.

³ From CFR 93.101: A hot spot analysis is an estimation of likely future localized CO, PM₁₀, and/or PM_{2.5} pollutant concentrations and a comparison of those concentrations to the national ambient air quality standards. Hot-spot analysis assesses impacts on a scale smaller than the entire nonattainment or maintenance area, including, for example, congested roadway intersections and highways or transit terminals, and uses an air quality dispersion model to determine the effects of emissions on air quality.

3. FEDERAL PERFORMANCE MEASURES AND TARGETS

Pursuant to Title 23, Section 450.326(d) of the Code of Federal Regulations (CFR), the Metropolitan Council is required to incorporate a performance-based planning approach when developing the TIP. This includes an analysis of the anticipated effect the TIP may have towards achieving the performance targets adopted for the metropolitan 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 highway safety, pavement, bridge, reliability, freight, CMAQ, and transit asset management and safety. 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 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 Metropolitan Transportation Plan (MTP) for the Council, includes an overarching goal related to highway 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 fatal and serious injury crashes. Pursuant to federal requirements, the Council must annually adopt highway safety performance targets that are reasonable and achievable. The Council thus adopted targets that reflect an annual reduction from the base-year data for fatalities and serious injury crashes. The Council will continue to annually target a reduction in fatal and serious injury crashes and prioritize the safety of the travelling public over all other goals.

Table 2 shows the adopted targets for 2019.

Table 2: Existing Conditions and Adopted Highway Safety Targets for 2019

Measure	Existing Condition	2019 Target
Total Traffic Fatalities	98 (2015)	108
Fatality Rate (per 100 million VMT)	0.35	0.34
Serious Injury Crashes	749 (2016)	748
Serious Injury Crash Rate (per 100 million VMT)	2.67	2.37
Non-motorized fatalities/serious injury crashes	131	190

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.

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

Anticipated Effect of the Safety Performance Measures

Due to the fact that the metro area’s fatal and serious injury crash rates are significantly lower than those of the state as a whole, the Council developed and adopted 2019 targets specific to the metro area. These targets were developed using the same methodology that MnDOT employed to establish the statewide targets but adapted to account for safety performance in the metro area. While transportation safety figures are more positive in the metro area than in Greater Minnesota, the region is committed to further improving transportation safety. This is reflected in the importance of safety-related scoring criteria included in the Regional Solicitation and in MnDOT’s project selection, and in the projects that are ultimately programmed into the TIP.

The 2020-2023 TIP is anticipated to have a positive effect towards meeting the region’s established safety performance targets. The TIP reflects \$60 million in FHWA Highway Safety Improvement Program (HSIP) funds, in addition to local match funding of \$9.1 million. 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 roadway expansion, roadway reconstruction/modernization, roadway system management, multiuse trails and bicycle facilities, pedestrian facilities, and safe routes to school funding categories in the biennial Regional Solicitation. 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.

While the 2019 safety targets reflect an improvement over historical performance, they should nonetheless be attainable. Some individual years might have a spike in fatal and serious injury crashes, but the overall long-term trend has been a decrease in serious-injury and fatal crashes. Serious-injury crash numbers are somewhat prone to human error, as the emergency vehicle operator has to manually enter information on the crash. This may potentially lead to

unexpected results but is less likely to be a problem in the metro area than in rural areas of Minnesota.

MPO Investment Priorities

The Council has adopted a number of objectives and strategies intended to improve transportation safety and meet the 2019 safety targets. As outlined in the Transportation Policy Plan, these include the following objectives:

- Reduce fatal and serious injury crashes and improve safety and security for all modes of passenger travel and freight transport.
- Reduce the transportation system's vulnerability to natural and man-made incidents and threats.

Specific strategies the Council and its partners will use and implement to meet these objectives are as follows:

- 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 will work with local, state, and federal public safety officials, including emergency responders, to protect and strengthen the role of the regional transportation system in providing security and effective emergency response to serious incidents and threats.
- Regional transportation partners will 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 education and enforcement programs to increase awareness of regional safety issues, shared responsibility, and safe behavior.
- The 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.
- Airport sponsors and air service providers will provide facilities that are safe, secure and technologically current.

While it is too early to assess whether the strategies are having the intended effect, the Council and its partners will closely monitor safety performance and re-prioritize should it be necessary.

Pavement/Bridge Performance Measures (PM2)

Council Activities and Progress

The Council adopted the 2020 and 2022 PM2 target for the first time over the course of 2018. Given the close coordination with MnDOT and similar performance for both the metro area and greater Minnesota, the Council chose to concur with the adopted MnDOT pavement/bridge performance measure targets. Table 3 depicts the existing metro area performance as well as the adopted statewide and regional targets for both 2020 and 2022.

Table 3: Existing Conditions and Adopted Condition Targets for 2020 and 2022

Measure	Existing Performance	2020 Target	2022 Target
Bridges			
1. % of bridges by deck area in good condition	46.3%	>50%	>50%
2. % of bridges by deck area in poor condition	1.3%	<4%	<4%
Pavement			
1. % of interstate pavement in good condition	62.7%	*	>55%
2. % of interstate pavement in poor condition	0.8%	*	<2%
3. % of non-interstate NHS pavement in good condition	50.7%	>50%	>50%
4. % of non-interstate NHS pavement in poor condition	3.2%	<4%	<4%

*No target set for this measure/year

Anticipated Effect of the Pavement/Bridge Performance Measures

The 2019-2022 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 interstate pavement condition within the metro area is performing at a level greater than the targets, non-interstate NHS pavement is not performing at the same level. This may indicate a need to focus more explicitly on non-interstate NHS facilities in the future in an effort to ensure the region continues to be on track to meet the 2020 and 2022 targets.

Currently, the metro area is not meeting the adopted target for the percent of bridges by deck area in good condition. This is offset, however, by the performance of the state as a whole, which is on track to meet the established targets. Moving forward, the Council will continue to monitor bridge deck condition and explore mechanisms to ensure the future targets are met.

System Performance Measures and Congestion CMAQ (PM3)

Council Activities and Progress

The Council adopted both the initial system reliability (shown on Table 4) and congestion mitigation and air quality (CMAQ) (Table 5) targets for the region during the fall of 2018. 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%. MnDOT established a state-wide target of greater than 80%, which would likely be unattainable for the near-term future within the metro area. Instead, the Council has adopted a 2020 and 2022 target of greater than 70%. This target is appropriate in that it still aspires to be better than current conditions, but better fits the urban context than does the statewide target of 80%.

In addition to the interstate person-miles target, the Council has also elected to adopt targets that are different than MnDOT's for the truck travel time reliability index measure. This is because truck travel reliability is less in the metro area than in Greater Minnesota as a whole.

The adopted MnDOT target truck travel time reliability of less than 1.5 would be very hard to attain given the increased traffic in the metro area as compared to greater Minnesota.

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

Table 4: Existing Conditions and Adopted System Reliability Targets for 2020 and 2022

Measure	Existing Performance	2020 Target	2022 Target
% of reliable person-miles traveled on the Interstate	68.8%	>70%	>70%
% of reliable person-miles traveled on the non-Interstate NHS	76.5%	>75%	>75%
Truck travel time reliability index	2.23	<2.20	<2.20

Table 5: Existing Conditions and Adopted CMAQ Targets for 2020 and 2022

Measure	Existing Performance	2020 Target	2022 Target
On-road mobile source emissions – sum of emissions reductions of pollutants, in kilograms per day, for all projects funded with CMAQ funds	6,800	>6,800	>6,800
% of non-single occupancy vehicles	23.2%	>25%	>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)	8.65	<8.5	<8.5

Anticipated Effect of the System Reliability and Congestion Reduction Performance Measures

In total, there is over \$117 million in CMAQ projects programmed in the 2019-2022 TIP. The net benefit of these projects, as shown in Table 5, is a reduction of approximately 6,800 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 2020-2023 TIP also includes projects that are anticipated to have a positive effect on mobility and system reliability. This includes a number of spot mobility enhancements as well as large set-asides for future mobility projects.

Transit Asset Management (TAM) Performance Targets

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

the region’s MPO. The four FTA-required performance measures for transit asset management are:

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

The region’s transit operators officially established 2018 performance targets on April 1 of 2018. Table 6 summarizes the 2018 targets, which were adopted by the MPO in 2018.

Table 6: Adopted Transit Asset Management Targets for 2018

Measure	2018 Target
Rolling Stock: % exceeding useful life	
Articulated Bus	8%
Over-the-Road Bus	0%
Bus	2.4%
Cutaway	14%
Light Rail Vehicle	0%
Commuter Rail Locomotive	0%
Commuter Rail Passenger Coach	0%
Equipment: % exceeding useful life	
Automobiles	42%
Trucks/other Rubber Tire Vehicles	38%
Facility: % rated below 3 on condition scale	
Passenger/Parking Facilities	0%
Administrative/Maintenance Facilities	0%
Infrastructure: % of track with performance restrictions	
Light Rail	1%

Transit Investment Priorities

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

- Efficiently preserve and maintain the regional transit system in a state of good repair;
- Manage the regional transit network and respond to demand as deemed appropriate based on the Transit Market Area;
- Provide transit police services and coordinate with other public safety agencies to ensure the safety and security of the transit system;

- Promote alternatives to single occupant vehicles and ensure transit services reach major job and commercial activity centers;
- Expand and modernize transit service, facilities, systems, and technology to meet demand, improve customer experience, and increase transit access to destinations.

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.

The primary 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.

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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 long-range transportation plan, 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 New Starts 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) for highways 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 the MnDOT Metro District is one, develop their draft TIPs using its funding target.
3. 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).
4. 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 federal New Starts program (Section 5309) is secured through national competition. Section 1 (Introduction) includes a list of each federal transit funding program and describes eligible projects. Section 5307, 5337, and 5339 funds are provided to the Council as the region's designated federal recipient and allocated among all regional providers. Section 5309 is discretionary New Starts and Small Starts funding appropriated by Congress to major transit capital projects. The New Starts 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 2020–2023

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 over \$5 billion over the 2020 to 2023 period (See Tables 9, 10, and 11). 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 listed in Table 7. 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.

Table 7: Approximate Amount Programmed by Primary Mode Served*

Mode	Approximate Amount Programmed in 2020-2023	Share of total TIP
Highway/Roads	\$2.4 billion	45.2%
Bike/Ped Only	\$121.5 million	2.3%
Transit/TDM	\$2.57 billion	46.4%
Other/Set-asides	\$328.7 million	6.2%
Total	\$5.33 billion	100%

*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 table. 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 10. The four-year total is approximately \$3.1 billion. The four-year total includes \$1.3 billion of Federal Formula funds and \$395 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, \$173 million

will be used to advance construct projects in the region (Table 9). The AC funds that have been or will be used by the region by year are shown in Table 8.

Table 8: Advanced Construction Funds (Millions)

	Advance Construction	Possible AC Payback
2019		
2020		
2021		
2022	THIS TABLE WILL BE UPDATED IN THE FINAL TIP	
2023		
Post-2023		
Total		

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 match), although this can be significantly higher. Local funding represents \$492 million over four years.

Transit

Transit funds available to the region in 2020-2023 are summarized in Table 11. 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 \$1.3 billion in federal transit funds will be received by the region in the next four years. Note that Section 5309 funding, which constitutes roughly \$778 million of that amount, has been requested, but has not yet been authorized by FTA.

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 providers⁴ may also use local general fund money to subsidize operating cost or to match federal funds. Regional Capital Bonds and other local funds of \$973 million will be used to match federal transit funds (including Section 5309) and to locally fund various transit capital investments.

⁴Twelve cities have elected to provide their own transit service. Today, through agreements and consolidations, the region includes four suburban transit providers (SW Transit, MVTA, Maple Grove and Plymouth).

Table 9: Twin Cities Transportation Improvement Program; Four-Year Summary by Funding Source

<i>Federal Highway</i>		
Target	\$1.3B	
High Priority Funds	\$0	\$1.3 Billion
Misc. Federal Funds	\$4M	
Additional MnDOT Allocation	\$17M	
<i>Federal Transit</i>		
Formula/Discretionary	\$1.3B	\$1.3 Billion
<i>Property Tax and Other State Taxes</i>		
Local and TRLF	\$492M	
Regional Transit Capital Bonds and Other Local Transit Funds	\$973M	\$2.0 Billion
Bonds	\$569M	
<i>State Trunk Highway Formula</i>		
Target	\$395M	
Additional MnDOT Allocation	\$18M	\$466Million
Lapsed Projects	\$53M	
TOTAL:		\$5.1 Billion
<i>Advanced Construction (additional authorization available against future funds)</i>		\$173 Million

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Table 10: Federal Highway and State Highway Funds Assumed to be Available to Region 2020-2023 (In Millions)

Source	2020	2021	2022	2023	Total
Federal Highway Funds	334	307	360	385	1,318
State Funds (MN)	104	85	103	104	395
Bonds	212	51	210	207	569
Target for Region (Seven Counties Only)	650	443	673	696	2,462
Additional MnDOT State Funds Allocations	11	6	1	0	18
Additional MnDOT Federal Allocations	3	9	5	0	17
Anticipated Lapsed Projects	3	8	24	19	53
High Priority Projects	0	0	0	0	0
Misc Federal Funds	2	2	0	0	4
Local Funds	185	93	125	95	492
Wisconsin Projects	0	0	0	0	0
Total Funds Available	854	561	828	810	3,053
Advanced Construction (Additional authorization available against future funds)	100	7	9	57	173

Table 11: Federal Transit and Matching Funds Available and Requested by Region 2020-2023 (In Millions)

Source	2020	2021	2022	2023	Total
Section 5307	94.0	52.3	68.1	47.9	262.3
Section 5310	2.1	2.1	2.1	2.2	8.5
Section 5311	0.0	0.0	0.0	0.0	0.0
Section 5337	55.0	61.1	59.6	69.0	244.7
Section 5339	0.0	0.0	0.0	0.0	0.0
Total Federal Funds	151.1	115.5	129.8	119.1	515.5
Local/Regional Capital Bonds	30.2	23.7	461.2	458.1	973.2
Total Funds Available	181.3	139.2	591.0	577.2	1488.7
Section 5309	0.0	0.0	389.0	389.0	778.0
Total Funds Requested	0.0	0.0	389.0	389.0	778.0

Project Selection Processes and Criteria

The sources of federal transportation funds that come to the region are summarized below, 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 12: Summary of Federal Project Funding Categories and Selection Processes

Funding Category	Project Selection Process Followed
Federal High Priority Projects	Selected and appropriated by Congress
Federal Highway Funding	-
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 Program (TAP). 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 a 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 regional solicitation process conducted by MnDOT and TAB while other HSIP funding is distributed by MnDOT.
Federal Transit Funding	-
Section 5307	Regional Transit Capital Improvement Program (CIP) developed by Metropolitan Council with suburban 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 Transportation Advisory Board, the Metropolitan Council, and six representatives of the TAB's Technical Advisory

Committee (TAC). The CIC provides guidance in developing investment strategies for MnDOT programs, prioritizing projects across program categories, and identifying major programming issues for consideration by 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 balance preservation of existing infrastructure with investments in safety, new connections for multiple modes, and some projects that advance economic development and quality of life objectives.

Competitive Regional 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 18 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 address transportation problems and help implement regional transportation and development policies. These locally-initiated projects from cities and counties reflect local and regional priorities and are products of local comprehensive and transportation planning programs. These local projects must be consistent with the region's long-range 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.

The 2018 Regional Solicitation selected projects for federal highway funding primarily in program years 2022 and 2023) in the following categories:

- Roadways Including Multimodal Elements
 - Roadway Expansion
 - Roadway Reconstruction, Modernization and Spot Mobility
 - Traffic Management Technologies
 - Bridges
- Bicycle and Pedestrian Facilities
 - Multiuse Trails and Bicycle Facilities
 - Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)
 - Safe Routes to School (Infrastructure Projects)
- Transit and Travel Demand Management
 - Transit Expansion
 - Transit Modernization
 - Travel Demand Management (TDM-projects selected for 2020-2021)
- Highway Safety Improvement Program

HSIP projects are evaluated and awarded funds through a process administered by MnDOT, due to the specialized technical nature of the projects. TAB reviews and approves the criteria MnDOT develops for HSIP project evaluation along with the prioritized list of projects for funding.

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.

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.

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.

Examples of Prioritizing Criteria

- Role in the regional transportation system and economy
- Current or potential usage
- Demonstrated present and future need for facility
- Infrastructure age or condition
- Congestion reduction
- Integration of modes
- Collision reduction and safety
- Equity
- Likelihood of project coming to fruition (i.e., assessment of risk)
- Cost effectiveness
- Air quality

Regional Solicitation Selected Projects

A summary of the federal funding allocated by category through the Regional Solicitation process is shown in Table 13. This table reports only the federal funds allocated to the projects and does not include the local match.

Table 13: Summary of Federal Funding Allocated through the TAB'S Regional Solicitation for Projects in State Fiscal Years 2020-2023 (Federal funds/in millions; Federal Amount only)

Program Category	2020	2021	2022	2023	Total
Transportation Alternatives (TAP)	\$18.0	7.4	12.8	22.2	60.3
Congestion Mitigation Air Quality (CMAQ)	\$23.6	18.4	31.1	23.6	83.6
Surface Transportation Program (STP)	\$66.2	71.9	65.2	58.1	261.4
Highway Safety Improvement Program (HSIP)	\$8.5	9.1	8.9	12.0	38.5
TOTALS	\$116.3	106.8	118.0	115.9	443.8

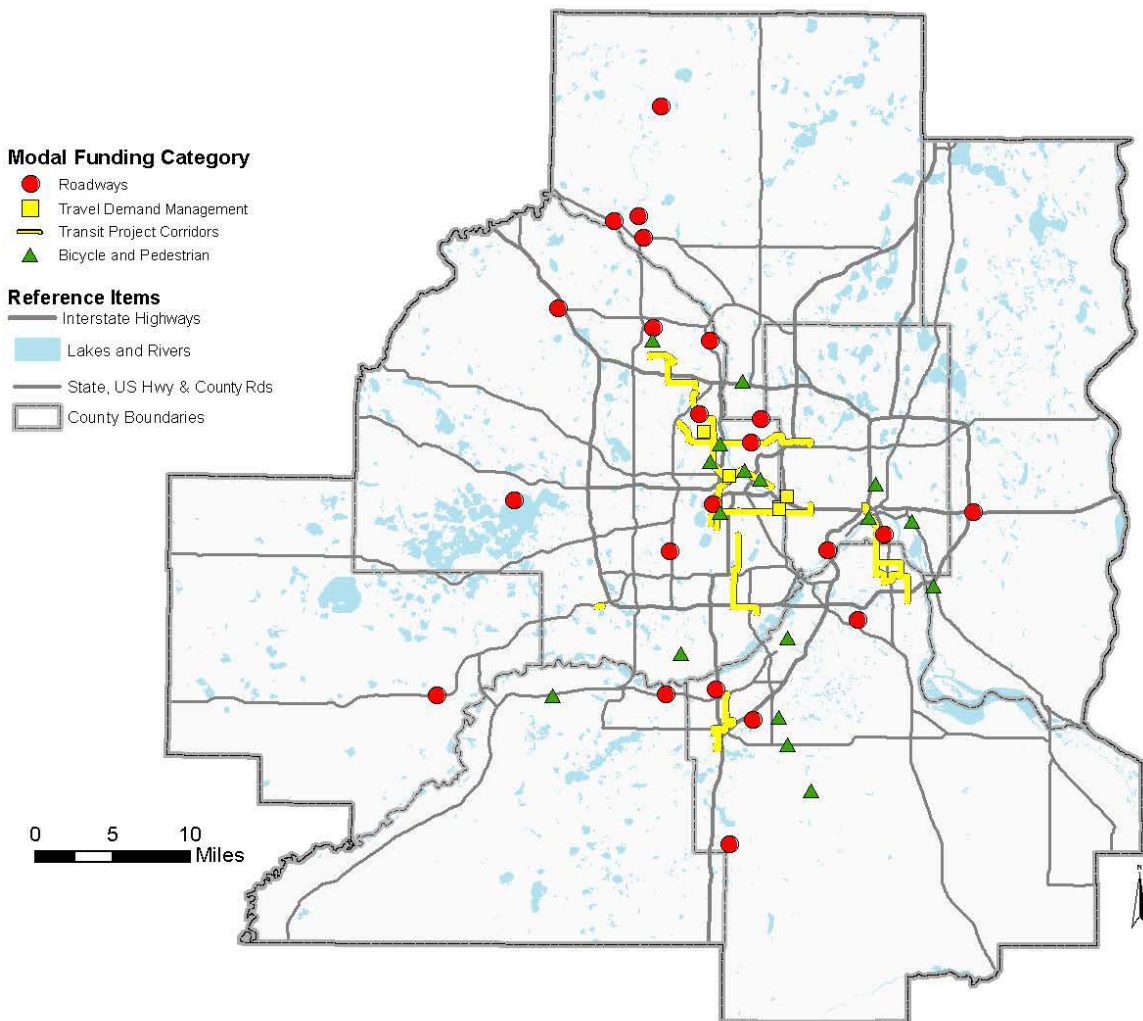


Figure 4: 2018 Regional Solicitation; Selected Projects (Excludes HSIP)

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

Transit Project Selection for Sections 5307, 5337, 5339, and 5309 New Starts/Major Capital Investment Funding

Federal transit funds come to the Metropolitan Council as the designated federal recipient for the region. The Council uses the federal funds for 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. The Council also submits projects for funding with federal transit funds and Regional Capital Bonds.

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 14 for 2020 to 2023 closely match the funds available as shown in Table 10, and the highway project program costs identified in Table 15 for State Fiscal Year 2020 closely match the funds available as shown Table 10. 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 2020 have a total value of approximately \$181 million (Table 11).

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 2020-2023 TIP. The 2040 TPP forecasts \$2 billion in revenue for operating and maintaining state highway assets and \$17 billion for local roadways from 2015 to 2040. The TPP's increased revenue scenario shows an additional state highway need of \$1 billion for that time frame.

Table 14: Distribution of Federal Highway, State Trunk Highway and Matching Funds (in millions) 2020-2023

Source	Total	Federal	State	Other(+ Bonds)	AC**
CMAQ	113.1	83.6	0.1	29.3	0
TAP	109.3	61.6	0	47.9	3.1
STP	888.3	431.7	17.9	438.8	85.9
NHPP	781.8	672.2	81.7	27.9	86.3
NHFP	126.7	79.2	0	47.0	0
HPP	0	0	0	0	0
100% State Funded (MN)	348.1	0	343.7	4.3	0
HSIP	72.6	60.3	3.2	9.1	3.4
Bond Proj with no Fed \$\$	612.6	0	45.7	566.9	0
Misc Fed	12.0	5.5	0	6.5	0.6
Wisconsin Projects	0	0	0	0	0
TOTAL	3064.5	1394.1	492.3	1177.7	179.3

Table 15: Distribution of Federal Highway, State Trunk Highway and Matching Funds (in millions) 2020 Annual Element

Source	Total	Federal	State	Other(+ Bonds)	AC**
CMAQ	13.2	10.5	0.1	2.5	0
TAP	30.1	18.0	0	12.1	3.1
STP	310.1	88.7	1.9	219.5	73.2
NHPP	233.2	208.4	8.2	16.6	20.5
NHFP	9.4	7.0	0	2.4	0
HPP	0	0	0	0	0
100% State Funded (MN)	101.8	0	100.6	1.2	0
HSIP	17.7	13.0	.9	3.9	3.4
Bond Proj with no Fed \$\$	137.9	0	0.2	137.7	0
Misc Fed	2.1	1.3	0	0.8	0.6
Wisconsin Projects	0	0	0	0	0
TOTAL	855.5	346.9	111.9	396.7	100.8

**Advanced construction is shown in Tables 14 and 15 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 October 24, 2018 (with amendments on 2/27/19 and 4/24/19 still pending USDOT approval), with FHWA/FTA conformity determination established on December 13, 2018. 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 16 and 17 and Figure 5 identify the major highway and transit projects in the 2020-2023 TIP, cost, and status of each. During the past year, major projects completed included:

- Opening of the [Metro Transit C Line](#) – Arterial Bus Rapid Transit Project running from Downtown Minneapolis to Brooklyn Center, primarily along Penn Avenue.
- Minnesota Highway 149 (St Paul "High Bridge") over the Mississippi River – Resurface and reconstruction of the bridge deck, replacement of signals, and construction of a turn lane from westbound I-494 to Southbound Dodd Road.

All of the major projects are either specifically included in the region's Transportation Policy Plan or are consistent with the Plan's policies. The tables and maps in the Transportation Policy Plan also show major projects not yet programmed. In the coming years, these projects can be expected to move into the TIP as funds become available.

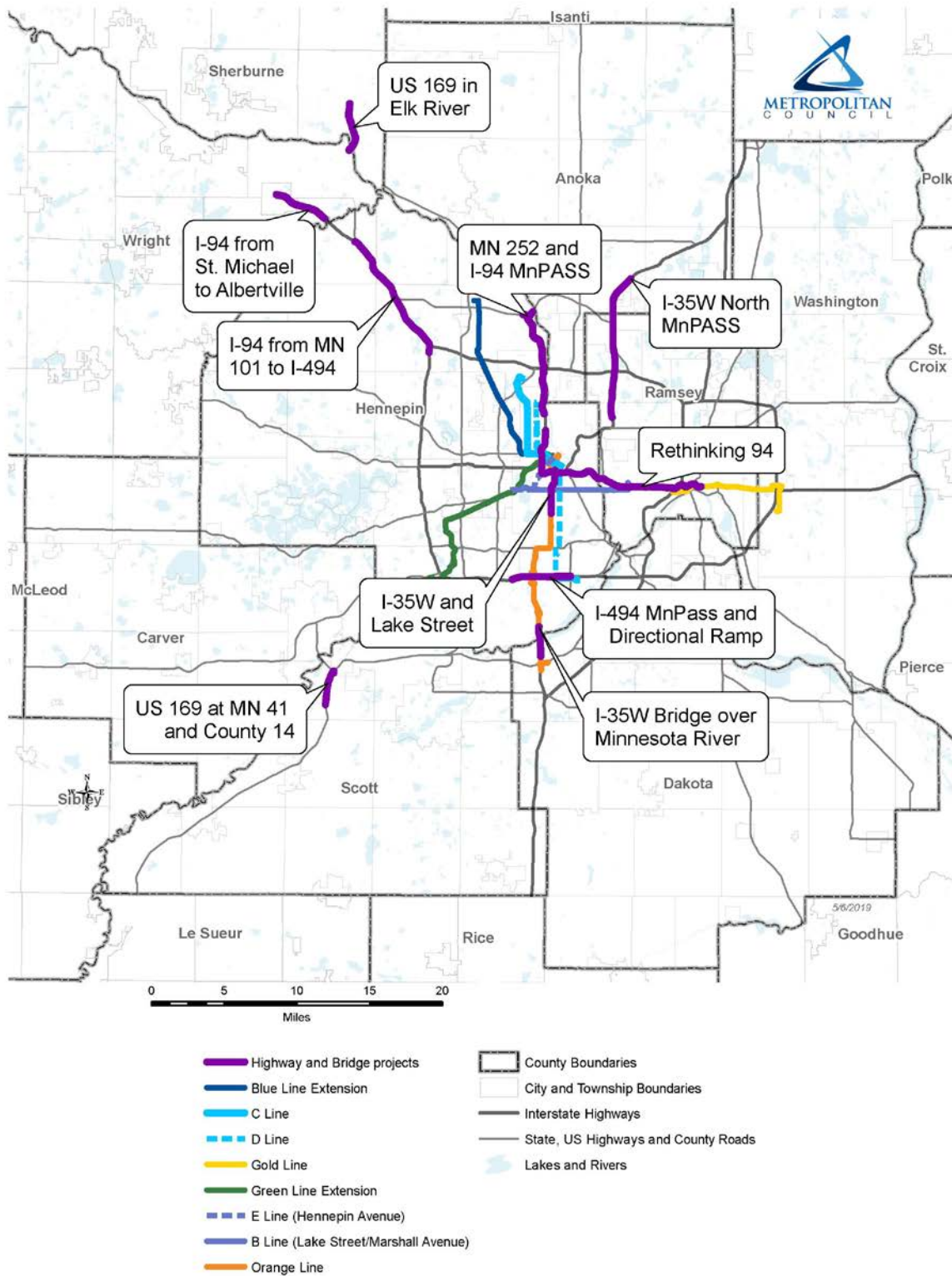


Figure 5: Major Projects Shown in Tables 16 and 17

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

Table 16: Status of Major Highway Projects

Project	Cost Estimates	Program Year-Last TIP	Project Status/Comments
I-35W & Lake Street	\$239,000,000	2018	From 43 rd St. to 11 th Ave., westbound I-94 from 1 st Ave. to Park Ave., and MN 65 from 24 th St. to 15 th St. in Minneapolis. MnPASS lane construction, pavement reconstruction, transit station, bridge, noise walls, retaining walls, and drainage. Construction Start: August 2017 Tentative Construction Completion: Fall 2021
I-35W North MnPASS	\$200,000,000	2019	Construct MnPASS lanes and long-term pavement preservation from County Road C in Roseville to Lexington Ave. (CSAH 17) in Blaine. Pavement preservation will continue north of Lexington Ave. to Sunset Ave. (CR 53). Construction Start: 2019 Construction Complete: 2021
I-35W in Forest Lake	\$50,000,000	2019	Concrete overlay, bridge replacement, and bridge rehabilitation. Construction Start: July 2017 Construction Complete: October, 2019
I-35W Bridge over the Minnesota River	\$127,000,000	2020	Replacement of bridge and pavement and raising the road out of the floodplain between Cliff Road Interchange and 106 th St. Construction Start: August 2018 Construction Complete: November 2021
US 169, MN 41, County 78 and County 14	\$41,584,000	2018	Interchange at US 169 MN 41/County Highway 78. Overpass over US 169 at County Highway 14. Frontage roads. Construction Start: September 2018 Construction Complete: 2020
Re-thinking I-94	\$200,000,000	TBD	Development of project alternatives, evaluation of the I-94 corridor, development of short- and long-term recommendations. Construction Start: 2024
I-94 from MN 101 to I-494	\$135,900,000	2020	Concrete overlay, add eastbound and westbound lanes between MN 610 and MN 101, traffic management system, lighting Construction Start: 2019 Construction Complete: 2021

Project	Cost Estimates	Program Year-Last TIP	Project Status/Comments
US 169 in Elk River	\$157,000,000	2023	Convert US 169 in Elk River to freeway. Construct two interchanges. Construction Start: 2022 Construction Complete: TBD
I-494 MnPASS and Directional Ramp	\$204,000,000	2022	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: 2022/2023 Construction Complete: TBD
I-94 St. Michael to Albertville	\$56,000,000	2019	Expand I-94 from four to six lanes from MN 241 in St. Michael and CR 19 in Albertville. Construction Start: 2019 Construction Complete: 2021
MN 252 and I-94	\$163,000,000	2022	MN 610 to Dowling Avenue. Convert MN 252 to Freeway and install MnPASS lanes Construction Start: 2023 Construction Complete: TBD

Table 17: Status of Major Transit Capital Projects

Project Title	Cost Estimate	Federal Participation	Project Status
Southwest Corridor Light Rail Transit (METRO Green Line Extension)	\$2,003,000,000	\$928,800,000	Engineering; Target Opening 2023
Bottineau Corridor Light Rail Transit (METRO Blue Line Extension)	\$1,536,000,000	\$752,700,000	Engineering; Target Opening TBD
METRO Orange Line Bus Rapid Transit	\$150,700,000	\$82,880,000	Construction; Target Opening in 2021
C Line (Penn Avenue) Arterial BRT	\$37,000,000	\$9,600,000	Construction; Opening June 8, 2019
D Line (Chicago-Fremont) Arterial BRT	\$75,000,000	TBD	Engineering; Target Opening 2022

Project Title	Cost Estimate	Federal Participation	Project Status
<u>METRO Gold Line BRT</u>	\$420,000,000	\$189,000,000	Entered Project Development Jan 2018, Construction 2021-2024, Target Opening 2024
<u>B Line (Lake St. and Marshall Ave) Arterial BRT</u>	\$54,000,000	TBD	Planning; Target Opening 2023
<u>E Line (Hennepin Avenue) Arterial BRT</u>	\$27,000,000	TBD	Corridor Study; Target Opening 2024

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Appendix A

Detailed Project Description by Funding Category

<u>Federal Highway-Funded Projects</u>	<u>Page</u>
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A-13 Transit Section 5310.....	A-57
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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>MC: Major Construction</td> </tr> <tr> <td>NB: FTA Elderly & 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></td> </tr> <tr> <td>SR: Safety, Rail</td> <td>TR: Transit</td> </tr> <tr> <td>SH: Highway Safety Improvement Program (HSIP)</td> <td>TM: Traffic Management</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	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))		SR: Safety, Rail	TR: Transit	SH: Highway Safety Improvement Program (HSIP)	TM: Traffic Management
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SR: Safety, Rail	TR: Transit																												
SH: Highway Safety Improvement Program (HSIP)	TM: Traffic Management																												
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. In some instances, the federal funding is greater than the funding allocated by the STP selection process. This was necessary to entirely fund some larger projects.																												
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

2020-2023 Parent Projects

This table will be included in the Final TIP.

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Twin Cities Metropolitan Area
2020 - 2023 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:
2020	999		8825-629	TM CSAH 61 (FLYING CLOUD DR) FROM PIONEER TRAIL TO PRAIRIE CENTER DR, CROSSING I494 AND US212, AND CSAH 39 (VALLEY VIEW RD) AND CROSSING I494 AND US212 IN EDEN PRAIRIE- ATMS INSTALLATION AND SIGNAL OPTIMIZATION	1,800,000	1,440,000	0	96,000	264,000	MnDOT	E2
2020	Local		TRS-TCMT-20	TM CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN REDUCED VEHICLE MILES TRAVELED AND LIGHT DUTY VEHICLE EMISSIONS	4,375,000	3,500,000	0	0	875,000	MET COUNCIL MT	AQ1
2020	Transit		TRS-TCMT-20B	TR PURCHASE EIGHT 35-40 FOOT CUTAWAY VEHICLES AND OPERATE SERVICE FOR CONNECTOR SERVICE BETWEEN EDEN PRAIRIE AND MALL OF AMERICA	7,004,381	5,603,505	0	0	1,400,876	SOUTHWEST TRANSIT	T10
2021	Local		TRS-TCMT-21	TM CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN REDUCED VEHICLE MILES TRAVELED AND LIGHT DUTY VEHICLE EMISSIONS	4,375,000	3,500,000	0	0	875,000	MET COUNCIL MT	AQ1
2021	MN 51		164-010-069	TM MN 51, FROM MSAS 168 TO HEWITT AVE & CSAH 51 FROM CSAH 38 TO MSAS 142 IN ST PAUL-INTERCONNECT, SIGNAL UPGRADES, ADAPTIVE SIGNAL TIMING, DYNAMIC MESSAGE SIGNS, AND DEPLOYMENT OF CCTV CAMERAS	2,751,815	2,001,320	0	0	750,495	SAINT PAUL	E2
2021	Transit		164-080-017	TR 70 MOBILITY HUBS IN ST PAUL AND MPLS, INCLUDING ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE) CHARGERS, ELECTRICAL INFRASTRUCTURE AND LOCKING BIKE RACKS	11,317,620	4,000,000	0	0	7,317,620	SAINT PAUL	NC
2021	Transit		TRS-TCMT-21B	TR PURCHASE FIVE BUSES AND OPERATE SERVICE FOR TRANSIT IMPROVEMENT ON UNIVERSITY AVE, CRETIN AVE, GRAND AVE, 5TH/6TH ST, 3RD ST EAST, AND MCKNIGHT RD IN ST PAUL	7,653,055	6,122,444	0	0	1,530,611	MET COUNCIL MT	T10

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2021	Transit		TRS-TCMT-21C	TR	SERVICE AND BUSES FOR CONNECTOR BETWEEN BURNSVILLE TRANSIT STATION/HEART OF THE CITY/METRO ORANGE LINE AND BURNSVILLE CENTER AREAS	3,430,000	2,744,000	0	0	686,000	MVTA	T10
2022	CSAH 38		019-638-020	TM	CSAH 38 FROM CSAH 5 TO JUST EAST OF CSAH 31 IN APPLE VALLEY AND BURNSVILLE - FIBER OPTIC CABLE INSTALLATION, FLASHING YELLOW ARROW, EQUIPMENT UPGRADES, CAMERA INSTALLATIONS	1,944,000	1,440,000	0	0	504,000	DAKOTA COUNTY	E2
2022	Local		TRS-TCMT-22C	TM	CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN REDUCED VEHICLE MILES TRAVELED AND LIGHT DUTY VEHICLE EMISSIONS	4,375,000	3,500,000	0	0	875,000	MET COUNCIL	MT T1
2022	Transit		090-595-015	TR	SOUTHWEST TRANSIT MOBILITY HUB IN EDEN PRAIRIE	4,958,280	3,672,800	0	0	1,285,480	SOUTHWEST TRANSIT	E6
2022	Transit		TRS-TCMT-20A	TR	PURCHASE 4 EXPANSION 60-FOOT ARTICULATED BUSES, 14 60-FOOT BUSES IN LIEU OF 40-FOOT PLANNED REPLACEMENT BUSES, LARGER VEHICLE DOORS, AND TECHNOLOGY IMPROVEMENTS FOR LAKE ST CORRIDOR	8,750,000	7,000,000	0	0	1,750,000	MET COUNCIL	MT T10
2022	Transit		TRS-TCMT-22	TR	PURCHASE TWO BUSES AND OPERATE SERVICE FOR TRANSIT IMPROVEMENT ON ROUTE 724	5,211,760	4,169,408	0	0	1,042,352	MET COUNCIL	MT T10
2022	Transit		TRS-TCMT-22A	TR	PURCHASE TWO BUSES AND OPERATE SERVICE FOR TRANSIT IMPROVEMENT ON ROUTE 32	5,390,729	4,312,583	0	0	1,078,146	MET COUNCIL	MT T10
2022	Transit		TRS-TCMT-22B	TR	LAKE ST-MARSHALL AVE BUS STOP MODERNIZATION PROJECT-ENHANCED SHELTERS, REAL-TIME INFORMATION, SECURITY FEATURES, AND FURNISHINGS	8,750,000	7,000,000	0	0	1,750,000	MET COUNCIL	MT T7
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, RECONSTRUCT AND MODIFY TRAFFIC SIGNALS	2,015,200	1,465,600	0	0	549,600	SAINT PAUL	S7

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023	Local		TRS-TCMT-23C	TM	CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN REDUCED VEHICLE MILES TRAVELED AND LIGHT DUTY VEHICLE EMISSIONS	4,375,000	3,500,000	0	0	875,000	MET COUNCIL MT	T1
2023	Transit		TRS-TCMT-21A	TR	PURCHASE 9 EXPANSION 60-FOOT ARTICULATED BUSES, LARGER VEHICLE DOORS, AND TECHNOLOGY IMPROVEMENTS FOR HENNEPIN AVE CORRIDOR	8,750,000	7,000,000	0	0	1,750,000	MET COUNCIL MT	T10
2023	Transit		TRS-TCMT-23	TR	OPERATE TRANSIT SERVICE IMPROVEMENT ON ROUTE 68 FROM 14TH ST AND JACKSON ST TO 5TH AVE AND SOUTH AVE IN ST. PAUL, W ST. PAUL AND S ST. PAUL	4,477,388	3,581,910	0	0	895,478	MET COUNCIL MT	T1
2023	Transit		TRS-TCMT-23A	TR	PURCHASE THREE DIESEL BUSES AND UPGRADE STATIONS (WIDEN SIDEWALKS, ADD IMPROVED SHELTERS, INFORMATION, SECURITY, AND FURNISHINGS) ON ROUTE 6 IN MPLS	8,750,000	6,000,000	0	0	2,750,000	MET COUNCIL MT	T10
2023	Transit		TRS-TCMT-23B	TR	OPERATE TRANSIT SERVICE IMPROVEMENT ON HENNEPIN AVE, LYNDAL AVE, 31ST STREET, AND BRYANT AVE IN MPLS	2,613,518	2,090,814	0	0	522,704	MET COUNCIL MT	T1
Totals						113,067,746	83,644,384	0	96,000	29,327,362		

Twin Cities Metropolitan Area
2020 - 2023 Transportation Improvement Program

**TABLE A-2
STPBG-Transportation Alternatives Program (TAP) Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2020	CSAH	35	027-635-034	EN	CSAH 35 (PORTLAND AVE) FROM 67TH ST IN RICHFIELD TO 60TH ST IN MPLS- CONSTRUCT BIKEWAY, CONVERT 4-LANE TO 3-LANE ROAD, SIDEWALK, TRAFFIC SIGNAL REVISIONS AND MILL AND OVERLAY	2,755,000	750,176	0	0	2,004,824	HENNEPIN COUNTY	NC
2020	CSAH	46	027-646-010	EN	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 PROJECT, PAYBACK IN FY22)	1,000,000	0	506,480	0	493,520	HENNEPIN COUNTY	AQ2
2020	CSAH	75	164-020-142	EN	CSAH 75 AND CSAH 31 (COMO AVE) FROM RAYMOND AVE TO HAMLIN AVE IN ST PAUL-CONSTRUCT OFF STREET PEDESTRIAN AND BICYCLE TRAIL	6,828,300	5,058,000	0	0	1,770,300	SAINT PAUL	AQ2
2020	Local		019-090-021	EN	RIVER TO RIVER GREENWAY FROM LIVINGSTON AVE AND WENTWORTH AVE E INTERSECTION TO WENTWORTH AVE E 0.07 MI E OF MARTHALER LN IN W ST PAUL-CONSTRUCT MULTI-USE TRAIL	885,600	656,000	0	0	229,600	DAKOTA COUNTY	AQ2
2020	Local		107-090-010	EN	E BLOOMINGTON FREEWAY FROM W 106TH ST TO W 99TH ST IN BLOOMINGTON-CONSTRUCT SIDEWALK AND RECONSTRUCT ROADWAY	1,254,268	567,892	0	0	686,376	BLOOMINGTON	S10
2020	Local		141-080-051	EN	QUEEN AVE FROM 44TH AVE N TO 0.3 MI S OF GLENWOOD AVE IN MPLS- CONSTRUCT BICYCLE BOULEVARD, INCLUDING TRAFFIC CALMING DEVICES AND ADA-COMPLIANT PEDESTRIAN RAMPS (AC PROJECT, PAYBACK IN FY21)	1,375,000	0	1,000,000	0	375,000	MINNEAPOLIS	AQ2
2020	Local		163-090-003	EN	EDGEWOOD AVE FROM WEST 26TH ST TO CEDAR LAKE RD IN ST LOUIS PARK- CONSTRUCT MULTI-USE FACILITIES AND BICYCLE/PEDESTRIAN BRIDGE OVER BNSF RAILWAY	3,939,840	2,918,400	0	0	1,021,440	SAINT LOUIS PARK	AQ2
2020	Local		164-080-015	EN	CYPRUS ST FROM CASE AVE TO MARYLAND AVE, FRANK ST FROM YORK AVE TO COOK AVE, AND DULUTH ST FROM CASE AVE TO MAGNOLIA AVE- CONSTRUCT SIDEWALKS, ADA UPGRADE, AND RETAINING WALLS	1,267,500	780,000	0	0	487,500	SAINT PAUL	AQ2

**TABLE A-2
STPBG-Transportation Alternatives Program (TAP) Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2020	Local		179-090-005	EN	LAKE MARION GREENWAY FROM SUNSET POND PARK TO W BURNSVILLE PARKWAY IN BURNSVILLE-CONSTRUCT OFF-ROAD MULTIUSE TRAIL (AC PROJECT, PAYBACK IN FY22)	3,900,000	0	1,598,400	0	2,301,600	BURNSVILLE	AQ2
2020	MSAS 129		164-129-013	EN	MSAS 129 (JOHNSON PARKWAY) FROM BURNS AVE TO PHALEN BLVD IN ST PAUL-CONSTRUCT OFF-STREET BICYCLE AND PEDESTRIAN TRAIL	7,613,044	5,500,000	0	0	2,113,044	SAINT PAUL	AQ2
2020	MSAS 291		163-291-008	EN	MSAS 291 (BELTLINE BLVD) FROM W 36TH ST TO MINNETONKA BLVD & CSAH 25 FROM BELTLINE BLVD TO LYNN AVE AND LYNN AVE FROM CSAH 25 TO MINNETONKA BLVD IN ST LOUIS PARK-CONSTRUCT PEDESTRIAN FACILITIES AND STREETSCAPING ELEMENTS	756,000	560,000	0	0	196,000	SAINT LOUIS PARK	AQ2
2020	US 212		010-591-001	EN	US212 PEDESTRIAN UNDERPASS IN NORWOOD YOUNG AMERICA-CONSTRUCT BOX CULVERT UNDER MN 212, BITUMINOUS TRAIL, ADA CURB RAMPS, DRAINAGE, AND RETAINING WALLS (ASSOCIATED TO 1012-24, 1012-24S) (TIED TO 1006-32, 010-633-047)	1,654,236	1,225,360	0	0	428,876	CARVER COUNTY	AQ2
2021	CSAH 32		179-020-043	EN	CSAH 32 (CLIFF RD) FROM MN 13 TO CINNAMON RIDGE TRAIL IN BURNSVILLE-CONSTRUCT TRAIL, CROSSWALK PAVEMENT MARKINGS, RETAINING WALLS, AND ADA-COMPLIANT CURB RAMPS	929,500	676,000	0	0	253,500	BURNSVILLE	AQ2
2021	Local		019-060-005	EN	MISSISSIPPI RIVER TRAIL-ROSEMOUNT EAST BETWEEN SPRING LAKE PARK RESERVE AND FLINT HILLS RESOURCES IN ROSEMOUNT- CONSTRUCT PED/BIKE TRAIL, GRADE-SEPARATED CROSSING AND LANDSCAPING (ASSOCIATED TO 019-090-020)	5,000,000	400,000	0	0	4,600,000	DAKOTA COUNTY	AQ2
2021	Local		141-080-051AC	EN	QUEEN AVE FROM 44TH AVE N TO 0.3 MI S OF GLENWOOD AVE IN MPLS-CONSTRUCT BICYCLE BOULEVARD, INCLUDING TRAFFIC CALMING DEVICES AND ADA-COMPLIANT PEDESTRIAN RAMPS (AC PAYBACK 1 OF 1)	1,000,000	1,000,000	0	0	0	MINNEAPOLIS	AQ2
2021	Local		164-090-016	EN	FOURTH ST TO SAMUEL H. MORGAN REGIONAL TRAIL IN ST PAUL-CONSTRUCT BRUCE VENTO BICYCLE AND PEDESTRIAN BRIDGE CONNECTION	17,050,000	5,500,000	0	0	11,550,000	SAINT PAUL	AQ2

**TABLE A-2
STPBG-Transportation Alternatives Program (TAP) Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2021	Local		186-591-001	BT	GREENLEAF ELEMENTARY SCHOOL PEDESTRIAN IMPROVEMENT PROJECT IN APPLE VALLEY-HIGH-INTENSITY ACTIVATED CROSSWALK BEACON ACROSS GALAXIE AVE, MEDIAN, AND CURB RAMPS	262,668	198,240	0	0	64,428	APPLE VALLEY	AQ2
2021	US 10		204-090-004	EN	CONSTRUCT BIKE/PED TRAIL ALONG US 10 FROM ORONO PARK TO PROCTOR ROAD IN ELK RIVER (TIED WITH SP 7102-135)	799,870	639,896	0	0	159,974	ELK RIVER	AQ2
2022	CSAH 17		070-617-026	BT	CSAH 17 FROM CSAH 16 TO NW RAMP OF US 169 IN SHAKOPEE-CONSTRUCT PED/BIKE BRIDGE OVER US 169	1,282,608	950,080	0	0	332,528	SCOTT COUNTY	AQ2
2022	CSAH 36		027-636-012	BT	UNIVERSITY AVE SE AND 4TH ST SE BIKEWAY FROM I35W BRIDGE TO OAK ST IN MPLS-BIKEWAY ENHANCEMENTS, PAVEMENT MARKINGS, TRANSIT STOP REVISIONS, INTERSECTION CROSSING IMPROVEMENTS, ADA, SIGNAL MODIFICATIONS	10,341,158	5,500,000	0	0	4,841,158	HENNEPIN COUNTY	AQ2
2022	CSAH 42		019-642-066	BT	CSAH 42 FROM FLAGSTAFF AVE TO PILOT KNOB RD IN APPLE VALLEY-CONSTRUCT PED/BIKE TRAIL AND GRADE-SEPARATED CROSSING	1,695,600	1,256,000	0	0	439,600	DAKOTA COUNTY	AQ2
2022	CSAH 46		027-646-010AC	EN	CSAH 46 (46TH ST) FROM GARFIELD AVE TO 18TH AVE IN MPLS-PEDESTRIAN ADA-ACCESSIBLE CURB RAMP RECONSTRUCTION, APS AND PEDESTRIAN COUNTDOWN SIGNAL HEADS AT SIGNALIZED INTERSECTIONS, AND PEDESTRIAN CROSSING IMPROVEMENTS AT OAKLAND AVE (AC PAYBACK 1 OF 1)	506,480	506,480	0	0	0	HENNEPIN COUNTY	AQ2
2022	Local		019-090-023	BT	NORTH CREEK GREENWAY FROM 173RD ST IN LAKEVILLE TO 180TH ST IN FARMINGTON-CONSTRUCT MULTI-PURPOSE TRAIL AND BRIDGE	648,000	480,000	0	0	168,000	DAKOTA COUNTY	AQ2
2022	Local		141-591-013	BT	16TH AVE N FROM QUEEN AVE N TO ALDRICH AVE N IN MPLS-CURB EXTENSIONS, TRAFFIC CALMING DEVICES, ADA	1,350,000	1,000,000	0	0	350,000	MINNEAPOLIS	AQ2
2022	Local		179-090-005AC	EN	LAKE MARION GREENWAY FROM SUNSET POND PARK TO W BURNSVILLE PARKWAY IN BURNSVILLE-CONSTRUCT OFF-ROAD MULTIUSE TRAIL (AC PAYBACK 1 OF 1)	1,598,400	1,598,400	0	0	0	BURNSVILLE	AQ2
2022	MSAS 312		127-312-002	BT	7TH ST FROM 61ST AVE TO 53RD AVE AND 57TH AVE FROM 7TH ST TO MN 47 IN FRIDLEY- CONSTRUCT MULTI-USE TRAIL	696,762	516,120	0	0	180,642	FRIDLEY	AQ2

**TABLE A-2
STPBG-Transportation Alternatives Program (TAP) Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2022	MSAS	342	141-342-007	BT	LYNDALE AVE N FROM 22ND AVE N TO 40TH AVE N IN MPLS-PEDESTRIAN CROSSING IMPROVEMENTS, CURB EXTENSIONS, ADA RAMP UPGRADES, TRAFFIC SIGNAL UPGRADES	1,350,000	1,000,000	0	0	350,000	MINNEAPOLIS	AQ2
2023	CSAH	103	110-020-042	EN	CSAH 103 FROM 74TH AVETO 93RD AVE IN BROOKLYN PARK-STREETSCAPING AND TRANSIT IMPROVEMENTS	4,514,329	1,000,000	0	0	3,514,329	BROOKLYN PARK	AQ2
2023	CSAH	38	082-638-015	BT	CSAH 38 FROM 1st AVE/ 21ST ST TO OVERPASS AT 20TH ST IN NEWPORT- CONSTRUCT PEDESTRIAN/BICYCLE TRAIL	633,600	460,800	0	0	172,800	WASHINGTON COUNTY	AQ2
2023	CSAH	52	027-652-042	BT	CSAH 52 FROM MAIN ST SE TO 8TH ST SE IN MPLS-BIKEWAY, ADA, SIGNAL MODIFICATIONS, INTERSECTION CROSSING IMPROVEMENTS	8,659,735	5,500,000	0	0	3,159,735	HENNEPIN COUNTY	AQ2
2023	Local		019-090-024	BT	MINNESOTA RIVER GREENWAY FROM CEDAR AVE TO RR CORRIDOR WEST OF LONE OAK RD IN EAGAN-CONSTRUCT MULTI-USE TRAIL	4,823,500	3,508,000	0	0	1,315,500	DAKOTA COUNTY	AQ2
2023	Local		027-090-026	BT	MIDTOWN GREENWAY BETWEEN GARFIELD AVE AND HARRIET AVE IN MPLS - CONSTRUCT MULTI-USE TRAIL, RETAINING WALLS, ADA	1,540,000	1,120,000	0	0	420,000	HENNEPIN COUNTY	AQ2
2023	Local		107-591-006	BT	OLSON ELEMENTARY AND MIDDLE SCHOOLS PEDESTRIAN SAFETY PROJECT IN BLOOMINGTON-ROADWAY, DRIVEWAY AND SIDEWALK MODIFICATIONS	414,950	301,782	0	0	113,168	BLOOMINGTON	AQ2
2023	Local		109-090-002	EN	70TH AVE N FROM CAMDEN AVE N TO WEST RIVER RD IN BROOKLYN CENTER- CONSTRUCT 14-FOOT WIDE PEDESTRIAN / BICYCLE OVERPASS	2,616,130	1,902,640	0	0	713,490	BROOKLYN CENTER	AQ2
2023	Local		164-090-017	BT	FISH HATCHERY TRAIL FROM BATTLE CREEK PARK ENTRANCE AT US 61 TO THE INTERSECTION OF FISH HATCHERY RD/WARNER RD IN ST PAUL- RECONSTRUCT PED/BIKE TRAIL	3,048,100	2,216,800	0	0	831,300	SAINT PAUL	AQ2
2023	Local		164-591-004	BT	BRUCE VENTO ELEMENTARY SCHOOL PED/BIKE IMPROVEMENTS IN ST PAUL- CURB EXTENSIONS, BICYCLING FACILITY, SIDEWALK	1,158,476	842,528	0	0	315,948	SAINT PAUL	AQ2
2023	MSAS	158	164-158-026	BT	KELLOGG BLVD FROM ST PETER ST TO JACKSON ST IN ST PAUL-INSTALL PROTECTED BICYCLE FACILITY	7,304,000	5,312,000	0	0	1,992,000	SAINT PAUL	AQ2
Totals						112,452,654	61,401,594	3,104,880	0	47,946,180		

Twin Cities Metropolitan Area
2020 - 2023 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:
2020	999		027-030-047	TM	CSAH 1 FROM US 169 TO I494, CSAH 3 FROM CSAH 101 TO CSAH 17, CSAH 5 FROM US 169 TO CSAH 17, AND CSAH 9 FROM OLD ROCKFORD RD TO CSAH 81- INSTALL ATMS AND ATMS COMMUNICATIONS INFRASTRUCTURE	2,376,000	1,760,000	0	0	616,000	HENNEPIN COUNTY	S7
2020	999		8816-2627	TM	STATEWIDE- REPLACE DYNAMIC MESSAGE SIGNS	1,250,000	1,000,000	0	250,000	0	MnDOT	S7
2020	CSAH 15		027-615-025	BR	CSAH 15 OVER TANAGER CHANNEL IN ORONO-REPLACE BRIDGE #27592 (AC PROJECT, PAYBACK IN FY21)	2,915,000	0	2,200,000	0	715,000	HENNEPIN COUNTY	S19
2020	CSAH 152		027-752-030	RC	CSAH 152 (WEBBER PKWY) FROM CSAH 2 (PENN AVE) TO 0.04 MI S OF 41ST AVE N IN MPLS - RECONSTRUCT ROADWAY, CURB AND GUTTER, SIDEWALK, TRAFFIC SIGNALS, STREETSCAPING, AND INSTALL BIKEWAY FACILITY	15,868,000	7,000,000	0	0	8,868,000	HENNEPIN COUNTY	A30
2020	CSAH 19		086-619-034AC	MC	WRIGHT COUNTY CSAH 19, FROM LAMPLIGHT DR TO N OF 70TH ST IN ALBERTVILLE, EXTEND MULTILANE ROADWAY (TIE TO 086-638-007)(PAYBACK 1 OF 1)	2,930,560	2,930,560	0	0	0	WASHINGTON COUNTY	A20
2020	CSAH 21		070-621-032AC	RC	RECONSTRUCT CSAH 21/TH 13 INTERSECTION IN PRIOR LAKE INCLUDING ON CSAH 21 FROM WEST AVE INTERSECTION TO FRANKLIN TRAIL E OF MN 13 -RECONSTRUCT INTERSECTION WITH MAIN AVE TO 3/4 INTERSECTION, ROUNDABOUTS AT TH13 & ARCADIA AVE INTERSECTION, INTERSECTION AT TH 13 AND PLEASANT ST, TURN LANES TRAIL/SIDEWALKS, PED AND TRANSIT AMENITIES (AC PAYBACK 1 OF 1)	4,929,040	4,929,040	0	0	0	SCOTT COUNTY	E2
2020	CSAH 50		019-650-016AC	RC	CSAH 50 (202ND ST) FROM 0.12 MI W OF HOLYOKE AVE TO CSAH 23 (CEDAR AVE) IN LAKEVILLE-RECONSTRUCT FROM TWO-LANE UNDIVIDED TO DIVIDED WITH CONCRETE MEDIAN, CONSTRUCT MULTI-USE TRAILS, PEDESTRIAN TUNNEL, ROUNDABOUT AT HOLYOKE AVE AND SIGNAL AT CSAH 23 (AC PAYBACK 1 OF 1)	2,860,312	2,860,312	0	0	0	DAKOTA COUNTY	AQ2
2020	CSAH 53		062-653-011	MC	CSAH 53, 0.01 MILE S OF IGLEHART AVE TO UNIVERSITY AVE IN ST PAUL- RECONSTRUCT INTERCHANGE BRIDGE OVER I94 AND APPROACH SECTIONS, REPAVE, CONSTRUCT SIDEWALKS, SHOULDERS, AND TRAVEL LANES. REPLACE MNDOT BRIDGE 9387 (NEW BR #62735) (\$160K OF FEDERAL FROM DISTRICT C) (ASSOCIATED TO SP 6282-235)	10,900,000	6,170,876	0	0	4,729,124	RAMSEY COUNTY	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:
2020	CSAH	70	019-670-013	MC	CSAH 70 FROM KENRICK AVE / KENSINGTON BLVD TO CSAH 23 IN LAKEVILLE-RECONSTRUCT FROM A 2-LANE UNDIVIDED TO A 4-LANE DIVIDED HIGHWAY, PED/BIKE TRAIL, AND TRAFFIC SIGNALS (ASSOCIATE TO 019-670-013F) (AC PROJECT, PAYBACK IN FY22)	9,442,845	0	7,000,000	0	2,442,845	DAKOTA COUNTY	A20
2020	CSAH	78	002-678-025	RC	CSAH 78 (HANSON BLVD) FROM CSAH 11 (NORTHDALD BLVD) TO CSAH 14 (MAIN ST) IN COON RAPIDS-RECONSTRUCT FROM A 4-LANE UNDIVIDED ROADWAY TO A 4-LANE DIVIDED ROADWAY WITH TURN LANES, MULTIUSE TRAIL	4,033,133	2,321,700	0	0	1,711,433	ANOKA COUNTY	E1
2020	CSAH	81	027-681-038	BR	CSAH 81 OVER LOWRY AVE IN MPLS AND ROBBINSDALE - REPLACE BRIDGES 27007 AND 27008 (AC PROJECT, PAYBACK IN FY21)	15,650,000	0	7,000,000	0	8,650,000	HENNEPIN COUNTY	S19
2020	CSAH	86	019-686-018	RC	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	5,670,000	4,200,000	0	0	1,470,000	DAKOTA COUNTY	S4
2020	I 94		229-112-002	RC	I94 0.5 MILES EAST OF BROCKTON LANE IN DAYTON, CONSTRUCT INTERCHANGE AND NEW BR# 27417 FOR NEW DAYTON PKWY CROSSING AT I94, CONSTRUCT DAYTON PKWY BETWEEN BROCKTON LANE AND CSAH 81, BITUMINOUS AND CONCRETE PAVEMENT, SIGNALS, ADA, TMS, LIGHTING (ASSOCIATED TO 2780-100)	20,684,000	7,000,000	0	0	13,684,000	DAYTON	A30
2020	Local		2726-80AC1	BR	STONE ARCH BRIDGE #27004 - HISTORIC BRIDGE OVER THE MISSISSIPPI RIVER IN MPLS - REPAIR PED/BIKE BRIDGE- PE WORK (AC PAYBACK 1 OF 4)	130,000	130,000	0	0	0	MnDOT	AQ2
2020	MN 100		2735-213	TM	MN 100 AT INTERCHANGES WITH: W 77TH ST, W 70TH ST, W 50TH ST/VERNON AVE S, GLENWOOD AVE, DULUTH ST AND N 36TH AVE - INSTALL FIBER OPTIC CABLE AND CABINET MODIFICATIONS	115,000	92,000	0	23,000	0	MnDOT	S7
2020	MN 21		7002-48	BR	TH 21, FROM JUST S OF BRIDGE 9124 TO INTERSECTION WITH MILL ST IN JORDAN- REPLACE BRIDGE #9123 OVER UNION PACIFIC RR, REPLACE BRIDGE #9124 OVER SAND CREEK,RECONSTRUCT PAVEMENT, BUILD RETAINING WALLS, REPAIR EROSION, AND CONSTRUCT DRAINAGE STRUCTURES AND STORM SEWER	6,893,000	5,514,400	0	0	1,378,600	MnDOT	S19

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2020	MN	25	1007-21	RD	MN25, FROM 0.1 MI SOUTH OF CARVER-CSAH30 IN MAYER TO STATE ST IN WATERTOWN- BITUMINOUS MILL AND OVERLAY, ADD RIGHT TURN LANE, ADA, DRAINAGE IMPROVEMENTS, TRAIL EXTENSION	5,846,000	4,676,800	0	1,169,200	0	MnDOT	S10
2020	MN	65	2710-47	BI	MN65, AT BRIDGE #2440 (3RD AVE S) OVER MISSISSIPPI RIVER IN MPLS- REHAB BRIDGE 2440 (CMGC WORK PACKAGE 1) (AC PROJECT, PAYBACKS IN FY21 AND FY22)	110,875,000	0	50,000,000	0	60,875,000	MnDOT	S19
2020	MN	95	8209-111	RS	MN95, FROM 0.2 MI NORTH OF 8TH AVE N IN BAYPORT TO 0.1 MI SOUTH OF I94 IN LAKELAND - BITUMINOUS MILL AND OVERLAY, COLD IN PLACE RECYCLING, ADA PED RAMP UPGRADES, DRAINAGE	8,598,000	6,332,800	0	0	2,265,200	MnDOT	S10
2020	MSAS	108	157-108-035	RC	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	16,324,000	7,000,000	0	0	9,324,000	RICHFIELD	A20
2020	MSAS	113	164-113-023	RC	MSAS 113 (TEDESCO ST AND LAFAYETTE ROAD) FROM CSAH 58 (PAYNE AVE) TO OTSEGO ST IN ST PAUL- RECONSTRUCTION, SIDEWALKS, CURB & GUTTER, TRAFFIC SIGNALS, SIGNS, STRIPING, BICYCLE LANES, TREES, AND SOD BOULEVARDS	2,739,960	2,029,600	0	0	710,360	SAINT PAUL	AQ2
2020	MSAS	313	141-313-016	RC	MSAS 313 (HENNEPIN AVE) FROM WASHINGTON AVE S TO 12TH ST S IN MPLS-RECONSTRUCT FROM 5 TO 4 LANES, WIDEN SIDEWALK, LIGHTING, ENHANCED STREETScape, CURB EXTENSIONS, ADA PEDESTRIAN RAMPS, BIKEWAYS, STORMWATER MGMT, SIGNING, STRIPING, SIGNAL SYSTEM UPGRADES, AND ENHANCED BUS STOPS	26,835,000	7,000,000	0	0	19,835,000	MINNEAPOLIS	NC
2020	Transit		TRS-TCMT-20C	TR	HEYWOOD GARAGE EXPANSION DESIGN, ENGINEERING AND CONSTRUCTION	84,000,000	7,000,000	0	0	77,000,000	MET COUNCIL MT	T8
2020	Transit		TRS-TCMT-20D	TR	EMERSON-FREMONT AVE CORRIDOR BUS STOP MODERNIZATION PROJECT- ENHANCED SHELTERS, REAL-TIME INFORMATION, SECURITY FEATURES, AND FURNISHINGS	8,750,000	7,000,000	0	0	1,750,000	MET COUNCIL MT	T7
2020	US	169	110-129-006	MC	101ST AVE N AT US 169 IN BROOKLYN PARK- CONSTRUCT INTERCHANGE (ASSOCIATED TO 2750-92) (AC PROJECT, PAYBACK IN FY21)	10,500,000	0	7,000,000	0	3,500,000	BROOKLYN PARK	A30

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2020		US 952A	6217-44	BI	US952A (ROBERT ST), AT MISSISSIPPI RIVER AND RR, 0.7 MI SE OF I35E AND I94 IN ST PAUL-BRIDGE REHAB #9036	2,149,000	1,719,200	0	429,800	0	MnDOT	S4
2021		999	8825-612	TM	METROWIDE - REPLACE SHELTERS, DYNAMIC MESSAGE SIGNS	925,000	740,000	0	185,000	0	MnDOT	O8
2021		CSAH 1	071-601-024	MC	SHERBURNE CSAH 1, US 10 TO THE BNSF RAIL CROSSING IN ELK RIVER, RECONSTRUCTION AND SAFETY IMPROVEMENTS	1,363,100	1,068,000	0	0	295,100	SHERBURNE COUNTY	S1
2021		CSAH 11	002-611-036	RC	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	19,914,120	7,000,000	0	0	12,914,120	ANOKA COUNTY	A30
2021		CSAH 15	027-615-025AC	BR	CSAH 15 OVER TANAGER CHANNEL IN ORONO-REPLACE BRIDGE #27592 (AC PAYBACK 1 OF 1)	2,200,000	2,200,000	0	0	0	HENNEPIN COUNTY	S19
2021		CSAH 15	082-615-034	MC	CSAH 15 (MANNING AVE) AT TH 36 IN GRANT, LAKE ELMO, OAK PARK HEIGHTS, AND STILLWATER TOWNSHIP- CONSTRUCT INTERCHANGE	13,035,000	7,000,000	0	0	6,035,000	WASHINGTON COUNTY	E3
2021		CSAH 152	109-020-014	RC	CSAH 152 (BROOKLYN BLVD) FROM 0.04 MI N OF BASS LAKE RD TO I94/694 IN BROOKLYN CENTER-RECONSTRUCT, ADD TRAIL, SIDEWALKS, STREETSCAPING, LANDSCAPING	9,097,000	6,616,000	0	0	2,481,000	BROOKLYN CENTER	AQ2
2021		CSAH 49	062-649-040AC	MC	CSAH 49 (RICE ST) FROM 0.11 MI S OF OWASSO BLVD/COUNTRY DR TO 0.11 MI N OF COUNTY RD E/VADNAIS BLVD IN SHOREVIEW, VADNAIS HEIGHTS, AND LITTLE CANADA-RECONSTRUCT I-694/RICE STREET INTERCHANGE (AC PAYBACK 1 OF 1)	7,000,000	7,000,000	0	0	0	RAMSEY COUNTY	E3
2021		CSAH 81	027-681-038AC	BR	CSAH 81 OVER LOWRY AVE IN MPLS AND ROBBINSDALE - REPLACE BRIDGES 27007 AND 27008 (AC PAYBACK 1 OF 1)	7,000,000	7,000,000	0	0	0	HENNEPIN COUNTY	S19
2021		CSAH 83	070-683-014	RC	CSAH 83 (CANTERBURY RD) FROM US 169 SOUTH RAMP TO SOUTH OF 4TH AVE E IN SHAKOPEE-RECONSTRUCT TO URBAN 4-LANE DIVIDED ROADWAY, TURN LANES, TRAFFIC SIGNAL, TRAIL, AND SIDEWALK (ASSOCIATED TO 070-683-014F)	7,625,750	5,546,000	0	0	2,079,750	SCOTT COUNTY	A30

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2021	Local		082-030-007	TM	VARIOUS INTERSECTIONS IN WASHINGTON COUNTY-TRAFFIC SIGNAL COMMUNICATION UPGRADES, SHORT FIBER OPTIC LINKAGES, CELLULAR DATA MODEMS, AND NECESSARY INTERNAL SWITCHING EQUIPMENT, CCTV CAMERAS	900,460	654,880	0	0	245,580	WASHINGTON COUNTY	S7
2021	Local		090-070-023AC2	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 (AC PAYBACK 2 OF 2)	850,000	850,000	0	0	0	MET COUNCIL	O1
2021	Local		2726-80AC2	BR	STONE ARCH BRIDGE #27004 - HISTORIC BRIDGE OVER THE MISSISSIPPI RIVER IN MPLS - REPAIR PED/BIKE BRIDGE- PE WORK (AC PAYBACK 2 OF 4)	150,000	150,000	0	0	0	MnDOT	AQ2
2021	Local		2726-81	BR	STONE ARCH BRIDGE OVER MISSISSIPPI RIVER IN MPLS - REPAIR PED/BIKE BRIDGE 27004 (AC PROJECT, PAYBACKS IN FY22 AND FY23)	13,490,000	3,710,000	7,080,000	0	2,700,000	MnDOT	AQ2
2021	MN 156		1912-59	AM	MN156, FROM I494 TO ANNAPOLIS ST IN S ST PAUL - CONCRETE PAVEMENT REHAB, BITUMINOUS MILL AND OVERLAY, ADA, SIDEWALKS (ASSOCIATE TO SP 168-010-004)	12,449,000	9,959,200	0	0	2,489,800	MnDOT	S10
2021	MN 156		6219-07	RS	MN156, FROM ANNAPOLIS ST TO US52 IN ST PAUL - BITUMINOUS MILL AND OVERLAY, ADA AND RETAINING WALL REPAIR	1,545,000	1,236,000	0	309,000	0	MnDOT	S10
2021	MN 25		1006-31	RS	MN25 FROM MN 5 TO CSAH 30 (1ST ST) IN MAYER-MILL AND OVERLAY, ADA, DRAINAGE	1,056,000	844,800	0	211,200	0	MnDOT	S10
2021	MN 282		7011-29	RD	MN282 FROM MILL ST IN JORDAN TO MN13 IN SPRING LK TWP-FULL DEPTH RECLAMATION, BIT MILL AND OVERLAY, DRAINAGE, RETAINING WALL	6,765,000	5,372,000	0	0	1,393,000	MnDOT	S10
2021	MN 5		1001-17M	RS	MN5, FROM 0.01 MI N OF 5TH ST IN GREEN ISLE TO US212 IN NORWOOD YOUNG AMERICA - COLD INPLACE RECYCLE AND MILL AND OVERLAY (DESIGNED BY DISTRICT 7, D7 PORTION OF \$2.7M UNDER ASSOCIATED SP 7201-119)	1,800,000	1,440,000	0	360,000	0	MnDOT	S10
2021	MN 5		6228-63	BI	MN5 (E 7TH) OVER BNSF AND CP RAIL, 0.2 MI SW OF JCT TH 61 IN ST PAUL - REHAB BRIDGE 62028, REPLACE SIDEWALK	729,000	583,200	0	145,800	0	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:
2021	MN 5		6229-37	RS	MN 5, FROM WEST JCT ARCADE ST/E 7TH ST IN ST PAUL TO THE N JCT MN120 IN MAPLEWOOD- MILL AND OVERLAY, REPAIR/REPLACE DRAINAGE INFRASTRUCTURE, ADA IMPROVEMENTS	7,794,000	6,235,200	0	1,558,800	0	MnDOT	S10
2021	MN 65		2710-47AC1	BI	MN65, AT BRIDGE #2440 (3RD AVE S) OVER MISSISSIPPI RIVER IN MPLS- REHAB BRIDGE 2440 (CMGC WORK PACKAGE 1) (AC PAYBACK 1 OF 2)	17,900,000	17,900,000	0	0	0	MnDOT	S19
2021	MN 95		8208-42	RS	MN95, FROM 0.03 MI S HUDSON BLVD TO 0.25 MI N VALLEY CREEK RD AND 0.23 MI S VALLEY CREEK RD TO JCT 40TH ST/BAILEY RD IN WOODBURY - BITUMINOUS MILL AND OVERLAY, DRAINAGE	3,109,000	2,487,200	0	621,800	0	MnDOT	S10
2021	MSAS 158		164-158-025	BR	MSAS 158, FROM E 7TH ST TO MARKET ST IN ST PAUL - RECONSTRUCT BRIDGE, WALLS, AND APPROACH ROADWAYS	19,393,000	7,000,000	0	0	12,393,000	SAINT PAUL	S19
2021	Transit		TRS-TCMT-21D	TR	CONSTRUCTION OF BUS BUMP-OUTS AND INSTALLATION OF SHELTERS WITH HEAT, LIGHTS, REAL-TIME INFORMATION, AND SECURITY FEATURES ALONG CHICAGO AVE AND PORTLAND AVE CORRIDORS	8,750,000	7,000,000	0	0	1,750,000	MET COUNCIL MT	T7
2021	US 10		103-010-018	MC	US 10 FROM CUTTERS LN TO WEST MAIN ST IN ANOKA-REMOVE SIGNALS, EXTEND WEST MAIN STREET TO CUTTERS GROVE, LENGTHEN RAMPS, AND CONSTRUCT FAIROAK UNDERPASS UNDER US 10 (ASSOCIATED TO 103-010-018F, 0202-108 AND 0202-108A)	9,150,000	7,000,000	0	0	2,150,000	ANOKA	A30
2021	US 12		2713-124	AM	US 12 EAST AND WEST JUNCTION OF CSAH 92 IN INDEPENDENCE - INTERSECTION IMPROVEMENTS (ASSOCIATED TO 2713-124A)	3,988,889	3,191,111	0	797,778	0	MnDOT	E2
2021	US 169		110-129-006AC	MC	101ST AVE N AT US 169 IN BROOKLYN PARK- CONSTRUCT INTERCHANGE (ASSOCIATED TO 2750-92) (AC PAYBACK 1 OF 1)	7,000,000	7,000,000	0	0	0	BROOKLYN PARK	A30
2022	999		8825-710	TM	METROWIDE - REPLACE DYNAMIC MESSAGE SIGNS	925,000	740,000	0	185,000	0	MnDOT	S7
2022	CSAH 103		110-020-041	MC	CSAH 103 FROM 85TH AVE TO 93RD AVE IN BROOKLYN PARK-RECONSTRUCT, 2-LANE TO 4-LANE CONVERSION, TURN LANES, SIGNALS, LIGHTING, MULTI-USE TRAIL	15,082,631	7,000,000	0	0	8,082,631	BROOKLYN PARK	A30

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2022	CSAH	116	002-716-020	RC	CSAH 116 FROM 0.15 FT WEST OF MN 47 TO 0.24 FT EAST OF NB MN 47 AND MN 47 FROM 142ND AVE NW TO COOLIDGE ST IN CITY OF ANOKA AND RAMSEY-RECONSTRUCT INTERSECTION, BRIDGE MODIFICATIONS, TURN LANES, ADA, SIGNAL	2,521,800	1,868,000	0	0	653,800	ANOKA COUNTY	E3
2022	CSAH	13	071-070-040AC	SH	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)	768,000	768,000	0	0	0	SHERBURNE COUNTY	E3
2022	CSAH	152	027-752-035	RC	CSAH 152 FROM PENN AVE TO 49TH AVE IN MPLS-RECONSTRUCT ROADWAY, SIDEWALK, PED/BIKE IMPROVEMENTS, STREETSCAPING, SIGNALS, ADA	8,262,000	2,000,000	0	0	6,262,000	HENNEPIN COUNTY	S10
2022	CSAH	19	086-619-035	MC	WRIGHT CSAH 19, CHESTNUT AVE SE. TO ASH AVE. NE IN ST. MICHAEL, ROADWAY EXPANSION	3,000,000	1,500,000	0	0	1,500,000	WASHINGTON COUNTY	A30
2022	CSAH	26	019-626-026	MC	CSAH 26 FROM TH 55 IN EAGAN TO MN 3 IN INVER GROVE HEIGHTS-EXPAND FROM 2-LANE TO DIVIDED 4-LANE ROADWAY INCLUDING MULTI-USE TRAILS	18,187,200	7,000,000	0	0	11,187,200	DAKOTA COUNTY	A30
2022	CSAH	51	062-651-067	MC	CSAH 51 FROM SHEPARD ROAD TO WEST 7TH ST IN ST. PAUL-LEXINGTON PARKWAY EXTENSION, SIDEWALK, TRAFFIC SIGNALS	2,072,817	1,535,420	0	0	537,397	RAMSEY COUNTY	A30
2022	CSAH	70	019-670-013AC	MC	CSAH 70 FROM KENRICK AVE / KENSINGTON BLVD TO CSAH 23 IN LAKEVILLE-RECONSTRUCT FROM A 2-LANE UNDIVIDED TO A 4-LANE DIVIDED HIGHWAY, PED/BIKE TRAIL, AND TRAFFIC SIGNALS (ASSOCIATE TO 019-670-013F) (AC PAYBACK 1 OF 1)	7,000,000	7,000,000	0	0	0	DAKOTA COUNTY	A20
2022	Local		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 (AC PROJECT, PAYBACK IN FY23)	1,755,000	585,000	585,000	0	585,000	MET COUNCIL	O1
2022	Local		164-090-014AC2	EN	GREAT RIVER PASSAGE TRAIL, ST PAUL, FROM HARRIET ISLAND REGIONAL PARK TO MISSISSIPPI RIVER REGIONAL TRAIL IN S ST PAUL-CONSTRUCT PED/BIKE TRAIL (AC PAYBACK 2 OF 2)	2,701,444	2,701,444	0	0	0	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		2726-80AC3	BR	STONE ARCH BRIDGE #27004 - HISTORIC BRIDGE OVER THE MISSISSIPPI RIVER IN MPLS - REPAIR PED/BIKE BRIDGE- PE WORK (AC PAYBACK 3 OF 4)	210,000	210,000	0	0	0	MnDOT	AQ2
2022	Local		2726-81AC1	BR	STONE ARCH BRIDGE #27004 - HISTORIC BRIDGE OVER THE MISSISSIPPI RIVER IN MPLS - REPAIR PED/BIKE BRIDGE AND SCOUR MONITORING (AC PAYBACK 1 OF 2)	6,020,000	6,020,000	0	0	0	MnDOT	AQ2
2022	MN 120		6227-81	SC	MN120, FROM N RAMP TERMINALS OF I694/MN120 INTERCHANGE TO JCT MN244 IN WHITE BEAR LAKE AND MAHTOMEDI - INTERSECTION IMPROVEMENTS AT LONG LK RD AND MN120, CONSTRUCT ROUNDABOUT AT S CENTURY COLLEGE DR AND MN120 AND AT WOODLAND DR AND MN120, CONSTRUCT 8FT MIXED USE TRAIL	5,790,000	4,504,000	0	1,126,000	160,000	MnDOT	E3
2022	MN 13		070-596-015	MC	MN 13 FROM 0.5 MI N OF MN 901B/MN 13 TO QUENTIN AVE IN SAVAGE- CONSTRUCT INTERCHANGE AND FRONTAGE ROADS, CONSTRUCT BRIDGES (ASSOCIATE TO 070-596-015F)	9,179,778	5,750,000	0	0	3,429,778	SCOTT COUNTY	A30
2022	MN 13		7001-123	RD	MN13, FROM MN19 IN CEDAR LK TWP TO 0.1 MI S MN282 IN SPRING LAKE TWP - COLD IN-PLACE RECYCLING AND BITUMINOUS MILL AND OVERLAY, SHOULDERS	10,128,000	8,102,400	0	2,025,600	0	MnDOT	S10
2022	MN 65		2710-47AC2	BI	MN65, AT BRIDGE #2440 (3RD AVE S) OVER MISSISSIPPI RIVER IN MPLS- REHAB BRIDGE 2440 (CMGC WORK PACKAGE 1) (AC PAYBACK 2 OF 2)	32,100,000	32,100,000	0	0	0	MnDOT	S19
2022	US 10		0215-76	MC	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, NOISEWALLS AND ADA IMPROVEMENTS (AC PROJECT, PAYBACK IN FY23)	54,210,000	15,768,000	5,000,000	742,000	32,700,000	MnDOT	S19
2022	US 10		103-010-019	MC	US 10 FROM ANOKA/RAMSEY CITY LIMITS TO CUTTERS LN AND THURSTON AVE IN ANOKA-GRADE SEPARATION, ROUNDABOUT, MULTI-USE TRAIL, SIDEWALK, FRONTAGE ROAD	8,750,000	7,000,000	0	0	1,750,000	Anoka	A30
2022	US 212		010-596-012	MC	US 212 FROM CSAH 11 TO CSAH 36 IN DAHLGREN TWP - EXPANSION FROM A 2-LANE TO A 4-LANE DIVIDED HIGHWAY, REDUCED CONFLICT INTERSECTION	42,487,200	7,000,000	0	0	35,487,200	CARVER COUNTY	A30

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2022		US 952A	6217-43	RS	US952A (ROBERT ST), FROM ANNAPOLIS ST IN W ST PAUL TO 12TH ST IN ST PAUL - BITUMINOUS MILL AND OVERLAY, REHAB ON BRIDGES #62050, 62894, 9036, 90381, DRAINAGE, ADA, SIGNALS, AND SIDEWALK REPLACEMENT	10,130,000	7,624,000	0	1,906,000	600,000	MnDOT	S10
2023		999	8825-765	TM	METROWIDE - REPLACE DYNAMIC MESSAGE SIGNS AND CABLES	925,000	740,000	0	185,000	0	MnDOT	O8
2023		CSAH 109	027-709-029	MC	MN 252 AT CSAH 109 IN BROOKLYN PARK-GRADE SEPARATION, RETAINING WALLS, SAFETY IMPROVEMENTS, PED/BIKE IMPROVEMENTS, TRAFFIC SIGNALS	28,937,700	7,000,000	0	0	21,937,700	HENNEPIN COUNTY	A30
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	0	0	4,539,000	HENNEPIN COUNTY	S10
2023		CSAH 158	027-758-006	BR	CSAH 158 OVER CP RAILROAD IN EDINA-REPLACE BRIDGE #4510, ROADWAY APPROACHES, SIGNAL MODIFICATIONS, ADA	10,065,000	7,000,000	0	0	3,065,000	HENNEPIN COUNTY	S19
2023		CSAH 22	002-622-036	BI	CSAH 22 AT RUM RIVER IN OAK GROVE-WIDEN BRIDGE #02546	1,974,907	1,436,296	0	0	538,611	ANOKA COUNTY	S19
2023		CSAH 32	179-020-045	RC	DUPONT AVENUE, CLIFF ROAD AND I-35W S RAMP IN BURNSVILLE-RAMP RECONSTRUCTION AND RELOCATION	3,619,220	2,632,000	0	0	987,220	BURNSVILLE	S10
2023		CSAH 610	189-020-024	MC	CSAH 610 FROM CSAH 30 TO MN 610 IN MAPLE GROVE-CONSTRUCT NEW FOUR-LANE DIVIDED HIGHWAY (CSAH 610), NEW BRIDGE OVER I94, SIGNAL IMPROVEMENTS, SIDEWALK, MULTI-USE TRAIL	22,524,700	7,000,000	0	0	15,524,700	MAPLE GROVE	A30
2023		Local	082-596-007	BR	HELMO AVE IN OAKDALE AND BIELENBERG DRIVE IN WOODBURY-CONSTRUCT NEW BRIDGE OVER I94	6,050,000	4,400,000	0	0	1,650,000	WASHINGTON COUNTY	S19
2023		Local	090-595-016AC	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 (AC PAYBACK 1 OF 1)	585,000	585,000	0	0	0	MET COUNCIL	O1

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023	Local		204-133-005	RC	TWIN LAKES RD FROM 0.1 M S OF 167TH AVE/US 10 INTERSECTION, EXTEND TWIN LAKES RD TO 171ST AVE. CONSTRUCT NEW ALIGNMENT OF YALE COURT NW IN ELK RIVER (ASSOCIATED SP 204-143-001)	5,240,000	2,000,000	0	0	3,240,000	ELK RIVER	?????
2023	Local		2726-80AC4	BR	STONE ARCH BRIDGE #27004 - HISTORIC BRIDGE OVER THE MISSISSIPPI RIVER IN MPLS - REPAIR PED/BIKE BRIDGE- PE WORK (AC PAYBACK 4 OF 4)	60,000	60,000	0	0	0	MnDOT	AQ2
2023	Local		2726-81AC2	BR	STONE ARCH BRIDGE #27004 - HISTORIC BRIDGE OVER THE MISSISSIPPI RIVER IN MPLS - REPAIR PED/BIKE BRIDGE AND SCOUR MONITORING (AC PAYBACK 2 OF 2)	1,060,000	1,060,000	0	0	0	MnDOT	AQ2
2023	MN 100		2735-202	SC	MN100, FROM MN55 IN GOLDEN VALLEY TO I694 IN BROOKLYN CENTER- SIGN REPLACEMENT	450,000	360,000	0	90,000	0	MnDOT	O8
2023	MN 252		109-010-007	MC	MN 252 AT 66TH AVE N IN BROOKLYN CENTER-CONSTRUCT INTERCHANGE, CONVERT TO FREEWAY, CLOSE INTERSECTION AT 70TH AVE, MULTIUSE TRAIL, NOISE WALLS (ASSOCIATED TO 109-010-007F)	9,796,000	7,000,000	0	0	2,796,000	BROOKLYN CENTER	A30
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	1,839,000	1,311,200	0	327,800	200,000	MnDOT	S10
2023	MN 47		2726-78	RS	MN47, FROM MN65 TO JUST S OF 27TH AVE NE IN MPLS - BITUMINOUS MILL AND OVERLAY, SIDEWALKS, ADA CURB RAMPS	5,970,000	4,776,000	0	1,194,000	0	MnDOT	S10
2023	MN 50		1923-48	RS	MN50, FROM US52 IN HAMPTON TO US 61 IN DOUGLAS TWP - BITUMINOUS MILL AND OVERLAY	5,591,000	4,472,800	0	1,118,200	0	MnDOT	S10
2023	MN 97		8201-21	RC	MN97, FROM 0.24 MI E I35 IN COLUMBUS TO JUST W US61 IN FOREST LAKE - RECONSTRUCT BITUMINOUS PAVEMENT, BUS SHOULDERS, TURN LANES	7,140,000	5,712,000	0	1,428,000	0	MnDOT	S10
2023	MSAS 101		141-101-001	MC	37TH AVE NE FROM STINSON BLVD TO CENTRAL AVE IN MPLS, COLUMBIA HEIGHTS AND ST ANTHONY- RECONSTRUCT ROADWAY, MULTIUSE TRAIL AND SIDEWALK	9,713,000	7,000,000	0	0	2,713,000	MINNEAPOLIS	S10
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	19,184,898	7,000,000	0	0	12,184,898	MINNEAPOLIS	S10

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023		US 10	0215-76AC	MC	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, NOISEWALLS AND ADA IMPROVEMENTS (AC PAYBACK 1 OF 1)	5,000,000	5,000,000	0	0	0	MnDOT	S19
2023		US 61	6221-107	RS	US61, FROM E JCT MN5 IN ST PAUL TO 0.2 MI S ROSELAWN AVE IN MAPLEWOOD - BITUMINOUS MILL AND OVERLAY, DRAINAGE AND ADA IMPROVEMENTS	7,350,000	5,880,000	0	1,470,000	0	MnDOT	S10
Totals						974,138,464	431,652,439	85,865,000	17,858,978	438,762,047		

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Twin Cities Metropolitan Area
 2020 - 2023 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		

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Twin Cities Metropolitan Area
2020 - 2023 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:
2020	CSAH 14		002-614-044AC	BI	CSAH 14, 0.15 MILES EAST OF CSAH 18, BRIDGE 02015 OVER COON CREEK; REHAB PIER CAPS, REPLACE DECK PANELS (AC PAYBACK 1 OF 1)	575,065	575,065	0	0	0	ANOKA COUNTY	A20
2020	CSAH 14		002-614-045AC1	MC	CSAH 14 FROM LEXINGTON AVE NE (CSAH 17) TO 0.23 MI E OF LEVER ST IN BLAINE - RECONSTRUCT, TRAFFIC SIGNAL (AC PAYBACK 1 OF 2)	522,304	522,304	0	0	0	ANOKA COUNTY	A20
2020	CSAH 42		019-642-065	RS	CSAH 42, FROM COUNTY LINE TO 0.1 MI E OF CSAH 5 IN BURNSVILLE - MILL AND OVERLAY, ADA IMPROVEMENTS	1,485,000	1,188,000	0	0	297,000	DAKOTA COUNTY	S10
2020	I 35W		1981-124AC2	BR	I35W, FROM CLIFF ROAD INTERCHANGE IN BURNSVILLE THROUGH 106TH ST INTERCHANGE IN BLOOMINGTON-REPLACE BRIDGE #5983 (NEW BRIDGES 27W38 AND 27W39), REPLACE BRIDGES 9043 AND 9044 (NEW BRIDGE 27W44) PAVEMENT RECONSTRUCTION, AUXILLIARY LANES, RETAINING WALL, NOISEWALL, SIGNING, LIGHTING, TMS, TRAILS, DRAINAGE AND GUARD RAIL (AC PAYBACK 2 OF 2)	34,259,000	34,259,000	0	0	0	MnDOT	A20
2020	I 35W		2782-343	RD	I35W, FROM 0.1 MI NORTH OF 76TH ST TO 66TH ST IN RICHFIELD -CONCRETE PAVEMENT REHABILITATION AND DIAMOND GRINDING	268,000	241,200	0	26,800	0	MnDOT	S10
2020	I 35W		2782-347	DR	I35W NB, AT 42ND ST TO 0.1 MI S 40TH ST IN MPLS - CONSTRUCT STORMWATER HOLDING CAVERN SYSTEM (AC PROJECT, PAYBACK IN FY21) (CMGC WORK PACKAGE 2)	52,325,000	23,100,000	20,520,000	0	8,705,000	MnDOT	NC
2020	I 35W		6284-180AC1	MC	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 1 OF 3)	66,760,000	66,760,000	0	0	0	MnDOT	A20
2020	I 494		1985-148	RS	I494, FROM 3RD AVE S IN S ST PAUL TO E END OF MN RIVER BRIDGE IN EAGAN - MILL AND OVERLAY, DRAINAGE, REHAB 7 BRIDGES, GUARDRAIL, TMS, TURN LANES, SIGNALS, ADA, AND SIDEWALK (TIED TO 1985-150)	30,334,000	27,107,100	0	3,011,900	215,000	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:
2020	I	1494	1985-149AC	RC	I494, FROM 0.2 MI E HARDMAN AVE S IN S ST PAUL TO BLAINE AVE E IN INVER GROVE HEIGHTS-CONSTRUCT AUXILIARY LANE, CONCRETE PAVEMENT REHAB, RESURFACING SHOULDERS, BRIDGE REHAB, ADA, NOISEWALLS, SIGNING, TMS, LIGHTING, DRAINAGE (AC PAYBACK 1 OF 1)	3,710,000	3,710,000	0	0	0	MnDOT	A20
2020	I	1494	1985-150	SC	I494, FROM E OF CONCORD ST IN S ST PAUL TO MN52 IN INVER GROVE HEIGHTS-REPLACE LIGHTING (TIED TO 1985-148)	712,000	640,800	0	71,200	0	MnDOT	S18
2020	I	194	2781-447	BI	I94 MAINLINE, WB EXIT RAMP, & EB ENTRANCE RAMP OVER LRT, S 17TH AVE, AND HIAWATHA BIKE TRAIL LOCATED JUST EAST OF JCT OF TH55 IN MPLS - REHAB BRIDGES 27859, 27861, AND 27V28	2,200,000	1,980,000	0	220,000	0	MnDOT	S19
2020	I	194	2781-468	RS	I94, FROM NICOLLET AVE IN MPLS TO MN280 IN ST PAUL - BITUMINOUS MILL & OVERLAY, TMS & STRIPING	3,908,000	3,517,200	0	390,800	0	MnDOT	S10
2020	I	194	6282-231	BT	I94, FRONTAGE ROADS ALONG I94 FROM MN280 TO 0.1 MI W OF WESTERN AVE-UPGRADE SIDEWALKS, PED RAMPS AND APS	1,075,000	967,500	0	107,500	0	MnDOT	AQ2
2020	I	194	8680-172AC	RC	I-94 FROM 0.4 MI W OF BR #86818 OVER WRIGHT CO CSAH 19 IN ALBERTVILLE TO CROW RIVER BR 0.3 MI E OF MN 241 IN ST. MICHAEL (EBL & WBL), RECONSTRUCTION; INCLUDE ADDITION OF EB THIRD LANE FROM CSAH 19 TO MN 241 AND WB THIRD LANE FROM CSAH 37 TO MN 241, , CONSTRUCT WB EXIT LOOP AT TH 241 INTERCHANGE, REPLACEMENT OF BR 86812 ON MN 241 IN ST. MICHAEL W/BR 86822, CONSTRUCTION OF NEW EB COLLECTOR-DISTRIBUTOR ROADWAY BETWEEN CSAH 19 AND CSAH 37 IN ALBERTVILLE WITH INTERCHANGE REVISIONS (ASSOCIATED WITH SP 8680-177) 8680-172 IS A CORRIDOR OF COMMERCE PROJECT	4,620,000	4,620,000	0	0	0	MnDOT	?????
2020	MN	100	2755-103	BI	MN100, I694/I94 IN BROOKLYN CENTER - REHAB BRIDGE 27962, CONCRETE PAVEMENT REHAB AND DRAINAGE REPAIR ON MN 100 AND RAMPS FROM I 694 AND MN 252, AND GUARDRAIL	3,497,000	2,797,600	0	699,400	0	MnDOT	S19
2020	MN	5	2732-105	RC	MN5, JCT I494 IN BLOOMINGTON TO S END OF THE MISSISSIPPI RIVER BRIDGE #9300 - RECONSTRUCT CONCRETE PAVEMENT, RESURFACE CONCRETE PAVEMENT, REHAB OF 12 BRIDGES	27,418,000	21,934,400	0	0	5,483,600	MnDOT	S10
2020	MN	55	2723-132	BI	MN55, OVER THE UP RR AND LUCE LINE TRAIL IN PLYMOUTH - REHAB BRIDGE #6721	450,000	360,000	0	90,000	0	MnDOT	S19

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2020		US 212	1012-24	RS	US212, FROM 0.10 MI W OF THE W JCT MN 5/CR 131 TO 0.10 MI W OF CSAH 36 IN NORWOOD YOUNG AMERICA - BITUMINOUS MILL AND OVERLAY, COLD IN PLACE RECYCLING, PAVEMENT RECONSTRUCTION, SIGNAL REPLACEMENTS, TURN LANE EXTENSIONS, REDUCED CONFLICT INTERSECTIONS AT MORSE ST AND CSAH 34, ADA IMPROVEMENTS, DRAINAGE, PEDESTRIAN UNDERPASS AND TRAILS (ASSOCIATED TO 1012-24S, 010-591-001) (TIED TO 1006-32, 010-633-047)	12,511,000	8,473,600	0	2,118,400	1,919,000	MnDOT	S10
2020		US 52	1905-41	RC	US52, FROM THE S END OF CANNON RIVER BR #9425 IN CANNON FALLS TO 0.2 MI N OF CR-86/280TH ST IN HAMPTON TOWNSHIP- UNBONDED CONCRETE OVERLAY, GUARDRAIL, SIGNAL, CABLE BARRIER & JOINT REPAIR ON BRIDGES 9425 AND 9426	7,086,000	5,668,800	0	1,417,200	0	MnDOT	S10
2021		999	880M-MO-21	MC	DISTRICTWIDE SETASIDE FOR MOBILITY - FY 2021	29,480,000	26,532,000	0	2,948,000	0	MnDOT	NC
2021		CSAH 14	002-614-045AC2	MC	CSAH 14 FROM LEXINGTON AVE NE (CSAH 17) TO 0.23 MI E OF LEVER ST IN BLAINE - RECONSTRUCT, TRAFFIC SIGNAL (AC PAYBACK 2 OF 2)	573,592	573,592	0	0	0	ANOKA COUNTY	A20
2021		CSAH 42	070-642-025	RS	CSAH 42, FROM LOUISIANA AVE TO E COUNTY LINE WITH DAKOTA COUNTY- MILL AND OVERLAY, STORM SEWER, WALK, TRAIL, ADA IMPROVEMENTS	2,250,000	1,800,000	0	0	450,000	SCOTT COUNTY	S10
2021		I 35E	1982-204	SC	I35E, AT DIFFLEY RD (CSAH 30) IN BURNSVILLE TO LONE OAK RD (CSAH 26) IN EAGAN - REPLACE LIGHTING	366,000	329,400	0	36,600	0	MnDOT	S18
2021		I 35W	2782-347AC	DR	I35W NB, AT 42ND ST TO 0.1 MI S 40TH ST IN MPLS - CONSTRUCT STORMWATER HOLDING CAVERN SYSTEM (AC PAYBACK 1 OF 1) (CMGC WORK PACKAGE 2)	20,520,000	20,520,000	0	0	0	MnDOT	NC
2021		I 35W	2783-167	BI	I35W, OVER MISSISSIPPI RIVER IN MINNEAPOLIS- REHAB BRIDGES 27409 AND 27410	793,000	713,700	0	79,300	0	MnDOT	S19
2021		I 35W	6284-180AC2	MC	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 2 OF 3)	30,000,000	30,000,000	0	0	0	MnDOT	A20
2021		I 94	2786-132	RD	I94/694, FROM BROOKLYN BLVD TO 0.1 MI E DUPONT AVE IN BROOKLYN CENTER - BITUMINOUS MILL AND OVERLAY, CONCRETE PAVEMENT REHAB AND ADA IMPROVEMENTS	5,350,900	4,815,810	0	535,090	0	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:
2021		MN 316	1926-22	RS	MN316, FROM S JCT US61 IN GOODHUE COUNTY TO JCT N US61 IN DAKOTA COUNTY - BITUMINOUS MILL AND OVERLAY, ROUNDABOUTS, POND CONSTRUCTION, ADA UPDATES, LIGHTING, SIGNING AND TRAIL INSTALLATION	5,747,000	2,069,600	0	0	3,677,400	MnDOT	S10
2021		MN 47	0206-69	RS	MN 47 FROM JCT 10/169 TO INDUSTRY AVE/BUNKER LK RD IN RAMSEY AND ON US 169 FROM THE S END OF THE MISSISSIPPI RIVER BR TO JCT TH 10/47 IN ANOKA - BITUMINOUS MILL AND OVERLAY, DRAINAGE, ADA	2,820,000	2,256,000	0	564,000	0	MnDOT	S10
2021		MN 55	2723-130	RS	MN55, FROM 0.1 MI E GENERAL MILLS BLVD TO 0.2 MI W OF MN100 IN GOLDEN VALLEY - BITUMINOUS MILL AND OVERLAY, DRAINAGE, ADA, GUARDRAIL	2,991,000	2,392,800	0	598,200	0	MnDOT	S10
2021		MN 7	2706-232	SC	MN7 AT CR 73/HOPKINS CROSSROAD IN HOPKINS/MINNETONKA - SHIFT EB MN7 LANES TO ACCOMMODATE DUAL LEFT TURN LANES AT INTERSECTION	1,762,000	1,409,600	0	352,400	0	MnDOT	E1
2021		MN 77	2758-88	BI	MN77 MAIN SPAN BRIDGES OVER MN RIVER IN BLOOMINGTON - REPAIR BRIDGES 9600S AND 9600N	2,200,000	1,980,000	0	220,000	0	MnDOT	S19
2021		US 10	0214-48	RS	US10, E JCT MN47 TO MN65 IN BLAINE AND ON MN47 FROM ANOKA-CSAH10 TO E JCT US10 IN COON RAPIDS -MILL AND OVERLAY, REPAIRS ON BRIDGES 02035, 02045, 02046, ADA UPGRADES	2,169,000	1,735,200	0	0	433,800	MnDOT	S10
2021		US 10	7102-135	RC	US 10, FROM XENIA AVE ST TO NORFOLK AVE IN ELK RIVER (EBL & WBL), RECONSTRUCTION (DRMP FUNDED TRAIL) (PAYBACK IN 2022) (TIED WITH SP 204-090-004)	8,750,000	1,000,000	6,000,000	1,750,000	0	MnDOT	S10
2021		US 12	2713-122	SC	US12, AT HENNEPIN-CSAH 90 IN INDEPENDENCE - CONSTRUCT ROUNDABOUT	4,749,000	3,005,600	0	0	1,743,400	MnDOT	E1
2021		US 52	1928-71	RS	US52, FROM 0.1 MI N OF THE US52/I494 INTERCHANGE IN INVER GROVE HTS TO PLATO AVE IN ST PAUL - MILL AND OVERLAY, CPR, WEIGHT ENFORCEMENT PULL OFF PAD, WIM SENSORS, ADA AND SIGNING	11,028,000	8,276,800	0	2,751,200	0	MnDOT	S10
2021		US 52	1928-75	SC	US 52, AT UPPER 55TH (CSAH 18), 70TH ST (CSAH 26) AND 80TH ST (CSAH 28) IN INVER GROVE HEIGHTS- REPLACE LIGHTING	362,000	289,600	0	72,400	0	MnDOT	S18

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2021		US 61	6222-182	SC	US61, FROM 0.2 MI N CR D IN MAPLEWOOD TO 0.24 MI N I694 IN VADNAIS HEIGHTS - DUAL LEFT TURN LANE TO WB I694, REPLACE SIGNALS, ADA AND CRASH STRUTS ON BRIDGES 62851 AND 62852	3,850,000	3,080,000	0	770,000	0	MnDOT	E1
2021		US 8	1301-126	TM	US8, FROM I35 IN FOREST LAKE TO AKERSON ST IN LINDSTROM - INSTALL FIBER OPTIC INTERCONNECT, CAMERAS AND SIGNAL COORDINATION	1,035,000	828,000	0	207,000	0	MnDOT	S7
2021		US 952A	2770-03	BI	US952A SB OVER I94 AND PLYMOUTH AVE, 1.3 MI N JCT I394 IN MPLS - REHAB BRIDGE 27781	1,566,000	1,409,400	0	156,600	0	MnDOT	S19
2022		999	880M-MO-22	MC	DISTRICTWIDE SETASIDE FOR MOBILITY PROJECTS - FY 2022	50,000,000	45,000,000	0	5,000,000	0	MnDOT	NC
2022		I 35E	1982-202	SC	I35E, FROM DEERWOOD DR IN EAGAN TO MARIE AVE IN MENDOTA HEIGHTS - SIGN REPLACEMENT	303,000	272,700	0	30,300	0	MnDOT	O8
2022		I 35W	6284-180AC3	MC	I35W, FROM CO RD B2 IN ROSEVILLE TO 0.1 MI N SUNSET AVE (ANOKA CR 53) IN LINO LAKES, CONSTRUCT MNPASS LANE FROM CR C TO LEXINGTON AVE (ANOKA CSAH 17), CONC OVLY FROM CR C TO CR 53, MISC PAVEMENT RECONSTRUCT & BIT M&O, REHAB 17 BRIDGES AND REPLACE 5 BRIDGE (AC PAYBACK 3 OF 3)	3,686,000	3,686,000	0	0	0	MnDOT	A20
2022		I 494	1986-42	SC	I494, AT 34TH ST IN BLOOMINGTON, MN RIVER BR IN MENDOTA HEIGHTS AND PILOT KNOB RD IN EAGAN - REPLACE LIGHTING	630,000	567,000	0	63,000	0	MnDOT	S18
2022		I 94	6283-247	RC	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, BITUMINOUS MILL AND OVERLAY, REHAB BRIDGE 9805, 9805A AND 62882, ADA	27,301,000	24,432,300	0	2,714,700	154,000	MnDOT	S10
2022		I 94	8282-136	RB	I94, AT ST CROIX REST AREA IN W LAKELAND TWP - BUILDING AND SITE RECONSTRUCTION (AC PROJECT, PAYBACK IN FY23)	6,110,000	2,200,000	3,300,000	610,000	0	MnDOT	S15
2022		MN 36	8204-77	RS	MN36 FROM 0.023 MI E EDGERTON IN MAPLEWOOD TO 0.2 MI W GREELEY AVE IN STILLWATER -BITUMINOUS MILL AND OVERLAY, ADA	16,637,000	13,305,600	0	3,326,400	5,000	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	41	1008-87	RC	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)	6,357,000	5,085,600	0	0	1,271,400	MnDOT	S10
2022	MN	55	1909-100	BI	MN55, MN55 TO MN5 IN MENDOTA HEIGHTS - BRIDGE REHAB #4190	7,796,000	6,236,800	0	1,559,200	0	MnDOT	S19
2022	MN	55	1909-99	RC	MN55, FROM E END BRIDGE OVER BLOOMINGTON RD IN MPLS TO 0.1 MI E OF ARGENTA TRAIL IN INVER GROVE HEIGHTS - REHAB BRIDGES 19819 AND 19827, CONCRETE PAVEMENT REHAB, BITUMINOUS MILL AND OVERLAY, CURB AND GUTTER, GUARDRAIL, ADA, DRAINAGE	26,056,000	20,844,800	0	5,211,200	0	MnDOT	S19
2022	MN	55	2724-124	BI	MN55, AT 7TH ST, AT 8TH ST AND OVER FRANKLIN AVE IN MPLS - REDECK OF BRIDGES #27849, #27875, AND #27177, REPLACE SIGN STRUCTURES, LIGHTING, DRAINAGE REPAIR	7,881,000	6,304,800	0	1,576,200	0	MnDOT	S19
2022	MN	55	2724-126	RS	MN55 FROM E END OF 13TH AVE TO JCT MN62 IN MPLS - BITUMINOUS MILL AND OVERLAY, CONCRETE PAVEMENT REHAB, SIDEWALK REPAIRS, PED RAMP UPGRADES, APS, GUARDRAIL, POND REPAIR, DRAINAGE	15,749,000	12,599,200	0	3,149,800	0	MnDOT	S10
2022	MN	62	2773-15	SC	MN62, FROM I494 IN EDEN PRAIRIE TO PENN AVE IN RICHFIELD/MPLS - SIGNS AND SIGN PANELS REPLACEMENT	450,000	360,000	0	90,000	0	MnDOT	O8
2022	MN	7	2706-239	RC	MN7, FROM 0.07 MI W OF CHRISTMAS LAKE RD IN SHOREWOOD TO 0.1 MI E I494 IN MINNETONKA - BITUMINOUS MILL AND CONCRETE OVERLAY OR RECLAMATION WITH BITUMINOUS OVERLAY, DRAINAGE	8,715,000	6,972,000	0	1,743,000	0	MnDOT	S10
2022	MN	77	2758-77	RS	MN77, FROM N END OF MN RIVER BR 9600N/9600S IN BLOOMINGTON TO EDGEWATER BLVD IN MPLS - BITUMINOUS MILL AND OVERLAY AND EXTEND RIGHT TURN LANE ON EXIT RAMP FROM NB MN77 TO OLD SHAKOPEE ROAD	13,039,360	10,431,488	0	2,607,872	0	MnDOT	S10
2022	MSAS	169	141-169-008	MC	MSAS 169, I94 EB RAMP TO CSAH 152 (WASHINGTON AVE N) IN MPLS- RECONSTRUCT, SIGNAL REVISIONS, SIDEWALK AND BIKE LANES	3,790,000	750,000	0	0	3,040,000	MINNEAPOLIS	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		US 10	7102-135AC	RC	US 10, FROM XENIA AVE ST TO NORFOLK AVE IN ELK RIVER (EBL & WBL), RECONSTRUCTION (DRMP FUNDED TRAIL)(PAYBACK 1 OF 1) (TIED WITH SP 204-090-004)	6,000,000	6,000,000	0	0	0	MnDOT	S10
2023		999	880M-MO-23	MC	DISTRICTWIDE SETASIDE FOR MOBILITY PROJECTS - FY 2023	50,000,000	45,000,000	0	5,000,000	0	MnDOT	NC
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	16,211,000	14,589,900	0	1,621,100	0	MnDOT	A30
2023		I 494	2785-433	BI	I494, OVER MN RIVER IN BLOOMINGTON - MILL AND OVERLAY BRIDGES 9217E AND 9217W, REPLACE BRIDGE SCULPERS, RESURFACE TRAIL	21,539,000	19,385,100	0	2,153,900	0	MnDOT	S19
2023		I 94	2781-485	BI	I94, ON PLYMOUTH AVE OVER I94 IN MPLS - REDECK BRIDGE 27796	3,970,000	3,490,200	0	387,800	92,000	MnDOT	S19
2023		I 94	8282-132	RC	I94, FROM MN120 IN OAKDALE TO ST CROIX RIVER IN LAKELAND - CONCRETE OVERLAY, TMS, DRAINAGE, SIGNING, LIGHTING, MEDIAN BARRIER AND ADA IMPROVEMENTS (AC PROJECT, PAYBACK IN FY24)	103,716,000	36,844,400	56,500,000	10,371,600	0	MnDOT	S10
2023		I 94	8282-136AC	RB	I94, AT ST CROIX REST AREA IN W LAKELAND TWP - BUILDING AND SITE RECONSTRUCTION (AC PAYBACK 1 OF 1)	3,300,000	3,300,000	0	0	0	MnDOT	S15
2023		MN 36	6212-181	SC	MN36, AT FAIRVIEW INTERCHANGE IN ROSEVILLE - RECONSTRUCT RAMPS, DRAINAGE, PAVEMENT, CONCRETE MEDIAN, ADA IMPROVEMENTS AND SIGNALS	1,818,000	1,109,600	0	277,400	431,000	MnDOT	S10
2023		MN 65	0207-120	BI	MN65, AT ANOKA-CSAH 10 IN SPRING LAKE PARK - REHAB BRIDGES 9263 AND 9264	1,977,000	1,581,600	0	395,400	0	MnDOT	S19
2023		US 169	2772-118	BI	US169, BETWEEN EXCELSIOR BLVD IN HOPKINS AND W 28TH ST IN MINNETONKA/ST LOUIS PARK - REHAB ON BRIDGES 27255 AND 27586	120,000	96,000	0	24,000	0	MnDOT	S19
2023		US 212	1013-101	RC	US212, FROM 0.14 MI W OF CSAH 36 IN COLOGNE TO 0.86 MI W JONATHAN CARVER PARKWAY IN CHASKA - BITUMINOUS MILL AND OVERLAY, CONCRETE PAVEMENT REHAB, REHAB BRIDGES 10021 AND 10022, DRAINAGE AND GUARDRAIL	10,984,000	8,787,200	0	2,196,800	0	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:
2023		US 52	1906-71	RC	US52, FROM 0.2 MI N OF CR 86 IN HAMPTON TWP TO 0.2 MI N OF CSAH 42 IN ROSEMOUNT - CONCRETE SURFACING, DRAINAGE, CABLE MEDIAN GUARDRAIL, AND REPAIR BR# 19033 AND 9675	61,936,000	49,548,800	0	12,387,200	0	MnDOT	S10
Totals						868,149,221	672,220,759	86,320,000	81,690,862	27,917,600		

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Twin Cities Metropolitan Area
2020 - 2023 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:
2020	CSAH	70	019-670-013F	RC	CSAH 70, FROM 0.36 MI E OF I35 (KENRICK AVE) TO CSAH 23 (CEDAR AVE) IN LAKEVILLE- EXPAND 2 TO 4 LANE, TURN LANES, MULTI USE TRAIL (ASSOCIATE TO 019-670-013)	9,442,845	7,000,000	0	0	2,442,845	DAKOTA COUNTY	A20
2021	CSAH	83	070-683-014F	RC	CSAH 83 (CANTERBURY RD) FROM US 169 SOUTH RAMP TO SOUTH OF 4TH AVE E IN SHAKOPEE-RECONSTRUCT TO URBAN 4-LANE DIVIDED ROADWAY, TURN LANES, TRAFFIC SIGNAL, TRAIL, AND SIDEWALK (ASSOCIATED TO 070-683-014)	743,250	594,600	0	0	148,650	SCOTT COUNTY	A30
2021	MN	156	168-010-004	MC	MN 156 (CONCORD ST) FROM N OF ANNAPOLIS ST E TO HARDMAN AVE- RECONSTRUCT, SIGNAL IMPROVEMENTS, BIKE LANES, SIDEWALKS, STORM SEWER IMPROVEMENTS (ASSOCIATE TO SP 1912-59)	11,578,000	7,560,000	0	0	4,018,000	SOUTH SAINT PAUL	AQ2
2021	US	10	103-010-018F	MC	US 10/169 FROM ANOKA/RAMSEY CITY LIMITS TO GREEN HAVEN RD/MAIN ST INTERCHANGE-RECONSTRUCT, GRADE SEPARATE INTERSECTIONS AT FAIROAK AVE AND THURSTON AVE, IMPROVE FRONTAGE AND SUPPORTING ROAD CONFIGURATIONS TO MAIN ST AND THURSTON AVE (ASSOCIATED TO 103-010-018, 0202-108 AND 0202-108A)	25,000,000	20,000,000	0	0	5,000,000	ANOKA	A30
2022	MN	13	070-596-015F	MC	MN13 FROM 0.5 MI N OF MN 901B/MN13 TO QUENTIN AVE IN SAVAGE - CONSTRUCT INTERCHANGE AND FRONTAGE ROADS, CONSTRUCT BRIDGES (DEMO MN071) (ASSOCIATE TO 070-596-015)	18,835,422	15,085,422	0	0	3,750,000	SCOTT COUNTY	A30
2022	MN	41	196-010-017	MC	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)	6,823,000	4,000,000	0	0	2,823,000	CHASKA	A30
2022	US	212	010-596-012F	MC	US 212 FROM CARVER (CSAH 11) TO COLOGNE (CSAH 36)- RECONSTRUCT AND EXPAND 2 LANE TO 4 LANE	41,296,000	15,000,000	0	0	26,296,000	CARVER COUNTY	A30

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023		MN 252	109-010-007F	MC	MN 252 AT 66TH AVE N IN BROOKLYN CENTER-CONSTRUCT INTERCHANGE, CONVERT TO FREEWAY, CLOSE INTERSECTION AT 70TH AVE, MULTIUSE TRAIL, NOISE WALLS (ASSOCIATED TO 109-010-007)	12,500,000	10,000,000	0	0	2,500,000	BROOKLYN CENTER	A30
Totals						126,218,517	79,240,022	0	0	46,978,495		

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Twin Cities Metropolitan Area
2020 - 2023 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:
2020	999		027-030-046	SH CSAH 4 AT MUN 90 (WESTGATE DR) IN EDEN PRAIRIE, CSAH 5 AT MUN 52 (24TH AVE) IN MPLS, CSAH 22 AT MUN 99 (49TH ST) IN MPLS, AND CSAH 28 AT MUN 76 (102ND ST) IN BLOOMINGTON - CONSTRUCT DURABLE HIGH-VISIBILITY CROSSWALKS, CURB EXTENSIONS, RAISED MEDIANS, ADA, FLASHING BEACONS	597,000	477,000	0	0	120,000	HENNEPIN COUNTY	AQ2
2020	999		8825-579	SH METROWIDE- APPLY HIGH FRICTION TREATMENT	836,438	752,794	0	83,644	0	MnDOT	NC
2020	CSAH 2		070-602-022	SH CSAH 2 AT CSAH 91 IN ELKO-NEW MARKET - CONSTRUCT MULTI-LANE ROUNDABOUT	2,151,360	1,792,800	0	0	358,560	SCOTT COUNTY	E1
2020	CSAH 31		062-631-025	SH CSAH 31 FROM N CLARK ST TO CSAH 58 IN ST PAUL- CONSTRUCT LEFT TURN LANES, REPLACE SIGNAL, AUDIBLE PEDESTRIAN SIGNAL (APS), COUNTDOWN TIMERS, RECONSTRUCT AND WIDEN ROADWAY (AC PROJECT WITH PAYBACK IN FY24)	2,500,000	0	1,018,607	0	1,481,393	RAMSEY COUNTY	S19
2020	CSAH 33		010-633-047	SH 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 PROJECT, PAYBACK IN FY23)	1,645,600	0	1,346,400	0	299,200	CARVER COUNTY	E3
2020	I 35E		0282-42	SH I35E FROM CR J IN LINO LAKES TO I35E/I35W SPLIT IN COLUMBUS - INSTALL HIGH TENSION CABLE MEDIAN BARRIER	950,000	855,000	0	95,000	0	MnDOT	S9
2020	I 694		8286-90	SH I694 FROM US 61 IN VADNAIS HEIGHTS/WHITE BEAR LK TO CSAH 10 IN OAKDALE- INSTALL CONTINUOUS FREEWAY LIGHTING	2,000,000	1,800,000	0	200,000	0	MnDOT	S18
2020	Local		19-00150	SR UP RR, AT T 58, 170TH ST W IN EMPIRE TOWNSHIP- INSTALL GATES	240,000	216,000	0	0	24,000	MnDOT	S8
2020	Local		27-00323	SR PGR RR, MSAS 429, NORMANDEALE BLVD IN BLOOMINGTON-INSTALL GATES	240,000	216,000	0	0	24,000	MnDOT	S8
2020	Local		62-00216	SR MNNR RR, CSAH 52, VICTORIA AVE N IN ROSEVILLE- INSTALL GATES	240,000	216,000	0	0	24,000	MnDOT	S8
2020	MN 3		1921-102	SH MN 3 FROM CHESTERFIELD WAY TO TWS 58 (170TH ST) IN EMPIRE TWP- ACCESS CLOSURE, CONSTRUCT THREE LEFT TURN LANES AND A ROUNDABOUT (ASSOCIATE TO 1921-102L) (AC PROJECT, PAYBACK IN FY21)	3,137,841	1,774,571	1,049,486	0	313,784	MnDOT	E1

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2020	MN 97		8212-31S	SH	MN97, AT NORTH SHORE TRAIL/KESWICK AVE IN FOREST LAKE - CONSTRUCT EB AND WB LEFT TURN LANE AND INSTALL LIGHTING SYSTEM	1,107,000	996,300	0	110,700	0	MnDOT	E1
2020	MN 97		8212-33	AM	MN97, AT GOODVIEW AVE/8TH ST IN FOREST LAKE-ROUNDBOUT (LOCAL SP IS 214-127-002)	2,500,000	1,260,000	0	140,000	1,100,000	MnDOT	E3
2020	Transit		027-090-025	SH	MIDTOWN GREENWAY FROM MUN 20 (JAMES AVE) TO MINNEHAHA AVE IN MPLS- CONSTRUCT TRAIL CROSSING, DURABLE HIGH-VISIBILITY CROSSWALKS, RAISED MEDIANS, CURB EXTENSIONS, ADA, CONSTRUCT SIDEWALK, SIGNAL IMPROVEMENTS	664,000	531,000	0	0	133,000	HENNEPIN COUNTY	AQ2
2020	US 212		1012-24S	SH	US212, AT CR 131, AT CSAH 31, AT RAILROAD ST, SALEM AVE, CSAH 51, CR 153 LANE EXTENSIONS AND AT CSAH 34 INTERSECTION CONVERSION TO REDUCED CONFLICT INTERSECTION IN NORWOOD YOUNG AMERICA (ASSOCIATED TO 1012-24, 010-591-001) (TIED TO 1006-32, 010-633-047)	1,353,000	1,217,700	0	135,300	0	MnDOT	E1
2020	US 52		1905-41S	SH	US52, FROM NORTH END OF CANNON RIVER BRIDGE TO S OF DAKOTA-CSAH-86 IN RALDOLPH TOWNSHIP- CABLE MEDIAN BARRIER	430,000	387,000	0	43,000	0	MnDOT	S9
2020	US 8		1308-26	SH	US 8 FROM I35 IN FOREST LAKE TO MN/WI STATE LINE - INSTALL 6" WET REFLECTIVE STRIPING	540,000	486,000	0	54,000	0	MnDOT	S11
2021	999		010-030-008	SH	VARIOUS LOCATIONS COUNTY WIDE- RURAL INTERSECTION LIGHTING IMPROVEMENTS AT 30-40 INTERSECTIONS	344,500	292,500	0	0	52,000	CARVER COUNTY	S18
2021	CSAH 1		27-00326	SR	PGR RR, INSTALL GATES AND FLASHING LIGHTS AT CSAH 1, W OOLD SHAKOPEE RD, BLOOMINGTON, HENNEPIN COUNTY	225,000	202,500	0	0	22,500	MnDOT	S8
2021	CSAH 12		62-00217	SR	MNNR RR, INSTALL GATES AT CSAH 12, 10TH ST NW, ARDEN HILLS, RAMSEY COUNTY	180,000	162,000	0	0	18,000	MnDOT	S8
2021	CSAH 13		071-070-040AC	SH	SHERBURNE CSAH 13, CONSTRUCT ROUNDBOUT AT SHERBURNE CR 40 INTERSECTION AND CONSTRUCT ROUNDBOUT AT SHERBURNE CO CSAH 33 INTERSECTION IN ELK RIVER (PAYBACK 1 OF 2)	900,000	900,000	0	0	0	SHERBURNE COUNTY	E3
2021	CSAH 2		070-602-023	SH	CSAH 2 AT CSAH 15 IN HELENA TWP- CONSTRUCT ROUNDBOUT	1,925,000	1,575,000	0	0	350,000	SCOTT COUNTY	E1
2021	CSAH 28		19-00151	SR	PGR RR, INSTALL GATES AND FLASHING LIGHTS AT CSAH 28, YANKEE DOODLE RD, EAGAN, DAKOTA COUNTY	225,000	202,500	0	0	22,500	MnDOT	S8

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2021		CSAH 30	62-00219	SR	CP RR, INSTALL GATES AND FLASHING LIGHTS AT CSAH 30, W LARPENTEUR AVE, ST PAUL, RAMSEY COUNTY	250,000	225,000	0	0	25,000	MnDOT	S8
2021		CSAH 40	010-640-015	SH	CSAH 40, FROM MN 25 IN SAN FRANCISCO TWP TO CSAH 50 IN DAHLGREN TWP- CONSTRUCT PAVED SHOULDERS, RUMBLE STRIPS AND ADVANCED WARNING SIGNS FOR CURVES	2,286,240	1,800,000	0	0	486,240	CARVER COUNTY	S4
2021		CSAH 5	027-605-030	SH	CSAH 5 (FRANKLIN AVE) AT MSAS 65 (CHICAGO AVE) IN MPLS - SIGNAL REBUILD, RETIMING, ADDITIONAL SIGNAL HEADS, EXCLUSIVE LEFT TURN PHASING, PEDESTRIAN IMPROVEMENTS	594,000	486,000	0	0	108,000	HENNEPIN COUNTY	E2
2021		CSAH 77	62-00218	SR	INSTALL GATES AND FLASHING LIGHTS AT CSAH 77 (OLD HWY 8) IN NEW BRIGHTON AT MNNR RAILROAD	190,000	171,000	0	0	19,000	MnDOT	S8
2021		CSAH 8	002-608-012	SH	CSAH 8, FROM MN 47 TO MN 65 IN FRIDLEY - ROAD DIET (GOING FROM 4 TO 3 LANE ROADWAY), TURN LANES, MEDIANS, PEDESTRIAN ISLANDS	1,092,300	893,700	0	0	198,600	ANOKA COUNTY	A30
2021		CSAH 81	027-681-037	SH	CSAH 81 (WEST BROADWAY) AT MSAS 42 (LYNDALE AVE) IN MPLS - SIGNAL REBUILD, RETIMING, ADDITIONAL SIGNAL HEADS, EXCLUSIVE LEFT TURN PHASE, PEDESTRIAN IMPROVEMENTS	707,000	549,000	0	0	158,000	HENNEPIN COUNTY	E2
2021		I 35	0283-34	SH	I35 FROM JUST N OF I35E/I35W SPLIT TO 0.2 MI S MN97 IN COLUMBUS - INSTALL CABLE MEDIAN GUARDRAIL	322,000	289,800	0	32,200	0	MnDOT	S9
2021		I 94	2786-132S	SH	I94/694, BETWEEN BROOKLYN BLVD AND XERXES AVE IN BROOKLYN CENTER - UPGRADE CABLE MEDIAN	114,100	102,600	0	11,500	0	MnDOT	S9
2021		Local	19-00152	SR	PGR RR, INSTALL GATES AND FLASHING LIGHTS AT M 1077, RED PINE LN, EAGAN, DAKOTA COUNTY	225,000	202,500	0	0	22,500	MnDOT	S8
2021		Local	880M-SHL-21	SH	METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2021	484,610	436,149	0	0	48,461	MnDOT	NC
2021		MN 284	1014-22	SR	TCWR RR, INSTALL GATES AND FLASHING LIGHTS, MN 284, S PAUL AVE, COLOGNE, CARVER COUNTY	255,000	5,000	0	250,000	0	MnDOT	S8
2021		MN 3	1921-102AC	SH	MN 3 FROM CHESTERFIELD WAY TO TWS 58 (170TH ST) IN EMPIRE TWP- ACCESS CLOSURE, CONSTRUCT THREE LEFT TURN LANES AND A ROUNDABOUT (AC PAYBACK 1 OF 1)	1,049,486	1,049,486	0	0	0	MnDOT	E1
2021		MN 65	0208-160	SH	MN 65 AT MSAS 103 (KLONDIKE DR) IN EAST BETHEL - CONSTRUCT REDUCED CONFLICT INTERSECTION	1,277,000	1,149,300	0	127,700	0	MnDOT	E1

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2021	MSAS	101	10-00122	SR	INSTALL GATES AND FLASHING LIGHTS AT MSAS 101 (BAVARIA RD) IN CHASKA AT TCWR RAILROAD	190,000	171,000	0	0	19,000	MnDOT	S8
2021	MSAS	108	27-00327	SR	PGR RR, INSTALL GATES AND FLASHING LIGHTS AT MSAS 108, W 77TH ST, RICHFIELD, HENNEPIN COUNTY	225,000	202,500	0	0	22,500	MnDOT	S8
2021	MSAS	313	141-030-047	SH	MSAS 313 (HENNEPIN AVE) FROM MSAS 186 (SPRUCE PLACE) TO MSAS 375 (13TH ST) AND ON MSAS 179 (HARMON PLACE) FROM MSAS 223 (10TH ST) TO MSAS 225 (12TH ST) IN MPLS- UPGRADE SIGNALS AND INSTALL PED RAMPS	1,650,000	1,350,000	0	0	300,000	MINNEAPOLIS	S7
2021	US 12		2713-123	SH	US12, FROM HENNEPIN-CSAH 6 IN ORONO TO HENNEPIN-CSAH 29 IN MAPLE PLAIN - CONSTRUCT CONCRETE MEDIAN BARRIER, RECONSTRUCT PAVEMENT	4,728,000	4,255,200	0	472,800	0	MnDOT	S16
2021	US 12		2713-124A	AM	US 12 RAILROAD CROSSING IMPROVEMENTS AT CSAH 92 (061057T) AND ON VALLEY ROAD (061056L) IN INDEPENDENCE (ASSOCIATED TO 2713-124)	1,111,111	1,000,000	0	111,111	0	MnDOT	S8
2022	999		880M-SHS-22	SH	DISTRICTWIDE SETASIDE FOR HSIP PROJECTS - FY 2022	2,741,112	2,467,000	0	274,112	0	MnDOT	NC
2022	999		8825-701	SH	METROWIDE: APPLY HIGH FRICTION TREATMENT ON VARIOUS RAMPS	455,700	410,130	0	45,570	0	MnDOT	NC
2022	CSAH 1		002-601-056	SH	CSAH 1 (COON RAPIDS BLVD) AT BLACKFOOT ST IN COON RAPIDS - REVISE SIGNAL SYSTEM	486,000	405,000	0	0	81,000	ANOKA COUNTY	E2
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	993,600	828,000	0	0	165,600	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 3 SIGNAL SYSTEMS, ADD MAST ARMS, COUNTDOWN TIMERS, APS, INCREASE FROM 8" SIGNAL LENSES TO 12", CURN EXTENSIONS, ADA AND STORM SEWER	1,188,000	990,000	0	0	198,000	MINNEAPOLIS	E2
2022	CSAH 34		027-634-010	SH	CSAH 34 (NORMANDALE) AT 98TH ST IN BLOOMINGTON - REMOVE CHANNELIZED RIGHT TURN ISLANDS, REPLACE SIGNAL SYSTEM,	1,404,000	1,170,000	0	0	234,000	HENNEPIN COUNTY	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	0	0	169,200	HENNEPIN COUNTY	AQ2
2022	CSAH 9		019-609-026	SH	CSAH 9 (DODD BLVD) AT ICENIC TRAIL/HERITAGE DRIVE IN LAKEVILLE - CONSTRUCT CENTER MEDIAN TO ALLOW DODD LEFT TURNS AND RESTRICT EAST/WEST THRU AND LEFTS	432,000	360,000	0	0	72,000	DAKOTA COUNTY	S16
2022	MN 13		7001-123S	SH	MN13, FROM SCOTT-CSAH 17 IN SPRING LK TWP TO CR 64 IN CEDAR LK TWP - LEFT TURN LANES	938,000	844,200	0	93,800	0	MnDOT	A30
2022	MN 5		164-010-075	SH	ON MINNEHAHA AVE IN ST PAUL - AT FOREST ST, AT EARL ST, AT JOHNSON PKWY, AT RUTH ST IN ST PAUL - REVISE SIGNAL SYSTEMS AT EACH INTERSECTION	1,296,000	1,080,000	0	0	216,000	SAINT PAUL	E2
2022	MN 51		6216-141S	SH	MN51 FROM CR C IN ROSEVILLE TO I694 IN SHOREVIEW-INSTALL CABLE MEDIAN BARRIER, CLOSE MEDIAN AT HAMLINE AVE, RESTRICT MEDIAN AT GLENHILL RD, LENGTHEN SB LEFT TURN LANES AT CR C, CR C2, LYDIA AVE	650,000	585,000	0	65,000	0	MnDOT	S9
2022	MN 55		2722-93S	SH	MN55, AT OLD ROCKFORD RD, AND AT URBANDALE CT IN PLYMOUTH - INTERSECTION ACCESS MODIFICATIONS	229,000	206,100	0	22,900	0	MnDOT	E1
2022	MN 55		2723-137S	SH	MN55, FROM CSAH 6 TO MEDICINE LAKE DR W IN PLYMOUTH - MODIFY 18TH AVE, LARCH LN, IVES LN, GOLDENROD LN AND EVERGREEN LN, TO 3/4 INTERSECTIONS	886,000	797,400	0	88,600	0	MnDOT	E2
2022	MN 77		2758-77S	SH	MN77, BETWEEN MN RIVER BRIDGE 9600N/9600S AND OLD SHAKOPEE RD IN BLOOMINGTON - INSTALL HIGH TENSION CABLE MEDIAN BARRIER	86,640	77,976	0	8,664	0	MnDOT	S9
2022	MSAS 409		107-409-010	SH	MSAS 409 (XERXES AVE) AT CSAH 1 (OLD SHAKOPEE RD) IN BLOOMINGTON - INSTALL LEFT TURN LANES ON EACH APPROACH, CONVERT THROUGH LANE TO RIGHT TURN LANE ON BOTH XERXES APPROACHES, SIGNAL UPGRADES AND RETROREFLECTIVE PAVEMENT MARKINGS	563,760	469,800	0	0	93,960	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	MSAS 430		141-430-010	SH	NICOLLET AVE FROM MINNEHAHA PKWY TO 60TH ST IN MPLS - SIGNAL SYSTEM AND PED RAMP IMPROVEMENTS AT 8 INTERSECTIONS, INSTALL OVERHEAD SIGNALS ON MAST ARMS AND CURB EXTENSIONS	2,106,000	1,755,000	0	0	351,000	MINNEAPOLIS	E2
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 ATLEAST 10 RURAL INTERSECTIONS	1,243,000	1,017,000	0	0	226,000	SCOTT COUNTY	S11
2023	999		880M-SHS-23	SH	DISTRICTWIDE SETASIDE FOR HSIP PROJECTS - FY 2023	1,280,000	1,152,000	0	128,000	0	MnDOT	NC
2023	CSAH 1		002-601-057	SH	CSAH 1 (COON RAPIDS BLVD) AT MISSISSIPPI BLVD IN COON RAPIDS - REVISE SIGNAL SYSTEM	550,000	450,000	0	0	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 RAMSP, APS, OFF ROAD FACILITIES, ENHANCE MEDIANS, SIGNAL UPGRADES INCLUDING ADDITIONAL SIGNAL HEADS, IMPROVED TIMING, WAYWARD SIGNING, REVISED PAVEMENT MARKINGS	2,200,000	1,800,000	0	0	400,000	HENNEPIN COUNTY	S7
2023	CSAH 33		010-633-047AC	SH	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 1 OF 1)	1,346,400	1,346,400	0	0	0	CARVER COUNTY	E3
2023	CSAH 35		002-635-012	SH	CSAH 35 (OLD CENTRAL) AT GARDENA AVE IN FRIDLEY - CONSTRUCT ROUNDABOUT	1,650,000	1,350,000	0	0	300,000	ANOKA COUNTY	E3
2023	CSAH 50		027-650-005	SH	CSAH 50 (REBECCA PARK TRAIL) FROM 0.13 MI W OF KOALA ST TO 0.11 MI E OF CSAH 92 (DOGWOOD ST) IN ROCKFORD AND GREENFIELD - ELIMINATE BYPASS LANES, RESTRIPE TO INTRODUCE LEFT TURN LANES AT KOALA AND STERLING, WIDE TO CONSTRUCT WB LEFT TURN LANE AT CSAH 92, INSTALL INTERSECTION LIGHTING, RAISED CENTER MEDIAN FOR PED REFUGE	495,000	405,000	0	0	90,000	HENNEPIN COUNTY	S10
2023	CSAH 78		062-678-018	SH	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	912,621	746,690	0	0	165,931	RAMSEY COUNTY	E2

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023	CSAH 83		002-683-006	SH	CSAH 83 (ARMSTRONG BLVD) AT ALPINE DR IN CITY OF RAMSEY - CONSTRUCT ROUNDABOUT	1,650,000	1,350,000	0	0	300,000	ANOKA COUNTY	E3
2023	MN 97		8201-21S	SH	MN97, FROM 0.24 MI E I35 IN COLUMBUS TO JUST W US61 IN FOREST LAKE - TURN LANES	3,029,000	2,726,100	0	302,900	0	MnDOT	E1
2023	MSAS 319		127-319-006	SH	53RD AVE FROM TH 65 TO 0.21 M W OF TH 65 IN FRIDLEY AND COLUMBIA HEIGHTS - EXTEND CENTER MEDIAN, CONSTRUCT TURNABOUT	893,200	730,800	0	0	162,400	FRIDLEY	E3
2023	US 169		2750-97	SH	US 169 FROM 85TH ST IN BROOKLYN PARK TO WEST RIVER RD IN CHAMPLIN-INSTALL CABLE MEDIAN BARRIER	1,070,000	963,000	0	107,000	0	MnDOT	S9
2023	US 169		7007-51	SH	US 169 FROM MN 19 IN BLAKELY TOWNSHIP TO MN 25 IN BELLE PLAINE-INSTALL CABLE MEDIAN BARRIER, CLOSE OR MODIFY ACCESS OR MEDIAN FOR UP TO 12 ACCESS/MEDIANS	2,000,000	1,800,000	0	200,000	0	MnDOT	S9
2023	US 212		1013-101S	SH	US212, FROM CSAH 36 W JCT IN COLOGNE TO E JCT IN DAHLGREN TWP-INSTALL CABLE MEDIAN BARRIER	580,000	522,000	0	58,000	0	MnDOT	S9
Totals						76,052,819		3,414,493		9,075,329		
							60,301,496		3,261,501			

Twin Cities Metropolitan Area
2020 - 2023 Transportation Improvement Program

TABLE A-8
Miscellaneous Federal Projects

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	Other Fed \$	State \$	Other \$	Agency:	AQ:
2020	CR	202	027-596-009AC	BR CR 202 (ELM CREEK RD), OVER ELM CREEK IN DAYTON-REPLACE BR L8081 (AC PAYBACK 1 of 1)	627,200	627,200	0	0	0	HENNEPIN COUNTY	S19
2020	Local		019-090-022	BT DAKOTA COUNTY CONSTRUCT TRAILHEAD, PARKING LOT AND TRAIL CONNECTION FROM BLACK DOG TRAIL TO CEDAR AVE BRIDGE	900,000	600,000	0	0	300,000	DAKOTA COUNTY	AQ2
2020	Local		091-090-087	BT WEST COON RAPIDS REGIONAL PARK BIKE/PED TRAIL IMPROVEMENTS AND CONSTRUCTION OF A PEDESTRIAN BRIDGE IN BROOKLYN PARK	1,200,000	700,000	0	0	500,000	THREE RIVERS PARK DISTRICT	AQ2
2021	CSAH	34	062-634-005	BT CSAH 34 (UNIVERSITY AVE) FROM CURFEW ST TO FARRINGTON ST AND GROTTO AND CHATSWORTH AT ST ANTHONY AND CONCORDIA AVE IN ST PAUL - PEDESTRIAN SAFETY IMPROVEMENTS (FEDERAL FUNDS ARE SECTION 163)	738,935	356,000	0	0	382,935	RAMSEY COUNTY	AQ2
2021	Local		019-090-020	BT MISSISSIPPI RIVER TRAIL-ROSEMOUNT EAST BETWEEN SPRING LAKE PARK RESERVE AND FLINT HILLS RESOURCES IN ROSEMOUNT-CONSTRUCT PED/BIKE TRAIL, GRADE-SEPARATED CROSSING AND LANDSCAPING (ASSOCIATED TO 019-060-005)	5,500,000	1,000,000	0	0	4,500,000	DAKOTA COUNTY	AQ2
2021	Local		027-596-013	BR NORTHOME AVE OVER PED/BIKE, FROM NORTHOME RD TO PARKWAY ST IN DEEPHAVEN-REPLACE BRIDGE L9265 WITH 27C55	500,000	400,000	0	0	100,000	HENNEPIN COUNTY	S19
2021	Local		062-596-006	BR ISLAND LAKE COUNTY PARK ROAD OVER ISLAND LAKE CHANNEL IN SHOREVIEW-REPLACE BRIDGE 9345	640,000	512,000	0	0	128,000	RAMSEY COUNTY	S19
2022	Local		164-597-001	BI 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	0	0	613,952	SAINT PAUL	S19
Totals					12,635,696	6,110,809	0	0	6,524,887		

Twin Cities Metropolitan Area
2020 - 2023 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:
2020			880M-TRLF-20	RW	REPAYMENT, FY 2020, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH 65	216,000	0	0	216,000	0	MnDOT	O4
2020	999		880M-CA-20	CA	DISTRICTWIDE SETASIDE-EXTERNAL PROJECT DELIVERY-FY 2020	24,700,000	0	0	24,700,000	0	MnDOT	NC
2020	999		880M-IWZ-20	TM	SETASIDE FOR INTELLIGENT WORK ZONE, MOTORIST INFO FOR SP 2780-97, 1380-84, 8286-81	303,000	0	0	303,000	0	MnDOT	NC
2020	999		880M-PD-20	CA	DISTRICTWIDE SETASIDE -INTERNAL PROJECT DELIVERY-FY 2020	8,000,000	0	0	8,000,000	0	MnDOT	O1
2020	999		880M-PM-20	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2020	5,000,000	0	0	5,000,000	0	MnDOT	NC
2020	999		880M-RB-20	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPE PARTNERSHIPS - FY 2020	100,000	0	0	100,000	0	MnDOT	NC
2020	999		880M-RW-20	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2020	12,000,000	0	0	12,000,000	0	MnDOT	NC
2020	999		880M-RX-20	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2020	5,000,000	0	0	5,000,000	0	MnDOT	NC
2020	999		880M-SA-20	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2020	19,500,000	0	0	19,500,000	0	MnDOT	NC
2020	999		8825-609	TM	METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000	0	0	75,000	0	MnDOT	S7
2020	999		8825-611	TM	METROWIDE - REPLACE SHELTERS, CAMERAS AND CABLES	925,000	0	0	925,000	0	MnDOT	S7
2020	999		8825-705	BI	ADDITIONAL TASK ORDERS FOR METROWIDE BRIDGE FLOOD SEAL - VARIOUS LOCATIONS, MINIMUM AMOUNT \$600,000; MAXIMUM AMOUNT \$5M; EXPIRATION DATE 6/8/2021	1,341,000	0	0	1,341,000	0	MnDOT	S19
2020	999		8825-751	PM	DISTRICTWIDE CONCRETE PAVEMENT REHABILITATION VARIOUS LOCATIONS, MINIMUM AMOUNT \$550,000; MAXIMUM AMOUNT \$3M; EXPIRATION DATE 4/26/2022	550,000	0	0	550,000	0	MnDOT	S10
2020	999		8825-776	TM	DISTRICTWIDE ENFORCEMENT BEACONS FOR STATE PATROL USE WITH MNPASS LANES	400,000	0	0	0	400,000	MnDOT	O1
2020	999		8825-777	SC	METROWIDE-ADA SMALL BUSINESS OPPORTUNITY PILOT PROGRAM	1,200,000	0	0	1,200,000	0	MnDOT	O1
2020	999		8825-779	RB	METROWIDE-BLOWING SNOW CONTROL	500,000	0	0	500,000	0	MnDOT	O1
2020	I 35		0283-32	RB	I35, FROM MN97 IN COLUMBUS TO US8 IN FOREST LAKE-LANDSCAPING	325,000	0	0	325,000	0	MnDOT	O6

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2020	I	35W	1981-124A	CA	I35W MN RIVER BRIDGE #5983 REPLACEMENT FROM CLIFF ROAD INTERCHANGE IN BURNSVILLE TO 106TH ST INTERCHANGE IN BLOOMINGTON- REPLACE BRIDGE #5983 (NEW BRIDGES 27W38 AND 27W39)-DESIGN BUILD ACTIVITIES	856,000	0	0	856,000	0	MnDOT	S19
2020	I	35W	2783-176	RB	I35W, UNDER PED BRIDGE #27987 AT 5TH ST SE IN MPLS - LANDSCAPING	90,000	0	0	90,000	0	MnDOT	O6
2020	I	94	2780-100	AM	I94, AT NEW DAYTON PKWY INTERCHANGE OVER I94 LOCATED 0.5 MILES E OF BROCKTON LANE IN DAYTON - SIGNALS (ASSOCIATED TO 229-112-002)	416,000	0	0	416,000	0	MnDOT	E2
2020	I	94	2781-495	RB	I94, FROM NICOLLET AVE IN MPLS TO SHINGLE CREEK PARKWAY IN BROOKLYN CENTER - LANDSCAPING	190,000	0	0	190,000	0	MnDOT	O6
2020	I	94	6282-235	AM	I94 AT DALE ST IN ST PAUL - BARRIER SEPARATED, ENCHANCED SIDEWALK WIDTH AND ACCOMMODATION OF MODIFIED BRIDGE STRUCTURE (ASSOCIATED TO 062-653-011)	1,750,000	0	0	1,750,000	0	MnDOT	AQ2
2020	MN	13	1901-176	SC	MN13, BETWEEN SILVER BELL IN EAGAN AND 0.4 MI E OF WASHBURN AVE IN BURNSVILLE - SIGN AND PANEL REPLACEMENT	250,000	0	0	250,000	0	MnDOT	O8
2020	MN	149	1917-51	RB	MN149, FROM I494 IN MENDOTA HEIGHTS TO MN5 IN ST PAUL AND ON MN13 FROM MN149 TO CHEROKEE HGTS BLVD -LANDSCAPING	120,000	0	0	120,000	0	MnDOT	O6
2020	MN	25	1006-32	SC	MN25 / MN5 AT CSAH 33 NEAR NORWOOD YOUNG AMERICA - CONSTRUCT ROUNDABOUT (ASSOCIATED TO 010-633-047) (TIED TO 1012-24, 1012-24S, 010-591-001)	644,000	0	0	644,000	0	MnDOT	E3
2020	MN	280	6242-86	SC	MN280 FROM ENERGY PARK DR IN ST. PAUL TO 0.2 MI N OF COMO AVE IN LAUDERDALE- REPLACE LIGHTING	310,000	0	0	310,000	0	MnDOT	S18
2020	MN	3	1921-102L	AM	MN 3 AT 209TH ST IN FARMINGTON - CONSTRUCT LEFT TURN LANES (ASSOCIATE TO 1921-102)	505,000	0	0	505,000	0	MnDOT	E1
2020	MN	36	6211-103	SC	MN36, AT RAMSEY-CSAH 65 (WHITE BEAR AVE) N AND S RAMPS IN MAPLEWOOD - SIGNAL SYSTEM REPLACEMENT	622,000	0	0	322,000	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:
2020	MN	36	8214-114AN	AM	MN36, ON LOOKOUT TRAIL RD, FROM BEACH RD IN OAK PARK HEIGHTS TO MN95 IN STILLWATER - RECONSTRUCT PAVEMENT, GRADING AND DRAINAGE AS PART OF THE ST CROIX RIVER CROSSING PROJECT (AM ONLY WITH OAK PARK HEIGHTS)	1,000,000	0	0	1,000,000	0	MnDOT	S10
2020	MN	36	8214-114MIT20	CA	MN36, OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	730,000	0	0	365,000	365,000	MnDOT	O1
2020	MN	36	8214-114SA20	SA	MN36, OVER ST CROIX RIVER CROSSING PROJECT SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR REPLACEMENT OF RIVER BRIDGE 4654	300,000	0	0	175,000	125,000	MnDOT	O1
2020	MN	36	8214-190	AM	MN36 AT OSGOOD AVE IN OAK PARK HEIGHTS - RECONSTRUCT OSGOOD AVE AND RELOCATE S FRONTAGE RD AWAY FROM MN36	321,000	0	0	321,000	0	MnDOT	S10
2020	MN	36	8214-191	AM	MN36 AT NORELL AVE N IN OAK PARK HEIGHTS - RECONSTRUCT NORELL AVE AND RELOCATE S FRONTAGE RD AWAY FROM MN36	644,000	0	0	644,000	0	MnDOT	S10
2020	MN	5	1002-119	AM	MN5 ON S SIDE FRONTAGE RD FROM MN284 TO HARTMANN DR IN WACONIA - COMPLETE S FRONTAGE RD	550,000	0	0	550,000	0	MnDOT	NC
2020	MN	5	6201-93	AM	MN5 (WEST 7TH ST) FROM MONTREAL AVE TO SB I35E RAMPS IN ST PAUL - REMOVE SIGNAL AT ALBION AVE, REALIGN LEXINGTON PKWY AT ELWAY ST W/NEW SIGNAL, ADA WORK	336,000	0	0	336,000	0	MnDOT	E2
2020	MN	51	6216-138	SC	MN51, AT ROSELAWN AVE IN FALCON HEIGHTS AND RAMSEY CR C2 IN ROSEVILLE - SIGNAL REPLACEMENT	802,000	0	0	402,000	400,000	MnDOT	E2
2020	MN	610	2771-45	SC	MN610 FROM US169 IN BROOKLYN PARK TO US 10 IN COON RAPIDS - SIGN REPLACEMENT	350,000	0	0	350,000	0	MnDOT	O8
2020	MN	97	8212-31	DR	MN97, AT NORTH SHORE TRAIL/KESWICK AVE IN FOREST LAKE - CONSTRUCT EB AND WB LEFT TURN LANE AND INSTALL LIGHTING SYSTEM, REPAIR/REPLACE DRAINAGE	66,000	0	0	66,000	0	MnDOT	S18
2020	US	169	2750-92	AM	US 169 AT 101ST AVE IN BROOKLYN PARK - CONSTRUCT INTERCHANGE (ASSOCIATED TO 110-129-006)	10,000,000	0	0	10,000,000	0	MnDOT	A30
2020	US	169	2750-95	TM	US 169, FROM 63RD AVE TO MN 610 IN BROOKLYN PARK - CONSTRUCT BUS ONLY SHOULDERS	853,000	0	0	853,000	0	MnDOT	S4

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2020	US	169	2772-119	RB	US169, FROM BREN ROAD TO 7TH ST IN HOPKINS - LANDSCAPING	100,000	0	0	100,000	0	MnDOT	O6
2020	US	212	2763-53	SC	US212, FROM I494 IN EDEN PRAIRIE TO US169/MN62 IN EDINA - SIGN REPLACEMENT	250,000	0	0	250,000	0	MnDOT	O8
2021			880M-TRLF-21	RW	REPAYMENT, FY 2021, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH 65	216,000	0	0	216,000	0	MnDOT	O4
2021	999		880M-AM-21	AM	DISTRICTWIDE SETASIDE FOR LOCAL PARTNERSHIP PROGRAM - FY 2021	3,000,000	0	0	3,000,000	0	MnDOT	NC
2021	999		880M-CA-21	CA	DISTRICTWIDE SETASIDE-EXTERNAL PROJECT DELIVERY-FY 2021	21,350,000	0	0	21,350,000	0	MnDOT	NC
2021	999		880M-IWZ-21	TM	SETASIDE FOR INTELLIGENT WORK ZONE, MOTORIST INFO FOR SP 2780-97, 8286-81	135,000	0	0	135,000	0	MnDOT	NC
2021	999		880M-PD-21	CA	DISTRICTWIDE SETASIDE -INTERNAL PROJECT DELIVERY-FY 2021	8,000,000	0	0	8,000,000	0	MnDOT	O1
2021	999		880M-PM-21	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2021	1,620,000	0	0	1,620,000	0	MnDOT	NC
2021	999		880M-RB-21	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPE PARTNERSHIPS - FY 2021	100,000	0	0	100,000	0	MnDOT	NC
2021	999		880M-RW-21	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2021	10,000,000	0	0	10,000,000	0	MnDOT	NC
2021	999		880M-RX-21	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2021	5,000,000	0	0	5,000,000	0	MnDOT	NC
2021	999		880M-SA-21	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2021	18,900,000	0	0	18,900,000	0	MnDOT	NC
2021	999		8825-610	TM	METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000	0	0	75,000	0	MnDOT	S7
2021	I 35E		1982-158	SC	I35E FROM S JCT I35E/I35W IN BURNSVILLE TO DEERWOOD DR IN EAGAN - SIGN REPLACEMENT	300,000	0	0	300,000	0	MnDOT	O8
2021	I 35E		1982-206	SC	I35E AT DAKOTA-CSAH 32 (CLIFF RD) IN EAGAN - SIGNAL REPLACEMENT AND ADA UPGRADES	700,000	0	0	350,000	350,000	MnDOT	E2
2021	I 694		8286-87	RB	I694, FROM 0.1 MI S OF 10TH ST (CSAH10) TO JCT I694/494/94 AND I494 FROM 0.1 M S TAMARACK RD TO JCT I694/494/94- LANDSCAPING	200,000	0	0	200,000	0	MnDOT	O6
2021	MN 100		2735-206	TM	MN 100, FROM I394 TO 0.15 MI S DULUTH ST IN GOLDEN VALLEY - REINFORCE CATCH BASINS AND INSTALL SIGNAGE FOR BUS ONLY SHOULDERS	119,000	0	0	119,000	0	MnDOT	S4
2021	MN 36		8204-73	AM	MN36, AT CSAH 35 (HADLEY AVE) IN OAKDALE - LANDSCAPING	100,000	0	0	100,000	0	WASHINGTON COUNTY	O6

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2021		MN 36	8214-114MIT21	CA	MN36, OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	230,000	0	0	115,000	115,000	MnDOT	O1
2021		MN 55	2751-51	AM	MN55, FROM I94 TO THEODORE WIRTH PARKWAY IN MPLS – RECONSTRUCT ROAD, REPLACE TRAFFIC SIGNALS, REHAB BRIDGES 27785 AND 27237, TRAIL ON MN55/I94 BRIDGE	8,329,000	0	0	8,329,000	0	MnDOT	S19
2021		MN 610	0217-27	SC	MN610, AT ANOKA CR3 (COON RAPIDS BLVD) S RAMP IN COON RAPIDS - SIGNAL REPLACEMENT AND ADA UPGRADES	300,000	0	0	100,000	200,000	MnDOT	E2
2021		MN 77	2758-87	NO	MN77 SB, N OF E OLD SHAKOPEE RD IN BLOOMINGTON- NOISEWALL PANEL REALIGNMENT	50,000	0	0	50,000	0	MnDOT	O3
2021		US 10	0202-108	AM	US 10, FROM W CITY OF ANOKA BORDER TO EB ENTRANCE RAMP FROM W MAIN ST. INCLUDES NEW INTERCHANGE WITH BRIDGES AT THURSTON AVE, GRADE SEPARATION AT FAIROAK WITH BRIDGE AND SUPPORTING ROADWAYS ON NORTH AND SOUTH SIDE OF US 10 (ASSOCIATED TO 103-010-018, 103-010-018F AND 0202-108A)	5,000,000	0	0	5,000,000	0	MnDOT	A30
2021		US 10	0215-77	SC	US10, N AND S RAMPS AT ROUND LAKE BLVD IN COON RAPIDS - SIGNAL SYSTEM REPLACEMENT	617,000	0	0	192,000	425,000	MnDOT	E2
2021		US 169	7010-110	RB	US169, AT MN41 (CHESTNUT BLVD)/CSAH 78 IN JACKSON TWP - LANDSCAPING	75,000	0	0	75,000	0	MnDOT	O6
2021		US 61	8207-62	SC	US 61, AT WASHINGTON-CSAH32 (11TH AVE SW/SE) AND AT 8TH AVE SE/SW IN FOREST LAKE - SIGNAL REPLACEMENTS AND ADA UPGRADES	600,000	0	0	300,000	300,000	MnDOT	E2
2022			880M-TRLF-22	RW	REPAYMENT, FY 2022, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH 65	212,000	0	0	212,000	0	MnDOT	O4
2022		999	880M-AM-22	AM	DISTRICTWIDE SETASIDE FOR LOCAL PARTNERSHIP PROGRAM - FY 2022	3,000,000	0	0	3,000,000	0	MnDOT	NC
2022		999	880M-CA-22	CA	DISTRICTWIDE SETASIDE-EXTERNAL PROJECT DELIVERY-FY 2022	21,150,000	0	0	21,150,000	0	MnDOT	NC
2022		999	880M-IWZ-22	TM	SETASIDE FOR INTELLIGENT WORK ZONE, MOTORIST INFO FOR SP 2780-97	46,000	0	0	46,000	0	MnDOT	NC
2022		999	880M-PD-22	CA	DISTRICTWIDE SETASIDE -INTERNAL PROJECT DELIVERY-FY 2022	8,000,000	0	0	8,000,000	0	MnDOT	O1
2022		999	880M-PM-22	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2022	8,462,000	0	0	8,462,000	0	MnDOT	NC

**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-RB-22	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS - FY 2022	175,000	0	0	175,000	0	MnDOT	NC
2022	999		880M-RW-22	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2022	10,000,000	0	0	10,000,000	0	MnDOT	NC
2022	999		880M-RX-22	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2022	5,000,000	0	0	5,000,000	0	MnDOT	NC
2022	999		880M-SA-22	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2022	18,000,000	0	0	18,000,000	0	MnDOT	NC
2022	999		8825-709	TM	METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000	0	0	75,000	0	MnDOT	S7
2022	I 35E		1982-203	AM	I35E, FROM LONE OAK RD (CSAH 26) TO PILOT KNOB (CSAH 31) IN EAGAN - SIGNAL REPLACEMENTS AT LONE OAK, PILOT KNOB AND YANKEE DOODLE, FREE RIGHT MODIFICATIONS AT PILOT KNOB	975,500	0	0	975,500	0	MnDOT	E2
2022	I 394		2789-137	SC	I394, HENNEPIN-CSAH 73 AT N RAMP IN MINNETONKA - SIGNAL SYSTEM REPLACEMENT	300,000	0	0	150,000	150,000	MnDOT	E2
2022	I 694		6285-160	SC	I694 AND SILVER LAKE RD N AND S RAMPS IN NEW BRIGHTON - SIGNAL REPLACEMENT	640,000	0	0	340,000	300,000	MnDOT	E2
2022	I 94		6282-225	RB	I94, AT GROTTO AND AT MACKUBIN IN ST PAUL - LANDSCAPING	125,000	0	0	125,000	0	MnDOT	O6
2022	MN 13		7001-125	TM	MN 13, FROM OLD MN 101 TO NICOLLET AVE- SIGN EB AND WB BUS SHOULDERS, I35W TO NICOLLET AVE RECONSTRUCT SHOULDER EB, AT NICOLLET AVE EXTEND EB LEFT TURN LANE IN BURNSVILLE AND SAVAGE	541,000	0	0	541,000	0	MnDOT	S4
2022	MN 36		8214-114MIT22	CA	MN36, OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	74,000	0	0	37,000	37,000	MnDOT	O1
2022	MN 51		6216-141	DR	MN51 FROM CR C IN ROSEVILLE TO I694 IN SHOREVIEW-INSTALL CABLE MEDIAN BARRIER, CLOSE MEDIAN AT HAMLINE AVE, RESTRICT MEDIAN AT GLENHILL RD, LENGTHEN SB LEFT TURN LANES AT CR C, CR C2, LYDIA AVE, PIPE REPAIR	31,000	0	0	31,000	0	MnDOT	S9
2022	MN 55		2722-93	DR	MN55, AT OLD ROCKFORD RD, AND AT URBANDALE CT IN PLYMOUTH - DRAINAGE	37,000	0	0	37,000	0	MnDOT	NC
2022	MN 55		2723-137	DR	MN55, FROM CSAH 6 TO MEDICINE LAKE DR W IN PLYMOUTH - DRAINAGE, REMOVE TREES	11,000	0	0	11,000	0	MnDOT	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	55	2723-139	SC	MN 55 AT VICKSBURG LN IN PLYMOUTH - SIGNAL REPLACEMENT	500,000	0	0	250,000	250,000	MnDOT	E2
2022	MN	77	1925-61	SC	MN77, FROM 138TH ST W IN APPLE VALLEY TO DAKOTA CR1 (OLD SHAKOPEE RD) IN BLOOMINGTON - SIGNS AND SIGN PANELS REPLACEMENT	400,000	0	0	400,000	0	MnDOT	O8
2022	MN	77	1929-49	SC	MN 77 AT MC ANDREWS RD AND 127TH ST IN APPLE VALLEY- REPLACE LIGHTING	252,000	0	0	252,000	0	MnDOT	S18
2022	US	169	2772-121	NO	US169, NB US169 FROM LANGFORD DR TO 0.2 MI N OF LINCOLN DR IN EDINA - NOISEWALL	390,000	0	0	357,000	33,000	MnDOT	O3
2022	US	169	2772-122	NO	US169, NB US169 FROM VALLEY VIEW RD TO APACHE RD IN EDINA - NOISEWALL	1,666,000	0	0	1,508,000	158,000	MnDOT	O3
2022	US	212	2763-59	SC	US 212 AT SHADY OAK LANE IN EDEN PRAIRIE - REPLACE LIGHTING	140,000	0	0	140,000	0	MnDOT	S18
2023	999		880M-AM-23	AM	DISTRICTWIDE SETASIDE FOR LOCAL PARTNERSHIP PROGRAM - FY 2023	3,000,000	0	0	3,000,000	0	MnDOT	NC
2023	999		880M-CA-23	CA	DISTRICTWIDE SETASIDE-EXTERNAL PROJECT DELIVERY-FY 2023	22,000,000	0	0	22,000,000	0	MnDOT	NC
2023	999		880M-NO-23	NO	DISTRICTWIDE SETASIDE FOR NOISE ABATEMENT PROJECTS - FY 2023	2,000,000	0	0	2,000,000	0	MnDOT	O3
2023	999		880M-PD-23	CA	DISTRICTWIDE SETASIDE -INTERNAL PROJECT DELIVERY-FY 2023	8,000,000	0	0	8,000,000	0	MnDOT	O1
2023	999		880M-PM-23	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2023	5,000,000	0	0	5,000,000	0	MnDOT	NC
2023	999		880M-RB-23	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS - FY 2023	300,000	0	0	300,000	0	MnDOT	NC
2023	999		880M-RW-23	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2023	10,000,000	0	0	10,000,000	0	MnDOT	NC
2023	999		880M-RX-23	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2023	5,000,000	0	0	5,000,000	0	MnDOT	NC
2023	999		880M-SA-23	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2023	21,000,000	0	0	21,000,000	0	MnDOT	NC
2023	999		8825-764	TM	METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000	0	0	75,000	0	MnDOT	S7
2023	I 35E		6280-407	SC	I35E, AT CSAH 21 IN LITTLE CANADA - SIGNAL REPLACEMENT ON E AND W RAMPS	840,000	0	0	355,000	485,000	MnDOT	E2
2023	MN	36	8214-114MIT23	CA	MN36, OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	10,000	0	0	5,000	5,000	MnDOT	O1

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023		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	3,173,000	0	0	3,173,000	0	MnDOT	S19
2023		US 169	2772-127	SC	US169, AT HENNEPIN-CSAH 3 (EXCELSIOR BLVD) IN MINNETONKA - SIGNAL REPLACEMENT ON E AND W RAMPS	660,000	0	0	330,000	330,000	MnDOT	E2
Totals						348,466,500	0	0	343,738,500	4,728,000		

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Twin Cities Metropolitan Area
2020 - 2023 Transportation Improvement Program

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2020	999		8825-706	SC	METROWIDE-REPAIR AND REPLACEMENT OF OVERHEAD SIGN STRUCTURES AND REPLACE OVERHEAD ELECTRICAL FLASHER SYSTEMS ON WB I94 APPROACH TO ST CROIX WEIGH STATION	1,900,000	0	0	100,000	1,800,000	MnDOT	O8
2020	I 35E		1982-205	SC	I35E FROM MENDOTA HEIGHTS RD TO MN 55 IN MENDOTA HEIGHTS - LIGHTING	1,178,000	0	0	0	1,178,000	MnDOT	S18
2020	I 35W		2782-354	DR	I35W NB, AT 42ND ST TO 0.1 MI S 40TH ST IN MPLS - CONSTRUCT SOIL NAIL WALL AND ESTABLISH CONSTRUCTION SITE WITH ACCESS ROAD (CMGC WORK PACKAGE 1)	8,295,000	0	0	0	8,295,000	MnDOT	NC
2020	I 94		2780-97	RC	I94, FROM MN 101 IN ROGERS TO JCT I494 IN MAPLE GROVE-CONCRETE OVERLAY, ADD EB AND WB LANES BETWEEN MN 610 AND MN 101, TMS, REST AREA PARKING LOT IMPROVEMENT, WEIGH IN MOTION AT W OF CSAH 81 (WB ONLY), LIGHTING, ADA	124,600,000	0	0	0	124,600,000	MnDOT	A20
2020	I 94		2781-505	SC	I94 EB FROM 11TH AVE S TO SB RAMP TO MN55, ALONG MN55 TO E FRANKLIN AVE IN MPLS - FENCE REPLACEMENT	100,000	0	0	0	100,000	MnDOT	S13
2020	MN 47		0205-103	SC	MN47, FROM 37TH AVE NE IN COLUMBIA HEIGHTS TO 69TH AVE NE IN FRIDLEY - REMOVE AND REPLACE EXISTING FENCE, LANDSCAPING	844,000	0	0	75,000	769,000	MnDOT	O6
2020	US 169		2750-92A	AM	US 169 AT 101ST AVE IN BROOKLYN PARK - CONSTRUCTION ADMINISTRATION FOR INTERCHANGE	1,000,000	0	0	0	1,000,000	MnDOT	NC
2021	999		880M-17NEW-21	MC	DISTRICTWIDE SETASIDE FOR 17NEW PROGRAM - FY 2021	15,100,000	0	0	0	15,100,000	MnDOT	NC
2021	999		880M-MS-21	MC	DISTRICTWIDE RCIP MAIN STREET POOL SETASIDE- FY 2021	2,500,000	0	0	0	2,500,000	MnDOT	NC
2021	999		8825-575	DR	METRO DISTRICTWIDE - POND RESTORATION AND CLEAN OUT	1,503,000	0	0	0	1,503,000	MnDOT	NC
2021	999		8825-778	SC	METROWIDE-ADA SMALL BUSINESS OPPORTUNITY PILOT PROGRAM	1,200,000	0	0	0	1,200,000	MnDOT	O1
2021	I 35E		1982-200	NO	I35E, NB I35E FROM MN 77 RAMP TO SAFARI TRAIL IN EAGAN - NOISE BARRIER	2,947,000	0	0	0	2,947,000	MnDOT	S18
2021	I 694		6285-161	NO	I694 EB FROM 0.23 MI W OF SILVER LAKE RD TO LONG LAKE RD IN NEW BRIGHTON - NOISEWALL REPAIR	709,000	0	0	0	709,000	MnDOT	O3
2021	I 94		6282-190	NO	EB I94, FROM PRIOR AVE TO FAIRVIEW AVE IN ST PAUL-NOISEWALL	947,000	0	0	0	947,000	MnDOT	O3

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2021		MN 100	2735-211	SC	MN 100, VARIOUS LOCATIONS BETWEEN ROBBINSDALE AND EDINA - FENCE REPAIR/RELOCATE	150,000	0	0	0	150,000	MnDOT	S13
2021		MN 36	6212-187	SC	MN36, VARIOUS LOCATIONS BETWEEN I35E IN LITTLE CANADA AND STILLWATER BLVD IN STILLWATER - CULVERT REPAIRS	1,103,000	0	0	0	1,103,000	MnDOT	NC
2021		MN 65	2710-52	BI	MN65, AT BRIDGE #2440 (3RD AVE S) OVER MISSISSIPPI RIVER IN MPLS- REPAIR RETAINING WALLS (BRIDGE 2440 CMGC WORK PACKAGE 2)	1,125,000	0	0	0	1,125,000	MnDOT	S19
2021		MN 7	1004-34	DR	MN7, FROM 0.05 MI E OF MERRYWOOD DR IN MINNETRISTA TO 0.21 MI E OF SMITHTOWN RD AND AT HAWKS POINTE LANE IN VICTORIA DRAINAGE AND SLOPE CORRECTION	2,407,000	0	0	0	2,407,000	MnDOT	NC
2021		US 10	0202-108A	AM	US 10, FROM W CITY OF ANOKA BORDER TO EB ENTRANCE RAMP FROM W MAIN ST. INCLUDES NEW INTERCHANGE WITH BRIDGES AT THURSTON AVE, GRADE SEPARATION AT FAIROAK WITH BRIDGE AND SUPPORTING ROADWAYS ON NORTH AND SOUTH SIDE OF US 10 (ASSOCIATED TO 103-010-018, 103-010-018F AND 0202-108)	14,000,000	0	0	0	14,000,000	MnDOT	A30
2021		US 169	7009-84	DR	US169, NB AT 0.7 MI S OF 173RD ST W IN JORDAN - REPAIR ERODED CHANNEL AND INSTALL NEW DRAINAGE INFRASTRUCTURE AND EARTH RETENTION SYSTEM	322,000	0	0	0	322,000	MnDOT	NC
2021		US 169	7010-111	DR	MN41, FROM N OF INTERSECTION WITH US169 TO 0.1 MI S OF BRIDGE #10012 IN LOUISVILLE TOWNSHIP - SLOPE REPAIRS	1,021,000	0	0	0	1,021,000	MnDOT	NC
2021		US 52	1928-76	SC	US 52, NB US52 AT 0.04 MI N OF 65TH ST E IN INVER GROVE HEIGHTS - FENCE REPAIR/RELOCATE	150,000	0	0	0	150,000	MnDOT	S13
2021		US 61	6222-183	DR	US61, FROM 0.10 MI N OF INTERSECTION WITH COUNTY RD B TO INTERSECTION WITH ARCADE ST IN MAPLEWOOD- DRAINAGE INFRASTRUCTURE REPAIR/REPLACEMENT	157,000	0	0	0	157,000	MnDOT	NC
2022		999	880M-MS-22	MC	DISTRICTWIDE RCIP MAIN STREET POOL SETASIDE- FY 2022	3,302,000	0	0	0	3,302,000	MnDOT	NC
2022		I 494	2785-424	MC	I494 FROM EAST BUSH LK RD TO MN100 EB, FRANCE AVE TO MN77 EB AND FROM MN77 TO I35W BOTH DIRECTIONS IMPROVE MOBILITY, AND ON I35W NB TO WB I494 COMPLETE PHASE 1 TURBINE INTERCHANGE, DIRECTIONAL RAMP IN BLOOMINGTON	173,000,000	0	0	0	173,000,000	MnDOT	A30

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023		MN 252	2748-65	MC	MN252 FROM I94 TO MN610 AND ON I94 FROM DOWLING AVE TO MN252 IN MPLS, BROOKLYN CENTER AND BROOKLYN PARK - CONVERT MN252 TO A FREEWAY AND IMPROVE MOBILITY IN BOTH DIRECTIONS FROM MN610 TO DOWLING AVE	96,000,000	0	0	0	96,000,000	MnDOT	A30
2023		US 169	7106-87	RC	US 169, RECONSTRUCT TH 101 TO 197TH AVE IN ELK RIVER, CONVERT TO FREEWAY. REPLACE BRIDGE NO 71002 NB OVER US 10	157,000,000	0	0	45,530,000	111,470,000	MnDOT	?????
Totals						612,560,000	0	0	45,705,000	566,855,000		

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Twin Cities Metropolitan Area
2020 - 2023 Transportation Improvement Program

TABLE A-11
Transit Section 5307

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2020	Transit		TRF-TCMT-20	B9 Sect 5307: Twin Cities Met Council MTS bus acquisition	54,519,893	0	46,341,909	0	8,177,984	MET COUNCIL-MTS	T10
2020	Transit		TRF-TCMT-20A	B9 Sect 5307: Twin Cities Met Council U of M bus acquisition	329,500	0	280,075	0	49,425	MET COUNCIL-MTS	T10
2020	Transit		TRF-TCMT-20AH	B9 SECT 5307: TWIN CITIES MET COUNCIL MT LAKE ST-MARSHALL AVE BUS RAPID TRANSIT ARTERIAL LINE CONSTRUCTION AND OTHER NON-VEHICLE	10,000,000	0	8,000,000	0	2,000,000	MET COUNCIL MT	A30
2020	Transit		TRF-TCMT-20AJ	B9 SECT 5307: TWIN CITIES MET COUNCIL MT PUBLIC BUS FACILITIES ADDITIONS OR IMPROVEMENT: SIGNS, LIGHTS, HEAT, PADS	1,500,000	0	1,200,000	0	300,000	MET COUNCIL MT	T7
2020	Transit		TRF-TCMT-20AK	B9 SECT 5307: TWIN CITIES MET COUNCIL MT BUS ACQUISITON	14,965,140	0	12,720,369	0	2,244,771	MET COUNCIL MT	T10
2020	Transit		TRF-TCMT-20AL	B9 SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY IMPROVEMENT: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT, BUILDING EXTENSIONS	8,475,000	0	6,780,000	0	1,695,000	MET COUNCIL MT	T8
2020	Transit		TRF-TCMT-20AM	B9 SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION	2,300,000	0	1,840,000	0	460,000	MET COUNCIL MT	T5
2020	Transit		TRF-TCMT-20AN	B9 SECT 5307: TWIN CITIES MET COUNCIL MT HEYWOOD CAMPUS EXPANSION DESIGN, ENGINEERING AND CONSTRUCTION	10,000,000	0	8,000,000	0	2,000,000	MET COUNCIL MT	T8
2020	Transit		TRF-TCMT-20B	B9 Sect 5307: Twin Cities Met Council MTS regional fleet capital cost of contracting	3,750,000	0	3,000,000	0	750,000	MET COUNCIL-MTS	T1
2020	Transit		TRF-TCMT-20D	B9 Sect 5307 Twin Cities Met Council MT bus and rail operations communications and control capital equipment, hardware and software replacement and expansion, advance schedule planning software, customer real time software	1,211,500	0	969,200	0	242,300	MET COUNCIL MT	T5
2020	Transit		TRF-TCMT-20T	B9 Sect 5307: Twin Cities Met Council MT preventive maintenance	6,250,000	0	5,000,000	0	1,250,000	MET COUNCIL MT	T3
2021	Transit		TRF-TCMT-21F	B9 Sect 5307: Twin Cities Met Council MT preventive maintenance	2,500,000	0	2,000,000	0	500,000	MET COUNCIL MT	O1
2021	Transit		TRF-TCMT-21G	B9 Sect 5307: Twin Cities Met Council MT rail miscellaneous equipment improvement (video, train operator tech,systems tech, security, track technology and equipment)	2,850,000	0	2,280,000	0	570,000	MET COUNCIL MT	T5

**TABLE A-11
Transit Section 5307**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2021	Transit		TRF-TCMT-21Q	B9	Sect 5307: Twin Cities Met Council MTS bus acquisition	30,744,719	0	26,133,011	0	4,611,708	MET COUNCIL-MTS	T10
2021	Transit		TRF-TCMT-21R	B9	Sect 5307: Twin Cities Met council MTS Regional Fleet capital cost of contracting	3,750,000	0	3,000,000	0	750,000	MET COUNCIL-MTS	NC
2021	Transit		TRF-TCMT-21S	B9	Sect 5307: Twin Cities Met Council U Of M bus acquisition	336,749	0	286,237	0	50,512	MET COUNCIL-MTS	T10
2021	Transit		TRF-TCMT-21T	B9	Sect 5307: Twin Cities Met Council MT facilities energy enhancements and new energy initiatives	800,000	0	640,000	0	160,000	MET COUNCIL MT	T8
2021	Transit		TRF-TCMT-21W	B9	SECT 5307: TWIN CITIES MET COUNCIL MT LAKE ST-MARSHALL AVE BUS RAPID TRANSIT ARTERIAL LINE CONSTRUCTION AND OTHER NON-VEHICLE	10,000,000	0	8,000,000	0	2,000,000	MET COUNCIL MT	A30
2021	Transit		TRF-TCMT-21X	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS PUBLIC FACILITIES ADDITIONS OR IMPROVEMENT: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS	3,526,791	0	2,821,433	0	705,358	MET COUNCIL MT	T7
2021	Transit		TRF-TCMT-21Y	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY IMPROVEMENT: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT	6,475,000	0	5,180,000	0	1,295,000	MET COUNCIL MT	T8
2021	Transit		TRF-TCMT-21Z	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION	2,450,000	0	1,960,000	0	490,000	MET COUNCIL MT	T5
2022	Transit		TRF-TCMT-22G	B9	Sect 5307: Twin Cities Met Council MT Preventive maintenance	6,250,000	0	5,000,000	0	1,250,000	MET COUNCIL MT	T3
2022	Transit		TRF-TCMT-22N	B9	Sect 5307: Twin Cities Met Council MTS bus acquisition	46,628,347	0	39,634,095	0	6,994,252	MET COUNCIL-MTS	T10
2022	Transit		TRF-TCMT-22P	B9	Sect 5307: Twin Cities Met Council MTS regional fleet capital cost of contracting	3,750,000	0	3,000,000	0	750,000	MET COUNCIL-MTS	T1
2022	Transit		TRF-TCMT-22Q	B9	Sect 5307: Twin Cities Met Council U of M bus acquisition	344,158	0	292,534	0	51,624	MET COUNCIL-MTS	T10
2022	Transit		TRF-TCMT-22R	B9	SECT 5307: TWIN CITIES MET COUNCIL MT LAKE ST-MARSHALL AVE BUS RAPID TRANSIT ARTERIAL LINE CONSTRUCTION AND OTHER NON-VEHICLE	10,000,000	0	8,000,000	0	2,000,000	MET COUNCIL MT	A30
2022	Transit		TRF-TCMT-22S	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT	2,750,000	0	2,200,000	0	550,000	MET COUNCIL MT	T8

**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-22T	B9	SECT 5307: TWIN CITIES MET COUNCIL MT FACILITIES ENERGY ENHANCEMENTS AND NEW ENERGY INITIATIVES	800,000	0	640,000	0	160,000	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	7,775,000	0	6,220,000	0	1,555,000	MET COUNCIL MT	T5
2022	Transit		TRF-TCMT-22V	B9	SECT 5307: TWIN CITIES MET COUNCIL MT RAIL MISCELLANEOUS EQUIPMENT IMPROVEMENT (VIDEO, TRAIN OPERATOR TECH, SYSTEMS TECH, SECURITY, TRACK TECHNOLOGY AND EQUIPMENT)	2,850,000	0	2,280,000	0	570,000	MET COUNCIL MT	T5
2022	Transit		TRF-TCMT-22W	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL REAL TIME SIGNS IMPROVEMENT AND ADDITIONAL	1,050,000	0	840,000	0	210,000	MET COUNCIL MT	T7
2023	Transit		TRF-TCMT-23	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS BUS ACQUISITION	37,580,841	0	31,943,714	0	5,637,127	MET COUNCIL-MTS	T10
2023	Transit		TRF-TCMT-23A	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS REGIONAL FLEET CAPITAL COST OF CONTRACTING	3,750,000	0	3,000,000	0	750,000	MET COUNCIL-MTS	T1
2023	Transit		TRF-TCMT-23B	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M BUS ACQUISITION	351,729	0	298,970	0	52,759	MET COUNCIL-MTS	T10
2023	Transit		TRF-TCMT-23E	B9	SECT 5307: TWIN CITIES MET COUNCIL MT LAKE ST-MARSHALL AVE BUS RAPID TRANSIT ARTERIAL LINE CONSTRUCTION AND OTHER NON-VEHICLE	10,000,000	0	8,000,000	0	2,000,000	MET COUNCIL MT	A30
2023	Transit		TRF-TCMT-23H	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT	2,000,000	0	1,600,000	0	400,000	MET COUNCIL MT	T8
2023	Transit		TRF-TCMT-23K	B9	SECT 5307: TWIN CITIES MET COUNCIL MT FACILITIES ENERGY ENHANCEMENTS AND NEW ENERGY INITIATIVES	800,000	0	640,000	0	160,000	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	2,125,000	0	1,700,000	0	425,000	MET COUNCIL MT	T5

**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-23M	B9	SECT 5307: TWIN CITIES MET COUNCIL MT RAIL MISCELLANEOUS EQUIPMENT IMPROVEMENT (VIDEO, TRAIN OPERATOR TECH, SYSTEMS TECH, SECURITY, TRACK TECHNOLOGY AND EQUIPMENT)	950,000	0	760,000	0	190,000	MET COUNCIL MT	T5
Totals						316,489,367		262,481,547		54,007,820		

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Twin Cities Metropolitan Area
2020 - 2023 Transportation Improvement Program

TABLE A-12
Transit Section 5309

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2022	Transit		TRF-TCMT-22	B3 Sect 5309: Metro Blue Line Extension (Bottineau Light Rail Transit) new start FFGA appropriation	204,081,633	0	100,000,000	0	104,081,633	MET COUNCIL MT	A30
2022	Transit		TRF-TCMT-22A	B3 Sect 5309: Southwest Light Rail Transit-(Green Line Extension) new start FFGA appropriation	200,000,000	0	100,000,000	0	100,000,000	MET COUNCIL MT	A30
2022	Transit		TRF-TCMT-22X	B3 SECT 5309: RUSH LINE BUS RAPID TRANSIT LINE NEW START FFGA APPROPRIATION	210,000,000	0	94,500,000	0	115,500,000	MET COUNCIL MT	A30
2022	Transit		TRF-TCMT-22Y	B3 SECT 5309: GOLD LINE BUS RAPID TRANSIT LINE NEW START FFGA APPROPRIATION	210,000,000	0	94,500,000	0	115,500,000	MET COUNCIL MT	A30
2023	Transit		TRF-TCMT-23C	B3 SECT 5309: METRO BLUE LINE EXTENSION (BOTTINEAU LIGHT RAIL TRANSIT) NEW START FFGA APPROPRIATION	204,081,633	0	100,000,000	0	104,081,633	MET COUNCIL MT	A30
2023	Transit		TRF-TCMT-23D	B3 SECT 5309: SOUTHWEST LIGHT RAIL TRANSIT(GREEN LINE EXTENSION) NEW START FFGA APPROPRIATION	200,000,000	0	100,000,000	0	100,000,000	MET COUNCIL MT	A30
2023	Transit		TRF-TCMT-23Q	B3 SECT 5309: RUSH LINE BUS RAPID TRANSIT LINE NEW START FFGA APPROPRIATION	210,000,000	0	94,500,000	0	115,500,000	MET COUNCIL MT	A30
2023	Transit		TRF-TCMT-23R	B3 SECT 5309: GOLD LINE BUS RAPID TRANSIT LINE NEW START FFGA APPROPRIATION	210,000,000	0	94,500,000	0	115,500,000	MET COUNCIL MT	A30
Totals					1,648,163,266	0	778,000,000	0	870,163,266		

Twin Cities Metropolitan Area
2020 - 2023 Transportation Improvement Program

TABLE A-13
Transit Section 5310

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2020	Transit		TRF-9917-20	NB SECT 5310: DAKOTA COUNTY-MOBILITY MANAGEMENT	309,000	0	247,200	0	61,800	MnDOT	
2021	Transit		TRF-9917-21	NB SECT 5310: DAKOTA COUNTY-MOBILITY MANAGEMENT	318,270	0	254,616	0	63,654	MnDOT	
2022	Transit		TRF-9917-22	NB SECT 5310: DAKOTA COUNTY-MOBILITY MANAGEMENT	327,818	0	262,254	0	65,564	MnDOT	
2023	Transit		TRF-9917-23	NB SECT 5310: DAKOTA COUNTY-MOBILITY MANAGEMENT	327,818	0	262,254	0	65,564	MnDOT	
2020	Transit		TRF-9056-20	NB SECT 5310: NEWTRAX; MOBILITY MANAGEMENT	206,000	0	164,800	0	41,200	MnDOT	
2020	Transit		TRF-9110-20	NB SECT 5310: MN TRANSIT CAPITAL; INCLUDING LARGE URBAN TRANSIT BUSES, MOBILITY MANAGEMENT, AND ITS PROJECTS	1,532,255	0	1,225,804	0	306,451	MnDOT	
2021	Transit		TRF-9056-21	NB SECT 5310: NEWTRAX; MOBILITY MANAGEMENT	212,180	0	169,744	0	42,436	MnDOT	
2021	Transit		TRF-9110-21	NB SECT 5310: MN TRANSIT CAPITAL; INCLUDING LARGE URBAN TRANSIT BUSES, MOBILITY MANAGEMENT, AND ITS PROJECTS	1,521,518	0	1,217,215	0	304,303	MnDOT	
2023	Transit		TRF-9056-23	NB SECT 5310: NEWTRAX-MOBILITY MANAGEMENT	218,545	0	174,836	0	43,709	MnDOT	
2023	Transit		TRF-9110-23	NB SECT 5310: MN TRANSIT CAPITAL; INCLUDING LARGE URBAN TRANSIT BUSES, MOBILITY MANAGEMENT, AND ITS PROJECTS	1,624,323	0	1,299,458	0	324,865	MnDOT	
2020	Transit		TRF-0051-20	NB SECT 5310: SCOTT COUNTY; MOBILITY MANAGEMENT	424,360	0	339,488	0	84,872	MnDOT	
2021	Transit		TRF-0051-21	NB SECT 5310: SCOTT COUNTY; MOBILITY MANAGEMENT	437,091	0	349,673	0	87,418	MnDOT	
2022	Transit		TRF-0051-22	NB SECT 5310: SCOTT COUNTY-MOBILITY MANAGEMENT	450,204	0	360,163	0	90,041	MnDOT	
2023	Transit		TRF-0051-23	NB SECT 5310: SCOTT COUNTY-MOBILITY MANAGEMENT	450,204	0	360,163	0	90,041	MnDOT	
2020	Transit		TRF-9127-20	NB SECT 5310: WASHINGTON COUNTY; MOBILITY MANAGEMENT	115,000	0	92,000	0	23,000	MnDOT	
2021	Transit		TRF-9127-21	NB SECT 5310: WASHINGTON COUNTY; MOBILITY MANAGEMENT	115,000	0	92,000	0	23,000	MnDOT	
2022	Transit		TRF-9127-22	NB SECT 5310: WASHINGTON COUNTY; MOBILITY MANAGEMENT	115,000	0	92,000	0	23,000	MnDOT	
2023	Transit		TRF-9127-23	NB SECT 5310: WASHINGTON COUNTY; MOBILITY MANAGEMENT	115,000	0	92,000	0	23,000	MnDOT	
2022	Transit		TRF-9056-22	NB SECT 5310: NEWTRAX-MOBILITY MANAGEMENT	218,545	0	174,836	0	43,709	MnDOT	

**TABLE A-13
Transit Section 5310**

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2022		Transit	TRF-9110-22	NB SECT 5310: MN TRANSIT CAPITAL; INCLUDING LARGE URBAN TRANSIT BUSES, MOBILITY MANAGEMENT, AND ITS PROJECTS	1,557,594	0	1,246,075	0	311,519	MnDOT	
Totals					10,595,725		8,476,579		2,119,146		
						0		0			

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Twin Cities Metropolitan Area
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TABLE A-14
Transit Section 5337

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2020	Transit		TRF-TCMT-20AC	GR Sect 5337: Twin Cities Met Council MT bus and rail support facility rehab and renovate: hoists, equipment, facility appurtenances, roof	37,000,000	0	31,450,000	0	5,550,000	MET COUNCIL MT	T8
2020	Transit		TRF-TCMT-20AG	GR SECT 5337: TWIN CITIES MET COUNCIL MT-ASSOCIATED CAPITAL MAINTENANCE-BUS	2,598,758	0	2,079,006	0	519,752	MET COUNCIL MT	T1
2020	Transit		TRF-TCMT-20F	GR Sect 5337: Twin Cities Met Council MT bus acquisition	14,965,140	0	12,720,369	0	2,244,771	MET COUNCIL MT	T10
2020	Transit		TRF-TCMT-20P	GR Sect 5337: Twin Cities Met Council MT rail miscellaneous equipment rehab renovate (video, train operator tech, systems tech, security, track technology and equipment)	1,100,000	0	880,000	0	220,000	MET COUNCIL MT	T4
2020	Transit		TRF-TCMT-20Q	GR Sect 5337: Twin Cities Met Council MT Rail vehicle maintenance and overhaul	3,745,673	0	2,996,538	0	749,135	MET COUNCIL MT	T3
2020	Transit		TRF-TCMT-20R	GR Sect 5337: Twin Cities Met Council MT rail system rehab: track rehab repair, miscellaneous maintenance, catenary, power systems	2,400,000	0	1,920,000	0	480,000	MET COUNCIL MT	T9
2020	Transit		TRF-TCMT-20V	GR Sect 5337: Twin Cities Met Council MT Capital lease tires	3,694,643	0	2,955,714	0	738,929	MET COUNCIL MT	T3
2021	Transit		TRF-TCMT-21	GR Sect 5337: Twin Cities Met Council MT associated capital maintenance bus	781,363	0	625,091	0	156,272	MET COUNCIL MT	T3
2021	Transit		TRF-TCMT-21A	GR Sect 5337: Twin Cities Met Council MT bus acquisition	52,000,000	0	44,200,000	0	7,800,000	MET COUNCIL MT	T10
2021	Transit		TRF-TCMT-21D	GR Sect 5337: Twin Cities Met Council MT bus and rail support facility rehab and renovate: hoists, equipment, facility appurtenances, roof refurbishment	2,000,000	0	1,600,000	0	400,000	MET COUNCIL MT	T8
2021	Transit		TRF-TCMT-21H	GR Sect 5337: Twin Cities Met Council MT rail vehicle overhaul and maintenance	10,022,154	0	8,017,723	0	2,004,431	MET COUNCIL MT	T3
2021	Transit		TRF-TCMT-21J	GR Sect 5337: Twin Cities Met Council MT rail system rehab: track rehab repair, miscellaneous maintenance, catenary, power systems	4,500,000	0	3,600,000	0	900,000	MET COUNCIL MT	T9
2021	Transit		TRF-TCMT-21K	GR Sect 5337: Twin Cities Met Council MT Capital lease tires	3,878,916	0	3,103,133	0	775,783	MET COUNCIL MT	T3
2022	Transit		TRF-TCMT-22C	GR Sect 5337: Twin Cities Met Council MT associated capital maintenance- bus	800,000	0	640,000	0	160,000	MET COUNCIL MT	T1
2022	Transit		TRF-TCMT-22D	GR Sect 5337: Twin Cities Met Council MT bus acquisition	55,000,000	0	46,750,000	0	8,250,000	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	1,500,000	0	1,200,000	0	300,000	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:
2022	Transit		TRF-TCMT-22H	GR Sect 5337: Twin Cities Met Council MT rail vehicle overhaul and maintenance	9,665,000	0	7,732,000	0	1,933,000	MET COUNCIL MT	T3
2022	Transit		TRF-TCMT-22L	GR Sect 5337: Twin Cities Met Council MT Capital lease-tires	4,128,416	0	3,302,733	0	825,683	MET COUNCIL MT	T4
2023	Transit		TRF-TCMT-23F	GR SECT 5337: TWIN CITIES MET COUNCIL MT ASSOCIATED CAPITAL MAINTENANCE BUS	1,000,000	0	800,000	0	200,000	MET COUNCIL MT	T1
2023	Transit		TRF-TCMT-23G	GR SECT 5337: TWIN CITIES MET COUNCIL MT BUS ACQUISITION	70,000,000	0	59,500,000	0	10,500,000	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	1,500,000	0	1,200,000	0	300,000	MET COUNCIL MT	T8
2023	Transit		TRF-TCMT-23N	GR SECT 5337: TWIN CITIES MET COUNCIL MT RAIL VEHICLE OVERHAUL AND MAINTENANCE	5,100,000	0	4,080,000	0	1,020,000	MET COUNCIL MT	T5
2023	Transit		TRF-TCMT-23P	GR SECT 5337: TWIN CITIES MET COUNCIL MT CAPITAL LEASE TIRES	4,334,760	0	3,467,808	0	866,952	MET COUNCIL MT	T5
Totals					291,714,823	0	244,820,115	0	46,894,708		

Twin Cities Metropolitan Area
 2020 - 2023 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		

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Twin Cities Metropolitan Area
2020- 2023 Transportation Improvement Program

TABLE A-16
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2020			880M-TRLF-20	RW	REPAYMENT, FY 2020, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH 65	216,000	0	0	0	216,000	0	MnDOT	O4
2020	999		027-030-046	SH	CSAH 4 AT MUN 90 (WESTGATE DR) IN EDEN PRAIRIE, CSAH 5 AT MUN 52 (24TH AVE) IN MPLS, CSAH 22 AT MUN 99 (49TH ST) IN MPLS, AND CSAH 28 AT MUN 76 (102ND ST) IN BLOOMINGTON - CONSTRUCT DURABLE HIGH-VISIBILITY CROSSWALKS, CURB EXTENSIONS, RAISED MEDIANS, ADA, FLASHING BEACONS	597,000	477,000	0	0	0	120,000	HENNEPIN COUNTY	AQ2
2020	999		027-030-047	TM	CSAH 1 FROM US 169 TO I494, CSAH 3 FROM CSAH 101 TO CSAH 17, CSAH 5 FROM US 169 TO CSAH 17, AND CSAH 9 FROM OLD ROCKFORD RD TO CSAH 81- INSTALL ATMS AND ATMS COMMUNICATIONS INFRASTRUCTURE	2,376,000	1,760,000	0	0	0	616,000	HENNEPIN COUNTY	S7
2020	999		880M-CA-20	CA	DISTRICTWIDE SETASIDE-EXTERNAL PROJECT DELIVERY- FY 2020	24,700,000	0	0	0	24,700,000	0	MnDOT	NC
2020	999		880M-IWZ-20	TM	SETASIDE FOR INTELLIGENT WORK ZONE, MOTORIST INFO FOR SP 2780-97, 1380-84, 8286-81	303,000	0	0	0	303,000	0	MnDOT	NC
2020	999		880M-PD-20	CA	DISTRICTWIDE SETASIDE - INTERNAL PROJECT DELIVERY- FY 2020	8,000,000	0	0	0	8,000,000	0	MnDOT	O1
2020	999		880M-PM-20	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2020	5,000,000	0	0	0	5,000,000	0	MnDOT	NC
2020	999		880M-RB-20	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPE PARTNERSHIPS - FY 2020	100,000	0	0	0	100,000	0	MnDOT	NC
2020	999		880M-RW-20	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2020	12,000,000	0	0	0	12,000,000	0	MnDOT	NC
2020	999		880M-RX-20	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2020	5,000,000	0	0	0	5,000,000	0	MnDOT	NC
2020	999		880M-SA-20	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2020	19,500,000	0	0	0	19,500,000	0	MnDOT	NC

TABLE A-16
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2020	999	8816-2627		TM	STATEWIDE- REPLACE DYNAMIC MESSAGE SIGNS	1,250,000	1,000,000	0	0	250,000	0	MnDOT	S7
2020	999	8825-579		SH	METROWIDE- APPLY HIGH FRICTION TREATMENT	836,438	752,794	0	0	83,644	0	MnDOT	NC
2020	999	8825-609		TM	METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000	0	0	0	75,000	0	MnDOT	S7
2020	999	8825-611		TM	METROWIDE - REPLACE SHELTERS, CAMERAS AND CABLES	925,000	0	0	0	925,000	0	MnDOT	S7
2020	999	8825-629		TM	CSAH 61 (FLYING CLOUD DR) FROM PIONEER TRAIL TO PRAIRIE CENTER DR, CROSSING I494 AND US212, AND CSAH 39 (VALLEY VIEW RD) AND CROSSING I494 AND US212 IN EDEN PRAIRIE- ATMS INSTALLATION AND SIGNAL OPTIMIZATION	1,800,000	1,440,000	0	0	96,000	264,000	MnDOT	E2
2020	999	8825-705		BI	ADDITIONAL TASK ORDERS FOR METROWIDE BRIDGE FLOOD SEAL - VARIOUS LOCATIONS, MINIMUM AMOUNT \$600,000; MAXIMUM AMOUNT \$5M; EXPIRATION DATE 6/8/2021	1,341,000	0	0	0	1,341,000	0	MnDOT	S19
2020	999	8825-706		SC	METROWIDE-REPAIR AND REPLACEMENT OF OVERHEAD SIGN STRUCTURES AND REPLACE OVERHEAD ELECTRICAL FLASHER SYSTEMS ON WB I94 APPROACH TO ST CROIX WEIGH STATION	1,900,000	0	0	0	100,000	1,800,000	MnDOT	O8
2020	999	8825-751		PM	DISTRICTWIDE CONCRETE PAVEMENT REHABILITATION VARIOUS LOCATIONS, MINIMUM AMOUNT \$550,000; MAXIMUM AMOUNT \$3M; EXPIRATION DATE 4/26/2022	550,000	0	0	0	550,000	0	MnDOT	S10
2020	999	8825-776		TM	DISTRICTWIDE ENFORCEMENT BEACONS FOR STATE PATROL USE WITH MNPASS LANES	400,000	0	0	0	0	400,000	MnDOT	O1
2020	999	8825-777		SC	METROWIDE-ADA SMALL BUSINESS OPPORTUNITY PILOT PROGRAM	1,200,000	0	0	0	1,200,000	0	MnDOT	O1
2020	999	8825-779		RB	METROWIDE-BLOWING SNOW CONTROL	500,000	0	0	0	500,000	0	MnDOT	O1

TABLE A-16
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2020		CR 202	027-596-009AC	BR	CR 202 (ELM CREEK RD), OVER ELM CREEK IN DAYTON-REPLACE BR L8081 (AC PAYBACK 1 of 1)	627,200	627,200	0	0	0	0	HENNEPIN COUNTY	S19
2020		CSAH 14	002-614-044AC	BI	CSAH 14, 0.15 MILES EAST OF CSAH 18, BRIDGE 02015 OVER COON CREEK; REHAB PIER CAPS, REPLACE DECK PANELS (AC PAYBACK 1 OF 1)	575,065	575,065	0	0	0	0	ANOKA COUNTY	A20
2020		CSAH 14	002-614-045AC1	MC	CSAH 14 FROM LEXINGTON AVE NE (CSAH 17) TO 0.23 MI E OF LEVER ST IN BLAINE - RECONSTRUCT, TRAFFIC SIGNAL (AC PAYBACK 1 OF 2)	522,304	522,304	0	0	0	0	ANOKA COUNTY	A20
2020		CSAH 15	027-615-025	BR	CSAH 15 OVER TANAGER CHANNEL IN ORONO-REPLACE BRIDGE #27592 (AC PROJECT, PAYBACK IN FY21)	2,915,000	0	0	2,200,000	0	715,000	HENNEPIN COUNTY	S19
2020		CSAH 152	027-752-030	RC	CSAH 152 (WEBBER PKWY) FROM CSAH 2 (PENN AVE) TO 0.04 MI S OF 41ST AVE N IN MPLS - RECONSTRUCT ROADWAY, CURB AND GUTTER, SIDEWALK, TRAFFIC SIGNALS, STREETSCAPING, AND INSTALL BIKEWAY FACILITY	15,868,000	7,000,000	0	0	0	8,868,000	HENNEPIN COUNTY	A30
2020		CSAH 19	086-619-034AC	MC	WRIGHT COUNTY CSAH 19, FROM LAMPLIGHT DR TO N OF 70TH ST IN ALBERTVILLE, EXTEND MULTILANE ROADWAY (TIE TO 086-638-007)(PAYBACK 1 OF 1)	2,930,560	2,930,560	0	0	0	0	WASHINGTON COUNTY	A20
2020		CSAH 2	070-602-022	SH	CSAH 2 AT CSAH 91 IN ELKO-NEW MARKET - CONSTRUCT MULTI-LANE ROUNDABOUT	2,151,360	1,792,800	0	0	0	358,560	SCOTT COUNTY	E1
2020		CSAH 21	070-621-032AC	RC	RECONSTRUCT CSAH 21/TH 13 INTERSECTION IN PRIOR LAKE INCLUDING ON CSAH 21 FROM WEST AVE INTERSECTION TO FRANKLIN TRAIL E OF MN 13 - RECONSTRUCT INTERSECTION WITH MAIN AVE TO 3/4 INTERSECTION, ROUNDABOUTS AT TH13 & ARCADIA AVE INTERSECTION, INTERSECTION AT TH 13 AND PLEASANT ST, TURN LANES TRAIL/ SIDEWALKS, PED AND TRANSIT AMENITIES (AC PAYBACK 1 OF 1)	4,929,040	4,929,040	0	0	0	0	SCOTT COUNTY	E2

TABLE A-16
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2020		CSAH 31	062-631-025	SH	CSAH 31 FROM N CLARK ST TO CSAH 58 IN ST PAUL- CONSTRUCT LEFT TURN LANES, REPLACE SIGNAL, AUDIBLE PEDESTRIAN SIGNAL (APS), COUNTDOWN TIMERS, RECONSTRUCT AND WIDEN ROADWAY (AC PROJECT WITH PAYBACK IN FY24)	2,500,000	0	0	1,018,607	0	1,481,393	RAMSEY COUNTY	S19
2020		CSAH 33	010-633-047	SH	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 PROJECT, PAYBACK IN FY23)	1,645,600	0	0	1,346,400	0	299,200	CARVER COUNTY	E3
2020		CSAH 35	027-635-034	EN	CSAH 35 (PORTLAND AVE) FROM 67TH ST IN RICHFIELD TO 60TH ST IN MPLS-CONSTRUCT BIKEWAY, CONVERT 4-LANE TO 3-LANE ROAD, SIDEWALK, TRAFFIC SIGNAL REVISIONS AND MILL AND OVERLAY	2,755,000	750,176	0	0	0	2,004,824	HENNEPIN COUNTY	NC
2020		CSAH 42	019-642-065	RS	CSAH 42, FROM COUNTY LINE TO 0.1 MI E OF CSAH 5 IN BURNSVILLE - MILL AND OVERLAY, ADA IMPROVEMENTS	1,485,000	1,188,000	0	0	0	297,000	DAKOTA COUNTY	S10
2020		CSAH 46	027-646-010	EN	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 PROJECT, PAYBACK IN FY22)	1,000,000	0	0	506,480	0	493,520	HENNEPIN COUNTY	AQ2
2020		CSAH 50	019-650-016AC	RC	CSAH 50 (202ND ST) FROM 0.12 MI W OF HOLYOKE AVE TO CSAH 23 (CEDAR AVE) IN LAKEVILLE-RECONSTRUCT FROM TWO-LANE UNDIVIDED TO DIVIDED WITH CONCRETE MEDIAN, CONSTRUCT MULTI-USE TRAILS, PEDESTRIAN TUNNEL, ROUNDABOUT AT HOLYOKE AVE AND SIGNAL AT CSAH 23 (AC PABACK 1 OF 1)	2,860,312	2,860,312	0	0	0	0	DAKOTA COUNTY	AQ2

TABLE A-16
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2020		CSAH 53	062-653-011	MC	CSAH 53, 0.01 MILE S OF IGLEHART AVE TO UNIVERSITY AVE IN ST PAUL-RECONSTRUCT INTERCHANGE BRIDGE OVER I94 AND APPROACH SECTIONS, REPAVE, CONSTRUCT SIDEWALKS, SHOULDERS, AND TRAVEL LANES. REPLACE MNDOT BRIDGE 9387 (NEW BR #62735) (\$160K OF FEDERAL FROM DISTRICT C) (ASSOCIATED TO SP 6282-235)	10,900,000	6,170,876	0	0	0	4,729,124	RAMSEY COUNTY	S19
2020		CSAH 70	019-670-013	MC	CSAH 70 FROM KENRICK AVE / KENSINGTON BLVD TO CSAH 23 IN LAKEVILLE-RECONSTRUCT FROM A 2-LANE UNDIVIDED TO A 4-LANE DIVIDED HIGHWAY, PED/BIKE TRAIL, AND TRAFFIC SIGNALS (ASSOCIATE TO 019-670-013F) (AC PROJECT, PAYBACK IN FY22)	9,442,845	0	0	7,000,000	0	2,442,845	DAKOTA COUNTY	A20
2020		CSAH 70	019-670-013F	RC	CSAH 70, FROM 0.36 MI E OF I35 (KENRICK AVE) TO CSAH 23 (CEDAR AVE) IN LAKEVILLE-EXPAND 2 TO 4 LANE, TURN LANES, MULTI USE TRAIL (ASSOCIATE TO 019-670-013)	9,442,845	7,000,000	0	0	0	2,442,845	DAKOTA COUNTY	A20
2020		CSAH 75	164-020-142	EN	CSAH 75 AND CSAH 31 (COMO AVE) FROM RAYMOND AVE TO HAMLIN AVE IN ST PAUL-CONSTRUCT OFF STREET PEDESTRIAN AND BICYCLE TRAIL	6,828,300	5,058,000	0	0	0	1,770,300	SAINT PAUL	AQ2
2020		CSAH 78	002-678-025	RC	CSAH 78 (HANSON BLVD) FROM CSAH 11 (NORTHDALE BLVD) TO CSAH 14 (MAIN ST) IN COON RAPIDS-RECONSTRUCT FROM A 4-LANE UNDIVIDED ROADWAY TO A 4-LANE DIVIDED ROADWAY WITH TURN LANES, MULTIUSE TRAIL	4,033,133	2,321,700	0	0	0	1,711,433	ANOKA COUNTY	E1
2020		CSAH 81	027-681-038	BR	CSAH 81 OVER LOWRY AVE IN MPLS AND ROBBINSDALE - REPLACE BRIDGES 27007 AND 27008 (AC PROJECT, PAYBACK IN FY21)	15,650,000	0	0	7,000,000	0	8,650,000	HENNEPIN COUNTY	S19

TABLE A-16
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2020		CSAH 86	019-686-018	RC	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	5,670,000	4,200,000	0	0	0	1,470,000	DAKOTA COUNTY	S4
2020	I	35	0283-32	RB	I35, FROM MN97 IN COLUMBUS TO US8 IN FOREST LAKE- LANDSCAPING	325,000	0	0	0	325,000	0	MnDOT	O6
2020	I	35E	0282-42	SH	I35E FROM CR J IN LINO LAKES TO I35E/I35W SPLIT IN COLUMBUS - INSTALL HIGH TENSION CABLE MEDIAN BARRIER	950,000	855,000	0	0	95,000	0	MnDOT	S9
2020	I	35E	1982-205	SC	I35E FROM MENDOTA HEIGHTS RD TO MN 55 IN MENDOTA HEIGHTS - LIGHTING	1,178,000	0	0	0	0	1,178,000	MnDOT	S18
2020	I	35W	1981-124A	CA	I35W MN RIVER BRIDGE #5983 REPLACEMENT FROM CLIFF ROAD INTERCHANGE IN BURNSVILLE TO 106TH ST INTERCHANGE IN BLOOMINGTON-REPLACE BRIDGE #5983 (NEW BRIDGES 27W38 AND 27W39)-DESIGN BUILD ACTIVITIES	856,000	0	0	0	856,000	0	MnDOT	S19
2020	I	35W	1981-124AC2	BR	I35W, FROM CLIFF ROAD INTERCHANGE IN BURNSVILLE THROUGH 106TH ST INTERCHANGE IN BLOOMINGTON-REPLACE BRIDGE #5983 (NEW BRIDGES 27W38 AND 27W39), REPLACE BRIDGES 9043 AND 9044 (NEW BRIDGE 27W44) PAVEMENT RECONSTRUCTION, AUXILLIARY LANES, RETAINING WALL, NOISEWALL, SIGNING, LIGHTING, TMS, TRAILS, DRAINAGE AND GUARD RAIL (AC PAYBACK 2 OF 2)	34,259,000	34,259,000	0	0	0	0	MnDOT	A20
2020	I	35W	2782-343	RD	I35W, FROM 0.1 MI NORTH OF 76TH ST TO 66TH ST IN RICHFIELD -CONCRETE PAVEMENT REHABILITATION AND DIAMOND GRINDING	268,000	241,200	0	0	26,800	0	MnDOT	S10
2020	I	35W	2782-347	DR	I35W NB, AT 42ND ST TO 0.1 MI S 40TH ST IN MPLS - CONSTRUCT STORMWATER HOLDING CAVERN SYSTEM (AC PROJECT, PAYBACK IN FY21) (CMGC WORK PACKAGE 2)	52,325,000	23,100,000	0	20,520,000	0	8,705,000	MnDOT	NC

TABLE A-16
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2020	I	35W	2782-354	DR	I35W NB, AT 42ND ST TO 0.1 MI S 40TH ST IN MPLS - CONSTRUCT SOIL NAIL WALL AND ESTABLISH CONSTRUCTION SITE WITH ACCESS ROAD (CMGC WORK PACKAGE 1)	8,295,000	0	0	0	0	8,295,000	MnDOT	NC
2020	I	35W	2783-176	RB	I35W, UNDER PED BRIDGE #27987 AT 5TH ST SE IN MPLS - LANDSCAPING	90,000	0	0	0	90,000	0	MnDOT	O6
2020	I	35W	6284-180AC1	MC	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 1 OF 3)	66,760,000	66,760,000	0	0	0	0	MnDOT	A20
2020	I	494	1985-148	RS	I494, FROM 3RD AVE S IN S ST PAUL TO E END OF MN RIVER BRIDGE IN EAGAN - MILL AND OVERLAY, DRAINAGE, REHAB 7 BRIDGES, GUARDRAIL, TMS, TURN LANES, SIGNALS, ADA, AND SIDEWALK (TIED TO 1985-150)	30,334,000	27,107,100	0	0	3,011,900	215,000	MnDOT	S10
2020	I	494	1985-149AC	RC	I494, FROM 0.2 MI E HARDMAN AVE S IN S ST PAUL TO BLAINE AVE E IN INVER GROVE HEIGHTS-CONSTRUCT AUXILIARY LANE, CONCRETE PAVEMENT REHAB, RESURFACING SHOULDERS, BRIDGE REHAB, ADA, NOISEWALLS, SIGNING, TMS, LIGHTING, DRAINAGE (AC PAYBACK 1 OF 1)	3,710,000	3,710,000	0	0	0	0	MnDOT	A20
2020	I	494	1985-150	SC	I494, FROM E OF CONCORD ST IN S ST PAUL TO MN52 IN INVER GROVE HEIGHTS-REPLACE LIGHTING (TIED TO 1985-148)	712,000	640,800	0	0	71,200	0	MnDOT	S18
2020	I	694	8286-90	SH	I694 FROM US 61 IN VADNAIS HEIGHTS/WHITE BEAR LK TO CSAH 10 IN OAKDALE- INSTALL CONTINUOUS FREEWAY LIGHTING	2,000,000	1,800,000	0	0	200,000	0	MnDOT	S18

TABLE A-16
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2020	I	94	229-112-002	RC	I94 0.5 MILES EAST OF BROCKTON LANE IN DAYTON, CONSTRUCT INTERCHANGE AND NEW BR# 27417 FOR NEW DAYTON PKWY CROSSING AT I94, CONSTRUCT DAYTON PKWY BETWEEN BROCKTON LANE AND CSAH 81, BITUMINOUS AND CONCRETE PAVEMENT, SIGNALS, ADA, TMS, LIGHTING (ASSOCIATED TO 2780-100)	20,684,000	7,000,000	0	0	0	13,684,000	DAYTON	A30
2020	I	94	2780-100	AM	I94, AT NEW DAYTON PKWY INTERCHANGE OVER I94 LOCATED 0.5 MILES E OF BROCKTON LANE IN DAYTON - SIGNALS (ASSOCIATED TO 229-112-002)	416,000	0	0	0	416,000	0	MnDOT	E2
2020	I	94	2780-97	RC	I94, FROM MN 101 IN ROGERS TO JCT I494 IN MAPLE GROVE- CONCRETE OVERLAY, ADD EB AND WB LANES BETWEEN MN 610 AND MN 101, TMS, REST AREA PARKING LOT IMPROVEMENT, WEIGH IN MOTION AT W OF CSAH 81 (WB ONLY), LIGHTING, ADA	124,600,000	0	0	0	0	124,600,000	MnDOT	A20
2020	I	94	2781-447	BI	I94 MAINLINE, WB EXIT RAMP, & EB ENTRANCE RAMP OVER LRT, S 17TH AVE, AND HIAWATHA BIKE TRAIL LOCATED JUST EAST OF JCT OF TH55 IN MPLS - REHAB BRIDGES 27859, 27861, AND 27V28	2,200,000	1,980,000	0	0	220,000	0	MnDOT	S19
2020	I	94	2781-468	RS	I94, FROM NICOLLET AVE IN MPLS TO MN280 IN ST PAUL - BITUMINOUS MILL & OVERLAY, TMS & STRIPING	3,908,000	3,517,200	0	0	390,800	0	MnDOT	S10
2020	I	94	2781-495	RB	I94, FROM NICOLLET AVE IN MPLS TO SHINGLE CREEK PARKWAY IN BROOKLYN CENTER - LANDSCAPING	190,000	0	0	0	190,000	0	MnDOT	O6
2020	I	94	2781-505	SC	I94 EB FROM 11TH AVE S TO SB RAMP TO MN55, ALONG MN55 TO E FRANKLIN AVE IN MPLS - FENCE REPLACEMENT	100,000	0	0	0	0	100,000	MnDOT	S13

TABLE A-16
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2020	I	94	6282-231	BT	I94, FRONTAGE ROADS ALONG I94 FROM MN280 TO 0.1 MI W OF WESTERN AVE-UPGRADE SIDEWALKS, PED RAMPS AND APS	1,075,000	967,500	0	0	107,500	0	MnDOT	AQ2
2020	I	94	6282-235	AM	I94 AT DALE ST IN ST PAUL - BARRIER SEPARATED, ENCHANCED SIDEWALK WIDTH AND ACCOMMODATION OF MODIFIED BRIDGE STRUCTURE (ASSOCIATED TO 062-653-011)	1,750,000	0	0	0	1,750,000	0	MnDOT	AQ2
2020	I	94	8680-172AC	RC	I-94 FROM 0.4 MI W OF BR #86818 OVER WRIGHT CO CSAH 19 IN ALBERTVILLE TO CROW RIVER BR 0.3 MI E OF MN 241 IN ST. MICHAEL (EBL & WBL), RECONSTRUCTION; INCLUDE ADDITION OF EB THIRD LANE FROM CSAH 19 TO MN 241 AND WB THIRD LANE FROM CSAH 37 TO MN 241, CONSTRUCT WB EXIT LOOP AT TH 241 INTERCHANGE, REPLACEMENT OF BR 86812 ON MN 241 IN ST. MICHAEL W/ BR 86822, CONSTRUCTION OF NEW EB COLLECTOR-DISTRIBUTOR ROADWAY BETWEEN CSAH 19 AND CSAH 37 IN ALBERTVILLE WITH INTERCHANGE REVISIONS (ASSOCIATED WITH SP 8680-177) 8680-172 IS A CORRIDOR OF COMMERCE PROJECT	4,620,000	4,620,000	0	0	0	0	MnDOT	????
2020	Local		019-090-021	EN	RIVER TO RIVER GREENWAY FROM LIVINGSTON AVE AND WENTWORTH AVE E INTERSECTION TO WENTWORTH AVE E 0.07 MI E OF MARTHALER LN IN W ST PAUL-CONSTRUCT MULTI-USE TRAIL	885,600	656,000	0	0	0	229,600	DAKOTA COUNTY	AQ2
2020	Local		019-090-022	BT	DAKOTA COUNTY CONSTRUCT TRAILHEAD, PARKING LOT AND TRAIL CONNECTION FROM BLACK DOG TRAIL TO CEDAR AVE BRIDGE	900,000	600,000	0	0	0	300,000	DAKOTA COUNTY	AQ2
2020	Local		091-090-087	BT	WEST COON RAPIDS REGIONAL PARK BIKE/PED TRAIL IMPROVEMENTS AND CONSTRUCTION OF A PEDESTRIAN BRIDGE IN BROOKLYN PARK	1,200,000	700,000	0	0	0	500,000	THREE RIVERS PARK DISTRICT	AQ2
2020	Local		107-090-010	EN	E BLOOMINGTON FREEWAY FROM W 106TH ST TO W 99TH ST IN BLOOMINGTON-CONSTRUCT SIDEWALK AND RECONSTRUCT ROADWAY	1,254,268	567,892	0	0	0	686,376	BLOOMINGTON	S10

TABLE A-16
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2020	Local		141-080-051	EN	QUEEN AVE FROM 44TH AVE N TO 0.3 MI S OF GLENWOOD AVE IN MPLS-CONSTRUCT BICYCLE BOULEVARD, INCLUDING TRAFFIC CALMING DEVICES AND ADA-COMPLIANT PEDESTRIAN RAMPS (AC PROJECT, PAYBACK IN FY21)	1,375,000	0	0	1,000,000	0	375,000	MINNEAPOLIS	AQ2
2020	Local		163-090-003	EN	EDGEWOOD AVE FROM WEST 26TH ST TO CEDAR LAKE RD IN ST LOUIS PARK-CONSTRUCT MULTI-USE FACILITIES AND BICYCLE/PEDESTRIAN BRIDGE OVER BNSF RAILWAY	3,939,840	2,918,400	0	0	0	1,021,440	SAINT LOUIS PARK	AQ2
2020	Local		164-080-015	EN	CYPRUS ST FROM CASE AVE TO MARYLAND AVE, FRANK ST FROM YORK AVE TO COOK AVE, AND DULUTH ST FROM CASE AVE TO MAGNOLIA AVE-CONSTRUCT SIDEWALKS, ADA UPGRADE, AND RETAINING WALLS	1,267,500	780,000	0	0	0	487,500	SAINT PAUL	AQ2
2020	Local		179-090-005	EN	LAKE MARION GREENWAY FROM SUNSET POND PARK TO W BURNSVILLE PARKWAY IN BURNSVILLE-CONSTRUCT OFF-ROAD MULTIUSE TRAIL (AC PROJECT, PAYBACK IN FY22)	3,900,000	0	0	1,598,400	0	2,301,600	BURNSVILLE	AQ2
2020	Local		19-00150	SR	UP RR, AT T 58, 170TH ST W IN EMPIRE TOWNSHIP- INSTALL GATES	240,000	216,000	0	0	0	24,000	MnDOT	S8
2020	Local		27-00323	SR	PGR RR, MSAS 429, NORMANDEALE BLVD IN BLOOMINGTON-INSTALL GATES	240,000	216,000	0	0	0	24,000	MnDOT	S8
2020	Local		2726-80AC1	BR	STONE ARCH BRIDGE #27004 - HISTORIC BRIDGE OVER THE MISSISSIPPI RIVER IN MPLS - REPAIR PED/BIKE BRIDGE- PE WORK (AC PAYBACK 1 OF 4)	130,000	0	130,000	0	0	0	MnDOT	AQ2
2020	Local		62-00216	SR	MNNR RR, CSAH 52, VICTORIA AVE N IN ROSEVILLE- INSTALL GATES	240,000	216,000	0	0	0	24,000	MnDOT	S8

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2020		Local	TRS-TCMT-20	TM	CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN REDUCED VEHICLE MILES TRAVELED AND LIGHT DUTY VEHICLE EMISSIONS	4,375,000	3,500,000	0	0	0	875,000	MET COUNCIL MT	AQ1
2020		MN 100	2735-213	TM	MN 100 AT INTERCHANGES WITH: W 77TH ST, W 70TH ST, W 50TH ST/VERNON AVE S, GLENWOOD AVE, DULUTH ST AND N 36TH AVE - INSTALL FIBER OPTIC CABLE AND CABINET MODIFICATIONS	115,000	92,000	0	0	23,000	0	MnDOT	S7
2020		MN 100	2755-103	BI	MN100, I694/I94 IN BROOKLYN CENTER - REHAB BRIDGE 27962, CONCRETE PAVEMENT REHAB AND DRAINAGE REPAIR ON MN 100 AND RAMPS FROM I 694 AND MN 252, AND GUARDRAIL	3,497,000	2,797,600	0	0	699,400	0	MnDOT	S19
2020		MN 13	1901-176	SC	MN13, BETWEEN SILVER BELL IN EAGAN AND 0.4 MI E OF WASHBURN AVE IN BURNSVILLE - SIGN AND PANEL REPLACEMENT	250,000	0	0	0	250,000	0	MnDOT	O8
2020		MN 149	1917-51	RB	MN149, FROM I494 IN MENDOTA HEIGHTS TO MN5 IN ST PAUL AND ON MN13 FROM MN149 TO CHEROKEE HGTS BLVD - LANDSCAPING	120,000	0	0	0	120,000	0	MnDOT	O6
2020		MN 21	7002-48	BR	TH 21, FROM JUST S OF BRIDGE 9124 TO INTERSECTION WITH MILL ST IN JORDAN- REPLACE BRIDGE #9123 OVER UNION PACIFIC RR, REPLACE BRIDGE #9124 OVER SAND CREEK,RECONSTRUCT PAVEMENT, BUILD RETAINING WALLS, REPAIR EROSION, AND CONSTRUCT DRAINAGE STRUCTURES AND STORM SEWER	6,893,000	5,514,400	0	0	0	1,378,600	MnDOT	S19

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2020		MN 25	1006-32	SC	MN25 / MN5 AT CSAH 33 NEAR NORWOOD YOUNG AMERICA - CONSTRUCT ROUNDABOUT (ASSOCIATED TO 010-633-047) (TIED TO 1012-24, 1012-24S, 010-591-001)	644,000	0	0	0	644,000	0	MnDOT	E3
2020		MN 25	1007-21	RD	MN25, FROM 0.1 MI SOUTH OF CARVER-CSAH30 IN MAYER TO STATE ST IN WATERTOWN- BITUMINOUS MILL AND OVERLAY, ADD RIGHT TURN LANE, ADA, DRAINAGE IMPROVEMENTS, TRAIL EXTENSION	5,846,000	4,676,800	0	0	1,169,200	0	MnDOT	S10
2020		MN 280	6242-86	SC	MN280 FROM ENERGY PARK DR IN ST. PAUL TO 0.2 MI N OF COMO AVE IN LAUDERDALE- REPLACE LIGHTING	310,000	0	0	0	310,000	0	MnDOT	S18
2020		MN 3	1921-102	SH	MN 3 FROM CHESTERFIELD WAY TO TWS 58 (170TH ST) IN EMPIRE TWP- ACCESS CLOSURE, CONSTRUCT THREE LEFT TURN LANES AND A ROUNDABOUT (ASSOCIATE TO 1921-102L) (AC PROJECT, PAYBACK IN FY21)	3,137,841	1,774,571	0	1,049,486	0	313,784	MnDOT	E1
2020		MN 3	1921-102L	AM	MN 3 AT 209TH ST IN FARMINGTON - CONSTRUCT LEFT TURN LANES (ASSOCIATE TO 1921-102)	505,000	0	0	0	505,000	0	MnDOT	E1
2020		MN 36	6211-103	SC	MN36, AT RAMSEY-CSAH 65 (WHITE BEAR AVE) N AND S RAMPS IN MAPLEWOOD - SIGNAL SYSTEM REPLACEMENT	622,000	0	0	0	322,000	300,000	MnDOT	E2
2020		MN 36	8214-114AN	AM	MN36, ON LOOKOUT TRAIL RD, FROM BEACH RD IN OAK PARK HEIGHTS TO MN95 IN STILLWATER - RECONSTRUCT PAVEMENT, GRADING AND DRAINAGE AS PART OF THE ST CROIX RIVER CROSSING PROJECT (AM ONLY WITH OAK PARK HEIGHTS)	1,000,000	0	0	0	1,000,000	0	MnDOT	S10
2020		MN 36	8214-114MIT20	CA	MN36, OVER ST CROIX RIVER NEAR STILLWATER- MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	730,000	0	0	0	365,000	365,000	MnDOT	O1

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2020		MN 36	8214-114SA20	SA	MN36, OVER ST CROIX RIVER CROSSING PROJECT SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS FOR REPLACEMENT OF RIVER BRIDGE 4654	300,000	0	0	0	175,000	125,000	MnDOT	O1
2020		MN 36	8214-190	AM	MN36 AT OSGOOD AVE IN OAK PARK HEIGHTS - RECONSTRUCT OSGOOD AVE AND RELOCATE S FRONTAGE RD AWAY FROM MN36	321,000	0	0	0	321,000	0	MnDOT	S10
2020		MN 36	8214-191	AM	MN36 AT NORELL AVE N IN OAK PARK HEIGHTS - RECONSTRUCT NORELL AVE AND RELOCATE S FRONTAGE RD AWAY FROM MN36	644,000	0	0	0	644,000	0	MnDOT	S10
2020		MN 47	0205-103	SC	MN47, FROM 37TH AVE NE IN COLUMBIA HEIGHTS TO 69TH AVE NE IN FRIDLEY - REMOVE AND REPLACE EXISTING FENCE, LANDSCAPING	844,000	0	0	0	75,000	769,000	MnDOT	O6
2020		MN 5	1002-119	AM	MN5 ON S SIDE FRONTAGE RD FROM MN284 TO HARTMANN DR IN WACONIA - COMPLETE S FRONTAGE RD	550,000	0	0	0	550,000	0	MnDOT	NC
2020		MN 5	2732-105	RC	MN5, JCT I494 IN BLOOMINGTON TO S END OF THE MISSISSIPPI RIVER BRIDGE #9300 - RECONSTRUCT CONCRETE PAVEMENT, RESURFACE CONCRETE PAVEMENT, REHAB OF 12 BRIDGES	27,418,000	21,934,400	0	0	0	5,483,600	MnDOT	S10
2020		MN 5	6201-93	AM	MN5 (WEST 7TH ST) FROM MONTREAL AVE TO SB I35E RAMP IN ST PAUL - REMOVE SIGNAL AT ALBION AVE, REALIGN LEXINGTON PKWY AT ELWAY ST W/NEW SIGNAL, ADA WORK	336,000	0	0	0	336,000	0	MnDOT	E2
2020		MN 51	6216-138	SC	MN51, AT ROSELAWN AVE IN FALCON HEIGHTS AND RAMSEY CR C2 IN ROSEVILLE - SIGNAL REPLACEMENT	802,000	0	0	0	402,000	400,000	MnDOT	E2
2020		MN 55	2723-132	BI	MN55, OVER THE UP RR AND LUCE LINE TRAIL IN PLYMOUTH - REHAB BRIDGE #6721	450,000	360,000	0	0	90,000	0	MnDOT	S19

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2020		MN 610	2771-45	SC	MN610 FROM US169 IN BROOKLYN PARK TO US 10 IN COON RAPIDS - SIGN REPLACEMENT	350,000	0	0	0	350,000	0	MnDOT	O8
2020		MN 65	2710-47	BI	MN65, AT BRIDGE #2440 (3RD AVE S) OVER MISSISSIPPI RIVER IN MPLS-REHAB BRIDGE 2440 (CMGC WORK PACKAGE 1) (AC PROJECT, PAYBACKS IN FY21 AND FY22)	110,875,000	0	0	50,000,000	0	60,875,000	MnDOT	S19
2020		MN 95	8209-111	RS	MN95, FROM 0.2 MI NORTH OF 8TH AVE N IN BAYPORT TO 0.1 MI SOUTH OF I94 IN LAKELAND - BITUMINOUS MILL AND OVERLAY, COLD IN PLACE RECYCLING, ADA PED RAMP UPGRADES, DRAINAGE	8,598,000	6,332,800	0	0	0	2,265,200	MnDOT	S10
2020		MN 97	8212-31	DR	MN97, AT NORTH SHORE TRAIL/KESWICK AVE IN FOREST LAKE - CONSTRUCT EB AND WB LEFT TURN LANE AND INSTALL LIGHTING SYSTEM, REPAIR/REPLACE DRAINAGE	66,000	0	0	0	66,000	0	MnDOT	S18
2020		MN 97	8212-31S	SH	MN97, AT NORTH SHORE TRAIL/KESWICK AVE IN FOREST LAKE - CONSTRUCT EB AND WB LEFT TURN LANE AND INSTALL LIGHTING SYSTEM	1,107,000	996,300	0	0	110,700	0	MnDOT	E1
2020		MN 97	8212-33	AM	MN97, AT GOODVIEW AVE/8TH ST IN FOREST LAKE- ROUNDABOUT (LOCAL SP IS 214-127-002)	2,500,000	1,260,000	0	0	140,000	1,100,000	MnDOT	E3
2020		MSAS 108	157-108-035	RC	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	16,324,000	7,000,000	0	0	0	9,324,000	RICHFIELD	A20
2020		MSAS 113	164-113-023	RC	MSAS 113 (TEDESCO ST AND LAFAYETTE ROAD) FROM CSAH 58 (PAYNE AVE) TO OTSEGO ST IN ST PAUL-RECONSTRUCTION, SIDEWALKS, CURB & GUTTER, TRAFFIC SIGNALS, SIGNS, STRIPING, BICYCLE LANES, TREES, AND SOD BOULEVARDS	2,739,960	2,029,600	0	0	0	710,360	SAINT PAUL	AQ2

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2020		MSAS 129	164-129-013	EN	MSAS 129 (JOHNSON PARKWAY) FROM BURNS AVE TO PHALEN BLVD IN ST PAUL-CONSTRUCT OFF-STREET BICYCLE AND PEDESTRIAN TRAIL	7,613,044	5,500,000	0	0	0	2,113,044	SAINT PAUL	AQ2
2020		MSAS 291	163-291-008	EN	MSAS 291 (BELTLINE BLVD) FROM W 36TH ST TO MINNETONKA BLVD & CSAH 25 FROM BELTLINE BLVD TO LYNN AVE AND LYNN AVE FROM CSAH 25 TO MINNETONKA BLVD IN ST LOUIS PARK-CONSTRUCT PEDESTRIAN FACILITIES AND STREETSCAPING ELEMENTS	756,000	560,000	0	0	0	196,000	SAINT LOUIS PARK	AQ2
2020		MSAS 313	141-313-016	RC	MSAS 313 (HENNEPIN AVE) FROM WASHINGTON AVE S TO 12TH ST S IN MPLS-RECONSTRUCT FROM 5 TO 4 LANES, WIDEN SIDEWALK, LIGHTING, ENHANCED STREETSCAPE, CURB EXTENSIONS, ADA PEDESTRIAN RAMPS, BIKEWAYS, STORMWATER MGMT, SIGNING, STRIPING, SIGNAL SYSTEM UPGRADES, AND ENHANCED BUS STOPS	26,835,000	7,000,000	0	0	0	19,835,000	MINNEAPOLIS	NC
2020	Transit		027-090-025	SH	MIDTOWN GREENWAY FROM MUN 20 (JAMES AVE) TO MINNEHAHA AVE IN MPLS-CONSTRUCT TRAIL CROSSING, DURABLE HIGH-VISIBILITY CROSSWALKS, RAISED MEDIANS, CURB EXTENSIONS, ADA, CONSTRUCT SIDEWALK, SIGNAL IMPROVEMENTS	664,000	531,000	0	0	0	133,000	HENNEPIN COUNTY	AQ2
2020	Transit		TRS-TCMT-20B	TR	PURCHASE EIGHT 35-40 FOOT CUTAWAY VEHICLES AND OPERATE SERVICE FOR CONNECTOR SERVICE BETWEEN EDEN PRAIRIE AND MALL OF AMERICA	7,004,381	5,603,505	0	0	0	1,400,876	SOUTHWEST TRANSIT	T10
2020	Transit		TRS-TCMT-20C	TR	HEYWOOD GARAGE EXPANSION DESIGN, ENGINEERING AND CONSTRUCTION	84,000,000	7,000,000	0	0	0	77,000,000	MET COUNCIL MT	T8

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2020	Transit		TRS-TCMT-20D	TR	EMERSON-FREMONT AVE CORRIDOR BUS STOP MODERNIZATION PROJECT- ENHANCED SHELTERS, REAL-TIME INFORMATION, SECURITY FEATURES, AND FURNISHINGS	8,750,000	7,000,000	0	0	0	1,750,000	MET COUNCIL MT	T7
2020	US 169		110-129-006	MC	101ST AVE N AT US 169 IN BROOKLYN PARK- CONSTRUCT INTERCHANGE (ASSOCIATED TO 2750-92) (AC PROJECT, PAYBACK IN FY21)	10,500,000	0	0	7,000,000	0	3,500,000	BROOKLYN PARK	A30
2020	US 169		2750-92	AM	US 169 AT 101ST AVE IN BROOKLYN PARK - CONSTRUCT INTERCHANGE (ASSOCIATED TO 110-129-006)	10,000,000	0	0	0	10,000,000	0	MnDOT	A30
2020	US 169		2750-92A	AM	US 169 AT 101ST AVE IN BROOKLYN PARK - CONSTRUCTION ADMINISTRATION FOR INTERCHANGE	1,000,000	0	0	0	0	1,000,000	MnDOT	NC
2020	US 169		2750-95	TM	US 169, FROM 63RD AVE TO MN 610 IN BROOKLYN PARK - CONSTRUCT BUS ONLY SHOULDERS	853,000	0	0	0	853,000	0	MnDOT	S4
2020	US 169		2772-119	RB	US169, FROM BREN ROAD TO 7TH ST IN HOPKINS - LANDSCAPING	100,000	0	0	0	100,000	0	MnDOT	O6
2020	US 212		010-591-001	EN	US212 PEDESTRIAN UNDERPASS IN NORWOOD YOUNG AMERICA-CONSTRUCT BOX CULVERT UNDER MN 212, BITUMINOUS TRAIL, ADA CURB RAMPS, DRAINAGE, AND RETAINING WALLS (ASSOCIATED TO 1012-24, 1012-24S) (TIED TO 1006-32, 010-633-047)	1,654,236	1,225,360	0	0	0	428,876	CARVER COUNTY	AQ2
2020	US 212		1012-24	RS	US212, FROM 0.10 MI W OF THE W JCT MN 5/CR 131 TO 0.10 MI W OF CSAH 36 IN NORWOOD YOUNG AMERICA - BITUMINOUS MILL AND OVERLAY, COLD IN PLACE RECYCLING, PAVEMENT RECONSTRUCTION, SIGNAL REPLACEMENTS, TURN LANE EXTENSIONS, REDUCED CONFLICT INTERSECTIONS AT MORSE ST AND CSAH 34, ADA IMPROVEMENTS, DRAINAGE, PEDESTRIAN UNDERPASS AND TRAILS (ASSOCIATED TO 1012-24S, 010-591-001) (TIED TO 1006-32, 010-633-047)	12,511,000	8,473,600	0	0	2,118,400	1,919,000	MnDOT	S10

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2020		US 212	1012-24S	SH	US212, AT CR 131, AT CSAH 31, AT RAILROAD ST, SALEM AVE, CSAH 51, CR 153 LANE EXTENSIONS AND AT CSAH 34 INTERSECTION CONVERSION TO REDUCED CONFLICT INTERSECTION IN NORWOOD YOUNG AMERICA (ASSOCIATED TO 1012-24, 010-591-001) (TIED TO 1006-32, 010-633-047)	1,353,000	1,217,700	0	0	135,300	0	MnDOT	E1
2020		US 212	2763-53	SC	US212, FROM I494 IN EDEN PRAIRIE TO US169/MN62 IN EDINA - SIGN REPLACEMENT	250,000	0	0	0	250,000	0	MnDOT	O8
2020		US 52	1905-41	RC	US52, FROM THE S END OF CANNON RIVER BR #9425 IN CANNON FALLS TO 0.2 MI N OF CR-86/280TH ST IN HAMPTON TOWNSHIP- UNBONDED CONCRETE OVERLAY, GUARDRAIL, SIGNAL, CABLE BARRIER & JOINT REPAIR ON BRIDGES 9425 AND 9426	7,086,000	5,668,800	0	0	1,417,200	0	MnDOT	S10
2020		US 52	1905-41S	SH	US52, FROM NORTH END OF CANNON RIVER BRIDGE TO S OF DAKOTA-CSAH-86 IN RALDOLPH TOWNSHIP- CABLE MEDIAN BARRIER	430,000	387,000	0	0	43,000	0	MnDOT	S9
2020		US 8	1308-26	SH	US 8 FROM I35 IN FOREST LAKE TO MN/WI STATE LINE - INSTALL 6" WET REFLECTIVE STRIPING	540,000	486,000	0	0	54,000	0	MnDOT	S11
2020		US 952A	6217-44	BI	US952A (ROBERT ST), AT MISSISSIPPI RIVER AND RR, 0.7 MI SE OF I35E AND I94 IN ST PAUL-BRIDGE REHAB #9036	2,149,000	1,719,200	0	0	429,800	0	MnDOT	S4
2021			880M-TRLF-21	RW	REPAYMENT, FY 2021, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH 65	216,000	0	0	0	216,000	0	MnDOT	O4
2021	999		010-030-008	SH	VARIOUS LOCATIONS COUNTY WIDE- RURAL INTERSECTION LIGHTING IMPROVEMENTS AT 30-40 INTERSECTIONS	344,500	292,500	0	0	0	52,000	CARVER COUNTY	S18
2021	999		880M-17NEW-21	MC	DISTRICTWIDE SETASIDE FOR 17NEW PROGRAM - FY 2021	15,100,000	0	0	0	0	15,100,000	MnDOT	NC
2021	999		880M-AM-21	AM	DISTRICTWIDE SETASIDE FOR LOCAL PARTNERSHIP PROGRAM - FY 2021	3,000,000	0	0	0	3,000,000	0	MnDOT	NC

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2021	999		880M-CA-21	CA	DISTRICTWIDE SETASIDE-EXTERNAL PROJECT DELIVERY-FY 2021	21,350,000	0	0	0	21,350,000	0	MnDOT	NC
2021	999		880M-IWZ-21	TM	SETASIDE FOR INTELLIGENT WORK ZONE, MOTORIST INFO FOR SP 2780-97, 8286-81	135,000	0	0	0	135,000	0	MnDOT	NC
2021	999		880M-MO-21	MC	DISTRICTWIDE SETASIDE FOR MOBILITY - FY 2021	29,480,000	26,532,000	0	0	2,948,000	0	MnDOT	NC
2021	999		880M-MS-21	MC	DISTRICTWIDE RCIP MAIN STREET POOL SETASIDE- FY 2021	2,500,000	0	0	0	0	2,500,000	MnDOT	NC
2021	999		880M-PD-21	CA	DISTRICTWIDE SETASIDE - INTERNAL PROJECT DELIVERY-FY 2021	8,000,000	0	0	0	8,000,000	0	MnDOT	O1
2021	999		880M-PM-21	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2021	1,620,000	0	0	0	1,620,000	0	MnDOT	NC
2021	999		880M-RB-21	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPE PARTNERSHIPS - FY 2021	100,000	0	0	0	100,000	0	MnDOT	NC
2021	999		880M-RW-21	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2021	10,000,000	0	0	0	10,000,000	0	MnDOT	NC
2021	999		880M-RX-21	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2021	5,000,000	0	0	0	5,000,000	0	MnDOT	NC
2021	999		880M-SA-21	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2021	18,900,000	0	0	0	18,900,000	0	MnDOT	NC
2021	999		8825-575	DR	METRO DISTRICTWIDE - POND RESTORATION AND CLEAN OUT	1,503,000	0	0	0	0	1,503,000	MnDOT	NC
2021	999		8825-610	TM	METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000	0	0	0	75,000	0	MnDOT	S7
2021	999		8825-612	TM	METROWIDE - REPLACE SHELTERS, DYNAMIC MESSAGE SIGNS	925,000	740,000	0	0	185,000	0	MnDOT	O8
2021	999		8825-778	SC	METROWIDE-ADA SMALL BUSINESS OPPORTUNITY PILOT PROGRAM	1,200,000	0	0	0	0	1,200,000	MnDOT	O1
2021	CSAH 1		071-601-024	MC	SHERBURNE CSAH 1, US 10 TO THE BNSF RAIL CROSSING IN ELK RIVER, RECONSTRUCTION AND SAFETY IMPROVEMENTS	1,363,100	1,068,000	0	0	0	295,100	SHERBURNE COUNTY	S1

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2021		CSAH 1	27-00326	SR	PGR RR, INSTALL GATES AND FLASHING LIGHTS AT CSAH 1, W OOLD SHAKOPEE RD, BLOOMINGTON, HENNEPIN COUNTY	225,000	202,500	0	0	0	22,500	MnDOT	S8
2021		CSAH 11	002-611-036	RC	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	19,914,120	7,000,000	0	0	0	12,914,120	ANOKA COUNTY	A30
2021		CSAH 12	62-00217	SR	MNNR RR, INSTALL GATES AT CSAH 12, 10TH ST NW, ARDEN HILLS, RAMSEY COUNTY	180,000	162,000	0	0	0	18,000	MnDOT	S8
2021		CSAH 13	071-070-040AC	SH	SHERBURNE CSAH 13, CONSTRUCT ROUNDABOUT AT SHERBURNE CR 40 INTERSECTION AND CONSTRUCT ROUNDABOUT AT SHERBURNE CO CSAH 33 INTERSECTION IN ELK RIVER (PAYBACK 1 OF 2)	900,000	900,000	0	0	0	0	SHERBURNE COUNTY	E3
2021		CSAH 14	002-614-045AC2	MC	CSAH 14 FROM LEXINGTON AVE NE (CSAH 17) TO 0.23 MI E OF LEVER ST IN BLAINE - RECONSTRUCT, TRAFFIC SIGNAL (AC PAYBACK 2 OF 2)	573,592	573,592	0	0	0	0	ANOKA COUNTY	A20
2021		CSAH 15	027-615-025AC	BR	CSAH 15 OVER TANAGER CHANNEL IN ORONO-REPLACE BRIDGE #27592 (AC PAYBACK 1 OF 1)	2,200,000	2,200,000	0	0	0	0	HENNEPIN COUNTY	S19
2021		CSAH 15	082-615-034	MC	CSAH 15 (MANNING AVE) AT TH 36 IN GRANT, LAKE ELMO, OAK PARK HEIGHTS, AND STILLWATER TOWNSHIP- CONSTRUCT INTERCHANGE	13,035,000	7,000,000	0	0	0	6,035,000	WASHINGTON COUNTY	E3
2021		CSAH 152	109-020-014	RC	CSAH 152 (BROOKLYN BLVD) FROM 0.04 MI N OF BASS LAKE RD TO I94/694 IN BROOKLYN CENTER-RECONSTRUCT, ADD TRAIL, SIDEWALKS, STREETSCAPING, LANDSCAPING	9,097,000	6,616,000	0	0	0	2,481,000	BROOKLYN CENTER	AQ2
2021		CSAH 2	070-602-023	SH	CSAH 2 AT CSAH 15 IN HELENA TWP- CONSTRUCT ROUNDABOUT	1,925,000	1,575,000	0	0	0	350,000	SCOTT COUNTY	E1

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2021		CSAH 28	19-00151	SR	PGR RR, INSTALL GATES AND FLASHING LIGHTS AT CSAH 28, YANKEE DOODLE RD, EAGAN, DAKOTA COUNTY	225,000	202,500	0	0	0	22,500	MnDOT	S8
2021		CSAH 30	62-00219	SR	CP RR, INSTALL GATES AND FLASHING LIGHTS AT CSAH 30, W LARPENTEUR AVE, ST PAUL, RAMSEY COUNTY	250,000	225,000	0	0	0	25,000	MnDOT	S8
2021		CSAH 32	179-020-043	EN	CSAH 32 (CLIFF RD) FROM MN 13 TO CINNAMON RIDGE TRAIL IN BURNSVILLE-CONSTRUCT TRAIL, CROSSWALK PAVEMENT MARKINGS, RETAINING WALLS, AND ADA-COMPLIANT CURB RAMPS	929,500	676,000	0	0	0	253,500	BURNSVILLE	AQ2
2021		CSAH 34	062-634-005	BT	CSAH 34 (UNIVERSITY AVE) FROM CURFEW ST TO FARRINGTON ST AND GROTTO AND CHATSWORTH AT ST ANTHONY AND CONCORDIA AVE IN ST PAUL - PEDESTRIAN SAFETY IMPROVEMENTS (FEDERAL FUNDS ARE SECTION 163)	738,935	356,000	0	0	0	382,935	RAMSEY COUNTY	AQ2
2021		CSAH 40	010-640-015	SH	CSAH 40, FROM MN 25 IN SAN FRANCISCO TWP TO CSAH 50 IN DAHLGREN TWP- CONSTRUCT PAVED SHOULDERS, RUMBLE STRIPS AND ADVANCED WARNING SIGNS FOR CURVES	2,286,240	1,800,000	0	0	0	486,240	CARVER COUNTY	S4
2021		CSAH 42	070-642-025	RS	CSAH 42, FROM LOUISIANA AVE TO E COUNTY LINE WITH DAKOTA COUNTY- MILL AND OVERLAY, STORM SEWER, WALK, TRAIL, ADA IMPROVEMENTS	2,250,000	1,800,000	0	0	0	450,000	SCOTT COUNTY	S10
2021		CSAH 49	062-649-040AC	MC	CSAH 49 (RICE ST) FROM 0.11 MI S OF OWASSO BLVD/COUNTRY DR TO 0.11 MI N OF COUNTY RD E/VADNAIS BLVD IN SHOREVIEW, VADNAIS HEIGHTS, AND LITTLE CANADA- RECONSTRUCT I-694/RICE STREET INTERCHANGE (AC PAYBACK 1 OF 1)	7,000,000	7,000,000	0	0	0	0	RAMSEY COUNTY	E3

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2021		CSAH 5	027-605-030	SH	CSAH 5 (FRANKLIN AVE) AT MSAS 65 (CHICAGO AVE) IN MPLS - SIGNAL REBUILD, RETIMING, ADDITIONAL SIGNAL HEADS, EXCLUSIVE LEFT TURN PHASING, PEDESTRIAN IMPROVEMENTS	594,000	486,000	0	0	0	108,000	HENNEPIN COUNTY	E2
2021		CSAH 77	62-00218	SR	INSTALL GATES AND FLASHING LIGHTS AT CSAH 77 (OLD HWY 8) IN NEW BRIGHTON AT MNRR RAILROAD	190,000	171,000	0	0	0	19,000	MnDOT	S8
2021		CSAH 8	002-608-012	SH	CSAH 8, FROM MN 47 TO MN 65 IN FRIDLEY - ROAD DIET (GOING FROM 4 TO 3 LANE ROADWAY), TURN LANES, MEDIANS, PEDESTRIAN ISLANDS	1,092,300	893,700	0	0	0	198,600	ANOKA COUNTY	A30
2021		CSAH 81	027-681-037	SH	CSAH 81 (WEST BROADWAY) AT MSAS 42 (LYNDALE AVE) IN MPLS - SIGNAL REBUILD, RETIMING, ADDITIONAL SIGNAL HEADS, EXCLUSIVE LEFT TURN PHASE, PEDESTRIAN IMPROVEMENTS	707,000	549,000	0	0	0	158,000	HENNEPIN COUNTY	E2
2021		CSAH 81	027-681-038AC	BR	CSAH 81 OVER LOWRY AVE IN MPLS AND ROBBINSDALE - REPLACE BRIDGES 27007 AND 27008 (AC PAYBACK 1 OF 1)	7,000,000	7,000,000	0	0	0	0	HENNEPIN COUNTY	S19
2021		CSAH 83	070-683-014	RC	CSAH 83 (CANTERBURY RD) FROM US 169 SOUTH RAMP TO SOUTH OF 4TH AVE E IN SHAKOPEE-RECONSTRUCT TO URBAN 4-LANE DIVIDED ROADWAY, TURN LANES, TRAFFIC SIGNAL, TRAIL, AND SIDEWALK (ASSOCIATED TO 070-683-014F)	7,625,750	5,546,000	0	0	0	2,079,750	SCOTT COUNTY	A30
2021		CSAH 83	070-683-014F	RC	CSAH 83 (CANTERBURY RD) FROM US 169 SOUTH RAMP TO SOUTH OF 4TH AVE E IN SHAKOPEE-RECONSTRUCT TO URBAN 4-LANE DIVIDED ROADWAY, TURN LANES, TRAFFIC SIGNAL, TRAIL, AND SIDEWALK (ASSOCIATED TO 070-683-014)	743,250	594,600	0	0	0	148,650	SCOTT COUNTY	A30
2021	I	35	0283-34	SH	I35 FROM JUST N OF I35E/I35W SPLIT TO 0.2 MI S MN97 IN COLUMBUS - INSTALL CABLE MEDIAN GUARDRAIL	322,000	289,800	0	0	32,200	0	MnDOT	S9

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2021	I	35E	1982-158	SC	I35E FROM S JCT I35E/I35W IN BURNSVILLE TO DEERWOOD DR IN EAGAN - SIGN REPLACEMENT	300,000	0	0	0	300,000	0	MnDOT	O8
2021	I	35E	1982-200	NO	I35E, NB I35E FROM MN 77 RAMP TO SAFARI TRAIL IN EAGAN - NOISE BARRIER	2,947,000	0	0	0	0	2,947,000	MnDOT	S18
2021	I	35E	1982-204	SC	I35E, AT DIFFLEY RD (CSAH 30) IN BURNSVILLE TO LONE OAK RD (CSAH 26) IN EAGAN - REPLACE LIGHTING	366,000	329,400	0	0	36,600	0	MnDOT	S18
2021	I	35E	1982-206	SC	I35E AT DAKOTA-CSAH 32 (CLIFF RD) IN EAGAN - SIGNAL REPLACEMENT AND ADA UPGRADES	700,000	0	0	0	350,000	350,000	MnDOT	E2
2021	I	35W	2782-347AC	DR	I35W NB, AT 42ND ST TO 0.1 MI S 40TH ST IN MPLS - CONSTRUCT STORMWATER HOLDING CAVERN SYSTEM (AC PAYBACK 1 OF 1) (CMGC WORK PACKAGE 2)	20,520,000	20,520,000	0	0	0	0	MnDOT	NC
2021	I	35W	2783-167	BI	I35W, OVER MISSISSIPPI RIVER IN MINNEAPOLIS- REHAB BRIDGES 27409 AND 27410	793,000	713,700	0	0	79,300	0	MnDOT	S19
2021	I	35W	6284-180AC2	MC	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 2 OF 3)	30,000,000	30,000,000	0	0	0	0	MnDOT	A20
2021	I	694	6285-161	NO	I694 EB FROM 0.23 MI W OF SILVER LAKE RD TO LONG LAKE RD IN NEW BRIGHTON - NOISEWALL REPAIR	709,000	0	0	0	0	709,000	MnDOT	O3
2021	I	694	8286-87	RB	I694, FROM 0.1 MI S OF 10TH ST (CSAH10) TO JCT I694/494/94 AND I494 FROM 0.1 M S TAMARACK RD TO JCT I694/494/94- LANDSCAPING	200,000	0	0	0	200,000	0	MnDOT	O6

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2021	I	94	2786-132	RD	I94/694, FROM BROOKLYN BLVD TO 0.1 MI E DUPONT AVE IN BROOKLYN CENTER - BITUMINOUS MILL AND OVERLAY, CONCRETE PAVEMENT REHAB AND ADA IMPROVEMENTS	5,350,900	4,815,810	0	0	535,090	0	MnDOT	S10
2021	I	94	2786-132S	SH	I94/694, BETWEEN BROOKLYN BLVD AND XERXES AVE IN BROOKLYN CENTER - UPGRADE CABLE MEDIAN BARRIER	114,100	102,600	0	0	11,500	0	MnDOT	S9
2021	I	94	6282-190	NO	EB I94, FROM PRIOR AVE TO FAIRVIEW AVE IN ST PAUL- NOISEWALL	947,000	0	0	0	0	947,000	MnDOT	O3
2021	Local		019-060-005	EN	MISSISSIPPI RIVER TRAIL- ROSEMOUNT EAST BETWEEN SPRING LAKE PARK RESERVE AND FLINT HILLS RESOURCES IN ROSEMOUNT- CONSTRUCT PED/BIKE TRAIL, GRADE- SEPARATED CROSSING AND LANDSCAPING (ASSOCIATED TO 019-090-020)	5,000,000	400,000	0	0	0	4,600,000	DAKOTA COUNTY	AQ2
2021	Local		019-090-020	BT	MISSISSIPPI RIVER TRAIL- ROSEMOUNT EAST BETWEEN SPRING LAKE PARK RESERVE AND FLINT HILLS RESOURCES IN ROSEMOUNT-CONSTRUCT PED/BIKE TRAIL, GRADE- SEPARATED CROSSING AND LANDSCAPING (ASSOCIATED TO 019-060-005)	5,500,000	1,000,000	0	0	0	4,500,000	DAKOTA COUNTY	AQ2
2021	Local		027-596-013	BR	NORTHOME AVE OVER PED/BIKE, FROM NORTHOME RD TO PARKWAY ST IN DEEPHAVEN- REPLACE BRIDGE L9265 WITH 27C55	500,000	400,000	0	0	0	100,000	HENNEPIN COUNTY	S19
2021	Local		062-596-006	BR	ISLAND LAKE COUNTY PARK ROAD OVER ISLAND LAKE CHANNEL IN SHOREVIEW- REPLACE BRIDGE 9345	640,000	512,000	0	0	0	128,000	RAMSEY COUNTY	S19

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2021	Local		082-030-007	TM	VARIOUS INTERSECTIONS IN WASHINGTON COUNTY-TRAFFIC SIGNAL COMMUNICATION UPGRADES, SHORT FIBER OPTIC LINKAGES, CELLULAR DATA MODEMS, AND NECESSARY INTERNAL SWITCHING EQUIPMENT, CCTV CAMERAS	900,460	654,880	0	0	0	245,580	WASHINGTON COUNTY	S7
2021	Local		090-070-023AC2	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 (AC PAYBACK 2 OF 2)	850,000	850,000	0	0	0	0	MET COUNCIL	O1
2021	Local		141-080-051AC	EN	QUEEN AVE FROM 44TH AVE N TO 0.3 MI S OF GLENWOOD AVE IN MPLS-CONSTRUCT BICYCLE BOULEVARD, INCLUDING TRAFFIC CALMING DEVICES AND ADA-COMPLIANT PEDESTRIAN RAMPS (AC PAYBACK 1 OF 1)	1,000,000	1,000,000	0	0	0	0	MINNEAPOLIS	AQ2
2021	Local		164-090-016	EN	FOURTH ST TO SAMUEL H. MORGAN REGIONAL TRAIL IN ST PAUL-CONSTRUCT BRUCE VENTO BICYCLE AND PEDESTRIAN BRIDGE CONNECTION	17,050,000	5,500,000	0	0	0	11,550,000	SAINT PAUL	AQ2
2021	Local		186-591-001	BT	GREENLEAF ELEMENTARY SCHOOL PEDESTRIAN IMPROVEMENT PROJECT IN APPLE VALLEY-HIGH-INTENSITY ACTIVATED CROSSWALK BEACON ACROSS GALAXIE AVE, MEDIAN, AND CURB RAMPS	262,668	198,240	0	0	0	64,428	APPLE VALLEY	AQ2
2021	Local		19-00152	SR	PGR RR, INSTALL GATES AND FLASHING LIGHTS AT M 1077, RED PINE LN, EAGAN, DAKOTA COUNTY	225,000	202,500	0	0	0	22,500	MnDOT	S8
2021	Local		2726-80AC2	BR	STONE ARCH BRIDGE #27004 - HISTORIC BRIDGE OVER THE MISSISSIPPI RIVER IN MPLS - REPAIR PED/BIKE BRIDGE- PE WORK (AC PAYBACK 2 OF 4)	150,000	0	150,000	0	0	0	MnDOT	AQ2

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2021		Local	2726-81	BR	STONE ARCH BRIDGE OVER MISSISSIPPI RIVER IN MPLS - REPAIR PED/BIKE BRIDGE 27004 (AC PROJECT, PAYBACKS IN FY22 AND FY23)	13,490,000	3,710,000	0	7,080,000	0	2,700,000	MnDOT	AQ2
2021		Local	880M-SHL-21	SH	METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2021	484,610	436,149	0	0	0	48,461	MnDOT	NC
2021		Local	TRS-TCMT-21	TM	CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN REDUCED VEHICLE MILES TRAVELED AND LIGHT DUTY VEHICLE EMISSIONS	4,375,000	3,500,000	0	0	0	875,000	MET COUNCIL MT	AQ1
2021		MN 100	2735-206	TM	MN 100, FROM I394 TO 0.15 MI S DULUTH ST IN GOLDEN VALLEY - REINFORCE CATCH BASINS AND INSTALL SIGNAGE FOR BUS ONLY SHOULDERS	119,000	0	0	0	119,000	0	MnDOT	S4
2021		MN 100	2735-211	SC	MN 100, VARIOUS LOCATIONS BETWEEN ROBBINSDALE AND EDINA - FENCE REPAIR/RELOCATE	150,000	0	0	0	0	150,000	MnDOT	S13
2021		MN 156	168-010-004	MC	MN 156 (CONCORD ST) FROM N OF ANNAPOLIS ST E TO HARDMAN AVE-RECONSTRUCT, SIGNAL IMPROVEMENTS, BIKE LANES, SIDEWALKS, STORM SEWER IMPROVEMENTS (ASSOCIATE TO SP 1912-59)	11,578,000	7,560,000	0	0	0	4,018,000	SOUTH SAINT PAUL	AQ2
2021		MN 156	1912-59	AM	MN156, FROM I494 TO ANNAPOLIS ST IN S ST PAUL - CONCRETE PAVEMENT REHAB, BITUMINOUS MILL AND OVERLAY, ADA, SIDEWALKS (ASSOCIATE TO SP 168-010-004)	12,449,000	9,959,200	0	0	0	2,489,800	MnDOT	S10
2021		MN 156	6219-07	RS	MN156, FROM ANNAPOLIS ST TO US52 IN ST PAUL - BITUMINOUS MILL AND OVERLAY, ADA AND RETAINING WALL REPAIR	1,545,000	1,236,000	0	0	309,000	0	MnDOT	S10

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2021		MN 25	1006-31	RS	MN25 FROM MN 5 TO CSAH 30 (1ST ST) IN MAYER-MILL AND OVERLAY, ADA, DRAINAGE	1,056,000	844,800	0	0	211,200	0	MnDOT	S10
2021		MN 282	7011-29	RD	MN282 FROM MILL ST IN JORDAN TO MN13 IN SPRING LK TWP-FULL DEPTH RECLAMATION, BIT MILL AND OVERLAY, DRAINAGE, RETAINING WALL	6,765,000	5,372,000	0	0	0	1,393,000	MnDOT	S10
2021		MN 284	1014-22	SR	TCWR RR, INSTALL GATES AND FLASHING LIGHTS, MN 284, S PAUL AVE, COLOGNE, CARVER COUNTY	255,000	5,000	0	0	250,000	0	MnDOT	S8
2021		MN 3	1921-102AC	SH	MN 3 FROM CHESTERFIELD WAY TO TWS 58 (170TH ST) IN EMPIRE TWP- ACCESS CLOSURE, CONSTRUCT THREE LEFT TURN LANES AND A ROUNDABOUT (AC PAYBACK 1 OF 1)	1,049,486	1,049,486	0	0	0	0	MnDOT	E1
2021		MN 316	1926-22	RS	MN316, FROM S JCT US61 IN GOODHUE COUNTY TO JCT N US61 IN DAKOTA COUNTY - BITUMINOUS MILL AND OVERLAY, ROUNDABOUTS, POND CONSTRUCTION, ADA UPDATES, LIGHTING, SIGNING AND TRAIL INSTALLATION	5,747,000	2,069,600	0	0	0	3,677,400	MnDOT	S10
2021		MN 36	6212-187	SC	MN36, VARIOUS LOCATIONS BETWEEN I35E IN LITTLE CANADA AND STILLWATER BLVD IN STILLWATER - CULVERT REPAIRS	1,103,000	0	0	0	0	1,103,000	MnDOT	NC
2021		MN 36	8204-73	AM	MN36, AT CSAH 35 (HADLEY AVE) IN OAKDALE - LANDSCAPING	100,000	0	0	0	100,000	0	WASHINGTON COUNTY	O6
2021		MN 36	8214-114MIT21	CA	MN36, OVER ST CROIX RIVER NEAR STILLWATER- MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	230,000	0	0	0	115,000	115,000	MnDOT	O1

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2021		MN 47	0206-69	RS	MN 47 FROM JCT 10/169 TO INDUSTRY AVE/BUNKER LK RD IN RAMSEY AND ON US 169 FROM THE S END OF THE MISSISSIPPI RIVER BR TO JCT TH 10/47 IN ANOKA - BITUMINOUS MILL AND OVERLAY, DRAINAGE, ADA	2,820,000	2,256,000	0	0	564,000	0	MnDOT	S10
2021		MN 5	1001-17M	RS	MN5, FROM 0.01 MI N OF 5TH ST IN GREEN ISLE TO US212 IN NORWOOD YOUNG AMERICA - COLD INPLACE RECYCLE AND MILL AND OVERLAY (DESIGNED BY DISTRICT 7, D7 PORTION OF \$2.7M UNDER ASSOCIATED SP 7201-119)	1,800,000	1,440,000	0	0	360,000	0	MnDOT	S10
2021		MN 5	6228-63	BI	MN5 (E 7TH) OVER BNSF AND CP RAIL, 0.2 MI SW OF JCT TH 61 IN ST PAUL - REHAB BRIDGE 62028, REPLACE SIDEWALK	729,000	583,200	0	0	145,800	0	MnDOT	S10
2021		MN 5	6229-37	RS	MN 5, FROM WEST JCT ARCADE ST/E 7TH ST IN ST PAUL TO THE N JCT MN120 IN MAPLEWOOD- MILL AND OVERLAY, REPAIR/REPLACE DRAINAGE INFRASTRUCTURE, ADA IMPROVEMENTS	7,794,000	6,235,200	0	0	1,558,800	0	MnDOT	S10
2021		MN 51	164-010-069	TM	MN 51, FROM MSAS 168 TO HEWITT AVE & CSAH 51 FROM CSAH 38 TO MSAS 142 IN ST PAUL-INTERCONNECT, SIGNAL UPGRADES, ADAPTIVE SIGNAL TIMING, DYNAMIC MESSAGE SIGNS, AND DEPLOYMENT OF CCTV CAMERAS	2,751,815	2,001,320	0	0	0	750,495	SAINT PAUL	E2
2021		MN 55	2723-130	RS	MN55, FROM 0.1 MI E GENERAL MILLS BLVD TO 0.2 MI W OF MN100 IN GOLDEN VALLEY - BITUMINOUS MILL AND OVERLAY, DRAINAGE, ADA, GUARDRAIL	2,991,000	2,392,800	0	0	598,200	0	MnDOT	S10
2021		MN 55	2751-51	AM	MN55, FROM I94 TO THEODORE WIRTH PARKWAY IN MPLS - RECONSTRUCT ROAD, REPLACE TRAFFIC SIGNALS, REHAB BRIDGES 27785 AND 27237, TRAIL ON MN55/I94 BRIDGE	8,329,000	0	0	0	8,329,000	0	MnDOT	S19

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2021		MN 610	0217-27	SC	MN610, AT ANOKA CR3 (COON RAPIDS BLVD) S RAMP IN COON RAPIDS - SIGNAL REPLACEMENT AND ADA UPGRADES	300,000	0	0	0	100,000	200,000	MnDOT	E2
2021		MN 65	0208-160	SH	MN 65 AT MSAS 103 (KLONDIKE DR) IN EAST BETHEL - CONSTRUCT REDUCED CONFLICT INTERSECTION	1,277,000	1,149,300	0	0	127,700	0	MnDOT	E1
2021		MN 65	2710-47AC1	BI	MN65, AT BRIDGE #2440 (3RD AVE S) OVER MISSISSIPPI RIVER IN MPLS-REHAB BRIDGE 2440 (CMGC WORK PACKAGE 1) (AC PAYBACK 1 OF 2)	17,900,000	17,900,000	0	0	0	0	MnDOT	S19
2021		MN 65	2710-52	BI	MN65, AT BRIDGE #2440 (3RD AVE S) OVER MISSISSIPPI RIVER IN MPLS-REPAIR RETAINING WALLS (BRIDGE 2440 CMGC WORK PACKAGE 2)	1,125,000	0	0	0	0	1,125,000	MnDOT	S19
2021		MN 7	1004-34	DR	MN7, FROM 0.05 MI E OF MERRYWOOD DR IN MINNETRISTA TO 0.21 MI E OF SMITHTOWN RD AND AT HAWKS POINTE LANE IN VICTORIA DRAINAGE AND SLOPE CORRECTION	2,407,000	0	0	0	0	2,407,000	MnDOT	NC
2021		MN 7	2706-232	SC	MN7 AT CR 73/HOPKINS CROSSROAD IN HOPKINS/MINNETONKA - SHIFT EB MN7 LANES TO ACCOMMODATE DUAL LEFT TURN LANES AT INTERSECTION	1,762,000	1,409,600	0	0	352,400	0	MnDOT	E1
2021		MN 77	2758-87	NO	MN77 SB, N OF E OLD SHAKOPEE RD IN BLOOMINGTON- NOISEWALL PANEL REALIGNMENT	50,000	0	0	0	50,000	0	MnDOT	O3
2021		MN 77	2758-88	BI	MN77 MAIN SPAN BRIDGES OVER MN RIVER IN BLOOMINGTON - REPAIR BRIDGES 9600S AND 9600N	2,200,000	1,980,000	0	0	220,000	0	MnDOT	S19
2021		MN 95	8208-42	RS	MN95, FROM 0.03 MI S HUDSON BLVD TO 0.25 MI N VALLEY CREEK RD AND 0.23 MI S VALLEY CREEK RD TO JCT 40TH ST/BAILEY RD IN WOODBURY - BITUMINOUS MILL AND OVERLAY, DRAINAGE	3,109,000	2,487,200	0	0	621,800	0	MnDOT	S10

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All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2021		MSAS 101	10-00122	SR	INSTALL GATES AND FLASHING LIGHTS AT MSAS 101 (BAVARIA RD) IN CHASKA AT TCWR RAILROAD	190,000	171,000	0	0	0	19,000	MnDOT	S8
2021		MSAS 108	27-00327	SR	PGR RR, INSTALL GATES AND FLASHING LIGHTS AT MSAS 108, W 77TH ST, RICHFIELD, HENNEPIN COUNTY	225,000	202,500	0	0	0	22,500	MnDOT	S8
2021		MSAS 158	164-158-025	BR	MSAS 158, FROM E 7TH ST TO MARKET ST IN ST PAUL - RECONSTRUCT BRIDGE, WALLS, AND APPROACH ROADWAYS	19,393,000	7,000,000	0	0	0	12,393,000	SAINT PAUL	S19
2021		MSAS 313	141-030-047	SH	MSAS 313 (HENNEPIN AVE) FROM MSAS 186 (SPRUCE PLACE) TO MSAS 375 (13TH ST) AND ON MSAS 179 (HARMON PLACE) FROM MSAS 223 (10TH ST) TO MSAS 225 (12TH ST) IN MPLS- UPGRADE SIGNALS AND INSTALL PED RAMPS	1,650,000	1,350,000	0	0	0	300,000	MINNEAPOLIS	S7
2021	Transit		164-080-017	TR	70 MOBILITY HUBS IN ST PAUL AND MPLS, INCLUDING ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE) CHARGERS, ELECTRICAL INFRASTRUCTURE AND LOCKING BIKE RACKS	11,317,620	4,000,000	0	0	0	7,317,620	SAINT PAUL	NC
2021	Transit		TRS-TCMT-21B	TR	PURCHASE FIVE BUSES AND OPERATE SERVICE FOR TRANSIT IMPROVEMENT ON UNIVERSITY AVE, CRETIN AVE, GRAND AVE, 5TH/6TH ST, 3RD ST EAST, AND MCKNIGHT RD IN ST PAUL	7,653,055	6,122,444	0	0	0	1,530,611	MET COUNCIL MT	T10
2021	Transit		TRS-TCMT-21C	TR	SERVICE AND BUSES FOR CONNECTOR BETWEEN BURNSVILLE TRANSIT STATION/HEART OF THE CITY/METRO ORANGE LINE AND BURNSVILLE CENTER AREAS	3,430,000	2,744,000	0	0	0	686,000	MVTA	T10
2021	Transit		TRS-TCMT-21D	TR	CONSTRUCTION OF BUS BUMP-OUTS AND INSTALLATION OF SHELTERS WITH HEAT, LIGHTS, REAL-TIME INFORMATION, AND SECURITY FEATURES ALONG CHICAGO AVE AND PORTLAND AVE CORRIDORS	8,750,000	7,000,000	0	0	0	1,750,000	MET COUNCIL MT	T7

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2021		US 10	0202-108	AM	US 10, FROM W CITY OF ANOKA BORDER TO EB ENTRANCE RAMP FROM W MAIN ST. INCLUDES NEW INTERCHANGE WITH BRIDGES AT THURSTON AVE, GRADE SEPARATION AT FAIROAK WITH BRIDGE AND SUPPORTING ROADWAYS ON NORTH AND SOUTH SIDE OF US 10 (ASSOCIATED TO 103-010-018, 103-010-018F AND 0202-108A)	5,000,000	0	0	0	5,000,000	0	MnDOT	A30
2021		US 10	0202-108A	AM	US 10, FROM W CITY OF ANOKA BORDER TO EB ENTRANCE RAMP FROM W MAIN ST. INCLUDES NEW INTERCHANGE WITH BRIDGES AT THURSTON AVE, GRADE SEPARATION AT FAIROAK WITH BRIDGE AND SUPPORTING ROADWAYS ON NORTH AND SOUTH SIDE OF US 10 (ASSOCIATED TO 103-010-018, 103-010-018F AND 0202-108)	14,000,000	0	0	0	0	14,000,000	MnDOT	A30
2021		US 10	0214-48	RS	US10, E JCT MN47 TO MN65 IN BLAINE AND ON MN47 FROM ANOKA-CSAH10 TO E JCT US10 IN COON RAPIDS -MILL AND OVERLAY, REPAIRS ON BRIDGES 02035, 02045, 02046, ADA UPGRADES	2,169,000	1,735,200	0	0	0	433,800	MnDOT	S10
2021		US 10	0215-77	SC	US10, N AND S RAMPS AT ROUND LAKE BLVD IN COON RAPIDS - SIGNAL SYSTEM REPLACEMENT	617,000	0	0	0	192,000	425,000	MnDOT	E2
2021		US 10	103-010-018	MC	US 10 FROM CUTTERS LN TO WEST MAIN ST IN ANOKA- REMOVE SIGNALS, EXTEND WEST MAIN STREET TO CUTTERS GROVE, LENGTHEN RAMPS, AND CONSTRUCT FAIROAK UNDERPASS UNDER US 10 (ASSOCIATED TO 103-010-018F, 0202-108 AND 0202-108A)	9,150,000	7,000,000	0	0	0	2,150,000	ANOKA	A30

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2021		US 10	103-010-018F	MC	US 10/169 FROM ANOKA/RAMSEY CITY LIMITS TO GREEN HAVEN RD/MAIN ST INTERCHANGE-RECONSTRUCT, GRADE SEPARATE INTERSECTIONS AT FAIROAK AVE AND THURSTON AVE, IMPROVE FRONTAGE AND SUPPORTING ROAD CONFIGURATIONS TO MAIN ST AND THURSTON AVE (ASSOCIATED TO 103-010-018, 0202-108 AND 0202-108A)	25,000,000	20,000,000	0	0	0	5,000,000	ANOKA	A30
2021		US 10	204-090-004	EN	CONSTRUCT BIKE/PED TRAIL ALONG US 10 FROM ORONO PARK TO PROCTOR ROAD IN ELK RIVER (TIED WITH SP 7102-135)	799,870	639,896	0	0	0	159,974	ELK RIVER	AQ2
2021		US 10	7102-135	RC	US 10, FROM XENIA AVE ST TO NORFOLK AVE IN ELK RIVER (EBL & WBL), RECONSTRUCTION (DRMP FUNDED TRAIL) (PAYBACK IN 2022) (TIED WITH SP 204-090-004)	8,750,000	1,000,000	0	6,000,000	1,750,000	0	MnDOT	S10
2021		US 12	2713-122	SC	US12, AT HENNEPIN-CSAH 90 IN INDEPENDENCE - CONSTRUCT ROUNDABOUT	4,749,000	3,005,600	0	0	0	1,743,400	MnDOT	E1
2021		US 12	2713-123	SH	US12, FROM HENNEPIN-CSAH 6 IN ORONO TO HENNEPIN-CSAH 29 IN MAPLE PLAIN - CONSTRUCT CONCRETE MEDIAN BARRIER, RECONSTRUCT PAVEMENT	4,728,000	4,255,200	0	0	472,800	0	MnDOT	S16
2021		US 12	2713-124	AM	US 12 EAST AND WEST JUNCTION OF CSAH 92 IN INDEPENDENCE - INTERSECTION IMPROVEMENTS (ASSOCIATED TO 2713-124A)	3,988,889	3,191,111	0	0	797,778	0	MnDOT	E2
2021		US 12	2713-124A	AM	US 12 RAILROAD CROSSING IMPROVEMENTS AT CSAH 92 (061057T) AND ON VALLEY ROAD (061056L) IN INDEPENDENCE (ASSOCIATED TO 2713-124)	1,111,111	1,000,000	0	0	111,111	0	MnDOT	S8
2021		US 169	110-129-006AC	MC	101ST AVE N AT US 169 IN BROOKLYN PARK- CONSTRUCT INTERCHANGE (ASSOCIATED TO 2750-92) (AC PAYBACK 1 OF 1)	7,000,000	7,000,000	0	0	0	0	BROOKLYN PARK	A30

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2021		US 169	7009-84	DR	US169, NB AT 0.7 MI S OF 173RD ST W IN JORDAN - REPAIR ERODED CHANNEL AND INSTALL NEW DRAINAGE INFRASTRUCTURE AND EARTH RETENTION SYSTEM	322,000	0	0	0	0	322,000	MnDOT	NC
2021		US 169	7010-110	RB	US169, AT MN41 (CHESTNUT BLVD)/CSAH 78 IN JACKSON TWP - LANDSCAPING	75,000	0	0	0	75,000	0	MnDOT	O6
2021		US 169	7010-111	DR	MN41, FROM N OF INTERSECTION WITH US169 TO 0.1 MI S OF BRIDGE #10012 IN LOUISVILLE TOWNSHIP - SLOPE REPAIRS	1,021,000	0	0	0	0	1,021,000	MnDOT	NC
2021		US 52	1928-71	RS	US52, FROM 0.1 MI N OF THE US52/I494 INTERCHANGE IN INVER GROVE HTS TO PLATO AVE IN ST PAUL - MILL AND OVERLAY, CPR, WEIGHT ENFORCEMENT PULL OFF PAD, WIM SENSORS, ADA AND SIGNING	11,028,000	8,276,800	0	0	2,751,200	0	MnDOT	S10
2021		US 52	1928-75	SC	US 52, AT UPPER 55TH (CSAH 18), 70TH ST (CSAH 26) AND 80TH ST (CSAH 28) IN INVER GROVE HEIGHTS- REPLACE LIGHTING	362,000	289,600	0	0	72,400	0	MnDOT	S18
2021		US 52	1928-76	SC	US 52, NB US52 AT 0.04 MI N OF 65TH ST E IN INVER GROVE HEIGHTS - FENCE REPAIR/RELOCATE	150,000	0	0	0	0	150,000	MnDOT	S13
2021		US 61	6222-182	SC	US61, FROM 0.2 MI N CR D IN MAPLEWOOD TO 0.24 MI N I694 IN VADNAIS HEIGHTS - DUAL LEFT TURN LANE TO WB I694, REPLACE SIGNALS, ADA AND CRASH STRUTS ON BRIDGES 62851 AND 62852	3,850,000	3,080,000	0	0	770,000	0	MnDOT	E1
2021		US 61	6222-183	DR	US61, FROM 0.10 MI N OF INTERSECTION WITH COUNTY RD B TO INTERSECTION WITH ARCADE ST IN MAPLEWOOD- DRAINAGE INFRASTRUCTURE REPAIR/REPLACEMENT	157,000	0	0	0	0	157,000	MnDOT	NC

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2021		US 61	8207-62	SC	US 61, AT WASHINGTON-CSAH32 (11TH AVE SW/SE) AND AT 8TH AVE SE/SW IN FOREST LAKE - SIGNAL REPLACEMENTS AND ADA UPGRADES	600,000	0	0	0	300,000	300,000	MnDOT	E2
2021		US 8	1301-126	TM	US8, FROM I35 IN FOREST LAKE TO AKERSON ST IN LINDSTROM - INSTALL FIBER OPTIC INTERCONNECT, CAMERAS AND SIGNAL COORDINATION	1,035,000	828,000	0	0	207,000	0	MnDOT	S7
2021		US 952A	2770-03	BI	US952A SB OVER I94 AND PLYMOUTH AVE, 1.3 MI N JCT I394 IN MPLS - REHAB BRIDGE 27781	1,566,000	1,409,400	0	0	156,600	0	MnDOT	S19
2022			880M-TRLF-22	RW	REPAYMENT, FY 2022, TRLF LOANS USED FOR RIGHT OF WAY PURCHASE ON TH 65	212,000	0	0	0	212,000	0	MnDOT	O4
2022	999		880M-AM-22	AM	DISTRICTWIDE SETASIDE FOR LOCAL PARTNERSHIP PROGRAM - FY 2022	3,000,000	0	0	0	3,000,000	0	MnDOT	NC
2022	999		880M-CA-22	CA	DISTRICTWIDE SETASIDE-EXTERNAL PROJECT DELIVERY-FY 2022	21,150,000	0	0	0	21,150,000	0	MnDOT	NC
2022	999		880M-IWZ-22	TM	SETASIDE FOR INTELLIGENT WORK ZONE, MOTORIST INFO FOR SP 2780-97	46,000	0	0	0	46,000	0	MnDOT	NC
2022	999		880M-MO-22	MC	DISTRICTWIDE SETASIDE FOR MOBILITY PROJECTS - FY 2022	50,000,000	45,000,000	0	0	5,000,000	0	MnDOT	NC
2022	999		880M-MS-22	MC	DISTRICTWIDE RCIP MAIN STREET POOL SETASIDE- FY 2022	3,302,000	0	0	0	0	3,302,000	MnDOT	NC
2022	999		880M-PD-22	CA	DISTRICTWIDE SETASIDE - INTERNAL PROJECT DELIVERY-FY 2022	8,000,000	0	0	0	8,000,000	0	MnDOT	O1
2022	999		880M-PM-22	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2022	8,462,000	0	0	0	8,462,000	0	MnDOT	NC
2022	999		880M-RB-22	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS - FY 2022	175,000	0	0	0	175,000	0	MnDOT	NC
2022	999		880M-RW-22	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2022	10,000,000	0	0	0	10,000,000	0	MnDOT	NC
2022	999		880M-RX-22	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2022	5,000,000	0	0	0	5,000,000	0	MnDOT	NC

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2022	999		880M-SA-22	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2022	18,000,000	0	0	0	18,000,000	0	MnDOT	NC
2022	999		880M-SHS-22	SH	DISTRICTWIDE SETASIDE FOR HSIP PROJECTS - FY 2022	2,741,112	2,467,000	0	0	274,112	0	MnDOT	NC
2022	999		8825-701	SH	METROWIDE: APPLY HIGH FRICTION TREATMENT ON VARIOUS RAMP	455,700	410,130	0	0	45,570	0	MnDOT	NC
2022	999		8825-709	TM	METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000	0	0	0	75,000	0	MnDOT	S7
2022	999		8825-710	TM	METROWIDE - REPLACE DYNAMIC MESSAGE SIGNS	925,000	740,000	0	0	185,000	0	MnDOT	S7
2022	CSAH 1		002-601-056	SH	CSAH 1 (COON RAPIDS BLVD) AT BLACKFOOT ST IN COON RAPIDS - REVISE SIGNAL SYSTEM	486,000	405,000	0	0	0	81,000	ANOKA COUNTY	E2
2022	CSAH 103		110-020-041	MC	CSAH 103 FROM 85TH AVE TO 93RD AVE IN BROOKLYN PARK-RECONSTRUCT, 2-LANE TO 4-LANE CONVERSION, TURN LANES, SIGNALS, LIGHTING, MULTI-USE TRAIL	15,082,631	7,000,000	0	0	0	8,082,631	BROOKLYN PARK	A30
2022	CSAH 116		002-716-020	RC	CSAH 116 FROM 0.15 FT WEST OF MN 47 TO 0.24 FT EAST OF NB MN 47 AND MN 47 FROM 142ND AVE NW TO COOLIDGE ST IN CITY OF ANOKA AND RAMSEY-RECONSTRUCT INTERSECTION, BRIDGE MODIFICATIONS, TURN LANES, ADA, SIGNAL	2,521,800	1,868,000	0	0	0	653,800	ANOKA COUNTY	E3
2022	CSAH 13		071-070-040AC	SH	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)	768,000	768,000	0	0	0	0	SHERBURNE COUNTY	E3
2022	CSAH 152		027-752-035	RC	CSAH 152 FROM PENN AVE TO 49TH AVE IN MPLS-RECONSTRUCT ROADWAY, SIDEWALK, PED/BIKE IMPROVEMENTS, STREETSCAPING, SIGNALS, ADA	8,262,000	2,000,000	0	0	0	6,262,000	HENNEPIN COUNTY	S10

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2022		CSAH 17	070-617-026	BT	CSAH 17 FROM CSAH 16 TO NW RAMP OF US 169 IN SHAKOPEE- CONSTRUCT PED/BIKE BRIDGE OVER US 169	1,282,608	950,080	0	0	0	332,528	SCOTT COUNTY	AQ2
2022		CSAH 19	086-619-035	MC	WRIGHT CSAH 19, CHESTNUT AVE SE. TO ASH AVE. NE IN ST. MICHAEL, ROADWAY EXPANSION	3,000,000	1,500,000	0	0	0	1,500,000	WASHINGTON COUNTY	A30
2022		CSAH 26	019-626-026	MC	CSAH 26 FROM TH 55 IN EAGAN TO MN 3 IN INVER GROVE HEIGHTS-EXPAND FROM 2-LANE TO DIVIDED 4-LANE ROADWAY INCLUDING MULTI-USE TRAILS	18,187,200	7,000,000	0	0	0	11,187,200	DAKOTA COUNTY	A30
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	993,600	828,000	0	0	0	165,600	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 3 SIGNAL SYSTEMS, ADD MAST ARMS, COUNTDOWN TIMERS, APS, INCREASE FROM 8" SIGNAL LENSES TO 12", CURN EXTENSIONS, ADA AND STORM SEWER	1,188,000	990,000	0	0	0	198,000	MINNEAPOLIS	E2
2022		CSAH 34	027-634-010	SH	CSAH 34 (NORMANDALE) AT 98TH ST IN BLOOMINGTON - REMOVE CHANNELIZED RIGHT TURN ISLANDS, REPLACE SIGNAL SYSTEM, BIKE/PED/ADA IMPROVEMENTS	1,404,000	1,170,000	0	0	0	234,000	HENNEPIN COUNTY	E1
2022		CSAH 35	027-635-038	SH	ON CSAH 35 (PORTLAND AVE) FROM 98TH ST E TO AMERICAN BLVD IN BLOOMINGTON AND ON CSAH 52 (NICOLLET AVE) FROM 76TH ST E TO 70TH ST E IN RICHFIELD - SIGNAL REVISIONS AND PEDESTRIAN IMPROVEMENTS	1,015,200	846,000	0	0	0	169,200	HENNEPIN COUNTY	AQ2

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2022		CSAH 36	027-636-012	BT	UNIVERSITY AVE SE AND 4TH ST SE BIKEWAY FROM I35W BRIDGE TO OAK ST IN MPLS- BIKEWAY ENHANCEMENTS, PAVEMENT MARKINGS, TRANSIT STOP REVISIONS, INTERSECTION CROSSING IMPROVEMENTS, ADA, SIGNAL MODIFICATIONS	10,341,158	5,500,000	0	0	0	4,841,158	HENNEPIN COUNTY	AQ2
2022		CSAH 38	019-638-020	TM	CSAH 38 FROM CSAH 5 TO JUST EAST OF CSAH 31 IN APPLE VALLEY AND BURNSVILLE - FIBER OPTIC CABLE INSTALLATION, FLASHING YELLOW ARROW, EQUIPMENT UPGRADES, CAMERA INSTALLATIONS	1,944,000	1,440,000	0	0	0	504,000	DAKOTA COUNTY	E2
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	1,695,600	1,256,000	0	0	0	439,600	DAKOTA COUNTY	AQ2
2022		CSAH 46	027-646-010AC	EN	CSAH 46 (46TH ST) FROM GARFIELD AVE TO 18TH AVE IN MPLS-PEDESTRIAN ADA-ACCESSIBLE CURB RAMP RECONSTRUCTION, APS AND PEDESTRIAN COUNTDOWN SIGNAL HEADS AT SIGNALIZED INTERSECTIONS, AND PEDESTRIAN CROSSING IMPROVEMENTS AT OAKLAND AVE (AC PAYBACK 1 OF 1)	506,480	506,480	0	0	0	0	HENNEPIN COUNTY	AQ2
2022		CSAH 51	062-651-067	MC	CSAH 51 FROM SHEPARD ROAD TO WEST 7TH ST IN ST. PAUL- LEXINGTON PARKWAY EXTENSION, SIDEWALK, TRAFFIC SIGNALS	2,072,817	1,535,420	0	0	0	537,397	RAMSEY COUNTY	A30
2022		CSAH 70	019-670-013AC	MC	CSAH 70 FROM KENRICK AVE / KENSINGTON BLVD TO CSAH 23 IN LAKEVILLE-RECONSTRUCT FROM A 2-LANE UNDIVIDED TO A 4-LANE DIVIDED HIGHWAY, PED/BIKE TRAIL, AND TRAFFIC SIGNALS (ASSOCIATE TO 019-670-013F) (AC PAYBACK 1 OF 1)	7,000,000	7,000,000	0	0	0	0	DAKOTA COUNTY	A20

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2022		CSAH 9	019-609-026	SH	CSAH 9 (DODD BLVD) AT ICENIC TRAIL/HERITAGE DRIVE IN LAKEVILLE -CONSTRUCT CENTER MEDIAN TO ALLOW DODD LEFT TURNS AND RESTRICT EAST/WEST THRU AND LEFTS	432,000	360,000	0	0	0	72,000	DAKOTA COUNTY	S16
2022	I	35E	1982-202	SC	I35E, FROM DEERWOOD DR IN EAGAN TO MARIE AVE IN MENDOTA HEIGHTS - SIGN REPLACEMENT	303,000	272,700	0	0	30,300	0	MnDOT	O8
2022	I	35E	1982-203	AM	I35E, FROM LONE OAK RD (CSAH 26) TO PILOT KNOB (CSAH 31) IN EAGAN - SIGNAL REPLACEMENTS AT LONE OAK, PILOT KNOB AND YANKEE DOODLE, FREE RIGHT MODIFICATIONS AT PILOT KNOB	975,500	0	0	0	975,500	0	MnDOT	E2
2022	I	35W	6284-180AC3	MC	I35W, FROM CO RD B2 IN ROSEVILLE TO 0.1 MI N SUNSET AVE (ANOKA CR 53) IN LINO LAKES, CONSTRUCT MNPASS LANE FROM CR C TO LEXINGTON AVE (ANOKA CSAH 17), CONC OVLY FROM CR C TO CR 53, MISC PAVEMENT RECONSTRUCT & BIT M&O, REHAB 17 BRIDGES AND REPLACE 5 BRIDGE (AC PAYBACK 3 OF 3)	3,686,000	3,686,000	0	0	0	0	MnDOT	A20
2022	I	394	2789-137	SC	I394, HENNEPIN-CSAH 73 AT N RAMP IN MINNETONKA - SIGNAL SYSTEM REPLACEMENT	300,000	0	0	0	150,000	150,000	MnDOT	E2
2022	I	494	1986-42	SC	I494, AT 34TH ST IN BLOOMINGTON, MN RIVER BR IN MENDOTA HEIGHTS AND PILOT KNOB RD IN EAGAN - REPLACE LIGHTING	630,000	567,000	0	0	63,000	0	MnDOT	S18
2022	I	494	2785-424	MC	I494 FROM EAST BUSH LK RD TO MN100 EB, FRANCE AVE TO MN77 EB AND FROM MN77 TO I35W BOTH DIRECTIONS IMPROVE MOBILITY, AND ON I35W NB TO WB I494 COMPLETE PHASE 1 TURBINE INTERCHANGE, DIRECTIONAL RAMP IN BLOOMINGTON	173,000,000	0	0	0	0	173,000,000	MnDOT	A30

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2022	I	694	6285-160	SC	1694 AND SILVER LAKE RD N AND S RAMPS IN NEW BRIGHTON - SIGNAL REPLACEMENT	640,000	0	0	0	340,000	300,000	MnDOT	E2
2022	I	94	6282-225	RB	194, AT GROTTO AND AT MACKUBIN IN ST PAUL - LANDSCAPING	125,000	0	0	0	125,000	0	MnDOT	O6
2022	I	94	6283-247	RC	194, 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, BITUMINOUS MILL AND OVERLAY, REHAB BRIDGE 9805, 9805A AND 62882, ADA	27,301,000	24,432,300	0	0	2,714,700	154,000	MnDOT	S10
2022	I	94	8282-136	RB	194, AT ST CROIX REST AREA IN W LAKELAND TWP - BUILDING AND SITE RECONSTRUCTION (AC PROJECT, PAYBACK IN FY23)	6,110,000	2,200,000	0	3,300,000	610,000	0	MnDOT	S15
2022	Local		019-090-023	BT	NORTH CREEK GREENWAY FROM 173RD ST IN LAKEVILLE TO 180TH ST IN FARMINGTON- CONSTRUCT MULTI-PURPOSE TRAIL AND BRIDGE	648,000	480,000	0	0	0	168,000	DAKOTA COUNTY	AQ2
2022	Local		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 (AC PROJECT, PAYBACK IN FY23)	1,755,000	585,000	0	585,000	0	585,000	MET COUNCIL	O1
2022	Local		141-591-013	BT	16TH AVE N FROM QUEEN AVE N TO ALDRICH AVE N IN MPLS- CURB EXTENSIONS, TRAFFIC CALMING DEVICES, ADA	1,350,000	1,000,000	0	0	0	350,000	MINNEAPOLIS	AQ2
2022	Local		164-090-014AC2	EN	GREAT RIVER PASSAGE TRAIL, ST PAUL, FROM HARRIET ISLAND REGIONAL PARK TO MISSISSIPPI RIVER REGIONAL TRAIL IN S ST PAUL- CONSTRUCT PED/BIKE TRAIL (AC PAYBACK 2 OF 2)	2,701,444	2,701,444	0	0	0	0	SAINT PAUL	AQ2

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2022		Local	164-597-001	BI	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	0	0	0	613,952	SAINT PAUL	S19
2022		Local	179-090-005AC	EN	LAKE MARION GREENWAY FROM SUNSET POND PARK TO W BURNSVILLE PARKWAY IN BURNSVILLE-CONSTRUCT OFF-ROAD MULTIUSE TRAIL (AC PAYBACK 1 OF 1)	1,598,400	1,598,400	0	0	0	0	BURNSVILLE	AQ2
2022		Local	2726-80AC3	BR	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	0	210,000	0	0	0	MnDOT	AQ2
2022		Local	2726-81AC1	BR	STONE ARCH BRIDGE #27004 - HISTORIC BRIDGE OVER THE MISSISSIPPI RIVER IN MPLS - REPAIR PED/BIKE BRIDGE AND SCOUR MONITORING (AC PAYBACK 1 OF 2)	6,020,000	6,020,000	0	0	0	0	MnDOT	AQ2
2022		Local	TRS-TCMT-22C	TM	CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN REDUCED VEHICLE MILES TRAVELED AND LIGHT DUTY VEHICLE EMISSIONS	4,375,000	3,500,000	0	0	0	875,000	MET COUNCIL MT	T1
2022		MN 120	6227-81	SC	MN120, FROM N RAMP TERMINALS OF I694/MN120 INTERCHANGE TO JCT MN244 IN WHITE BEAR LAKE AND MAHTOMEDI - INTERSECTION IMPROVEMENTS AT LONG LK RD AND MN120, CONSTRUCT ROUNDABOUT AT S CENTURY COLLEGE DR AND MN120 AND AT WOODLAND DR AND MN120, CONSTRUCT 8FT MIXED USE TRAIL	5,790,000	4,504,000	0	0	1,126,000	160,000	MnDOT	E3

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All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2022		MN 13	070-596-015	MC	MN 13 FROM 0.5 MI N OF MN 901B/MN 13 TO QUENTIN AVE IN SAVAGE-CONSTRUCT INTERCHANGE AND FRONTAGE ROADS, CONSTRUCT BRIDGES (ASSOCIATE TO 070-596-015F)	9,179,778	5,750,000	0	0	0	3,429,778	SCOTT COUNTY	A30
2022		MN 13	070-596-015F	MC	MN13 FROM 0.5 MI N OF MN 901B/MN13 TO QUENTIN AVE IN SAVAGE - CONSTRUCT INTERCHANGE AND FRONTAGE ROADS, CONSTRUCT BRIDGES (DEMO MN071) (ASSOCIATE TO 070-596-015)	18,835,422	15,085,422	85,422	0	0	3,750,000	SCOTT COUNTY	A30
2022		MN 13	7001-123	RD	MN13, FROM MN19 IN CEDAR LK TWP TO 0.1 MI S MN282 IN SPRING LAKE TWP -COLD IN-PLACE RECYCLING AND BITUMINOUS MILL AND OVERLAY, SHOULDERS	10,128,000	8,102,400	0	0	2,025,600	0	MnDOT	S10
2022		MN 13	7001-123S	SH	MN13, FROM SCOTT-CSAH 17 IN SPRING LK TWP TO CR 64 IN CEDAR LK TWP - LEFT TURN LANES	938,000	844,200	0	0	93,800	0	MnDOT	A30
2022		MN 13	7001-125	TM	MN 13, FROM OLD MN 101 TO NICOLLET AVE- SIGN EB AND WB BUS SHOULDERS, I35W TO NICOLLET AVE RECONSTRUCT SHOULDER EB, AT NICOLLET AVE EXTEND EB LEFT TURN LANE IN BURNSVILLE AND SAVAGE	541,000	0	0	0	541,000	0	MnDOT	S4
2022		MN 36	8204-77	RS	MN36 FROM 0.023 MI E EDGERTON IN MAPLEWOOD TO 0.2 MI W GREELEY AVE IN STILLWATER -BITUMINOUS MILL AND OVERLAY, ADA	16,637,000	13,305,600	0	0	3,326,400	5,000	MnDOT	S10
2022		MN 36	8214-114MIT22	CA	MN36, OVER ST CROIX RIVER NEAR STILLWATER- MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	74,000	0	0	0	37,000	37,000	MnDOT	O1
2022		MN 41	1008-87	RC	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)	6,357,000	5,085,600	0	0	0	1,271,400	MnDOT	S10

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2022		MN 41	196-010-017	MC	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)	6,823,000	4,000,000	0	0	0	2,823,000	CHASKA	A30
2022		MN 5	164-010-075	SH	ON MINNEHAHA AVE IN ST PAUL - AT FOREST ST, AT EARL ST, AT JOHNSON PKWY, AT RUTH ST IN ST PAUL - REVISE SIGNAL SYSTEMS AT EACH INTERSECTION	1,296,000	1,080,000	0	0	0	216,000	SAINT PAUL	E2
2022		MN 51	6216-141	DR	MN51 FROM CR C IN ROSEVILLE TO I694 IN SHOREVIEW-INSTALL CABLE MEDIAN BARRIER, CLOSE MEDIAN AT HAMLINE AVE, RESTRICT MEDIAN AT GLENHILL RD, LENGTHEN SB LEFT TURN LANES AT CR C, CR C2, LYDIA AVE, PIPE REPAIR	31,000	0	0	0	31,000	0	MnDOT	S9
2022		MN 51	6216-141S	SH	MN51 FROM CR C IN ROSEVILLE TO I694 IN SHOREVIEW-INSTALL CABLE MEDIAN BARRIER, CLOSE MEDIAN AT HAMLINE AVE, RESTRICT MEDIAN AT GLENHILL RD, LENGTHEN SB LEFT TURN LANES AT CR C, CR C2, LYDIA AVE	650,000	585,000	0	0	65,000	0	MnDOT	S9
2022		MN 55	1909-100	BI	MN55, MN55 TO MN5 IN MENDOTA HEIGHTS - BRIDGE REHAB #4190	7,796,000	6,236,800	0	0	1,559,200	0	MnDOT	S19
2022		MN 55	1909-99	RC	MN55, FROM E END BRIDGE OVER BLOOMINGTON RD IN MPLS TO 0.1 MI E OF ARGENTA TRAIL IN INVER GROVE HEIGHTS - REHAB BRIDGES 19819 AND 19827, CONCRETE PAVEMENT REHAB, BITUMINOUS MILL AND OVERLAY, CURB AND GUTTER, GUARDRAIL, ADA, DRAINAGE	26,056,000	20,844,800	0	0	5,211,200	0	MnDOT	S19
2022		MN 55	2722-93	DR	MN55, AT OLD ROCKFORD RD, AND AT URBANDALE CT IN PLYMOUTH - DRAINAGE	37,000	0	0	0	37,000	0	MnDOT	NC

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2022		MN 55	2722-93S	SH	MN55, AT OLD ROCKFORD RD, AND AT URBANDALE CT IN PLYMOUTH - INTERSECTION ACCESS MODIFICATIONS	229,000	206,100	0	0	22,900	0	MnDOT	E1
2022		MN 55	2723-137	DR	MN55, FROM CSAH 6 TO MEDICINE LAKE DR W IN PLYMOUTH - DRAINAGE, REMOVE TREES	11,000	0	0	0	11,000	0	MnDOT	S10
2022		MN 55	2723-137S	SH	MN55, FROM CSAH 6 TO MEDICINE LAKE DR W IN PLYMOUTH - MODIFY 18TH AVE, LARCH LN, IVES LN, GOLDENROD LN AND EVERGREEN LN, TO 3/4 INTERSECTIONS	886,000	797,400	0	0	88,600	0	MnDOT	E2
2022		MN 55	2723-139	SC	MN 55 AT VICKSBURG LN IN PLYMOUTH - SIGNAL REPLACEMENT	500,000	0	0	0	250,000	250,000	MnDOT	E2
2022		MN 55	2724-124	BI	MN55, AT 7TH ST, AT 8TH ST AND OVER FRANKLIN AVE IN MPLS - REDECK OF BRIDGES #27849, #27875, AND #27177, REPLACE SIGN STRUCTURES, LIGHTING, DRAINAGE REPAIR	7,881,000	6,304,800	0	0	1,576,200	0	MnDOT	S19
2022		MN 55	2724-126	RS	MN55 FROM E END OF 13TH AVE TO JCT MN62 IN MPLS - BITUMINOUS MILL AND OVERLAY, CONCRETE PAVEMENT REHAB, SIDEWALK REPAIRS, PED RAMP UPGRADES, APS, GUARDRAIL, POND REPAIR, DRAINAGE	15,749,000	12,599,200	0	0	3,149,800	0	MnDOT	S10
2022		MN 62	2773-15	SC	MN62, FROM I494 IN EDEN PRAIRIE TO PENN AVE IN RICHFIELD/MPLS - SIGNS AND SIGN PANELS REPLACEMENT	450,000	360,000	0	0	90,000	0	MnDOT	O8
2022		MN 65	2710-47AC2	BI	MN65, AT BRIDGE #2440 (3RD AVE S) OVER MISSISSIPPI RIVER IN MPLS-REHAB BRIDGE 2440 (CMGC WORK PACKAGE 1) (AC PAYBACK 2 OF 2)	32,100,000	32,100,000	0	0	0	0	MnDOT	S19

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2022		MN 7	2706-239	RC	MN7, FROM 0.07 MI W OF CHRISTMAS LAKE RD IN SHOREWOOD TO 0.1 MI E I494 IN MINNETONKA - BITUMINOUS MILL AND CONCRETE OVERLAY OR RECLAMATION WITH BITUMINOUS OVERLAY, DRAINAGE	8,715,000	6,972,000	0	0	1,743,000	0	MnDOT	S10
2022		MN 77	1925-61	SC	MN77, FROM 138TH ST W IN APPLE VALLEY TO DAKOTA CR1 (OLD SHAKOPEE RD) IN BLOOMINGTON - SIGNS AND SIGN PANELS REPLACEMENT	400,000	0	0	0	400,000	0	MnDOT	O8
2022		MN 77	1929-49	SC	MN 77 AT MC ANDREWS RD AND 127TH ST IN APPLE VALLEY- REPLACE LIGHTING	252,000	0	0	0	252,000	0	MnDOT	S18
2022		MN 77	2758-77	RS	MN77, FROM N END OF MN RIVER BR 9600N/9600S IN BLOOMINGTON TO EDGEWATER BLVD IN MPLS - BITUMINOUS MILL AND OVERLAY AND EXTEND RIGHT TURN LANE ON EXIT RAMP FROM NB MN77 TO OLD SHAKOPEE ROAD	13,039,360	10,431,488	0	0	2,607,872	0	MnDOT	S10
2022		MN 77	2758-77S	SH	MN77, BETWEEN MN RIVER BRIDGE 9600N/9600S AND OLD SHAKOPEE RD IN BLOOMINGTON - INSTALL HIGH TENSION CABLE MEDIAN BARRIER	86,640	77,976	0	0	8,664	0	MnDOT	S9
2022		MSAS 169	141-169-008	MC	MSAS 169, I94 EB RAMP TO CSAH 152 (WASHINGTON AVE N) IN MPLS-RECONSTRUCT, SIGNAL REVISIONS, SIDEWALK AND BIKE LANES	3,790,000	750,000	0	0	0	3,040,000	MINNEAPOLIS	S10
2022		MSAS 312	127-312-002	BT	7TH ST FROM 61ST AVE TO 53RD AVE AND 57TH AVE FROM 7TH ST TO MN 47 IN FRIDLEY- CONSTRUCT MULTI-USE TRAIL	696,762	516,120	0	0	0	180,642	FRIDLEY	AQ2
2022		MSAS 342	141-342-007	BT	LYNDALE AVE N FROM 22ND AVE N TO 40TH AVE N IN MPLS- PEDESTRIAN CROSSING IMPROVEMENTS, CURB EXTENSIONS, ADA RAMP UPGRADES, TRAFFIC SIGNAL UPGRADES	1,350,000	1,000,000	0	0	0	350,000	MINNEAPOLIS	AQ2

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Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2022		MSAS 409	107-409-010	SH	MSAS 409 (XERXES AVE) AT CSAH 1 (OLD SHAKOPEE RD) IN BLOOMINGTON - INSTALL LEFT TURN LANES ON EACH APPROACH, CONVERT THROUGH LANE TO RIGHT TURN LANE ON BOTH XERXES APPROACHES, SIGNAL UPGRADES AND RETROREFLECTIVE PAVEMENT MARKINGS	563,760	469,800	0	0	0	93,960	BLOOMINGTON	E1
2022		MSAS 430	141-430-010	SH	NICOLLET AVE FROM MINNEHAHA PKWY TO 60TH ST IN MPLS - SIGNAL SYSTEM AND PED RAMP IMPROVEMENTS AT 8 INTERSECTIONS, INSTALL OVERHEAD SIGNALS ON MAST ARMS AND CURB EXTENSIONS	2,106,000	1,755,000	0	0	0	351,000	MINNEAPOLIS	E2
2022	Transit		090-595-015	TR	SOUTHWEST TRANSIT MOBILITY HUB IN EDEN PRAIRIE	4,958,280	3,672,800	0	0	0	1,285,480	SOUTHWEST TRANSIT	E6
2022	Transit		TRS-TCMT-20A	TR	PURCHASE 4 EXPANSION 60-FOOT ARTICULATED BUSES, 14 60-FOOT BUSES IN LIEU OF 40-FOOT PLANNED REPLACEMENT BUSES, LARGER VEHICLE DOORS, AND TECHNOLOGY IMPROVEMENTS FOR LAKE ST CORRIDOR	8,750,000	7,000,000	0	0	0	1,750,000	MET COUNCIL MT	T10
2022	Transit		TRS-TCMT-22	TR	PURCHASE TWO BUSES AND OPERATE SERVICE FOR TRANSIT IMPROVEMENT ON ROUTE 724	5,211,760	4,169,408	0	0	0	1,042,352	MET COUNCIL MT	T10
2022	Transit		TRS-TCMT-22A	TR	PURCHASE TWO BUSES AND OPERATE SERVICE FOR TRANSIT IMPROVEMENT ON ROUTE 32	5,390,729	4,312,583	0	0	0	1,078,146	MET COUNCIL MT	T10
2022	Transit		TRS-TCMT-22B	TR	LAKE ST-MARSHALL AVE BUS STOP MODERNIZATION PROJECT-ENHANCED SHELTERS, REAL-TIME INFORMATION, SECURITY FEATURES, AND FURNISHINGS	8,750,000	7,000,000	0	0	0	1,750,000	MET COUNCIL MT	T7

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2022		US 10	0215-76	MC	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, NOISEWALLS AND ADA IMPROVEMENTS (AC PROJECT, PAYBACK IN FY23)	54,210,000	15,768,000	0	5,000,000	742,000	32,700,000	MnDOT	S19
2022		US 10	103-010-019	MC	US 10 FROM ANOKA/RAMSEY CITY LIMITS TO CUTTERS LN AND THURSTON AVE IN ANOKA- GRADE SEPARATION, ROUNDABOUT, MULTI-USE TRAIL, SIDEWALK, FRONTAGE ROAD	8,750,000	7,000,000	0	0	0	1,750,000	Anoka	A30
2022		US 10	7102-135AC	RC	US 10, FROM XENIA AVE ST TO NORFOLK AVE IN ELK RIVER (EBL & WBL), RECONSTRUCTION (DRMP FUNDED TRAIL)(PAYBACK 1 OF 1) (TIED WITH SP 204-090-004)	6,000,000	6,000,000	0	0	0	0	MnDOT	S10
2022		US 169	2772-121	NO	US169, NB US169 FROM LANGFORD DR TO 0.2 MI N OF LINCOLN DR IN EDINA - NOISEWALL	390,000	0	0	0	357,000	33,000	MnDOT	O3
2022		US 169	2772-122	NO	US169, NB US169 FROM VALLEY VIEW RD TO APACHE RD IN EDINA - NOISEWALL	1,666,000	0	0	0	1,508,000	158,000	MnDOT	O3
2022		US 212	010-596-012	MC	US 212 FROM CSAH 11 TO CSAH 36 IN DAHLGREN TWP - EXPANSION FROM A 2-LANE TO A 4-LANE DIVIDED HIGHWAY, REDUCED CONFLICT INTERSECTION	42,487,200	7,000,000	0	0	0	35,487,200	CARVER COUNTY	A30
2022		US 212	010-596-012F	MC	US 212 FROM CARVER (CSAH 11) TO COLOGNE (CSAH 36)- RECONSTRUCT AND EXPAND 2 LANE TO 4 LANE	41,296,000	15,000,000	0	0	0	26,296,000	CARVER COUNTY	A30
2022		US 212	2763-59	SC	US 212 AT SHADY OAK LANE IN EDEN PRAIRIE - REPLACE LIGHTING	140,000	0	0	0	140,000	0	MnDOT	S18

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2022		US 952A	6217-43	RS	US952A (ROBERT ST), FROM ANNAPOLIS ST IN W ST PAUL TO 12TH ST IN ST PAUL - BITUMINOUS MILL AND OVERLAY, REHAB ON BRIDGES #62050, 62894, 9036, 90381, DRAINAGE, ADA, SIGNALS, AND SIDEWALK REPLACEMENT	10,130,000	7,624,000	0	0	1,906,000	600,000	MnDOT	S10
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 ATLEAST 10 RURAL INTERSECTIONS	1,243,000	1,017,000	0	0	0	226,000	SCOTT COUNTY	S11
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, RECONSTRUCT AND MODIFY TRAFFIC SIGNALS	2,015,200	1,465,600	0	0	0	549,600	SAINT PAUL	S7
2023	999		880M-AM-23	AM	DISTRICTWIDE SETASIDE FOR LOCAL PARTNERSHIP PROGRAM - FY 2023	3,000,000	0	0	0	3,000,000	0	MnDOT	NC
2023	999		880M-CA-23	CA	DISTRICTWIDE SETASIDE- EXTERNAL PROJECT DELIVERY- FY 2023	22,000,000	0	0	0	22,000,000	0	MnDOT	NC
2023	999		880M-MO-23	MC	DISTRICTWIDE SETASIDE FOR MOBILITY PROJECTS - FY 2023	50,000,000	45,000,000	0	0	5,000,000	0	MnDOT	NC
2023	999		880M-NO-23	NO	DISTRICTWIDE SETASIDE FOR NOISE ABATEMENT PROJECTS - FY 2023	2,000,000	0	0	0	2,000,000	0	MnDOT	O3
2023	999		880M-PD-23	CA	DISTRICTWIDE SETASIDE - INTERNAL PROJECT DELIVERY- FY 2023	8,000,000	0	0	0	8,000,000	0	MnDOT	O1
2023	999		880M-PM-23	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2023	5,000,000	0	0	0	5,000,000	0	MnDOT	NC
2023	999		880M-RB-23	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS - FY 2023	300,000	0	0	0	300,000	0	MnDOT	NC
2023	999		880M-RW-23	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2023	10,000,000	0	0	0	10,000,000	0	MnDOT	NC

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2023	999		880M-RX-23	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2023	5,000,000	0	0	0	5,000,000	0	MnDOT	NC
2023	999		880M-SA-23	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS/OVERRUNS - FY 2023	21,000,000	0	0	0	21,000,000	0	MnDOT	NC
2023	999		880M-SHS-23	SH	DISTRICTWIDE SETASIDE FOR HSIP PROJECTS - FY 2023	1,280,000	1,152,000	0	0	128,000	0	MnDOT	NC
2023	999		8825-764	TM	METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000	0	0	0	75,000	0	MnDOT	S7
2023	999		8825-765	TM	METROWIDE - REPLACE DYNAMIC MESSAGE SIGNS AND CABLES	925,000	740,000	0	0	185,000	0	MnDOT	O8
2023	CSAH 1		002-601-057	SH	CSAH 1 (COON RAPIDS BLVD) AT MISSISSIPPI BLVD IN COON RAPIDS - REVISE SIGNAL SYSTEM	550,000	450,000	0	0	0	100,000	ANOKA COUNTY	E2
2023	CSAH 103		110-020-042	EN	CSAH 103 FROM 74TH AVETO 93RD AVE IN BROOKLYN PARK-STREETSCAPING AND TRANSIT IMPROVEMENTS	4,514,329	1,000,000	0	0	0	3,514,329	BROOKLYN PARK	AQ2
2023	CSAH 109		027-709-029	MC	MN 252 AT CSAH 109 IN BROOKLYN PARK-GRADE SEPARATION, RETAINING WALLS, SAFETY IMPROVEMENTS, PED/BIKE IMPROVEMENTS, TRAFFIC SIGNALS	28,937,700	7,000,000	0	0	0	21,937,700	HENNEPIN COUNTY	A30
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	0	0	0	4,539,000	HENNEPIN COUNTY	S10
2023	CSAH 158		027-758-006	BR	CSAH 158 OVER CP RAILROAD IN EDINA-REPLACE BRIDGE #4510, ROADWAY APPROACHES, SIGNAL MODIFICATIONS, ADA	10,065,000	7,000,000	0	0	0	3,065,000	HENNEPIN COUNTY	S19

TABLE A-16
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2023		CSAH 17	027-617-033	SH	CSAH 17 (FRANCE AVE) FROM AMERICAN BLVD IN BLOOMINGTON TO 76TH ST IN EDINA - SAFETY IMPROVEMENTS: REMOVE RAISED RIGHT TURN ISLANDS, UPGRADE PED RAMSP, APS, OFF ROAD FACILITIES, ENHANCE MEDIANS, SIGNAL UPGRADES INCLUDING ADDITIONAL SIGNAL HEADS, IMPROVED TIMING, WAYWARD SIGNING, REVISED PAVEMENT MARKINGS	2,200,000	1,800,000	0	0	0	400,000	HENNEPIN COUNTY	S7
2023		CSAH 22	002-622-036	BI	CSAH 22 AT RUM RIVER IN OAK GROVE-WIDEN BRIDGE #02546	1,974,907	1,436,296	0	0	0	538,611	ANOKA COUNTY	S19
2023		CSAH 32	179-020-045	RC	DUPONT AVENUE, CLIFF ROAD AND I-35W S RAMP IN BURNSVILLE-RAMP RECONSTRUCTION AND RELOCATION	3,619,220	2,632,000	0	0	0	987,220	BURNSVILLE	S10
2023		CSAH 33	010-633-047AC	SH	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 1 OF 1)	1,346,400	1,346,400	0	0	0	0	CARVER COUNTY	E3
2023		CSAH 35	002-635-012	SH	CSAH 35 (OLD CENTRAL) AT GARDENA AVE IN FRIDLEY - CONSTRUCT ROUNDABOUT	1,650,000	1,350,000	0	0	0	300,000	ANOKA COUNTY	E3
2023		CSAH 38	082-638-015	BT	CSAH 38 FROM 1st AVE/ 21ST ST TO OVERPASS AT 20TH ST IN NEWPORT-CONSTRUCT PEDESTRIAN/BICYCLE TRAIL	633,600	460,800	0	0	0	172,800	WASHINGTON COUNTY	AQ2
2023		CSAH 50	027-650-005	SH	CSAH 50 (REBECCA PARK TRAIL) FROM 0.13 MI W OF KOALA ST TO 0.11 MI E OF CSAH 92 (DOGWOOD ST) IN ROCKFORD AND GREENFIELD - ELIMINATE BYPASS LANES, RESTRIPE TO INTRODUCE LEFT TURN LANES AT KOALA AND STERLING, WIDE TO CONSTRUCT WB LEFT TURN LANE AT CSAH 92, INSTALL INTERSECTION LIGHTING, RAISED CENTER MEDIAN FOR PED REFUGE	495,000	405,000	0	0	0	90,000	HENNEPIN COUNTY	S10
2023		CSAH 52	027-652-042	BT	CSAH 52 FROM MAIN ST SE TO 8TH ST SE IN MPLS-BIKEWAY, ADA, SIGNAL MODIFICATIONS, INTERSECTION CROSSING IMPROVEMENTS	8,659,735	5,500,000	0	0	0	3,159,735	HENNEPIN COUNTY	AQ2

TABLE A-16
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2023		CSAH 610	189-020-024	MC	CSAH 610 FROM CSAH 30 TO MN 610 IN MAPLE GROVE- CONSTRUCT NEW FOUR-LANE DIVIDED HIGHWAY (CSAH 610), NEW BRIDGE OVER I94, SIGNAL IMPROVEMENTS, SIDEWALK, MULTI-USE TRAIL	22,524,700	7,000,000	0	0	0	15,524,700	MAPLE GROVE	A30
2023		CSAH 78	062-678-018	SH	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	912,621	746,690	0	0	0	165,931	RAMSEY COUNTY	E2
2023		CSAH 83	002-683-006	SH	CSAH 83 (ARMSTRONG BLVD) AT ALPINE DR IN CITY OF RAMSEY - CONSTRUCT ROUNDABOUT	1,650,000	1,350,000	0	0	0	300,000	ANOKA COUNTY	E3
2023		I 35E	6280-407	SC	I35E, AT CSAH 21 IN LITTLE CANADA - SIGNAL REPLACEMENT ON E AND W RAMPS	840,000	0	0	0	355,000	485,000	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	16,211,000	14,589,900	0	0	1,621,100	0	MnDOT	A30
2023		I 494	2785-433	BI	I494, OVER MN RIVER IN BLOOMINGTON - MILL AND OVERLAY BRIDGES 9217E AND 9217W, REPLACE BRIDGE SCULPERS, RESURFACE TRAIL	21,539,000	19,385,100	0	0	2,153,900	0	MnDOT	S19
2023		I 94	2781-485	BI	I94, ON PLYMOUTH AVE OVER I94 IN MPLS - REDECK BRIDGE 27796	3,970,000	3,490,200	0	0	387,800	92,000	MnDOT	S19
2023		I 94	8282-132	RC	I94, FROM MN120 IN OAKDALE TO ST CROIX RIVER IN LAKELAND - CONCRETE OVERLAY, TMS, DRAINAGE, SIGNING, LIGHTING, MEDIAN BARRIER AND ADA IMPROVEMENTS (AC PROJECT, PAYBACK IN FY24)	103,716,000	36,844,400	0	56,500,000	10,371,600	0	MnDOT	S10

TABLE A-16
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2023	I	94	8282-136AC	RB	I94, AT ST CROIX REST AREA IN W LAKELAND TWP - BUILDING AND SITE RECONSTRUCTION (AC PAYBACK 1 OF 1)	3,300,000	3,300,000	0	0	0	0	MnDOT	S15
2023	Local		019-090-024	BT	MINNESOTA RIVER GREENWAY FROM CEDAR AVE TO RR CORRIDOR WEST OF LONE OAK RD IN EAGAN-CONSTRUCT MULTI-USE TRAIL	4,823,500	3,508,000	0	0	0	1,315,500	DAKOTA COUNTY	AQ2
2023	Local		027-090-026	BT	MIDTOWN GREENWAY BETWEEN GARFIELD AVE AND HARRIET AVE IN MPLS - CONSTRUCT MULTI-USE TRAIL, RETAINING WALLS, ADA	1,540,000	1,120,000	0	0	0	420,000	HENNEPIN COUNTY	AQ2
2023	Local		082-596-007	BR	HELMO AVE IN OAKDALE AND BIELENBERG DRIVE IN WOODBURY-CONSTRUCT NEW BRIDGE OVER I94	6,050,000	4,400,000	0	0	0	1,650,000	WASHINGTON COUNTY	S19
2023	Local		090-595-016AC	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 (AC PAYBACK 1 OF 1)	585,000	585,000	0	0	0	0	MET COUNCIL	O1
2023	Local		107-591-006	BT	OLSON ELEMENTARY AND MIDDLE SCHOOLS PEDESTRIAN SAFETY PROJECT IN BLOOMINGTON-ROADWAY, DRIVEWAY AND SIDEWALK MODIFICATIONS	414,950	301,782	0	0	0	113,168	BLOOMINGTON	AQ2
2023	Local		109-090-002	EN	70TH AVE N FROM CAMDEN AVE N TO WEST RIVER RD IN BROOKLYN CENTER- CONSTRUCT 14-FOOT WIDE PEDESTRIAN / BICYCLE OVERPASS	2,616,130	1,902,640	0	0	0	713,490	BROOKLYN CENTER	AQ2
2023	Local		164-090-017	BT	FISH HATCHERY TRAIL FROM BATTLE CREEK PARK ENTRANCE AT US 61 TO THE INTERSECTION OF FISH HATCHERY RD/WARNER RD IN ST PAUL-RECONSTRUCT PED/BIKE TRAIL	3,048,100	2,216,800	0	0	0	831,300	SAINT PAUL	AQ2

TABLE A-16
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2023		Local	164-591-004	BT BRUCE VENTO ELEMENTARY SCHOOL PED/BIKE IMPROVEMENTS IN ST PAUL- CURB EXTENSIONS, BICYCLING FACILITY, SIDEWALK	1,158,476	842,528	0	0	0	315,948	SAINT PAUL	AQ2
2023		Local	204-133-005	RC TWIN LAKES RD FROM 0.1 M S OF 167TH AVE/US 10 INTERSECTION, EXTEND TWIN LAKES RD TO 171ST AVE. CONSTRUCT NEW ALIGNMENT OF YALE COURT NW IN ELK RIVER (ASSOCIATED SP 204-143-001)	5,240,000	2,000,000	0	0	0	3,240,000	ELK RIVER	????
2023		Local	2726-80AC4	BR 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	0	60,000	0	0	0	MnDOT	AQ2
2023		Local	2726-81AC2	BR STONE ARCH BRIDGE #27004 - HISTORIC BRIDGE OVER THE MISSISSIPPI RIVER IN MPLS - REPAIR PED/BIKE BRIDGE AND SCOUR MONITORING (AC PAYBACK 2 OF 2)	1,060,000	1,060,000	0	0	0	0	MnDOT	AQ2
2023		Local	TRS-TCMT-23C	TM CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN REDUCED VEHICLE MILES TRAVELED AND LIGHT DUTY VEHICLE EMISSIONS	4,375,000	3,500,000	0	0	0	875,000	MET COUNCIL MT	T1
2023		MN 100	2735-202	SC MN100, FROM MN55 IN GOLDEN VALLEY TO I694 IN BROOKLYN CENTER- SIGN REPLACEMENT	450,000	360,000	0	0	90,000	0	MnDOT	O8
2023		MN 252	109-010-007	MC MN 252 AT 66TH AVE N IN BROOKLYN CENTER- CONSTRUCT INTERCHANGE, CONVERT TO FREEWAY, CLOSE INTERSECTION AT 70TH AVE, MULTIUSE TRAIL, NOISE WALLS (ASSOCIATED TO 109-010-007F)	9,796,000	7,000,000	0	0	0	2,796,000	BROOKLYN CENTER	A30

TABLE A-16
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2023		MN 252	109-010-007F	MC	MN 252 AT 66TH AVE N IN BROOKLYN CENTER- CONSTRUCT INTERCHANGE, CONVERT TO FREEWAY, CLOSE INTERSECTION AT 70TH AVE, MULTIUSE TRAIL, NOISE WALLS (ASSOCIATED TO 109-010-007)	12,500,000	10,000,000	0	0	0	2,500,000	BROOKLYN CENTER	A30
2023		MN 252	2748-65	MC	MN252 FROM I94 TO MN610 AND ON I94 FROM DOWLING AVE TO MN252 IN MPLS, BROOKLYN CENTER AND BROOKLYN PARK - CONVERT MN252 TO A FREEWAY AND IMPROVE MOBILITY IN BOTH DIRECTIONS FROM MN610 TO DOWLING AVE	96,000,000	0	0	0	0	96,000,000	MnDOT	A30
2023		MN 36	6212-181	SC	MN36, AT FAIRVIEW INTERCHANGE IN ROSEVILLE - RECONSTRUCT RAMPS, DRAINAGE, PAVEMENT, CONCRETE MEDIAN, ADA IMPROVEMENTS AND SIGNALS	1,818,000	1,109,600	0	0	277,400	431,000	MnDOT	S10
2023		MN 36	8214-114MIT23	CA	MN36, OVER ST CROIX RIVER NEAR STILLWATER- MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	10,000	0	0	0	5,000	5,000	MnDOT	O1
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	1,839,000	1,311,200	0	0	327,800	200,000	MnDOT	S10
2023		MN 47	2726-78	RS	MN47, FROM MN65 TO JUST S OF 27TH AVE NE IN MPLS - BITUMINOUS MILL AND OVERLAY, SIDEWALKS, ADA CURB RAMPS	5,970,000	4,776,000	0	0	1,194,000	0	MnDOT	S10
2023		MN 50	1923-48	RS	MN50, FROM US52 IN HAMPTON TO US 61 IN DOUGLAS TWP - BITUMINOUS MILL AND OVERLAY	5,591,000	4,472,800	0	0	1,118,200	0	MnDOT	S10
2023		MN 65	0207-120	BI	MN65, AT ANOKA-CSAH 10 IN SPRING LAKE PARK - REHAB BRIDGES 9263 AND 9264	1,977,000	1,581,600	0	0	395,400	0	MnDOT	S19
2023		MN 97	8201-21	RC	MN97, FROM 0.24 MI E I35 IN COLUMBUS TO JUST W US61 IN FOREST LAKE - RECONSTRUCT BITUMINOUS PAVEMENT, BUS SHOULDERS, TURN LANES	7,140,000	5,712,000	0	0	1,428,000	0	MnDOT	S10

TABLE A-16
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2023		MN 97	8201-21S	SH	MN97, FROM 0.24 MI E I35 IN COLUMBUS TO JUST W US61 IN FOREST LAKE - TURN LANES	3,029,000	2,726,100	0	0	302,900	0	MnDOT	E1
2023	MSAS 101		141-101-001	MC	37TH AVE NE FROM STINSON BLVD TO CENTRAL AVE IN MPLS, COLUMBIA HEIGHTS AND ST ANTHONY-RECONSTRUCT ROADWAY, MULTIUSE TRAIL AND SIDEWALK	9,713,000	7,000,000	0	0	0	2,713,000	MINNEAPOLIS	S10
2023	MSAS 158		164-158-026	BT	KELLOGG BLVD FROM ST PETER ST TO JACKSON ST IN ST PAUL-INSTALL PROTECTED BICYCLE FACILITY	7,304,000	5,312,000	0	0	0	1,992,000	SAINT PAUL	AQ2
2023	MSAS 319		127-319-006	SH	53RD AVE FROM TH 65 TO 0.21 M W OF TH 65 IN FRIDLEY AND COLUMBIA HEIGHTS - EXTEND CENTER MEDIAN, CONSTRUCT TURNABOUT	893,200	730,800	0	0	0	162,400	FRIDLEY	E3
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	19,184,898	7,000,000	0	0	0	12,184,898	MINNEAPOLIS	S10
2023	Transit		TRS-TCMT-21A	TR	PURCHASE 9 EXPANSION 60-FOOT ARTICULATED BUSES, LARGER VEHICLE DOORS, AND TECHNOLOGY IMPROVEMENTS FOR HENNEPIN AVE CORRIDOR	8,750,000	7,000,000	0	0	0	1,750,000	MET COUNCIL MT	T10
2023	Transit		TRS-TCMT-23	TR	OPERATE TRANSIT SERVICE IMPROVEMENT ON ROUTE 68 FROM 14TH ST AND JACKSON ST TO 5TH AVE AND SOUTH AVE IN ST. PAUL, W ST. PAUL AND S ST. PAUL	4,477,388	3,581,910	0	0	0	895,478	MET COUNCIL MT	T1
2023	Transit		TRS-TCMT-23A	TR	PURCHASE THREE DIESEL BUSES AND UPGRADE STATIONS (WIDEN SIDEWALKS, ADD IMPROVED SHELTERS, INFORMATION, SECURITY, AND FURNISHINGS) ON ROUTE 6 IN MPLS	8,750,000	6,000,000	0	0	0	2,750,000	MET COUNCIL MT	T10
2023	Transit		TRS-TCMT-23B	TR	OPERATE TRANSIT SERVICE IMPROVEMENT ON HENNEPIN AVE, LYNDAL AVE, 31ST STREET, AND BRYANT AVE IN MPLS	2,613,518	2,090,814	0	0	0	522,704	MET COUNCIL MT	T1

TABLE A-16
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2023		US 10	0215-76AC	MC	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, NOISEWALLS AND ADA IMPROVEMENTS (AC PAYBACK 1 OF 1)	5,000,000	5,000,000	0	0	0	0	MnDOT	S19
2023		US 169	2750-97	SH	US 169 FROM 85TH ST IN BROOKLYN PARK TO WEST RIVER RD IN CHAMPLIN-INSTALL CABLE MEDIAN BARRIER	1,070,000	963,000	0	0	107,000	0	MnDOT	S9
2023		US 169	2772-118	BI	US169, BETWEEN EXCELSIOR BLVD IN HOPKINS AND W 28TH ST IN MINNETONKA/ST LOUIS PARK - REHAB ON BRIDGES 27255 AND 27586	120,000	96,000	0	0	24,000	0	MnDOT	S19
2023		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	3,173,000	0	0	0	3,173,000	0	MnDOT	S19
2023		US 169	2772-127	SC	US169, AT HENNEPIN-CSAH 3 (EXCELSIOR BLVD) IN MINNETONKA - SIGNAL REPLACEMENT ON E AND W RAMPS	660,000	0	0	0	330,000	330,000	MnDOT	E2
2023		US 169	7007-51	SH	US 169 FROM MN 19 IN BLAKELY TOWNSHIP TO MN 25 IN BELLE PLAINE- INSTALL CABLE MEDIAN BARRIER, CLOSE OR MODIFY ACCESS OR MEDIAN FOR UP TO 12 ACCESS/MEDIANS	2,000,000	1,800,000	0	0	200,000	0	MnDOT	S9
2023		US 169	7106-87	RC	US 169, RECONSTRUCT TH 101 TO 197TH AVE IN ELK RIVER, CONVERT TO FREEWAY. REPLACE BRIDGE NO 71002 NB OVER US 10	157,000,000	0	0	0	45,530,000	111,470,000	MnDOT	????

TABLE A-16
All Minnesota Projects (Except FTA Funded) by Route Number

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	AQ
2023		US 212	1013-101	RC	US212, FROM 0.14 MI W OF CSAH 36 IN COLOGNE TO 0.86 MI W JONATHAN CARVER PARKWAY IN CHASKA - BITUMINOUS MILL AND OVERLAY, CONCRETE PAVEMENT REHAB, REHAB BRIDGES 10021 AND 10022, DRAINAGE AND GUARDRAIL	10,984,000	8,787,200	0	0	2,196,800	0	MnDOT	S10
2023		US 212	1013-101S	SH	US212, FROM CSAH 36 W JCT IN COLOGNE TO E JCT IN DAHLGREN TWP- INSTALL CABLE MEDIAN BARRIER	580,000	522,000	0	0	58,000	0	MnDOT	S9
2023		US 52	1906-71	RC	US52, FROM 0.2 MI N OF CR 86 IN HAMPTON TWP TO 0.2 MI N OF CSAH 42 IN ROSEMOUNT - CONCRETE SURFACING, DRAINAGE, CABLE MEDIAN GUARDRAIL, AND REPAIR BR# 19033 AND 9675	61,936,000	49,548,800	0	0	12,387,200	0	MnDOT	S10
2023		US 61	6221-107	RS	US61, FROM E JCT MN5 IN ST PAUL TO 0.2 MI S ROSELAWN AVE IN MAPLEWOOD - BITUMINOUS MILL AND OVERLAY, DRAINAGE AND ADA IMPROVEMENTS	7,350,000	5,880,000	0	0	1,470,000	0	MnDOT	S10
Totals						3,243,741,617	1,394,021,503	635,422	178,704,373	492,350,841	1,178,114,900		

Twin Cities Metropolitan Area
2020 - 2023 Transportation Improvement Program

**TABLE A-17
WISCONSIN**

2020-2023 Transportation Improvement Program (TIP)														
TIP Number	Project Number	Project Elements	Project Sponsor	Project Description (street name, termini, type of work, length in miles, and funding program)	Phase						Funding Source and Cost Share			
						2020	2021	2022	2023	Total	Federal	State	Local*	Total
No projects in the Wisconsin part of the Urbanized Area.														

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Appendix B

Conformity Documentation Of the 2020-2023 Transportation Improvement Program to the 1990 Clean Air Act Amendments

Prepared May 3, 2019

Air Quality Conformity

Clean Air Act Conformity Determination

The Minneapolis-Saint Paul region is within an EPA-designated limited maintenance area for carbon monoxide. A map of this area, which for air quality conformity analysis purposes includes the seven-county Metropolitan Council jurisdiction plus Wright County and the City of New Prague, is shown on page B-9. The term "maintenance" reflects the fact that regional CO emissions were unacceptably high in the 1970s when the National Ambient Air Quality Standards (NAAQS) were introduced, but were subsequently brought under control. A second 10-year maintenance plan was approved by EPA on November 8, 2010, as a "limited maintenance plan." 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 Conformity Rule to verify that it does not result in emissions exceeding this current regional CO budget. A conforming TIP and TPP must be in place in order for any federally funded transportation program or project phase to receive FHWA or FTA approval.

The analysis described in the appendix has resulted in a Conformity Determination that the the 2020-2023 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

In 2010, the EPA approved a Limited Maintenance Plan for the maintenance area. A limited maintenance plan is available to former non-attainment areas which demonstrate that monitored concentrations of CO remain below 85% of the eight-hour NAAQS for eight consecutive quarters. MPCA CO monitoring data shows that eight-hour concentrations have been below 70% of the NAAQS since 1998 and below 30% of the NAAQS since 2004.

Under a limited maintenance plan, the EPA has determined that there is no requirement to project emissions over the maintenance period and that “an emissions budget may be treated as essentially not constraining for the length of the maintenance period because it is unreasonable to expect that such an area will experience so much growth in that period that a violation of the CO NAAQS would result.” No regional modeling analysis is required; however, federally funded projects are still subject to “hot spot” analysis requirements.

The limited maintenance plan adopted in 2010 determines that the level of CO emissions and resulting ambient concentrations continue to demonstrate attainment of the CO NAAQS. The following additional programs will also have a beneficial impact on CO emissions and ambient concentrations: ongoing implementation of an oxygenated gasoline program as reflected in the modeling assumptions used in the State Implementation Plan; 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; and 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. For all of these reasons, the Twin Cities CO maintenance areas will continue to attain the CO standard for the next 10 years.

Transportation Control Measures

Pursuant to the Conformity Rule, the Council reviewed the 2020-2023 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 2020-2023 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.

Donut areas: No regionally significant projects are planned or programmed for the City of New Prague. Regionally significant projects were identified for Wright County to be built within the analyses period of the Plan and incorporated into the conformity analysis.

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 April 2018.

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.

Although a small portion of the Twin Cities Metropolitan Area is a maintenance area for PM-10, the designation is due to non-transportation sources, and therefore is not analyzed herein.

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 2020-2023 Transportation Improvement Program, or;
- listed in the Transportation Policy Plan (Appendix C), or;
- identified for Wright County.

Each project was assigned to a horizon year (open by January of 2020, 2030 or 2040) and categorized in terms of potential regional significance and air quality analysis exemption as per Sections 93.126 and 93.127 of the Conformity Rule, using the codes listed in this appendix. The resulting list of regionally significant projects is shown below.

Horizon Year 2020

Strategic Capacity Enhancements

- I-494 – westbound lane from Concord Street through 7th Avenue
- Carver County 14 – new 2 lane divided highway from Carver County 43 to Carver County 11 in Victoria
- Wright County 39 – 2 to 4 lane expansion from Parish Avenue to Wright County 42 in Otsego
- US 169 at Scott County 14 – new interchange
- MN 97 at I-35 – expanding MN 97 through interchange area
- Washington County 13 – add southbound 3rd lane from 3rd Street to Hudson Road
- MN 41 – 4 to 3 lane conversion from Minnesota River to East 5th Street
- East Waconia Bypass – new 2-lane arterial from Carver County 10 to MN 5
- TH 5 from 94th St to Birch St in Waconia: Widen to 4-lanes
- TH 62 from France Ave to Xerxes: Construct EB auxillary lane
- TH 55 from Plymouth Blvd to Vicksburg Ln in Plymouth, Construct WB auxillary lane.
- MN 41 between US 212 and CSAH 14: Reconstruction and expansion
- I-35W in Burnsville: Add Auxilliary lanes between Black Dog Rd and 106th Street
- I-494 in South St Paul and Inver Grove Heights: Add Auxillary lanes between Hardman Ave and Bovey Ave.
- I-35W from CR C in Roseville to Lexington Ave in Blaine: Construct MNPASS Lane-694 in Arden Hills: Construct 2 lane entrance ramp from US 10 to EB694
- US 10 from SB I-35W to CSAH 96 in Arden Hills: Construct two lane exit from I-35W, construct auxillary lane on US 10.
- US 169 from MN 41 to Scott County Road 69 in Jackson Twp: Construct Frontage road
- I-694 in Oakdale - auxiliary lane SB from 10th St to I-94
- MN 36 at Hadley Ave in Oakdale: Construct interchange
- US 169 at MN 41 in Jackson Twp: Construct interchange

Transitway System

- METRO Orange Line
- Arterial BRT along Penn Ave in Brooklyn Center and Minneapolis

Other Regionally Significant Transit Expansion

- Stillwater Park and Ride at TH 36

2011 Regional Solicitation Selected Projects

- St. Paul East 7th Street: Limited stop transit service demonstration
- 105th Ave: extension to 101st Ave W of I-94 in Maple Grove
- Lake Street and I-35W
- TH 149: from TH 55 to just N of I-494 in Eagan-reconstruct from 4-lane to 5-lane
- Anoka CSAH 11: from N of Egret Blvd to N of Northdale Blvd - reconstruction of CSAH 11 (Foley Blvd) as a 4-lane divided roadway
- Hennepin CSAH 34: from W 94th St to 8500 Block in Bloomington - reconstruction of CSAH 34 (Normandale Blvd) as a 4-lane divided roadway
- *Hennepin CSAH 53: from just W of Washburn Ave to 16th Ave in Richfield-reconstruct to a 3-lane section center turn lane, raised concrete median, signal replacement, sidewalks, on-road bikeways
- Hennepin CSAH 81: from N of 63rd Ave N to N of CSAH 8 in Brooklyn Park - reconstruct to a multi-lane divided roadway
- Hennepin CSAH 35: from 67th St to 77th St in Richfield-reconstruct including transit, bicycle, and pedestrian facilities
- Scott CSAH 17: from S of CSAH 78 to N of CSAH 42 - reconstruct as a 4-lane divided roadway
- Anoka CSAH 116 from east of Crane St through Jefferson St – reconstruct to 4-lane divided roadway

2014 Regional Solicitation Selected Projects

- Scott County: TH 169 and TH 41 interchange
- Eagan: Reconstruction of CSAH 31 from I-35E to Northwood/Central Parkway
- Washington County: TH 36/Hadley interchange
- Washington County: CSAH 13 expansion
- Hennepin County: CSAH 81 expansion
- Anoka County: CSAH 78 expansion from 139th Ln to CSAH 18
- Carver County: TH 41 expansion
- St. Louis Park: Beltline Park and Ride
- Metro Transit: Route 62 service expansion
- MVTA: 169 connector service
- Metro Transit: Route 2 service expansion
- Metro Transit: Emerson-Fremont Ave corridor bus and technology improvements

- Metro Transit: Chicago Ave corridor bus and technology Improvements

2016 Regional Solicitation Selected Projects

- Louisville Township: US 169 and CSAH 14 interchange
- Dayton: Brockton lane interchange
- Roseville: Snelling Avenue expansion
- Washington County: MN 36 and Manning Avenue interchange
- Richfield: 77th Street underpass of CSAH 77

Projects Outside of Metropolitan Planning Area, Inside Maintenance Area

- I-94: from MN 25 to CSAH 18 – reconstruction including addition of auxiliary lanes
- CSAH 19 in Alberville: Extend Multilane Roadway from Lamplight Dr to N of 70th St

Horizon Year 2030

MnPASS Investments | Horizon Year 2030

- I-35W from MN 36 to US 10 – construct MnPASS lane
- I-35W from MN36 to Anoka CSAH 17 – construct MnPASS lane
- I-94 from Cedar Avenue to Marion Street – construct MnPASS lane
- I-494 – add a MnPASS lane along eastbound from France Avenue to MN 77 and westbound from MN 77 to I-35W
- I-35W – add a southbound MnPASS lane from MN 36 through University Avenue SE
- I-35W MnPASS Southbound from downtown Minneapolis to 46th St.
- MN 252 and I-94 from MN 610 to Dowling Ave – construct MnPASS lane

Transitway System

- METRO Blue Line extension
- METRO Gold Line dedicated BRT
- Arterial BRT along Chicago Avenue and Emerson and Fremont avenues in Brooklyn Center, Minneapolis, Richfield, and Bloomington
- METRO Red Line Stage 2 improvements including extension of BRT service to 181st Street in Lakeville
- Riverview Modern Streetcar
- METRO Rush Line dedicated BRT
- Arterial BRT along Lake Street and Marshall Avenue
- METRO Green Line extension

Other Regionally Significant Transit Expansion

- US 52, at MN 50 in hampton, in the NW quadrant- expand park and pool lot

2018 Regional Solicitation Selected Projects

- MN 252 at CSAH 109 in Brooklyn Park – grade separation, retaining walls

- CSAH 26 FROM TH 55 in Eagan to MN 3 in Inver Grove Heights – expand from 2-lane to divided 4-lane roadway
- CSAH 51 from Shepard Road to West 7th St in St. Paul – Lexington Parkway extension
- CSAH 610 from CSAH 30 to MN 610 in Maple Grove – construct new four-lane divided highway (CSAH 610), new bridge over I-94
- CSAH 103 from 85th Ave to 93rd Ave in Brooklyn Park – reconstruct, 2-lane to 4-lane conversion, turn lanes
- US 10/169 from Anoka/Ramsey city limits to Green Haven Rd/Main St interchange-reconstruct, grade separate intersections at Fairoak Ave and Thurston Ave, improve frontage and supporting road configurations to Main St and Thurston Ave

Projects Outside of Metropolitan Planning Area, Inside Maintenance Area

- Wright CSAH 19 from Lamplight Dr to N of 70th St in Albertville – extend multilane roadway
- Wright CSAH 19 from Chestnut Ave SE to Ash Ave NE in St. Michael – roadway expansion

Strategic Capacity Enhancements

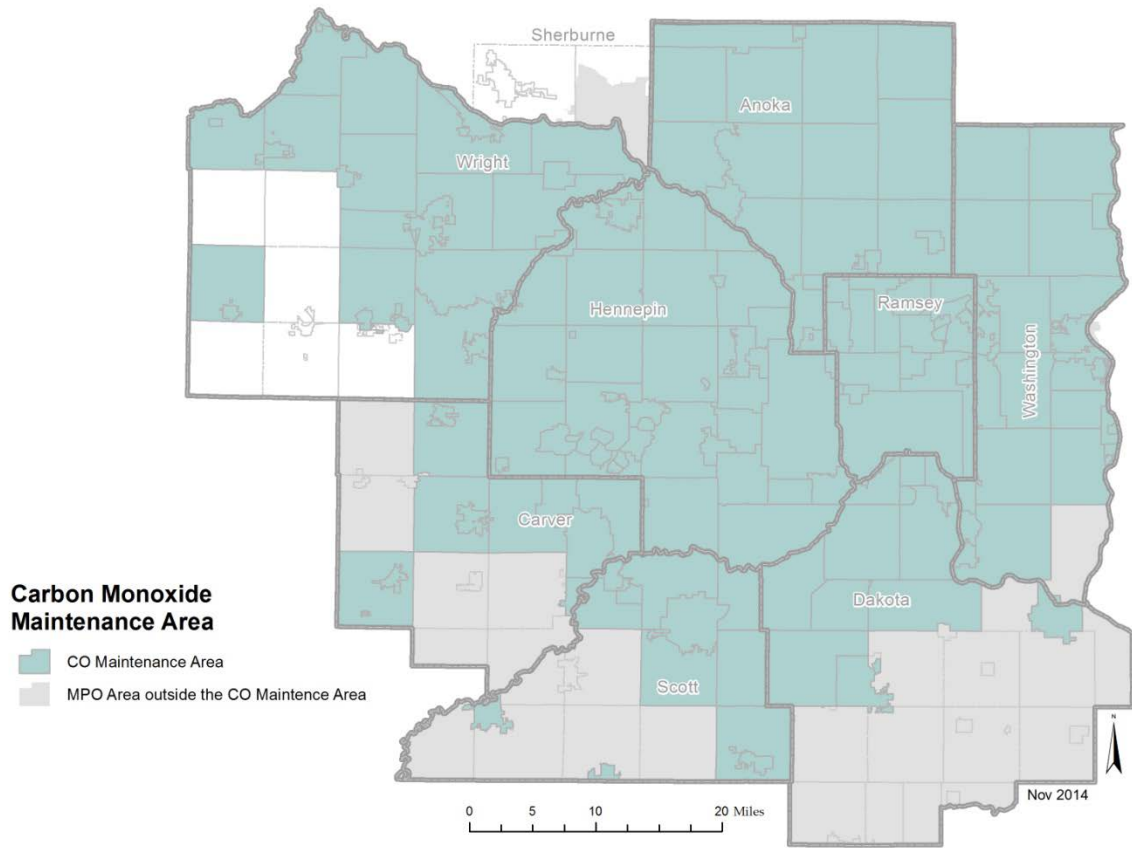
- US 169 – convert arterial to freeway from US 10 to 197th Avenue
- I-94 – expand from 4 to 6 lanes between TH 41 and Wright County 19 include interchange improvements at MN 241, Wright County 37 and Wright County 19
- I-35W – northbound lane from Cliff Road to north of Mississippi River
- I-494 – southbound lane from eastbound I-94 to Tamarack Road in Woodbury
- MN 51 – lane add northbound from CR B2 through Lydia Street
- Carver County 10 – 2 to 4 lane expansion from Clover Ridge Drive to Carver County 11 in Chaska
- Carver County 10 – 2 to 4 lane expansion from MN 41 to US 212
- Carver County 10 – 2 to 4 lane expansion from Carver County 11 to Carver County 43
- Carver County 11 – 2 to 4 lane expansion from 6th Street to US 212 in the City of Carver
- Carver County 18 – new 2-lane arterial from Bavaria Road to MN 41
- Dakota County 26 – 2 to 4 lane expansion from MN 55 to MN 3
- Dakota County 70 – 2 to 4 lane expansion from east of I-35, east of Kenrick Avenue to Cedar Avenue/Dakota County 50
- Scott County 27 – 2 to 4 lane expansion from Scott County 21 to Scott County 44
- Scott County 42 – 2 to 4 lane expansion from Scott County 17 to Scott County 83
- US 212 at Carver County 44 – new ramps to and from the north at an existing overpass
- I-94, from MN 101 in Rogers to I-494 in Maple Grove: add EB and WB lanes between MN 610 and MN 101

- I-494 from Eash Bush Lk Rd to MN 100 EB, France Ave to MN 77 EB and from MN 77 to I-35W both directions in Bloomington – improve mobility, and on I-35W NB to WB I-494 complete Phase 1 turbine interchange, direction ramp
- US 169 at 101st Ave in Brooklyn Park - construct interchange
- MN 41 from S of Minnesota River bridge to Walnut St in Chaska – improve intersection at CSAH 61
- MN 252, at 66th Ave N in Brooklyn Center-construct interchange, convert to freeway, close intersection at 70th Ave
- CSAH 83 from US 169 north ramp to south of 4th Ave E in Shakopee-reconstruct to urban 4-lane divided roadway
- Reconstruct CSAH 21/TH 13 intersection in Prior Lake including on CSAH 21 from West Ave intersection to Franklin Trail E of MN 13 -reconstruct intersection with Main Ave to 3/4 intersection, roundabouts at TH 13 & Arcadia Ave intersection, ¾ intersection at TH 13 & Pleasant St
- MN 13 and Dakota Ave in Savage, from W of Dakota Ave to E of Yosemite- grade separated interchange at Dakota Ave, frontage roads and access ramps
- US 10, from W City of Anoka border to EB entrance ramp from W Main St. Includes new interchange with bridges at Thurston Ave, grade separation at Fairoak with bridge and supporting roadways on north and south side of US 10
- CSAH 70, from 0.36 mi E of I-35 to CSAH 23 in Lakeville- expand 2 to 4 lane
- I35W, from W 106th St to 0.1 Mi S of W 82nd St in Bloomington – construct auxiliary lanes
- MN252 from I-94 to MN 610 and on I-94 from Dowling Ave to MN 252 in Minneapolis, Brooklyn Center and Brooklyn Park – convert MN252 to a freeway and improve mobility in both directions from MN 610 to Dowling Ave
- US 212 from Carver (CSAH 11) to Cologne (CSAH 36)- expand 2 lane to 4 lane
- CSAH 14 from Lexington Ave NE (CSAH 17) to 0.23 mi E of Lever St in Blaine - reconstruct from 2 to 4 lane

Horizon Year 2040

- No projects identified

Figure E-1: Carbon Monoxide Maintenance Area



Letter from MPCA

Insert Letter Here

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Insert Letter Here

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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-20: Action Year 2020
- A-30: Action Year 2030
- A-40: Action Year 2040

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Appendix C

Metropolitan Council Transportation Improvement Program (TIP) Amendments: Streamlined Process

Conditions for Using a Streamlined Amendment Process

Any project that meets all of these criteria:

- 1) The federal funding for the project is from a program not administered by the Transportation Advisory Board and the Metropolitan Council.
- 2) The project is consistent with the adopted Transportation Policy Plan.
- 3) The project is not a regionally-significant project* or is a regionally-significant project currently in the TIP but is not changing the scope or any other elements that would potentially change the air quality conformity determination.

OR

For projects funded through the Transportation Advisory Board and the Metropolitan Council, any project that meets these criteria as well as criteria 2 and 3 above:

- 4) The project does not relate to a scope change before the committee.
- 5) The project changes do not relate to solicitation scoring based on cost effectiveness.

Process

The TIP amendment request is submitted as usual. Council staff will review each amendment request for these criteria. The Minnesota Interagency Air Quality and Transportation Planning Committee will, in its review of the project for air quality conformity determination, clarify if the project would be eligible for the streamlined process criterion for regional significance (#3). If the project meets the overall criteria, Met Council staff emails the request for streamlining to the TAC Executive Committee, which approves or denies the streamlined process by email. If approved, the amendment moves as an action directly to TAB. If denied, the amendment would move through the full five-committee Council process (TAC Funding & Programming Committee, TAC, TAB, Transportation Committee, and the Metropolitan Council). Information about streamlined amendments could be presented as information to the Funding and Programming Committee and TAC.

Example projects that could use this process:

- Congressional earmarks
- Projects funded through statewide programs, such as Section 5310 transit projects or Safe Routes to School (before 2017).
- Cost increases that do not affect the federal amount or project scope.

*In this context, “regionally significant” refers to the air quality conformity definition, which is: *“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 alternatives to regional highway travel." [EPA Transportation Conformity Rules 93.101]

A project is generally considered regionally significant in the Twin Cities maintenance area if:

- It adds one or more travel lanes for over one mile,*
- It involves the addition of an interchange, or*
- It involves the reconfiguration of an interchange such that a movement is added or eliminated."*
- [Transportation Conformity Procedures for Minnesota: A Handbook for Transportation and Air Quality Professionals, Minnesota Interagency Air Quality and Transportation Planning Committee]*

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Appendix D

Potential Changes to the Draft TIP

The project tables shown in the Transportation Improvement Program (TIP) are the result of an extensive effort undertaken by the Minnesota Department of Transportation. The attached draft shows the status of projects as of mid-April. In the meantime, project sponsors continue to refine project scopes and cost-projections. Due to ongoing efforts some projects are expected to change.

- 010-596-012 and 010-596-012F. Double-counting was recently discovered. For the final TIP, 010-596-102 will be reduced from \$42,487,200 to \$23,737,200 and 010-596-102F will be reduced from \$41,296,000 to \$18,750,000.
- 164-030-016 be split into two phases:
 - 164-235-024, 2021. Concord St. at TH 52; Revise traffic signals (Associated to SP 6219-07, AC Payback in 2023). \$500,000 Total (\$400,000 CMAQ)
 - 164-030-016, 2023. 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, RECONSTRUCT AND MODIFY TRAFFIC SIGNAL. \$1,515,000 Total (\$1,065,600 CMAQ)
- The Following changes to MnDOT's Mobility Management projects:
 - Removal of TRF-051-20, TRF-9056-20, and TRF-9917-20.
 - Moving the following projects from 2021 to 2020 (CY 2021 will be added to the description): TRF-0051-21, TRF-9056-21, and TRF-9917-21.
 - Moving the following projects from 2022 to 2021 (CY 2022 will be added to the description): TRF-0051-22, TRF-9056-22, and TRF-9917-22.
 - Moving the following projects from 2023 to 2022 (CY 2023 will be added to the description): TRF-0051-23, TRF-9056-23, and TRF-9917-23.

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Twin Cities Metropolitan Area

Draft 2020-2023 Transportation Improvement Program

Technical Advisory Committee
June 5, 2019



What is a TIP?

- Four-year list of transportation projects funded in whole or part with federal funding
- Must include all projects funded with federal transportation funds and projects that affect air quality prioritized by year
- Required for all Metropolitan Planning Organizations (MPOs)
- Incorporated into MnDOT's Statewide Transportation Improvement Program (STIP)

Key Criteria for TIP and Amendment Approvals

- Consistent with expected funding level – fiscally balanced
- Consistent with regional Transportation Plan (TPP)
- In conformity with Clean Air Act requirements
- Opportunity for public input

Schedule for 2020-2023 TIP

- TAB approves draft for public review – June 19, 2019
- Public review/comment period ends – Aug 9, 2019
- TAB considers comments, approval – Aug 21, 2019
- Transportation Committee – September 9, 2019
- Metropolitan Council concurrence – September 25, 2019
- MnDOT inclusion into STIP – September/October, 2019
- Federal approvals – November 2019

Source of Funds - Summary

- Federal Highway – \$1.3 Billion
- Federal Transit – \$1.3 Billion
- Property Tax and State Taxes – \$2.0 Billion
- Trunk Highway – \$466 million
- **TOTAL ~ \$5 Billion**

Questions

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Planning & Programming Guide

June 5, 2019

Technical Advisory Committee



Background

- First written in 2012.
- Intended to build off MOU between the Council and MnDOT.
- Does not change the MOU, only fills in the details.
- MOU was re-written and brought through the committees in early 2018.
- No action needed on the Planning & Programming Guide.
- Feedback on missing components appreciated.

**THE MINNESOTA DEPARTMENT OF TRANSPORTATION (MNDOT) and THE METROPOLITAN COUNCIL
(COUNCIL)**

The purpose of this MOU is to document and agree to carry out a continuing, cooperative, and comprehensive (3C) metropolitan transportation planning and programming process as defined and required by federal law (49 USC 5303 and 5304.) and the U.S. Department of Transportation regulations 23 CFR 450; 23 USC 134 and 135.

Chapter 1 - Participants

- Metropolitan Council
- TAB
- TAC
- MnDOT
- MPCA
- MAC
- Transit Providers
- Counties and Municipalities
- Residents
- USDOT
- Tribal Relations

Chapter 2 – Planning Documents

- Regional Development Guide (Thrive MSP 2040)
- Transportation Policy Plan
- Unified Planning Work Program
- Minnesota Go
- Statewide Multimodal Transportation Plan
- Minnesota State Highway Investment Plan (MnSHIP)

Chapter 3 – Funding and Programming Process

- Federal Funding
- Regional Solicitation
- Transportation Improvement Program (TIP)
- State Transportation Improvement Program (STIP)

Chapter 4 – Activities that Support Planning and Programming

- Congestion Management Process (CMP)
- Air Quality Conformity Determination Process
- Performance Measures and Targets
- Highway Functional Classification Designation Process
- Travel Forecasting Process
- Public Participation
- State Requirements and Procedures
- Transit Plans and Studies

Transportation Advisory Board

of the Metropolitan Council of the Twin Cities

INFORMATION ITEM

DATE: May 24, 2019

TO: Technical Advisory Committee

PREPARED BY: Joe Barbeau, Senior Planner (651-602-1705)
Steve Peterson, Manager of Highway Planning and TAC/TAB Process (651-602-1819)
Elaine Koutsoukos, TAB Coordinator (651-602-1717)

SUBJECT: 2020 Regional Solicitation: Simple Changes

Feedback collected during and following the 2018 Regional Solicitation points to several potential improvements to the process. Some of these, including Equity (Measure 3A in all categories) and inclusion of the Regional Bicycle Barriers Study in the Gaps and Barriers measure (Measure 4A in the Multiuse Trail and Bicycle Facilities category) are ongoing and not included in the below discussion.

General Considerations

Federal Minimum and Maximum Funding amounts

Since the 2018 Regional Solicitation, several suggestions have been made regarding changes to the minimum and maximum federal funding awards. This includes potentially reducing the maximum Multiuse Trails and Bicycle Facilities award and increasing the maximum Roadway Expansion reward.

Modes	Application Categories	Minimum Federal	Maximum Federal
Roadways Including Multimodal Elements	Roadway Expansion	\$1,000,000	\$7,000,000
	Roadway Recon / Mod and Spot Mobility	\$1,000,000	\$7,000,000
	Traffic Management Technologies	\$250,000	\$7,000,000
	Bridge Rehabilitation/Replacement	\$1,000,000	\$7,000,000
Transit and TDM Projects	Transit Expansion	\$500,000	\$7,000,000
	Transit Modernization	\$100,000	\$7,000,000
	Travel Demand Management (TDM)	\$75,000	\$500,000
Bicycle and Pedestrian Facilities	Multiuse Trails and Bicycle Facilities	\$250,000	\$5,500,000
	Pedestrian Facilities	\$250,000	\$1,000,000
	Safe Routes to School	\$150,000	\$1,000,000

ADA Transition Plan - Qualifying

In 2018, a public agency needed to have an Americans with Disabilities Act (ADA) transition plan or “be substantially working towards...” completion to qualify. The plan then, and now, was to require a completed plan.

Origination of the Project

A new qualifying criterion is proposed that would require applicants to describe how the transportation problem was identified at the project location, how the potential solution was identified instead of other options, and the public involvement completed to date on the project.

Some Funding & Programming Committee members expressed concern with the effort potentially required to complete this response. Staff envisions it as a paragraph. This would be a “trial run” in 2020 that would not result in any disqualifications.

Leveraging Local and Other Resources

The recent survey responses included some sentiment for awarding points to applications that have leveraged other funds. This could be a new measure under the Cost Effectiveness criterion. Some questions about this include:

- In which application categories would this be included? Only roadway applications?
- How many points would it be worth? It is currently shown as a part of the existing cost effectiveness measure where applicants would get the higher of the two scores (i.e., cost effectiveness or leveraging other resources)

Funding & Programming Committee members expressed sentiment that this would only be appropriate for the roadway funding categories.

Multimodal Elements Scoring Tweak

Many funding categories include within their Multimodal Elements and Existing Conditions measure the following: “Scorers should make sure that new multimodal elements described in the response are accounted for on the cost estimate form earlier in the application.” This has been confusing to scorers, who can score the measure just as well by reading the narrative. The application may still ask for inclusion of these elements in the cost estimate as a way to track multimodal investment requests, but it should be removed from the scoring guidance.

Roadways

Spot Mobility Category

Spot mobility projects (e.g., at-grade intersection improvements, turn lanes, roundabouts, reduced conflict intersections) can serve as cost-effective improvements to regional mobility and tie directly to the TPP. A \$3.5 million maximum award would be sufficient to fund most such projects, but more input is requested.

Funding & Programming members suggested that this category could serve to provide some geographic balance. There was also discussion that this category could have some overlap with MnDOT’s Local Partnership Program (LPP), which funds low-cost mobility projects. LPP is about \$3 million annual, funding six-to-10 projects.

Bridges

The Bridge application category is proposed to be folded into the Roadway Reconstruction and Modernization application category. Bridges would remain eligible for funding.

While bridge projects and other projects could be scored differently within measures when appropriate, Funding & Programming Committee members questioned the ability of bridge applications to compete with other roadway projects. Currently, infrastructure condition is worth 400 points in the Bridge category, as opposed to only 150 points in the Roadway Reconstruction and Modernization category. Other measures are likely to favor non-bridge projects. Staff will analyze the two applications closer to see where additional adjustments might be made if they are merged into one application type. If the bridge category remains, members agreed that removing the \$10M set-aside for bridge projects would be helpful in putting together a variety of funding scenarios for TAB. This change would provide more flexibility and be consistent with the way other application categories are treated.

Congestion Management Process

Since the previous Regional Solicitation, the Congestion Management Process (CMP) Plan has been completed and could be included as part of Measure 1A, which measures level of congestion in the Roadway Expansion and Roadway Reconstruction/Modernization categories.

Connection to Total Jobs, Manufacturing/Distribution Jobs, and Students

Survey feedback indicated that the “**Connection to Total Jobs, Manufacturing/Distribution Jobs, and Students**” measure within the “Role in the Regional Transportation System and Economy” criterion could be removed from roadways funding categories, given that the distance traveled via automobile tends to be longer than by bus or non-motorized transportation. Funding & Programming members were split on this idea.

Multiuise Trails and Bicycle Facilities – Prioritizing Criteria and Measures

Measure 2B: Snow and Ice Control

The measure reads: “Confirm that the applicant and/or controlling jurisdiction has a maintenance plan or other policy that mandates snow and ice control to promote year-round usage.” Fifty points were awarded for inclusion of (or reference to) a maintenance plan or policy for snow-removal for year-round use. Otherwise, no points were awarded.

This was a new measure in 2018 and was included after lengthy discussion that included the possibility of using it as a qualifying criterion. Its inclusion was based on the notion that the trails funded by TAB should be for year-round bicycle and pedestrian transportation. Applicants and scorers found the measure confusing in terms of what documentation should be provided and where to draw the line between a scoring and non-scoring application.

Possible Solutions:

- Allow for partial scoring, as opposed to the “all-or-none” method used in 2018.
- Other ways to clarify or specify what needs to be provided and what results in points?

Funding & Programming Committee members shared various thoughts on this issue. These include: the language needs to be more specific regarding what the applicant needs to provide; the category should remain an all-or-none score; a letter stating that the specific trail will be maintained in the winter should be provided; and snow removal should be a qualifying requirement. There was a level of agreement that the applicant should submit a letter from the agency responsible for trail maintenance that commits them snow and ice control if awarded funding.

Safe Routes to School Measures

Measure 2B: Student Population

The measure reads: “Student population within one mile of the elementary school, middle school, or high school served by the project.” In 2018, applicants interpreted this in various ways:

- Students at the school(s) in question
- Children in the age group of the school(s) in question
- Children between 5 and 18 years old
- All children below 18 years old.
- Within a mile of the project vs. within a mile of the school(s) (i.e., students to the west of a school are not served by a project to the east of the school)

The inconsistency was not able to be reconciled during the scoring period and was therefore nullified. Options to clarify one consistent way to measure this include:

- Students at the school(s) in question. Are schools able to track how many students live within a mile?
 - Within a mile of the school(s)
 - Within a mile of the project
 - Within a mile of both the school(s) and project
- Children in the age group of the school(s) in question
- Children (between 5 and 18 years or 18 and below)
- Total population

Roadway Expansion Strategic Capacity – Prioritizing Criteria and Measures

May 17, 2019

Definition: A roadway project that adds thru-lane capacity (~~is~~ described as a Regional Mobility project under Strategic Capacity Enhancements in the TPP). Projects must be located on a non-freeway principal arterial or A-minor arterial functionally-classified roadway, consistent with the latest TAB approved functional classification map. However, A-minor connectors cannot be expanded with new thru-lane capacity with these federal funds per regional policy ~~and must apply in the Reconstruction/Modernization and Spot Mobility application category.~~

Examples of Roadway Expansion Projects:

- New roadways
- Two-lane to four-lane expansions
- Other thru-lane expansions (excludes additions of a continuous center turn lane)
- Four-lane to six-lane expansions
- New interchanges with or without associated frontage roads
- Expanded interchanges with either new ramp movements or added thru lanes
- New bridges, overpasses and underpasses

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	210	19%
Measure A - <u>Congestion Management Process</u> , Level of <u>Adjacent Congestion</u> , and-or Principal Arterial Intersection Conversion Study Priorities	80	
Measure B - Project Location Relative to Jobs, Manufacturing, and Education	50	
Measure C - Regional Truck Corridor Study Tiers	80	
2. Usage	175	16%
Measure A - Current daily person throughput	110	
Measure B - Forecast 2040 average daily traffic volume	65	
3. Equity and Housing Performance	100	9%
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	30	
Measure B - Housing Performance Score	70	
4. Infrastructure Age	40	4%
Measure A - Date of construction	40	
5. Congestion Reduction/Air Quality	150	14%
Measure A - Vehicle delay reduced	100	
Measure B - Kg of emissions reduced	50	
6. Safety	150	14%
Measure A - Crashes reduced	150	
7. Multimodal Elements and Existing Connections	100	9%
Measure A - Transit, bicycle, or pedestrian project elements & connections	100	
8. Risk Assessment	75	7%
Measure A - Risk Assessment Form	75	
9. Cost Effectiveness	100	9%

Measure A - Cost effectiveness (total points awarded/total project cost)or 100
leveraging local and outside resources (total points awarded/award
requested)

Total **1,100**

1. Role in the Regional Transportation System and Economy (210 Points) – Tying regional policy (Thrive MSP2040) to the Regional Solicitation, this criterion measures the project’s ability to serve a transportation purpose within the regional transportation system and economy based on the Congestion Management Process speed data, congestion levels along the regional transportation system near the project, how it aligns with the Principal Arterial Intersection Conversion Study, ~~how it connects to employment, manufacturing/distribution-related employment, and students~~, and how it aligns with the Regional Truck Corridor Study.

A. **MEASURE:** Identify the level of congestion within the project area. This measure uses speed data as was used as part of the Congestion Management Process (CMP) Plan. It is anticipated that the CMP Plan will be further incorporated into the Regional Solicitation as part of the 2022 Regional Solicitation funding cycle. Also, identify the level of congestion on a parallel route and how the project area is prioritized in the Principal Arterial Intersection Conversion Study. Respond to each of the two-three sub-sections below. Projects will get the highest score of the two-three sub-sections-sections.

Congestion within Project Area: Congestion Management Process:

The measure will analyze the level of congestion within the project area. Council staff will provide travel speed data on the “Level of Congestion” map. The analysis will compare the peak hour travel speed within the project area to free-flow conditions.

RESPONSE:

- Free-Flow Travel Speed: _____
- Peak Hour Travel Speed: _____
- Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation): _____

Upload the “Level of Congestion” map used for this measure.

Congestion on adjacent Parallel Routes:

The measure will analyze the level of congestion on an adjacent parallel A-minor arterial or principal arterial to determine the importance of the roadway in managing congestion on the Regional Highway System. Council staff will provide travel speed data on an applicant-selected adjacent parallel route that is adjacent to the proposed project on the “Level of Congestion” map. The analysis will compare the peak hour travel speed on an adjacent parallel route to free-flow conditions on this same route to understand congestion levels in the area of the project, which correlates to the role that the project plays in the regional transportation system and economy. The applicant must identify the adjacent parallel corridor as part of the response. The end points of this adjacent parallel corridor must align as closely as possible to the project end points.

RESPONSE:

- Adjacent Parallel Corridor: _____
- Adjacent Parallel Corridor Start and End Points: _____
- Free-Flow Travel Speed): _____
- Peak Hour Travel Speed: _____
- Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (calculation): _____

Upload the “Level of Congestion” map used for this measure.

Principal Arterial Intersection Conversion Study:

The measure relies on the results of the Principal Arterial Intersection Conversion Study, which prioritized non-freeway principal arterial intersections. In addition to interchange projects, other lane expansion projects that make improvements to a low-, medium-, or high-priority intersection can also earn points in this measure.

Use the final study report for this measure: metro council.org/PAICS

RESPONSE (Select one for your project, based on the Principal Arterial Intersection Conversion Study):

- Proposed interchange or at-grade project that reduces delay at a High Priority Intersection: (80 Points)
- Proposed at-grade project that reduces delay at a Medium Priority Intersection: (60 Points)
- Proposed at-grade project that reduces delay at a Low Priority Intersection: (50 Points)
- Proposed interchange project that reduces delay at a Medium Priority Intersection: (40 Points)
- Proposed interchange project that reduces delay at a Low Priority Intersection: (0 Points)
- Not listed as a priority in the study: (0 Points)

SCORING GUIDANCE (80 Points)

Due to the ~~two~~-~~three~~ scoring methods, more than one project can score the maximum points. In order to be awarded points for this measure the proposed project itself must show some delay reduction in measure 5A. If the project does not reduce delay, then it will score 0 points for this measure.

Congestion within Project Area: The applicant with the most congestion within the project area (measured by the largest percentage decrease in peak hour travel speeds relative to free-flow conditions) will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored showed a 5% decrease of travel speeds in the peak hour relative to free flow conditions and the top project had a 10% reduction, this applicant would receive $(5/10)*80$ points, or 40 points. If the project covers more than one segment of speed data, the applicants can use the one that is most beneficial to their score.

Congestion on adjacent Parallel Routes: The applicant with the most congestion on an adjacent parallel route (measured by the largest percentage decrease in peak hour travel speeds relative to free-flow conditions) will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored showed a 5% decrease of travel speeds in the peak hour on the adjacent parallel route relative to free flow conditions and the top project had a 10% reduction, this applicant would receive $(5/10)*80$ points, or 40 points. Applicants can use the adjacent parallel route that is most beneficial to their score.

Principal Arterial Intersection Conversion Study: Projects will be scored based on their Principal Arterial Intersection Conversion Study priorities.

The scorer will assess if the applicant would score highest with congestion on the adjacent parallel routes part of the measure or the Principal Arterial Intersection Conversion Study part of the measure and give the applicant the highest of the two scores out of a maximum of 80 points. However, all interchange projects must only use the scoring output from the Principal Arterial Intersection Conversion Study.

Note: Due to the use of multiple sub-sections, ~~two~~-~~multiple~~ applicants may receive the full 80 points.

B. Reference the “Regional Economy” map generated at the beginning of the application process. Report the existing employment, manufacturing/distribution-related employment, and post-secondary students enrolled within one mile, as depicted on the “Regional Economy” map.

RESPONSE (Data from the “Regional Economy” map):

- Existing Employment within 1 Mile: _____ (Maximum of 50 points)
- Existing Manufacturing/Distribution-Related Employment within 1 Mile: _____ (Maximum of 50 points)
- Existing Post-Secondary Students within 1 Mile: _____ (Maximum of 30 points)

Upload the “Regional Economy” map used for this measure.

SCORING GUIDANCE (50 Points)

All Census block groups that are included within or intersect the buffer area around the project will be included.

The applicant with the highest existing total employment will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 workers within one mile and the top project had 1,500 workers, this applicant would receive $(1,000/1,500)*50$ points or 33 points.

The applicant with the highest existing manufacturing/distribution-related employment will receive the full points. Remaining projects will receive a proportionate share of the full points equal to the existing manufacturing/distribution-related employment within one mile of the project being scored divided by the project with the highest manufacturing/distribution-related employment within one mile multiplied by the maximum points available for the measure. For example, if the application being scored had 1,000 manufacturing/distribution-related workers within one mile and the top project had 1,500 manufacturing/distribution-related workers, this applicant would receive $(1,000/1,500)*50$ points or 33 points.

The applicant with the highest number of post-secondary students will receive 30 points. Remaining projects will receive a proportionate share of the 30 points. For example, if the application being scored had 1,000 students within one mile and the top project had 1,500 students, this applicant would receive $(1,000/1,500)*30$ points or 20 points.

The scorer will assess if the applicant would score highest with the total employment part of the measure, the manufacturing/distribution employment part of the measure, or the education part of the measure and give the applicant the highest of the three scores out of a maximum of 50 points.

Note: Due to the use of multiple sub-measures, two applicants can receive the full 50 points.

C. **MEASURE:** This criterion relies on the results on the Truck Highway Corridor Study, which prioritized all principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals. (80 points)

Use the final study report for this measure:

<https://metro council.org/Transportation/Planning-2/Transit-Plans,-Studies-Reports/Highways-Roads/Truck-Freight-Corridor-Study.aspx>

RESPONSE: (Select one for your project, based on the Regional Truck Corridor Study):

- Along Tier 1:
- Along Tier 2:

- Along Tier 3:
- The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor:
- None of the tiers:

SCORING GUIDANCE (80 Points)

Applicants will be awarded points as assigned in the above tiers:

- Projects along Tier 1: 80 points
- Projects along Tier 2: 60 points
- Projects along Tier 3: 40 points
- Projects that provide a direct and immediate connection to a corridor: 10 points.
- None of the tiers: 0 points

If no applicant is along Tier 1, the top-scoring application(s) will be adjusted to 80 points, with the others adjusted proportionately.

Note: Due to the use of tiered scoring, multiple applications can receive the full points.

2. Usage (175 Points) – This criterion quantifies the project’s potential impact by measuring the current daily person throughput and future vehicular traffic that will be served by the project. These roadway users directly benefit from the project improvements on the A-minor arterial or non-freeway principal arterial.

A. **MEASURE:** The applicant must identify the location along the project length and provide the current AADT volume from the [MnDOT 50-series maps](#) (select *Twin Cities Metro Area Street Series* under *Traffic Volume (AADT)*) and existing transit routes that travel on the road (reference “Transit Connections” map). Ridership data will be provided by the Metropolitan Council staff, if public transit is currently provided on the project length. Metropolitan Council staff will calculate the current daily person throughput at one location along the A-minor arterial or non-freeway principal arterial project length using the current average annual daily traffic (AADT) volume and average annual ridership.

- Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + average annual daily transit ridership (~~2017~~2019)
- For new roadways, identify the estimated existing daily traffic volume based on traffic modeling.

RESPONSE:

- Location: _____
- Current AADT volume: _____
- Existing Transit Routes on the Project: _____

Transit routes that will likely be diverted to the new proposed roadway (if applicable): _____ Upload “Transit Connections” map.

SCORING GUIDANCE (110 Points)

The applicant with highest current daily person throughput will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a daily person throughput of 1,000 ~~vehicles~~ people and the top project ~~within the same functional classification~~ had a daily person throughput of 1,500 ~~vehicles~~ people, this applicant would receive $(1,000/1,500) * 110$ points or 73 points.

B. **MEASURE:** Provide the forecast (2040) average daily traffic volume at the same location along the A-minor arterial or non-freeway principal arterial project length, as identified in the previous measure. The applicant may choose to use a county or city travel demand model based on the Metropolitan Council model to identify the forecast (2040) average daily traffic volume or have Metropolitan Council staff determine the forecast volume using the Metropolitan Council model and project location. Respond as appropriate to the use of one type of forecast model. (65 Points)

- For new roadways, identify the modeled forecast daily traffic volume

RESPONSE:

- Use Metropolitan Council model to determine forecast (2040) ADT volume
- If checked, METC Staff will provide Forecast (2040) ADT volume _____

OR

RESPONSE:

- Identify the approved county or city travel demand model to determine forecast (2040) ADT volume: _____
- Forecast (2040) ADT volume : _____

SCORING GUIDANCE (65 Points)

Strategic Capacity

The applicant with the highest forecast (2040) ADT volume will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a daily forecast of 28,000 vehicles and the top project had a daily forecast of 32,000 vehicles, this applicant would receive $(28,000/32,000) * 65$ points or 57 points.

3. Equity and Housing Performance (100 Points) – This criterion addresses the [Council’s role in advancing equity](#) by examining the project’s positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. The criterion also evaluates a community’s efforts to promote affordable housing.

A. **MEASURE:** Reference the “Socio-Economic Conditions” map generated at the beginning of the application process. Identify the project’s location from the list below, as depicted on the map. Geographic proximity alone is not sufficient to receive the full points. In order to receive the maximum points, the response should address equitable distribution of benefits, mitigation of negative impacts, and community engagement for the populations selected. (30 Points)

Upload the “Socio-Economic Conditions” map used for this measure.

RESPONSE (Select one, based on the “Socio-Economic Conditions” map):

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): (up to 100% of maximum score)
- Project located in Area of Concentrated Poverty: (up to 80% of maximum score)
- Project’s census tracts are above the regional average for population in poverty or population of color: (up to 60% of maximum score)
- Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: (up to 40% of maximum score)

1. (0 to 3 points) A successful project is one that has actively engaged in low-income populations, people of color, children, persons with disabilities, and the elderly during the project’s development with the intent to limit negative impacts on them and, at the same time, provide the most benefits. Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

(Limit 1,400 characters; approximately 200 words):

2. (0 to 7 points) Describe the project’s benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

(Limit 2,800 characters; approximately 400 words):

3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

(Limit 2,800 characters; approximately 400 words):

Below is a list of negative impacts. Note that this is not an exhaustive list.

- Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
- Increased noise.
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
- Increased speed and/or “cut-through” traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.
- Displacement of residents and businesses.
- Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
- Other

SCORING GUIDANCE (30 Points)

Each application will be scored on a 10-point scale as described below.

1. (3 points): The project(s) with the most impactful and meaningful community engagement will receive the full three points. Remaining projects will receive a share of the full points at the scorer’s discretion.
2. (7 points) The project(s) with the most positive benefits will receive the full seven points. Remaining projects will receive a share of the full points at the scorer’s discretion.
3. (-3 to 0 points) The scorer will reduce the score by one point (up to three total) for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application; the scorer will document any negatives not acknowledged in the application and the reasons for any associated point reductions. The scorer can add one to three points for successful mitigation of negative project elements based on the degree to which they are mitigated. Note that this score cannot provide more points than are deducted.

Each score from the above 10-point scale will then be adjusted to the appropriate geography.

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of points. In this case, the highest-scoring application for this measure will be adjusted to receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 10 points and the top project had 20 points, this applicant would receive $(10/20)*30$ points or 15 points. Note also that it is possible to score negative points on this measure.

B. MEASURE: Metropolitan Council staff will award points to the project based on the ~~2017-2018~~ 2018-2019 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length or population of the project in each jurisdiction.

For stand-alone intersection, bridge, underpass, and interchange projects, a one-mile radius-buffer will be drawn around the project. If the radius-buffer enters more than one jurisdiction, the points will be awarded based on the proportionate population of the Census blocks in each jurisdiction that are all or partially located in the area within the one-mile radius-buffer.

If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

RESPONSE:

- City/Township: _____
- Length of Segment (For stand-alone projects, enter population from Regional Economy map) within each City/Township: _____
- Housing Score: _____ (*online calculation*)

SCORING GUIDANCE (70 Points)

The applicant with the highest ~~2017-2018~~ 2018-2019 Housing Performance Score will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a Housing Performance Score of 55 and the top project had a Housing Performance Score of 90, this applicant would receive $(55/90) * 70$ points or 43 points.

Note: Metropolitan Council staff will score this measure.

Projects will use the city Housing Performance Score based on the project location. If a project is located in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction. For stand-alone intersection, bridge, underpass, and interchange projects, a one-mile radius-buffer will be drawn around the project. If the radius-buffer enters more than one jurisdiction, the points will be awarded based on the proportionate population of the Census blocks in each jurisdiction that are all or partially located in the area within the one-mile radius-buffer.

If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

If this is the case, then the total points possible in the application will be 930 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 930, then multiplied by 1,000. Therefore, a project scoring 900 out of 930, will equate to 968 points on a 1,000-point scale.

If a portion of the project is located in a city with an affordable housing allocation and the other portion is located in a township with no affordable housing allocation, then a combination of the weighted average and no affordable housing methodologies should be used. This will result in a total score that will be somewhere between 930 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale.

4. Infrastructure Age (40 Points) – This criterion will assess the age of the roadway facility being improved. Roadway improvement investments should focus on the higher needs of an aging facility, whereas improvements to a recently reconstructed roadway does not display ~~an~~as efficient use of funds.

- A. **MEASURE:** Identify the year of the roadway’s original construction or most recent reconstruction. If the reconstruction date is used for the roadway, a full reconstruction must have been completed during the indicated year. Routine maintenance, such as an overlay or sealcoating project does not constitute a reconstruction and should not be used to determine the infrastructure age.

If construction was completed over several years, enter the segment lengths for each year. The average age will be calculated.

In order to enter information, click “Add” (in the upper right-hand corner of the page) and then click “Save”. If the project length has more than one construction year, repeat the “Add” and “Save” process for each segment.

- ~~• For new roadways, identify the average age of the parallel roadways from which traffic will be diverted to the new roadway.~~

RESPONSE:

- Year of original roadway construction or most recent reconstruction: _____
- Segment length: _____
- Average Age: _____ (online calculation)

SCORING GUIDANCE (40 Points)

The applicant with the oldest roadway will receive full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored was constructed 41 years ago and the oldest project was constructed 48 years ago, this applicant would receive $(41/48) * 40$ points or 34 points.

This measure is not applicable to new roadway projects, so the project’s total score for new roadways will be adjusted as a result.

If this is the case, then the total points possible in the application will be 960 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 960, then multiplied by 1,000. Therefore, a project scoring 900 out of 940, will equate to 957 points on a 1,000-point scale.

Note: Because of the reporting of year of construction, it is possible for multiple projects to receive the full allotment of 40 points.

5. Congestion Reduction/Air Quality (150 Points) – This criterion measures the project’s ability to reduce intersection delay and emissions during peak hour conditions. In addition, it will address its ability to improve congested intersections operating at unacceptable levels of service during peak hour conditions.

- A. **MEASURE:** Conduct a capacity analysis at one or more of the intersections (or rail crossings) being improved by the roadway project using existing turning movement counts (collected within the last three years) in the weekday a.m. or p.m. peak hour and Synchro or HCM software. The analysis must include build and no build conditions (with and without the project improvements). The applicant must show the current total peak hour delay at one or more intersections (or rail crossings) and the reduction in total peak hour intersection delay at these intersections (or rail crossings) in seconds, due to the project. If more than one intersection is examined, then the delay reduced by each intersection (or rail crossing) can be added together to determine the total delay reduced by the project.
- For new roadways, identify the key intersection(s) on any parallel roadway(s) that will experience reduced delay as a result of traffic diverting to the new roadway. If more than one intersection is examined, then the delay reduced by each intersection can be added together.
 - For roadway projects that include a railroad crossing, the applicant should conduct fieldwork during either the weekday a.m. or p.m. peak hour to determine the total peak hour delay reduced by the project. Applicants can also add together intersection delay reduced and railroad delay reduced, if they both will be improved by the project.

The applicant should include the appropriate Synchro or HCM full reports (including the Timing Page Report) that support the improvement in total peak hour delay and should conduct the analysis using the following:

- Under the network settings, all defaults should be used for lanes, saturation flow rates, volumes, and simulation
- Use Synchro’s automatic optimization to determine cycle, offset and splits (for traffic signals). Use the setting when assessing delay both with and without the project. This methodology will ensure that all applicants start with their signal systems optimized when determining existing delay.
- Project improvements assumed in the build condition should be reflected in the total project cost, such as additional through or turn lanes and protective left-turn phasing
- Roadway lengths for intersection approaches must be the same length for before and after scenarios
- An average weekday should be used for the existing conditions instead of a weekend, peak holiday, or special event time period that is not representative of the corridor for most of the year
- For most projects, the volumes with and without the project should be the same; however, some project types such as new roadways, new ramps, or new interchanges may have different volumes.

Total Peak Hour Delay Reduced (Seconds) = Total Peak Hour Delay Per Vehicle x Vehicles Per Hour

RESPONSE:

- Total Peak Hour Delay/Vehicle without the Project (Seconds/Vehicle): _____
- Total Peak Hour Delay/Vehicle with the Project (Seconds/Vehicle): _____
- Total Peak Hour Delay/Vehicle Reduced by the Project (Seconds/Vehicle): _____
(automatically calculated)
- Volume without the Project (Vehicles Per Hour): _____
- Volume with the Project (Vehicles Per Hour): _____

- Total Peak Hour Delay Reduced by the Project (Seconds): _____ (automatically calculated)

EXPLANATION of methodology used to calculate railroad crossing delay, if applicable, or date of last signal retiming for signalized corridors (Limit 1,400 characters; approximately 200 words):

Upload Synchro or HCM Report

SCORING GUIDANCE (100 Points)

The applicant with the most peak hour vehicle delay reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportionate share of the points. For example, if the application being scored reduced delay by 5,000 seconds and the top project reduced delay by 25,000 seconds, this applicant would receive $(5,000/25,000)*100$ points, or 20 points.

- B. **MEASURE:** Using the Synchro or HCM analysis completed in the previous measure, identify the total peak hour emissions reduction in kilograms (CO, NO_x, VOC) due to the project. The applicant should include the appropriate Synchro or HCM reports (including the Timing Page Report) that support the improvement in total peak hour emissions. If more than one intersection is examined, then the emissions reduced by each intersection can be added together to determine the total emissions reduced by the project.

Roadway projects that do not include new roadway segments or railroad grade-separation elements:

- Total Peak Hour Emissions Reduced (Kilograms) = Total Peak Hour Emissions without the project – Total Peak Hour Emissions with the Project

RESPONSE (Calculation):

- Total (CO, NO_x, and VOC) Peak Hour Emissions without the Project (Kilograms): _____
- Total (CO, NO_x, and VOC) Peak Hour Emissions with the Project (Kilograms): _____
- Total (CO, NO_x, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): _____

Roadway projects that are constructing new roadway segments, but do not include railroad grade-separation elements:

For new roadways, identify the key intersection(s) on any parallel roadway(s) that will experience reduced emissions as a result of traffic diverting to the new roadway (using Synchro). If more than one intersection is examined, then the emissions reduced by each intersection can be added together.

However, new roadways will also generate new emissions compared to existing conditions as traffic diverts from the parallel roadways. The applicant needs to estimate four variables to determine the new emissions generated once the project is completed on any major intersections. Those variables include: speed, vehicle mile traveled, delay, and total vehicle stops. The applicant needs to detail any assumptions used for conditions after the project is built. The variables will be used in the exact same equation used Synchro required of the other project types.

The equation below should only be used to estimate the new emissions generated by new roadways.

Enter data for Parallel Roadways and New Roadways.

Parallel Roadways

- Total Peak Hour Emissions Reduced (Kilograms) = Total Peak Hour Emissions without the project – Total Peak Hour Emissions with the Project

RESPONSE:

- Total (CO, NO_x, and VOC) Peak Hour Emissions without the Project (Kilograms): _____ (Applicant inputs number)
- Total (CO, NO_x, and VOC) Peak Hour Emissions with the Project (Kilograms): _____ (Applicant inputs number)
- Total (CO, NO_x, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): _____ (Online Calculation)

New Roadway Portion

Enter data for New Roadway.

- Cruise speed in miles per hour with the project: _____ (Applicant inputs number)
- Vehicle miles traveled with the project: _____ (Applicant inputs number)
- Total delay in hours with the project: _____ (Applicant inputs number)
- Total stops in vehicles per hour with the project: _____ (Applicant inputs number)
- Fuel consumption in gallons: _____ (Applicant inputs number)
- Total (CO, NO_x, and VOC) Peak Hour Emissions Reduced or Produced on New Roadway (Kilograms): _____
- EXPLANATION of methodology and assumptions used: (Limit 1,400 characters; approximately 200 words)

Speed = cruise speed in miles per hour

Total Travel = vehicle miles traveled

Total Delay = total delay in hours

Stops = total stops in vehicles per hour

*$K4 = 0.075283 - 0.0015892 * Speed + 0.000015066 * Speed^2$*

$K2 = 0.7329$

*$K5 = 0.0000061411 * Speed^2$*

F2 = Fuel consumption in gallons

*$CO = F2 * 0.0699 \text{ kg/gallon}$*

*$NO_x = F2 * 0.0136 \text{ kg/gallon}$*

*$VOC = F2 * 0.0162 \text{ kg/gallon}$*

Total = Total Peak Hour Emissions reduced on Parallel Roadways – (CO + NO_x + VOC)

- Total (CO, NO_x, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): _____ (calculated online)

Roadway projects that include railroad grade-separation elements:

For roadway projects that include a railroad crossing, the applicant needs to input four variables before and after the project to determine the change in emissions. Those variables include: speed, vehicle mile traveled, delay, and total vehicle stops. The applicant needs to conduct fieldwork during

either the a.m. or p.m. peak hour to determine the existing conditions and then detail any assumptions used for conditions after the project is built. The variables will be used in the exact same equation used within the software program (i.e., Synchro) required of the other project types. Therefore, the approach to calculate the kilograms emissions reduced for railroad grade-separation projects will be comparable to intersection improvement projects.

RESPONSE:

- Cruise speed in miles per hour without the project: _____ (Applicant inputs number)
- Vehicle miles traveled without the project: _____ (Applicant inputs number)
- Total delay in hours without the project: _____ (Applicant inputs number)
- Total stops in vehicles per hour without the project: _____ (Applicant inputs number)
- Cruise speed in miles per hour with the project: _____ (Applicant inputs number)
- Vehicle miles traveled with the project: _____ (Applicant inputs number)
- Total delay in hours with the project: _____ (Applicant inputs number)
- Total stops in vehicles per hour with the project: _____ (Applicant inputs number)
- Fuel consumption in gallons (F1)
- Fuel consumption in gallons (F2)
- Fuel consumption in gallons (F3)

Speed = cruise speed in miles per hour

Total Travel = vehicle miles traveled

Total Delay = total delay in hours

Stops = total stops in vehicles per hour

$$K1 = 0.075283 - 0.0015892 * Speed + 0.000015066 * Speed^2$$

$$K2 = 0.7329$$

$$K3 = 0.0000061411 * Speed^2$$

F1 (or F2 – without the project) = Fuel consumption in gallons

$$F1 = Total Travel * k1 + Total Delay * k2 + Stops * k3$$

$$F2 = Total Travel * k1 + Total Delay * k2 + Stops * k3$$

$$F3 = F1 - F2$$

$$CO = F3 * 0.0699 \text{ kg/gallon}$$

$$NO_x = F3 * 0.0136 \text{ kg/gallon}$$

$$VOC = F3 * 0.0162 \text{ kg/gallon}$$

Equation Automatically Provides Emissions Reduced:

- Total (CO, NO_x, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): _____
(Online Calculation)

EXPLANATION of methodology and assumptions used (Limit 1,400 characters; approximately 200 words):

SCORING GUIDANCE (50 Points)

The applicant with the most kilograms reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportionate share of the full. For example, if the application being scored reduced emissions by 3 kilograms and the top project reduced emissions by 5 kilograms, this applicant would receive (3/5)*50 points or 30 points.

6. Safety (150 Points) – This criterion addresses the project’s ability to correct deficiencies and improve the overall safety of an existing or future roadway facility. It will assess the project’s monetized safety benefits.

A. **MEASURE:** Respond as appropriate to one of the two project types below.

Roadway projects that do not include railroad grade-separation elements:

Calculate the reduction in the total number of crashes due to improvements on the A-minor arterial or non-freeway principal arterial made by the project. The applicant must base the estimate of crash reduction on the methodology consistent with the latest Highway Safety Improvement Program (HSIP) application (www.dot.state.mn.us/stateaid/trafficsafety.html). Applicants should focus on the crash analysis for reactive projects.

Crash data must be obtained for the project length using the MnDOT TIS system average for calendar years ~~2013-2017~~ through ~~2015-2019~~. Crash data should include all crash types and severities, including pedestrian and bicycle crashes.

Applicants should request crash data from MnDOT as early as possible. The applicant must then attach a listing of the crashes reduced and the HSIP Benefit/Cost (B/C) worksheet (www.dot.state.mn.us/stateaid/trafficsafety.html) that identifies the resulting benefit associated with the project. As part of the response, please detail and attach the crash modification factor(s) used from FHWA’s Crash Modification Factors Clearinghouse: <http://www.cmfclearinghouse.org/>. This measure requests the monetized safety benefit of the project. The cost of the project is scored in the Cost Effectiveness criterion.

New Roadways:

1. For new roadways, identify the parallel roadway(s) from which traffic will be diverted to the new roadway.
2. Using the crash data for ~~2013-2017~~-~~2015-2019~~, calculate the existing crash rate for the parallel roadway(s) identified in Step 1.
3. Identify the daily traffic volume that will be relocated from the parallel roadway(s) to the new roadway.
4. Calculate the number of crashes on the parallel roadway(s) using the existing crash rate from Step 2 and the relocated traffic volume to determine the change in number of crashes due to the relocated traffic volume. For instance, if 5,000 vehicles are expected to relocate from the existing parallel roadway to the new roadway, calculate the number of crashes related to the 5,000 vehicles.
5. Identify the average crash rate for the new roadway using MnDOT’s average crash rates by roadway type. Using the average crash rate for the new roadway, calculate the number of crashes related to the relocated traffic (i.e., the 5,000 vehicles).
6. Calculate the crash reduction factor using the existing number of crashes on the existing parallel roadway (Step 4) compared to the estimated crashes calculated for the new roadway (Step 5), due to the relocated traffic volume (i.e., the 5,000 vehicles).
7. The calculated crash reduction factor should be used in the HSIP B/C worksheet.
8. Upload additional documentation materials into the “Other Attachments” Form in the online application.

RESPONSE :

- Crash Modification Factor Used (Limit 700 characters; approximately 100 words): _____
- Rationale for Crash Modifications Selected (Limit 1,400 characters; approximately 200 words): _____
- Project Benefit (\$) from B/C ratio: _____

Roadway projects that include railroad grade-separation elements:

Since the number of observed crashes at an existing at-grade railroad crossing is minor compared to an intersection, this measure will assess crash risk exposure that exists in order to compare projects. As a proactive safety measure, railroad grade-separation projects eliminate the crash risk exposure.

- Crash Risk Exposure Eliminated = current average annual daily traffic volume x average number of daily trains at the at-grade crossing

RESPONSE (Calculation):

- Current AADT volume: _____
- Average daily trains: _____
- Crash Risk Exposure eliminated: (automatically calculated) _____

SCORING GUIDANCE (150 Points)

This measure will be considered separately for projects that do and do not include a railroad grade-separation project. As a result, two projects (one project without a railroad grade-separation project and one with a railroad grade-separation project) may receive the full points.

For projects that do not include a grade-separation project, the applicant with the highest dollar value of benefits will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had safety benefits of \$11,000,000 and the top project had safety benefits of \$16,000,000, this applicant would receive $(11,000,000/16,000,000) * 150$ points or 103 points.

For railroad grade-separation projects, the applicant with the highest crash risk exposure eliminated due to the project will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored reduced 11,000 exposures and the top project reduced 16,000 exposures this applicant would receive $(11,000/16,000) * 150$ points or 103 points.

7. Multimodal Elements and Existing Connections (100 Points) – This criterion measures how the project improves the travel experience, safety, and security for other modes of transportation and addresses the safe integration of these modes. The *Transportation Policy Plan* requires that explicit consideration of all users of the transportation system be considered in the planning and scoping phase of roadway projects.

A. **MEASURE:** Describe how the project positively affects the multimodal system.

- Discuss any bicycle, pedestrian, or transit elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Applicants should make sure that new multimodal elements described in the response are accounted for as part of the cost estimate form earlier in the application. Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why a mode may not be incorporated in the project (e.g., a bicycle system plan that locates bikeway facilities on a lower-volume parallel route).
- Describe how the proposed multimodal improvements positively affect identified alignments in the Regional Bicycle Transportation Network (RBTN) or along a regional trail, if applicable.
- Describe how the proposed multimodal improvements either provide a new, or improve an existing a Major River Bicycle Barrier Crossing (MRBBC) as defined in the 2040 Transportation Policy Plan (TPP) or an identified Regional Bicycle Barrier Improvement Area as defined in the TPP and Technical Addendum to the Regional Bicycle Barriers Study (May 2019), if applicable.
- Discuss the existing bicycle, pedestrian, and transit connections and how the project enhances these connections.
- Discuss whether the project implements specific locations identified as being deficient in a completed ADA Transition Plan.

RESPONSE (Limit 2, 800 characters; approximately 400 words):

SCORING GUIDANCE (100 Points)

The project that most positively affects the multimodal system will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. The project score will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed. Points can be earned for incorporating multimodal project elements, positively affecting identified alignments in the Regional Bicycle Transportation Network (RBTN), ~~or~~ regional trail, Major River Bicycle Barrier Crossing, or Regional Bicycle Barrier, for making connections with existing multimodal systems, or helping to implement an ADA Transition Plan. Multimodal elements for rural roadway projects may include wider shoulders that will be used by bicyclists and pedestrians.

~~Scorers should make sure that new multimodal elements described in the response are accounted for on the cost estimate form earlier in the application.~~

8. Risk Assessment (75 Points) – This criterion measures the number of risks associated with successfully building the project. High-risk applications increase the likelihood that projects will withdraw at a later date. If this happens, the region is forced to reallocate the federal funds in a short amount of time or return them to the US Department of Transportation. These risks are outlined in the checklist in the required Risk Assessment.

- A. **MEASURE:** Applications involving construction must complete the Risk Assessment. This checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.).

RESPONSE (Complete Risk Assessment):

Please check those that apply and fill in anticipated completion dates for all projects, except for new/expanded transit service projects or transit vehicle purchases.

1) Layout (30 Percent of Points)

- Layout should include proposed geometrics and existing and proposed right-of-way boundaries
- 100% Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**
- 50% Layout completed but not approved by all jurisdictions. **A PDF of the layout must be attached to receive points.**
- 0% Layout has not been started

Anticipated date or date of completion: _____

2) Review of Section 106 Historic Resources (20 Percent of Points)

- 100% No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge
- 100% There are historical/archeological properties present but determination of “no historic properties affected” is anticipated.
- 80% Historic/archeological property impacted; determination of “no adverse effect” anticipated
- 40% Historic/archeological property impacted; determination of “adverse effect” anticipated
- 0% Unsure if there are any historic/archaeological properties in the project area.

Project is located on an identified historic bridge:

3) Right-of-Way (30 Percent of Points)

- 100% Right-of-way, permanent or temporary easements either not required or all have been acquired
- 50% Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete
- 25% Right-of-way, permanent or temporary easements required, parcels identified
- 0% Right-of-way, permanent or temporary easements required, parcels not all identified

Anticipated date or date of acquisition _____

4) Railroad Involvement (20 Percent of Points)

100% No railroad involvement on project or railroad Right-of-Way agreement is executed
(include signature page, if applicable)

50% Railroad Right-of-Way Agreement required; negotiations have begun

0% Railroad Right-of-Way Agreement required; negotiations have not begun.

Anticipated date or date of executed Agreement _____

SCORING GUIDANCE (75 Points)

The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive $(40/70)*75$ points or 43 points.

9. Cost Effectiveness (100 Points) – This criterion will assess the project’s cost effectiveness or ability to leverage local and outside funding sources ~~based on the total TAB-eligible project cost (not including noise walls) and total points awarded in the previous 8 criteria.~~

A. MEASURE:

Cost Effectiveness:

This measure will calculate the cost effectiveness of the project. Metropolitan Council staff will divide the number of points awarded in the previous criteria by the TAB-eligible project cost (not including noise walls).

- Cost effectiveness = total number of points awarded in previous criteria/total TAB-eligible project cost (not including noise walls)

RESPONSE (This measure will be calculated after the scores for the other measures are tabulated by the Scoring Committee):

- Total Project Cost (entered in Project Cost Form): _____ (automatically calculated)
- Enter amount of Noise Walls: _____
- Points Awarded in Previous Criteria: ____ (entered by Metropolitan Council staff)

Leveraging Local and Outside Funding Sources:

This measure will calculate the cost effectiveness of the project and how well the project leverages local and outside funding sources. Metropolitan Council staff will divide the number of points awarded in the previous criteria by the requested award (not including noise walls).

- Cost effectiveness = total number of points awarded in previous criteria/requested award (not including noise walls)

RESPONSE (This measure will be calculated after the scores for the other measures are tabulated by the Scoring Committee):

- Total Award Request: _____ (automatically calculated)
- Enter amount of Noise Walls: _____
- Points Awarded in Previous Criteria: ____ (entered by Metropolitan Council staff)

SCORING GUIDANCE (100 Points)
Due to the two scoring methods, more than one project can score the maximum points

Cost Effectiveness: The applicant with the most points (i.e., the benefits) per dollar will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the top project received .0005 points per dollar and the application being scored received .00025 points per dollar, this applicant would receive $(.00025/.0005)*100$ points or 50 points.

Leveraging Local and Outside Funding Sources: The applicant with the most points (i.e., the benefits) per dollar will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the top project received .0005 points per dollar and the application being scored received .00025 points per dollar, this applicant would receive $(.00025/.0005)*100$ points or 50 points.

Strategic Capacity

The scorer for this measure will also complete a reasonableness check of the total project cost that is used for this measure. The scorer may follow up with the applicant to clarify any questions. Up to 50 percent of points awarded for this measure can be deducted if the scorer does not believe that the cost estimate is reasonable.

The scorer will assess if the applicant would score highest with the cost effectiveness part of the measure or the leveraging local and outside funding sources part of the measure and give the applicant the highest of the two scores out of a maximum of 100 points.

Note: Due to the use of multiple sub-sections, multiple applicants may receive the full 100 points.

TOTAL: 1,100 POINTS

Roadway and Bridge Reconstruction/Modernization and Spot Mobility- Prioritizing Criteria and Measures

May 17, 2019

Definition: A roadway project that does not add thru-lane capacity, but reconstructs, reclaims, and/or modernizes a corridor with improved safety, multimodal, or ~~or adds new spot~~ mobility elements (e.g., new turn lanes, ~~traffic signal, or roundabout~~). Bridge rehabilitation or replacement projects are also eligible. Routine maintenance including mill and overlay projects are not eligible. Projects must be located on a non-freeway principal arterial or A-minor arterial functionally-classified roadway, consistent with the latest TAB approved functional classification map.

Examples of Roadway and Bridge Reconstruction/Modernization and Spot Mobility Projects:

- Bridge Rehabilitation or Replacement
- ~~Intersection improvements or alternative intersections such as unsignalized or signalized reduced-conflict intersections.~~
- Interchange reconstructions that do not involve new ramp movements or added thru lanes
- ~~Turn lanes~~
- Two-lane to three-lane conversions (with a continuous center turn lane)
- Four-lane to three-lane conversions
- ~~Roundabouts~~
- ~~Addition or replacement of traffic signals~~
- Shoulder improvements
- Strengthening a non-10-ton roadway
- Raised medians, frontage roads, access modifications, or other access management
- Roadway improvements that add multimodal elements
- Roadway improvements that add safety and/or mobility elements, including innovative intersection designs
- New alignments that replace an existing alignment and do not expand the number of lanes

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	170 <u>105</u>	15 <u>10</u> %
Measure A - Level of Congestion, Principal Arterial Intersection Conversion Study Priorities, and Congestion Management and Safety Plan Opportunity Areas	65	
Measure B - Project Location Relative to Jobs, Manufacturing, and Education	40	
Measure C - Regional Truck Corridor Study Tiers	65	
2. Usage	175	16%
Measure A - Current daily person throughput	110	
Measure B - Forecast 2040 average daily traffic volume	65	
3. Equity and Housing Performance	100	9%
Measure A - Connection to disadvantaged populations and project's benefits	30	
Measure B - Housing Performance Score	70	
4. Infrastructure Age/Condition	150 <u>175</u>	14 <u>16</u> %
Measure A - Date of construction	50	
Measure B - Geometric, structural, or infrastructure improvements <u>or bridge sufficiency rating</u>	100 <u>125</u>	
5. Congestion Reduction/Air Quality	80	7%
Measure A - Vehicle delay reduced	50	
Measure B - Kg of emissions reduced	30	
6. Safety	150 <u>175</u>	14 <u>16</u> %
Measure A - Crashes reduced	150 <u>175</u>	
7. Multimodal Elements and Existing Connections	100 <u>115</u>	9 <u>10</u> %
Measure A - Transit, bicycle, or pedestrian project elements and connections	100 <u>115</u>	
8. Risk Assessment	75	7%
Measure A - Risk Assessment Form	75	
9. Cost Effectiveness	100	9%

Roadway and Bridge Reconstruction/Modernization and Spot Mobility

Criteria and Measures	Points	% of Total Points
Measure A – Cost effectiveness (total points awarded/total project cost) <u>or</u> <u>leveraging local and outside resources (total points awarded/award requested)</u>	100	
Total	1,100	

1. Role in the Regional Transportation System and Economy (170 Points) – Tying regional policy (Thrive MSP2040) to the Regional Solicitation, this criterion measures the project’s ability to serve a transportation purpose within the regional transportation system and economy based on ~~congestion levels along the regional transportation system near the project; how it aligns with the Principal Arterial Intersection Conversion Study and Congestion Management and Safety Plan IV;~~ how it connects to employment, manufacturing/distribution-related employment, and post-secondary students; and how it aligns with the Regional Truck Corridor Study.

~~A. **MEASURE:** Identify the level of congestion within the project area. This measure uses speed data as was used as part of the Congestion Management Process (CMP) Plan. It is anticipated that the CMP Plan will be further incorporated into the Regional Solicitation as part of the 2022 Regional Solicitation funding cycle. Also, identify the level of congestion on a parallel route and how the project area is prioritized in the Principal Arterial Intersection Conversion Study and the latest Congestion Management and Safety Plan. Respond to each of the three four sub-sections below. Projects will get the highest score of the four three sub-sections sections.~~

~~**Congestion on Adjacent Parallel Routes:**~~

~~The measure will analyze the level of congestion on an adjacent parallel A-minor arterial or principal arterial to determine the importance of the roadway in managing congestion on the Regional Highway System. Council staff will provide travel speed data on an applicant-selected parallel route that is adjacent to the proposed project on the “Level of Congestion” map. The analysis will compare the peak hour travel speed on an adjacent parallel route to free-flow conditions on this same route to understand congestion levels in the area of the project, which correlates to the role that the project plays in the regional transportation system and economy. The applicant must identify the adjacent parallel corridor as part of the response. The end points of this adjacent parallel corridor must align as closely as possible to the project end points.~~

~~**RESPONSE:**~~

- ~~• Adjacent Parallel Corridor: _____~~
- ~~• Adjacent Parallel Corridor Start and End Points: _____~~
- ~~• Free Flow Travel Speed: _____~~
- ~~• Peak Hour Travel Speed: _____~~
- ~~• Percentage Decrease in Travel Speed in Peak Hour Compared to Free Flow (calculation): _____~~

~~Upload the “Level of Congestion” map used for this measure.~~

~~**Principal Arterial Intersection Conversion Study:**~~

~~The measure relies on the results of the Principal Arterial Intersection Conversion Study, which prioritized non-freeway principal arterial intersections.~~

~~Use the final study report for this measure: metro council.org/PAICS~~

~~**RESPONSE (Select one for your project):**~~

- ~~• Proposed at-grade project that reduces delay at a High Priority Intersection: (65 Points)~~
- ~~• Proposed at-grade project that reduces delay at a Medium Priority Intersection: (55 Points)~~

Roadway and Bridge Reconstruction/Modernization and Spot Mobility

- Proposed at-grade project that reduces delay at a Low Priority Intersection: (45 Points)
- Not listed as a priority in the study: (0 Points)

Congestion Management and Safety Plan IV:

The measure relies on the results on MnDOT's Congestion Management and Safety Plan IV (CMSP IV), which prioritized lower cost/high benefit, spot mobility projects on MnDOT-owned roadways. For the Regional Solicitation, only the CMSP opportunity areas on the A-minor arterial or non-freeway principal arterial systems are eligible. Principal arterial projects on the freeway system are not eligible for funding per TAB-adopted rules.

Use the final list of CMSP IV opportunity area locations as depicted in the draft 2040 Transportation Policy Plan (2018).

RESPONSE (Select one for your project):

- Proposed at-grade project that reduces delay at a CMSP opportunity area: (65 Points)
- Not listed as a CMSP priority location: (0 Points)

SCORING GUIDANCE (65 Points)

Due to scoring methods, more than one project can score the maximum points. In order to be awarded points for this measure the proposed project itself must show some delay reduction in measure 5A. If the project does not reduce delay, then it will score 0 points for this measure.

Congestion within Project Area: The applicant with the most congestion within the project area (measured by the largest percentage decrease in peak hour travel speeds relative to free-flow conditions) will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored showed a 5% decrease of travel speeds in the peak hour relative to free flow conditions and the top project had a 10% reduction, this applicant would receive $(5/10)*65$ points, or 33 points. If the project covers more than one segment of speed data, the applicants can use the one that is most beneficial to their score.

Congestion on Adjacent Parallel Routes: The applicant with the with the most congestion on an adjacent parallel route (measured by the largest percentage decrease in peak hour travel speeds relative to free-flow conditions) will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored showed a 5% decrease of travel speeds in the peak hour on the adjacent parallel route relative to free flow conditions and the top project had a 10% reduction, this applicant would receive $(5/10)*65$ points, or 33 points. Applicants can use the adjacent parallel route that is most beneficial to their score.

Principal Arterial Intersection Conversion Study: Projects will be scored based on their Principal Arterial Intersection Conversion Study priorities.

Congestion Management and Safety Plan IV: Projects will be scored based on whether their project location is in a Congestion Management and Safety Plan opportunity area.

The scorer will assess if the applicant would score highest with congestion on adjacent parallel routes part of the measure, the Principal Arterial Intersection Conversion Study part of the measure, or the CMSP IV part of the measure and give the applicant the highest of the three scores out of a maximum of 65 points.

Note: Due to the use of multiple sub-sections, three multiple applicants may receive the full 65 points.

Roadway and Bridge Reconstruction/Modernization and Spot Mobility

B.A. MEASURE: Reference the “Regional Economy” map generated at the beginning of the application process. Report the existing employment and manufacturing/distribution-related employment, and post-secondary students enrolled within one mile, as depicted on the “Regional Economy” map.

RESPONSE (Data from the “Regional Economy” map):

- Existing Employment within 1 Mile: _____ (Maximum of 40 points)
- Existing Manufacturing/Distribution-Related Employment within 1 Mile: _____ (Maximum of 40 points)
- Existing Post-Secondary Students within 1 Mile: _____ (Maximum of 24 points)

Upload the “Regional Economy” map used for this measure.

SCORING GUIDANCE (40 Points)

All Census block groups that are included within or intersect the buffer area around the project will be included.

The applicant with the highest existing total employment will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 workers within one mile and the top project had 1,500 workers, this applicant would receive $(1,000/1,500)*40$ points or 27 points.

The applicant with the highest existing manufacturing/distribution-related employment will receive the full points. Remaining projects will receive a proportionate share of the full points equal to the existing manufacturing/distribution-related employment within one mile of the project being scored divided by the project with the highest manufacturing/distribution-related employment within one mile multiplied by the maximum points available for the measure (30). For example, if the application being scored had 1,000 manufacturing/distribution-related workers within one mile and the top project had 1,500 manufacturing/distribution-related workers, this applicant would receive $(1,000/1,500)*40$ points or 27 points.

The applicant with the highest number of post-secondary students will receive 30 points. Remaining projects will receive a proportionate share of the 30 points. For example, if the application being scored had 1,000 students within one mile and the top project had 1,500 students, this applicant would receive $(1,000/1,500)*24$ points or 16 points.

The scorer will assess if the applicant would score highest with the total employment part of the measure, the manufacturing/distribution employment part of the measure, or the education part of the measure and give the applicant the highest of the three scores out of a maximum of 40 points.

Note: Due to the use of multiple sub-measures, two applicants can receive the full 40 points.

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C.B. MEASURE: This criterion relies on the results on the Regional Truck Corridor Study, which prioritized all principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals. (65 points)

Use the final study report for this measure:

<https://metro council.org/Transportation/Planning-2/Transit-Plans,-Studies-Reports/Highways-Roads/Truck-Freight-Corridor-Study.aspx>

RESPONSE: (Select one for your project, based on the Regional Truck Corridor Study):

- Along Tier 1:
- Along Tier 2:
- Along Tier 3:
- The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor:
- None of the tiers:

SCORING GUIDANCE (65 Points)

Applicants will be awarded points as assigned in the above tiers:

- Projects along Tier 1: 65 points
- Projects along Tier 2: 45 points
- Projects along Tier 3: 25 points
- Projects that that provide a direct and immediate connection to a corridor: 10 points.
- None of the tiers: 0 points

If no applicant is along Tier 1, the top-scoring application(s) will be adjusted to 65 points, with the others adjusted proportionately.

Note: Due to the use of tiered scoring, multiple applications can receive the full points.

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2. Usage (175 Points) – This criterion quantifies the project’s potential impact by measuring the current daily person throughput and future vehicular traffic that will be served by the project. These roadway users directly benefit from the project improvements on the A-minor arterial or non-freeway principal arterial. For interchange reconstruction projects, the cross-street traffic volumes should be used instead of the mainline volumes.

A. **MEASURE:** The applicant must identify the location along the project length and provide the current AADT volume from the [MnDOT 50-series maps](#) (select *Twin Cities Metro Area Street Series* under *Traffic Volume (AADT)*) and existing transit routes that travel on the road (reference “Transit Connections” map). Ridership data will be provided by the Metropolitan Council staff, if public transit is currently provided on the project length. Metropolitan Council staff will calculate the current daily person throughput at one location along the A-minor arterial or non-freeway principal arterial project length using the current average annual daily traffic (AADT) volume and average annual ridership.

- Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + average annual daily transit ridership (~~2017~~2019)

RESPONSE:

- Location: _____
 - Current AADT volume: _____
 - Existing Transit Routes on the Project: _____
- Upload “Transit Connections” map.

SCORING GUIDANCE (110 Points)

The applicant with highest current daily person throughput will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a daily person throughput of 1,000 ~~vehicles~~ people and the top project ~~within the same functional classification~~ had a daily person throughput of 1,500 ~~vehicles~~ people, this applicant would receive $(1,000/1,500) * 110$ points or 73 points.

B. **MEASURE:** Provide the forecast (2040) average daily traffic volume at the same location along the A-minor arterial or non-freeway principal arterial project length, as identified in the previous measure. The applicant may choose to use a county or city travel demand model based on the Metropolitan Council model to identify the forecast (2040) average daily traffic volume or have Metropolitan Council staff determine the forecast volume using the Metropolitan Council model and project location. Respond as appropriate to the use of one type of forecast model.

RESPONSE:

- Use Metropolitan Council model to determine forecast (2040) ADT volume
- If checked, METC Staff will provide Forecast (2040) ADT volume

OR

RESPONSE:

- Identify the approved county or city travel demand model to determine forecast (2040) ADT volume: _____
- Forecast (2040) ADT volume : _____

SCORING GUIDANCE (65 Points)

The applicant with the highest forecast (2040) ADT volume will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application

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being scored had a daily forecast of 28,000 vehicles and the top project had a daily forecast of 32,000 vehicles, this applicant would receive $(28,000/32,000)*65$ points or 57 points.

3. Equity and Housing Performance (100 Points) – This criterion addresses the [Council’s role in advancing equity](#) by examining the project’s positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. The criterion also evaluates a community’s efforts to promote affordable housing.

A. **MEASURE:** Reference the “Socio-Economic Conditions” map generated at the beginning of the application process. Identify the project’s location from the list below, as depicted on the map. Geographic proximity alone is not sufficient to receive the full points. In order to receive the maximum points, the response should address equitable distribution of benefits, mitigation of negative impacts, and community engagement for the populations selected. (30 Points)

Upload the “Socio-Economic Conditions” map used for this measure.

RESPONSE (Select one, based on the “Socio-Economic Conditions” map):

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): (up to 100% of maximum score)
- Project located in Area of Concentrated Poverty: (up to 80% of maximum score)
- Project’s census tracts are above the regional average for population in poverty or population of color: (up to 60% of maximum score)
- Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: (up to 40% of maximum score)

1. (0 to 3 points) A successful project is one that has actively engaged in low-income populations, people of color, children, persons with disabilities, and the elderly during the project’s development with the intent to limit negative impacts on them and, at the same time, provide the most benefits. Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

(Limit 1,400 characters; approximately 200 words):

2. (0 to 7 points) Describe the project’s benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

(Limit 2,800 characters; approximately 400 words):

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3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

(Limit 2,800 characters; approximately 400 words):

Below is a list of negative impacts. Note that this is not an exhaustive list.

- Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
- Increased noise.
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
- Increased speed and/or “cut-through” traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.
- Displacement of residents and businesses.
- Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
- Other

SCORING GUIDANCE (30 Points)

Each application will be scored on a 10-point scale as described below.

1. (3 points): The project(s) with the most impactful and meaningful community engagement will receive the full three points. Remaining projects will receive a share of the full points at the scorer’s discretion.
2. (7 points) The project(s) with the most positive benefits will receive the full seven points. Remaining projects will receive a share of the full points at the scorer’s discretion.
3. (-3 to 0 points) The scorer will reduce the score by one point (up to three total) for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application; the scorer will document any negatives not acknowledged in the application and the reasons for any associated point reductions. The scorer can add one to three points for successful mitigation of negative project elements based on the degree to which they are mitigated. Note that this score cannot provide more points than are deducted.

Each score from the above 10-point scale will then be adjusted to the appropriate geography.

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of points. In this case, the highest-scoring application for this measure will be adjusted to receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 10 points and the top project had 20 points, this applicant would receive $(10/20)*30$ points or 15 points. Note also that it is possible to score negative points on this measure.

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- B. MEASURE: Metropolitan Council staff will award points to the project based on the ~~2017-2019~~ Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the length or population of the project in each jurisdiction.

For stand-alone intersection, bridge, underpass, and interchange projects, a one-mile radius-buffer will be drawn around the project. If the radius-buffer enters more than one jurisdiction, the points will be awarded based on the proportionate population of the Census blocks in each jurisdiction that are all or partially located in the area within the one-mile radius-buffer.

If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

RESPONSE:

- City/Township: _____
- Length of Segment (For stand-alone projects, enter population from Regional Economy map) within each City/Township: _____
- Housing Score: _____ (*online calculation*)

SCORING GUIDANCE (70 Points)

The applicant with the highest ~~2017-2019~~ Housing Performance Score will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a Housing Performance Score of 55 and the top project had a Housing Performance Score of 90, this applicant would receive $(55/90)*70$ points or 43 points.

Note: Metropolitan Council staff will score this measure.

Projects will use the city Housing Performance Score based on the project location. If a project is located in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction. For stand-alone intersection, bridge, underpass, and interchange projects, a one-mile radius-buffer will be drawn around the project. If the radius-buffer enters more than one jurisdiction, the points will be awarded based on the proportionate population of the Census blocks in each jurisdiction that are all or partially located in the area within the one-mile radius-buffer.

If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

If this is the case, then the total points possible in the application will be 930 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 930, then multiplied by 1,000. Therefore, a project scoring 900 out of 930, will equate to 968 points on a 1,000-point scale.

If a portion of the project is located in a city with an affordable housing allocation and the other portion is located in a township with no affordable housing allocation, then a combination of the weighted average and no affordable housing methodologies should be used. This will result in a total score that will be somewhere between 930 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale.

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4. Infrastructure Age/Condition (150-175 Points) – This criterion will assess the age of the roadway or bridge facility being improved. Roadway improvement investments should focus on the higher needs of an aging facility, whereas, improvements to a recently reconstructed roadway does not display an efficient use of funds. For bridge projects, the scoring will focus on the bridge sufficiency rating. If there are two separate spans, then the applicant should take the average bridge sufficiency rating of the two spans.

A. **MEASURE:** Identify the year of the roadway’s original construction or most recent reconstruction. If the reconstruction date is used for the roadway, a full reconstruction must have been completed during the indicated year. Routine maintenance, such as an overlay or sealcoating project does not constitute a reconstruction and should not be used to determine the infrastructure age.

If construction was completed over several years, enter the segment lengths for each year. The average age will be calculated.

In order to enter information, click “Add” (in the upper right-hand corner of the page), enter the year and click “Save”. If the project length has more than one construction year, repeat the “Add” and “Save” process for each segment.

RESPONSE:

- Year of original roadway construction or most recent reconstruction: _____
- Location(s) used: _____

SCORING GUIDANCE (50 Points)

The applicant with the oldest roadway will receive full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored was constructed 41 years ago and the oldest project was constructed 48 years ago, this applicant would receive $(41/48) * 50$ points or 43 points.

Note: Because of the reporting of year of construction, it is possible for multiple projects to receive the full allotment of 50 points.

B. **MEASURE:** For roadway projects, describe ~~Select~~ the geometric, structural, or infrastructure deficiencies listed below that will be improved as part of this project, as reflected in the project cost estimate. For bridge projects, identify the bridge sufficiency rating, from the most recent Structure Inventory Report. Attach the report to the application. (~~100-125~~ Points)

Roadway Projects:

RESPONSE (Select all that apply. Please identify the proposed improvement):

- Improved roadway to better accommodate freight movements: 0-15 pts
 - RESPONSE (Limit 700 characters; approximately 100 words):
- Improved clear zones or sight lines: 0-10 pts
 - RESPONSE (Limit 700 characters; approximately 100 words)
- Improved roadway geometrics: 0-15 pts
 - RESPONSE (Limit 700 characters; approximately 100 words)
- Access management enhancements: 0-20 pts
 - RESPONSE (Limit 700 characters; approximately 100 words)
- Vertical/horizontal alignment improvements: 0-10 pts
 - RESPONSE (Limit 700 characters; approximately 100 words)
- Improved stormwater mitigation: 0-10 pts

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- *RESPONSE (Limit 700 characters; approximately 100 words)*
- Signals/lighting upgrades: 0-10 pts
 - *RESPONSE (Limit 700 characters; approximately 100 words)*
- Other Improvements: 0-10 pts
 - *RESPONSE (Limit 700 characters; approximately 100 words)*

Bridge Projects:

- Bridge Sufficiency Rating: _____

Upload Structure Inventory Report.

SCORING GUIDANCE (~~100~~-125 Points)

This measure will be considered separately for roadway and bridge projects. As a result, two projects may receive the full points.

For roadway projects, ~~W~~within each improvement sub-measure, the answer most responsive to the need will receive full points (e.g., the top project that improves clear zones or sight lines will receive 10 points), with each remaining project receiving a share of the full points at the scorer's discretion. It is possible for more than one project to receive maximum points for a sub-measure.

The highest-scoring application for this measure will be adjusted to receive the full ~~100~~-125 points. Remaining projects will receive a proportionate share of the full points equal to the points for the project being scored divided by the points assigned to the highest-scoring project multiplied by the maximum points available for the measure (100). For example, if the application being scored had 25 points and the top project had 50 points, this applicant would receive $(25/50) * \text{~~100~~-125}$ points or ~~50~~-63 points.

For bridge projects, the applicant with the lowest bridge sufficiency rating will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points equal to the rating for the project with the lowest bridge sufficiency rating divided by the project being scored multiplied by the maximum points available for the measure (125). For example, if the top project had a bridge sufficiency rating of 35 and the application being scored had a score of 55, this applicant would receive $(35/55) * 125$ points or 75 points.

5. Congestion Reduction/Air Quality (80 Points) – This criterion measures the project’s ability to reduce congestion. In addition, it will address its ability to improve congested intersections operating at unacceptable levels of service during peak hour conditions. The project will also be measured based on its ability to reduce emissions.

- A. **MEASURE:** Conduct a capacity analysis at one or more of the intersections (or rail crossings) being improved by the roadway project using existing turning movement counts (collected within the last three years) in the weekday a.m. or p.m. peak hour and the Synchro or HCM software. The applicant must show the current total peak hour delay at one or more intersections (or rail crossings) and the reduction in total peak hour intersection delay at these intersections (or rail crossings) in seconds due to the project. If more than one intersection (or rail crossing) is examined, then the delay reduced by each intersection can be added together to determine the total delay reduced by the project.
- For roadway projects that include a railroad crossing, the applicant should conduct fieldwork during either the weekday a.m. or p.m. peak hour to determine the total peak hour delay reduced by the project. Applicants can also add together intersection delay reduced and railroad delay reduced, if they both will be improved by the project.

The applicant should include the appropriate Synchro or HCM full reports (including the Timing Page Report) that support the improvement in total peak hour delay and should conduct the analysis using the following:

- Under the network settings, all defaults should be used for lanes, saturation flow rates, volumes, and simulation
- Use Synchro’s automatic optimization to determine cycle, offset and splits (for traffic signals). Use the setting when assessing delay both with and without the project. This methodology will ensure that all applicants start with their signal systems optimized when determining existing delay.
- Project improvements assumed in the build condition should be reflected in the total project cost, such as additional through or turn lanes and protective left-turn phasing
- Roadway lengths for intersection approaches must be the same length for before and after scenarios
- An average weekday should be used for the existing conditions instead of a weekend, peak holiday, or special event time period that is not representative of the corridor for most of the year

Total Peak Hour Delay Reduced (Seconds) = Total Peak Hour Delay/Vehicle x Vehicles Per Hour

RESPONSE:

- Total Peak Hour Delay/Vehicle without the Project (Seconds/Vehicle): _____
- Total Peak Hour Delay/Vehicle with the Project (Seconds/Vehicle): _____
- Total Peak Hour Delay/Vehicle Reduced by the Project (Seconds/Vehicle): _____
(automatically calculated)
- Volume (Vehicles Per Hour): _____
- Total Peak Hour Delay Reduced by the Project (Seconds): _____ (automatically calculated)

EXPLANATION of methodology used to calculate railroad crossing delay, if applicable (Limit 1,400 characters; approximately 200 words):

SCORING GUIDANCE (50 Points)

The applicant with the most peak hour vehicle delay reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportionate share of the points. For example, if the application being scored reduced delay by 5,000 seconds and the top project reduced delay by 25,000 seconds, this applicant would receive $(5,000/25,000)*50$ points, or 10 points.

- B. **MEASURE:** Using the Synchro or HCM analysis completed in the previous measure, identify the total peak hour emissions reduction in kilograms (CO, NO_x, VOC) due to the project. The applicant should include the appropriate Synchro or full HCM reports (including the Timing Page Report) that support the improvement in total peak hour emissions. If more than one intersection is examined, then the emissions reduced by each intersection can be added together to determine the total emissions reduced by the project.

Roadway projects that do not include railroad grade-separation elements:

- Total Peak Hour Emissions Reduced (Kilograms)= Total Peak Hour Emissions without the project – Total Peak Hour Emissions with the Project

RESPONSE:

- Total (CO, NO_x, and VOC) Peak Hour Emissions without the Project (Kilograms): _____
- Total (CO, NO_x, and VOC) Peak Hour Emissions with the Project (Kilograms): _____
- Total (CO, NO_x, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms): _____
(calculated online)

If more than one intersection is examined, the response should include a total of all emissions reduced.

Roadway projects that include railroad grade-separation elements:

- For roadway projects that include a railroad crossing, the applicant needs to input four variables before and after the project to determine the change in emissions. Those variables include: speed, vehicle mile traveled, delay, and total vehicle stops. The applicant needs to conduct fieldwork during either the a.m. or p.m. peak hour to determine the existing conditions and then detail any assumptions used for conditions after the project is built. The variables will be used in the exact same equation used within the software program (i.e., Synchro) required of the other project types. Therefore, the approach to calculate the kilograms emissions reduced for railroad grade-separation projects will be comparable to intersection improvement projects.

RESPONSE:

- Cruise speed in miles per hour without the project: _____ (Applicant inputs number)
- Vehicle miles traveled without the project: _____ (Applicant inputs number)
- Total delay in hours without the project: _____ (Applicant inputs number)
- Total stops in vehicles per hour without the project: _____ (Applicant inputs number)
- Cruise speed in miles per hour with the project: _____ (Applicant inputs number)
- Vehicle miles traveled with the project: _____ (Applicant inputs number)
- Total delay in hours with the project: _____ (Applicant inputs number)
- Total stops in vehicles per hour with the project: _____ (Applicant inputs number)
- Fuel consumption in gallons (F1)
- Fuel consumption in gallons (F2)
- Fuel consumption in gallons (F3)

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Speed = cruise speed in miles per hour

Total Travel = vehicle miles traveled

Total Delay = total delay in hours

Stops = total stops in vehicles per hour

$$K1 = 0.075283 - 0.0015892 * \text{Speed} + 0.000015066 * \text{Speed}^2$$

$$K2 = 0.7329$$

$$K3 = 0.0000061411 * \text{Speed}^2$$

F1 (or F2 – without the project) = Fuel consumption in gallons

$$F1 = \text{Total Travel} * k1 + \text{Total Delay} * k2 + \text{Stops} * k3$$

$$F2 = \text{Total Travel} * k1 + \text{Total Delay} * k2 + \text{Stops} * k3$$

$$F3 = F1 - F2$$

$$CO = F3 * 0.0699 \text{ kg/gallon}$$

$$NO_x = F3 * 0.0136 \text{ kg/gallon}$$

$$VOC = F3 * 0.0162 \text{ kg/gallon}$$

Equation Automatically Provides Emissions Reduced:

- Total (CO, NO_x, and VOC) Peak Hour Emissions Reduced by the Project (Kilograms):
_____ (Online Calculation)

EXPLANATION of methodology and assumptions used (Limit 1,400 characters; approximately 200 words):

SCORING GUIDANCE (30 Points)

The applicant with the most kilograms reduced by the project improvement will receive the full points for the measure. Remaining projects will receive a proportionate share of the full. For example, if the application being scored reduced emissions by 3 kilograms and the top project reduced emissions by 5 kilograms, this applicant would receive (3/5)*30 points or 18 points.

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6. Safety (150-175 Points) – This criterion addresses the project’s ability to correct deficiencies and improve the overall safety of a roadway facility. It will assess the project’s monetized safety benefits.

A. **MEASURE:** Respond as appropriate to one of the two project types below. (150-175 Points)

Roadway projects that do not include railroad grade-separation elements:

Calculate the reduction in the total number of crashes due to improvements on the A-minor arterial or non-freeway principal arterial made by the project. The applicant must base the estimate of crash reduction on the methodology consistent with the latest Highway Safety Improvement Program (HSIP) application (www.dot.state.mn.us/stateaid/trafficsafety.html). Applicants should focus on the crash analysis for reactive projects.

Crash data must be obtained for the project length using the MnDOT TIS system average for calendar years ~~2013-2017~~ through 20159. Crash data should include all crash types and severities, including pedestrian and bicycle crashes.

Applicants should request crash data from MnDOT as early as possible. The applicant must then attach a listing of the crashes reduced and the HSIP Benefit/Cost (B/C) worksheet (www.dot.state.mn.us/stateaid/trafficsafety.html) that identifies the resulting benefit associated with the project. As part of the response, please detail and attach the crash modification factor(s) used from FHWA’s Crash Modification Factors Clearinghouse: <http://www.cmfclearinghouse.org/>. This measure requests the monetized safety benefit of the project. The cost of the project is scored in the Cost Effectiveness criterion.

RESPONSE:

- Crash Modification Factors Used (*Limit 700 characters; approximately 100 words*): _____
- Rationale for Crash Modifications Selected (*Limit 1,400 characters; approximately 200 words*): _____
- Project Benefit (\$) from B/C ratio: _____
- Explanation of Methodology: _____

Roadway projects that include railroad grade-separation elements:

Since the number of observed crashes at an existing at-grade railroad crossing is minor compared to an intersection, this measure will assess crash risk exposure that exists in order to compare projects. As a proactive safety measure, railroad grade-separation projects eliminate the crash risk exposure.

- Crash Risk Exposure Eliminated = current average annual daily traffic volume x average number of daily trains at the at-grade crossing

RESPONSE:

- Current AADT volume: _____
- Average daily trains: _____
- Crash Risk Exposure eliminated: _____

SCORING GUIDANCE (150-175 Points)
This measure will be considered separately for projects that do and do not include a railroad grade-separation project. As a result, two projects (one without a railroad grade-separation project and one with a railroad grade-separation) may receive the full points.

For projects that do not include a grade-separation project, the applicant with the highest dollar value of benefits will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had safety benefits of \$11,000,000

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and the top project had safety benefits of \$16,000,000, this applicant would receive $(11,000,000/16,000,000)*150-175$ points or ~~103-120~~ points.

For railroad grade-separation projects, the applicant with the highest crash risk exposure eliminated due to the project will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored reduced 11,000 exposures and the top project reduced 16,000, this applicant would receive $(11,000 /16,000)*150-175$ points or ~~103-120~~ points.

7. Multimodal Elements and Existing Connections (~~100-115~~ Points) - This criterion measures how the project improves the travel experience, safety, and security for other modes of transportation and addresses the safe integration of these modes. The *Transportation Policy Plan* requires that explicit consideration of all users of the transportation system be considered in the planning and scoping phase of roadway projects.

A. **MEASURE:** Describe how the project positively affects the multimodal system.

- Discuss any bicycle, pedestrian, or transit elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Applicants should make sure that new multimodal elements described in the response are accounted for as part of the cost estimate form earlier in the application. Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why a mode may not be incorporated in the project (e.g., a bicycle system plan that locates bikeway facilities on a lower-volume parallel route).
- Describe how the proposed multimodal improvements positively affect identified alignments in the Regional Bicycle Transportation Network (RBTN) or along a regional trail, if applicable.
- Describe how the proposed multimodal improvements either provide a new, or improve an existing a Major River Bicycle Barrier Crossing (MRBBC) as defined in the 2040 Transportation Policy Plan (TPP) or an identified Regional Bicycle Barrier Improvement Area as defined in the TPP and Technical Addendum to the Regional Bicycle Barriers Study (May 2019), if applicable.
- Discuss the existing bicycle, pedestrian, and transit connections and how the project enhances these connections.
- Discuss whether the project implements specific locations identified as being deficient in a completed ADA Transition Plan.

RESPONSE (Limit 2,800 characters; approximately 400 words):

SCORING GUIDANCE (~~100-115~~ Points)

The project that most positively affects the multimodal elements system will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. The project score will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed. Points can be earned for incorporating multimodal project elements, positively affecting identified alignments in the Regional Bicycle Transportation Network (RBTN), ~~or~~ regional trail, Major River Bicycle Barrier Crossing, or Regional Bicycle Barrier, or for making connections with existing multimodal systems or helping to implement an ADA Transition Plan. Multimodal elements for rural roadway projects may include wider shoulders that will be used by bicyclists and pedestrians.

~~Scorers should make sure that new multimodal elements described in the response are accounted for on the cost estimate form earlier in the application.~~

8. Risk Assessment (75 Points) – This criterion measures the number of risks associated with successfully building the project. High-risk applications increase the likelihood that projects will withdraw at a later date. If this happens, the region is forced to reallocate the federal funds in a short amount of time or return them to the US Department of Transportation. These risks are outlined in the checklist in the required Risk Assessment.

- A. **MEASURE:** Applications involving construction must complete the Risk Assessment. This checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.).

RESPONSE (Complete Risk Assessment):

Please check those that apply and fill in anticipated completion dates for all projects, except for new/expanded transit service projects or transit vehicle purchases.

1) Layout (30 Percent of Points)

- Layout should include proposed geometrics and existing and proposed right-of-way boundaries
- 100% Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**
- 50% Layout completed but not approved by all jurisdictions. **A PDF of the layout must be attached to receive points.**
- 0% Layout has not been started

Anticipated date or date of completion: _____

2) Review of Section 106 Historic Resources (20 Percent of Points)

- 100% No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge
- 100% There are historical/archeological properties present but determination of “no historic properties affected” is anticipated.
- 80% Historic/archeological property impacted; determination of “no adverse effect” anticipated
- 40% Historic/archeological property impacted; determination of “adverse effect” anticipated
- 0% Unsure if there are any historic/archaeological properties in the project area.

Project is located on an identified historic bridge:

3) Right-of-Way (30 Percent of Points)

- 100% Right-of-way, permanent or temporary easements either not required or all have been acquired
- 50% Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete
- 25% Right-of-way, permanent or temporary easements required, parcels identified
- 0% Right-of-way, permanent or temporary easements required, parcels not all identified

Anticipated date or date of acquisition _____

Roadway and Bridge Reconstruction/Modernization and Spot Mobility

4) Railroad Involvement (20 Percent of Points)

100% No railroad involvement on project or railroad Right-of-Way agreement is executed
(include signature page, if applicable)

50% Railroad Right-of-Way Agreement required; negotiations have begun

0% Railroad Right-of-Way Agreement required; negotiations have not begun.

Anticipated date or date of executed Agreement _____

SCORING GUIDANCE (75 Points)

The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive $(40/70)*75$ points or 43 points.

9. Cost Effectiveness (100 Points) – This criterion will assess the project’s cost effectiveness or ability to leverage outside funding sources ~~based on the total TAB-eligible project cost (not including noise walls) and total points awarded in the previous criteria.~~

A. MEASURE:

Cost Effectiveness:

This measure will calculate the cost effectiveness of the project. Metropolitan Council staff will divide the number of points awarded in the previous criteria by the TAB-eligible project cost (not including noise walls).

- Cost-effectiveness = total number of points awarded in previous criteria/total TAB-eligible project cost

RESPONSE (This measure will be calculated after the scores for the other measures are tabulated by the Scoring Committee):

- Total Project Cost (entered in Project Cost Form): _____ *(automatically calculated)*
- Enter amount of Noise Walls: _____
- Points Awarded in Previous Criteria: ____ (entered by Metropolitan Council staff)

Leveraging Local and Outside Funding Sources:

This measure will calculate the cost effectiveness of the project and how well the project leverages local and outside funding sources. Metropolitan Council staff will divide the number of points awarded in the previous criteria by the requested award (not including noise walls).

- Cost effectiveness = total number of points awarded in previous criteria/requested award (not including noise walls)

RESPONSE (This measure will be calculated after the scores for the other measures are tabulated by the Scoring Committee):

- Total Award Request: _____ (automatically calculated)
- Enter amount of Noise Walls: _____
- Points Awarded in Previous Criteria: _____ (entered by Metropolitan Council staff)

Roadway and Bridge Reconstruction/Modernization and ~~Spot Mobility~~

SCORING GUIDANCE (100 Points)

Due to the two scoring methods, more than one project can score the maximum points

Cost Effectiveness: The applicant with the most points (i.e., the benefits) per dollar will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the top project received .0005 points per dollar and the application being scored received .00025 points per dollar, this applicant would receive $(.0005/.00025) * 100$ points for 50 points.

Leveraging Local and Outside Funding Sources: The applicant with the most points (i.e., the benefits) per dollar will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the top project received .0005 points per dollar and the application being scored received .00025 points per dollar, this applicant would receive $(.00025/.0005) * 100$ points or 50 points.

The scorer for this measure will also complete a reasonableness check of the total project cost that is used for this measure. The scorer may follow up with the applicant to clarify any questions. Up to 50 percent of points awarded for this measure can be deducted if the scorer does not believe that the cost estimate is reasonable.

The scorer will assess if the applicant would score highest with the cost effectiveness part of the measure or the leveraging of local and outside funding sources part of the measure and give the applicant the highest of the two scores out of a maximum of 100 points.

Note: Due to the use of multiple sub-sections, multiple applicants may receive the full 100 points.

TOTAL: 1,100 POINTS

Traffic Management Technologies (Roadway System Management) – Prioritizing Criteria and Measures

May 17, 2019

Definition: An Intelligent Transportation System (ITS) or similar project that primarily benefits roadway users. Traffic Management Technology [are described under Regional Mobility in the TPP](#) and projects can include project elements along a single corridor, multiple corridors, or within a specific geographic area such as a downtown area. To be eligible, projects must make improvements to at least one A-minor arterial or non-freeway principal arterial. Projects that are more transit-focused must apply in the Transit Modernization application category.

Examples of Traffic Management Technology Projects:

- Flashing yellow arrow traffic signals
- Traffic signal retiming projects
- Integrated corridor signal coordination
- Traffic signal control system upgrades
- New/replacement detectors
- Passive detectors for bicyclists and pedestrians
- New/replacement traffic mgmt. centers
- New/replacement traffic communication
- New/replacement CCTV cameras
- New/replacement variable message signs & other info improvements
- Incident management coordination

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	175	16%
Measure A - Functional classification of project	50	
Measure B - Regional Truck Corridor Study Tiers	50	
Measure C - Integration within existing traffic management systems	50	
Measure D - Coordination with other agencies	25	
2. Usage	125	11%
Measure A - Current daily person throughput	85	
Measure B - Forecast 2040 average daily traffic volume	40	
3. Equity and Housing Performance	100	9%
Measure A - Connection to disadvantageded populations and project's benefits	30	
Measure B - Housing Performance Score	70	
4. Infrastructure Age	75	7%
Measure A - Upgrades to obsolete equipment	75	
5. Congestion Reduction/Air Quality	200	18%
Measure A - Congested roadway Congestion Management Process	150	
Measure B - Emissions and congestion benefits of project	50	
6. Safety	200	18%
Measure A - Crashes reduced	50	
Measure B - Safety issues in project area	150	
7. Multimodal Elements and Existing Connections	50	5%
Measure A - Transit, bicycle, or pedestrian project elements and connections	50	
8. Risk Assessment	75	7%
Measure A- Risk Assessment Form	75	
9. Cost Effectiveness	100	9%

Traffic Management Technologies

Criteria and Measures	Points	% of Total Points
Measure A – Cost effectiveness (total points awarded/ total project cost) <u>or</u> <u>leveraging local and outside resources (total points awarded/award requested)</u>	100	
Total	1,100	

1. Role in the Regional Transportation System and Economy (175 Points) – Tying regional policy (Thrive MSP2040) to the Regional Solicitation, this criterion measures the project’s ability to serve a transportation purpose within the regional transportation system and economy based on how well it fulfills its functional classification role, aligns with the Regional Truck Corridor Study, and integrates with existing traffic management systems, and provides coordination across agencies. The project must be located on at least one non-freeway principal arterial or A-minor arterial.

A. **MEASURE:** Reference the functional classification(s) that the project would serve. Investment in a higher functionally-classified roadway (i.e., the principal arterial system) serves a more regional purpose and will result in more points.

RESPONSE (Select one):

- The majority of the project funds will be invested on the principal arterial system: (50 points)
- The majority of the project funds will be invested on the A-minor arterial system: (25 points)
- The majority of the project funds will be invested on the collector or local system with some investment either on the principal arterial or A-minor arterial system: (0 points)

SCORING GUIDANCE (50 Points)

The scorer will assign points based on which of the above scores applies. Note that multiple applicants are able to score the maximum point allotment. If no applicant scores 50 points, the 25-point projects will be adjusted to 50 points, while the zero-point projects will remain at zero.

B. **MEASURE:** This criterion relies on the results of the Regional Truck Corridor Study, which prioritized all principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals. (50 points)

Use the final study report for this measure:

<https://metrocouncil.org/Transportation/Planning-2/Transit-Plans,-Studies-Reports/Highways-Roads/Truck-Freight-Corridor-Study.aspx>

RESPONSE (Select one for your project, based on the Regional Truck Corridor Study):

- The majority of the project funds will be invested on either a Tier 1, Tier 2, or Tier 3 corridor: (50 Points)
- A majority of the project funds will NOT be invested on a Tier 1, Tier 2, or Tier 3 corridor, but at least 10 percent of the funds will be invested on these corridors: (25 Points)
- No project funds will be invested on a Tier 1, Tier 2, or Tier 3 corridor: (0 Points)

SCORING GUIDANCE (50 Points)

The scorer will assign points based on which of the scores applies. Note that multiple applicants can score the maximum point allotment. If no applicant scores 50 points, the 25-point projects will be adjusted to 50 points, while the zero-point projects will remain at zero.

- C. **MEASURE:** Discuss how the proposed project integrates and/or builds on existing traffic management infrastructure (examples of systems include traffic signal systems, freeway management systems, and incident management systems). (50 Points)

RESPONSE (Limit 2,800 characters; approximately 400 words):

SCORING GUIDANCE (50 Points)

The applicant will describe how the project would build on other infrastructure and management systems. Prioritizing projects that complement existing infrastructure and management methods, the scorer will award the full share of points to the project that best builds on other infrastructure and management systems. Remaining projects will receive a share of the full points at the scorer’s discretion. This response is intended to be qualitative.

- D. **MEASURE:** Demonstrate how the project provides or enhances coordination among operational and management systems and/or jurisdictions. (25 points)

RESPONSE (Limit 2,800 characters; approximately 400 words):

SCORING GUIDANCE (25 Points)

The project that best provides or enhances coordination among operational and management systems and/or jurisdictions will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion.

2. Usage (125 Points) – This criterion quantifies the project’s potential impact by measuring the current daily person throughput and future vehicular traffic that will be served by the project. These roadway users directly benefit from the project improvements.

- A. **MEASURE:** Metropolitan Council staff will calculate the current daily person throughput at one location along the A-minor arterial or non-freeway principal arterial project length using the current average annual daily traffic (AADT) volume and average daily transit ridership. If more than one corridor or location is included in the project, then the applicant should select the corridor where the most investment is being made with the project. The applicant must identify the location along the project length and provide the current AADT volume from the [MnDOT 50-series maps](#). Reference the “Transit Connections” map for transit routes along the project. Ridership data will be provided by the Metropolitan Council staff, if public transit is currently provided on the project length. (85 points)

- Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + average annual daily transit ridership (2019⁷)

RESPONSE:

- Location: _____
- Current AADT volume: _____
- Existing transit routes at the location noted above: _____

Upload the “Transit Connections” map.

SCORING GUIDANCE (85 Points)

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The project with highest current daily person throughput will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a daily person throughput of 1,000 ~~vehicles~~people and the top project had a daily person throughput of 1,500 people~~vehicles~~, this applicant would receive $(1,000/1,500) * 85$ points or 56 points.

- B. **MEASURE:** Provide the forecast (2040) average daily traffic volume at the same location along the A-minor arterial or non-freeway principal arterial project length, as identified in the previous measure. The applicant may choose to use a county or city travel demand model based on the Metropolitan Council model to identify the forecast (2040) average daily traffic volume or have Metropolitan Council staff determine the forecast volume using the Metropolitan Council model and project location. Respond as appropriate to the use of one type of forecast model. (40 points)

RESPONSE:

- Use Metropolitan Council model to determine forecast (2040) ADT volume
- If checked, METC Staff will provide Forecast (2040) ADT volume

OR

RESPONSE:

- Identify the approved county or city travel demand model to determine forecast (2040) ADT volume
- Forecast (2040) ADT volume: _____

SCORING GUIDANCE (40 Points)

The applicant with the highest forecast (2040) ADT volume will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a daily forecast of 28,000 vehicles and the top project had a daily forecast of 32,000 vehicles, this applicant would receive $(28,000/32,000)*40$ points or 35 points.

3. Equity and Housing Performance (100 Points) – This criterion addresses the [Council’s role in advancing equity](#) by examining the project’s positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. The criterion also evaluates a community’s efforts to promote affordable housing.

- A. **MEASURE:** Reference the “Socio-Economic Conditions” map generated at the beginning of the application process. Identify the project’s location from the list below, as depicted on the map. Geographic proximity alone is not sufficient to receive the full points. In order to receive the maximum points, the response should address equitable distribution of benefits, mitigation of negative impacts, and community engagement for the populations selected. (30 Points)

Upload the “Socio-Economic Conditions” map used for this measure.

RESPONSE (Select one, based on the “Socio-Economic Conditions” map):

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): (up to 100% of maximum score)
 - Project located in Area of Concentrated Poverty: (up to 80% of maximum score)
 - Project’s census tracts are above the regional average for population in poverty or population of color: (up to 60% of maximum score)
 - Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: (up to 40% of maximum score)
1. (0 to 3 points) A successful project is one that has actively engaged in low-income populations, people of color, children, persons with disabilities, and the elderly during the project’s development with the intent to limit negative impacts on them and, at the same time, provide

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the most benefits. Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

(Limit 1,400 characters; approximately 200 words):

2. (0 to 7 points) Describe the project's benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

(Limit 2,800 characters; approximately 400 words):

3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

(Limit 2,800 characters; approximately 400 words):

Below is a list of negative impacts. Note that this is not an exhaustive list.

- Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
- Increased noise.
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
- Increased speed and/or "cut-through" traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.
- Displacement of residents and businesses.

- Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
- Other

SCORING GUIDANCE (30 Points)

Each application will be scored on a 10-point scale as described below.

1. (3 points): The project(s) with the most impactful and meaningful community engagement will receive the full three points. Remaining projects will receive a share of the full points at the scorer’s discretion.
2. (7 points) The project(s) with the most positive benefits will receive the full seven points. Remaining projects will receive a share of the full points at the scorer’s discretion.
3. (-3 to 0 points) The scorer will reduce the score by one point (up to three total) for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application; the scorer will document any negatives not acknowledged in the application and the reasons for any associated point reductions. The scorer can add one to three points for successful mitigation of negative project elements based on the degree to which they are mitigated. Note that this score cannot provide more points than are deducted.

Each score from the above 10-point scale will then be adjusted to the appropriate geography.

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of points. In this case, the highest-scoring application for this measure will be adjusted to receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 10 points and the top project had 20 points, this applicant would receive $(10/20)*30$ points or 15 points. Note also that it is possible to score negative points on this measure.

B. **MEASURE:** Metropolitan Council staff will award points to the project based on the ~~2017~~ 2019 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. If the project is in more than one jurisdiction, the points will be awarded based on a weighted average using the percent of total funds to be spent in each jurisdiction.

If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewer development), then the project will not be disadvantaged by this measure and the project’s total score will be adjusted during scoring as a result.

RESPONSE:

- City/Township: _____
- Funds to be spent within each City/Township: _____
- Percent of total funds to be spent within City/Township: _____ (online calculation)

SCORING GUIDANCE (70 Points)

The applicant with the highest ~~2017~~ 2019 Housing Performance Score will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a Housing Performance Score of 55 and the top project had a Housing Performance Score of 90, this applicant would receive $(55/90)*70$ points or 43 points.

Note: Metropolitan Council staff will score this measure.

Projects will use the city Housing Performance Score based on the project location. If a project is located in more than one jurisdiction, the points will be awarded based on a weighted average of the city or township scores for the project location based on the length of the project in each jurisdiction. For stand-alone roadway (intersection, bridge, underpass, and interchange) projects, a one-mile radius-buffer will be drawn around the project. If the radius-buffer enters more than one jurisdiction, the points will be awarded based on the proportionate population of the Census blocks in each jurisdiction that are all or partially located in the area within the one-mile radius-buffer.

If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project's total score will be adjusted as a result.

If this is the case, then the total points possible in the application will be 930 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 930, then multiplied by 1,000. Therefore, a project scoring 900 out of 930, will equate to 968 points on a 1,000-point scale.

If a portion of the project is located in a city with an affordable housing allocation and the other portion is located in a township with no affordable housing allocation, then a combination of the weighted average and no affordable housing methodologies should be used. This will result in a total score that will be somewhere between 930 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale.

4. Infrastructure Age (75 Points) – This criterion will assess the degree to which functionally obsolete infrastructure elements are being replaced and improved.

- A. *MEASURE*: Describe how various equipment will be improved or replaced as part of this project relative to its age and whether it is functionally obsolete.

RESPONSE (Limit 2,800 characters; approximately 400 words):

SCORING GUIDANCE (75 Points)

The project that best provides for stewardship of public funds and resource by replacing functionally obsolete equipment and finding cost-effective solutions to upgrade viable equipment will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion.

5. Congestion Reduction/Air Quality (200 Points) – This criterion measures the project’s ability to make improvements in congested corridors using speed data from the Congestion Management Process Plan. The project will also be measured based on its ability to reduce emissions.

- A. **MEASURE:** Council staff will provide travel speed data to compare the peak hour travel speed in the project area to free flow conditions on the “Level of Congestion” map. If more than one corridor or location is included in the project, then the applicant should select the corridor on which the most investment is being made with the project. The applicant must identify the corridor as part of the response. It is anticipated that the Congestion Management Process Plan will be further incorporated into the Regional Solicitation as part of the 2022 Regional Solicitation funding cycle. (150 Points)

RESPONSE:

- Corridor: _____
- Corridor Start and End Points: _____
- Free-Flow Travel Speed: _____
- Peak Hour Travel Speed: _____
- Percentage Decrease in Travel Speed in Peak Hour Compared to Free-Flow (online calculation): _____

Upload the “Level of Congestion” map used for this measure.

SCORING GUIDANCE (150 Points)

The applicant with the most congestion (measured by the largest percentage decrease in peak hour travel speeds relative to free flow conditions) will receive the full points for the measure. Remaining projects will receive a proportionate share of the points. For example, if the application being scored showed a 5% decrease of travel speeds in the peak hour relative to free flow conditions and the top project had a 10% reduction, this applicant would receive $(5/10) * 150$ points, or 75 points.

- B. **MEASURE:** Discuss how the project will reduce emissions and congestion. The applicant should focus on any reduction in CO, NO_x, and VOC. Projects on roadways that provide relief to congested, parallel principal arterial roadways should reference the current [MnDOT Metro Freeway Congestion Report](#) and discuss the systemwide emissions and congestion impact of the proposed improvements.

RESPONSE: *(Limit 2,800 characters; approximately 400 words):*

SCORING GUIDANCE (50 Points)

The project that is most likely to reduce emissions and congestion will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion.

6. Safety (200 Points) – This criterion addresses the project’s ability to correct deficiencies and improve the overall safety of an existing or future roadway facility. It will assess the project’s monetized safety benefits.

- A. **MEASURE:** Calculate the reduction in the total number of crashes due to improvements on the A-minor arterial or non-freeway principal arterial made by the project. The applicant must base the estimate of crash reduction on the methodology consistent with the latest MnDOT Metro District Highway Safety Improvement Program (HSIP) application (www.dot.state.mn.us/stateaid/trafficsafety.html). Applicants should focus on the crash analysis for reactive projects.

Crash data must be obtained for the project length using the MnDOT TIS system average for calendar years ~~2013-2017~~ through ~~2015-2019~~. Crash data should include all crash types and severities, including pedestrian and bicycle crashes.

Applicants should request crash data from MnDOT as early as possible. The applicant must then attach a listing of the crashes reduced and the HSIP Benefit/Cost (B/C) worksheet (www.dot.state.mn.us/stateaid/trafficsafety.html) that identifies the resulting benefit associated with the project. As part of the response, please detail and attach the crash modification factor(s) used from FHWA’s Crash Modification Factors Clearinghouse: <http://www.cmfclearinghouse.org/>. This measure requests the monetized safety benefit of the project. The cost of the project is scored in the Cost Effectiveness criterion.

RESPONSE:

- Crash Modification Factors Used _____
- Rationale for Crash Modifications Selected (*Limit 1,400 characters; approximately 200 words*):

- Project Benefit (\$) from B/C ratio: _____

Upload Crash Modification Factors and B/C Worksheet.

SCORING GUIDANCE (50 Points)

The applicant with the highest dollar value of benefits will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had safety benefits of \$11,000,000 and the top project had safety benefits of \$16,000,000, this applicant would receive $(11,000,000/16,000,000)*50$ points or 34 points.

- B. **MEASURE:** Discuss how the project will improve safety issues in the project area. As part of the response, the applicant may want to reference the project relative to County Highway Safety Plan or similar planning documents and what the project will specifically do to improve the safety issue.

RESPONSE (Limit 2,800 characters; approximately 400 words):

SCORING GUIDANCE (150 Points)

The project that will provide the most safety benefits and alleviate identified safety concerns will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion.

7. Multimodal Elements and Existing Connections (50 Points) – This criterion measures how the project improves the travel experience, safety, and security for other modes of transportation, and addresses the safe integration of these modes. The *Transportation Policy Plan* requires that explicit consideration of all users of the transportation system be considered in the planning and scoping phase of roadway projects.

A. **MEASURE:** Describe how the project positively affects the multimodal system.

- Discuss any bicycle, pedestrian, or transit elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Applicants should make sure that new multimodal elements described in the response are accounted for as part of the cost estimate form earlier in the application. Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why a mode may not be incorporated in the project (e.g., a bicycle system plan that locates bikeway facilities on a lower-volume parallel route).
- Describe how the proposed multimodal improvements positively affect identified alignments in the Regional Bicycle Transportation Network (RBTN) or along a regional trail, if applicable.
- Discuss the existing bicycle, pedestrian, and transit connections and how the project enhances these connections.
- Discuss whether the project implements specific locations identified as being deficient in a completed ADA Transition Plan.

RESPONSE (Limit 2, 800 characters; approximately 400 words) :

SCORING GUIDANCE (50 Points)

The project that most positively affects the multimodal system will receive the full points. Remaining projects will receive a share of the full points at the scorer’s discretion. The project score will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed. Points can be earned for incorporating multimodal project elements, positively affecting identified alignments in the Regional Bicycle Transportation Network (RBTN) or regional trail, or for making connections with existing multimodal systems, or helping to implement an ADA Transition Plan.

~~Scorers should make sure that new multimodal elements described in the response are accounted for on the cost estimate form earlier in the application.~~

8. Risk Assessment (75 Points) – This criterion measures the number of risks associated with successfully building the project. High-risk applications increase the likelihood that projects will withdraw at a later date. If this happens, the region is forced to reallocate the federal funds in a short amount of time or return them to the US Department of Transportation. These risks are outlined in the checklist in the required Risk Assessment.

- A. **MEASURE:** Applications involving construction must complete the Risk Assessment. This checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.).

RESPONSE (Complete Risk Assessment):

Please check those that apply and fill in anticipated completion dates for all projects, except for new/expanded transit service projects or transit vehicle purchases.

1) Layout (30 Percent of Points)

- Layout should include proposed geometrics and existing and proposed right-of-way boundaries
- 100% Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**
- 50% Layout completed but not approved by all jurisdictions. **A PDF of the layout must be attached to receive points.**
- 0% Layout has not been started

Anticipated date or date of completion: _____

2) Review of Section 106 Historic Resources (20 Percent of Points)

- 100% No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge
- 100% There are historical/archeological properties present but determination of “no historic properties affected” is anticipated.
- 80% Historic/archeological property impacted; determination of “no adverse effect” anticipated
- 40% Historic/archeological property impacted; determination of “adverse effect” anticipated
- 0% Unsure if there are any historic/archaeological properties in the project area.

Project is located on an identified historic bridge:

3) Right-of-Way (30 Percent of Points)

- 100% Right-of-way, permanent or temporary easements either not required or all have been acquired
- 50% Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete
- 25% Right-of-way, permanent or temporary easements required, parcels identified
- 0% Right-of-way, permanent or temporary easements required, parcels not all identified

Anticipated date or date of acquisition _____

4) Railroad Involvement (20 Percent of Points)

100% No railroad involvement on project or railroad Right-of-Way agreement is executed
(include signature page, if applicable)

50% Railroad Right-of-Way Agreement required; negotiations have begun

0% Railroad Right-of-Way Agreement required; negotiations have not begun.

Anticipated date or date of executed Agreement _____

SCORING GUIDANCE (75 Points)

The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive $(40/70) * 75$ points or 43 points.

9. Cost Effectiveness (100 Points) – This criterion will assess the project’s cost effectiveness or ability to leverage local and outside funding sources ~~based on the total TAB-eligible project cost (not including noise walls) and total points awarded in the previous 8 criteria.~~

A. MEASURE:

Cost Effectiveness:

Calculate the cost effectiveness of the project. Metropolitan Council staff will divide the number of points awarded in the previous criteria by the TAB-eligible project cost (not including noise walls).

- Cost effectiveness = total number of points awarded in previous criteria/total TAB-eligible project cost (not including noise walls)

RESPONSE (This measure will be calculated after the scores for the other measures are tabulated by the Scoring Committee):

- Total Project Cost (entered in Project Cost Form): _____ (automatically calculated)
- Enter amount of Noise Walls: _____
- Points Awarded in Previous Criteria: ____ (entered by Metropolitan Council staff)

Leveraging Local and Outside Funding Sources:

This measure will calculate the cost effectiveness of the project and how well the project leverages local and outside funding sources. Metropolitan Council staff will divide the number of points awarded in the previous criteria by the requested award (not including noise walls).

- Cost effectiveness = total number of points awarded in previous criteria/requested award (not including noise walls)

RESPONSE (This measure will be calculated after the scores for the other measures are tabulated by the Scoring Committee):

- Total Award Request: _____ (automatically calculated)
- Enter amount of Noise Walls: _____
- Points Awarded in Previous Criteria: _____ (entered by Metropolitan Council staff)

SCORING GUIDANCE (100 Points)

Due to the two scoring methods, more than one project can score the maximum points

Cost Effectiveness: The applicant with the most points (i.e., the benefits) per dollar will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the top project received .0005 points per dollar and the application being scored received .00025 points per dollar, this applicant would receive $(.00025/.0005)*100$ points or 50 points.

Leveraging Local and Outside Funding Sources: The applicant with the most points (i.e., the benefits) per dollar will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the top project received .0005 points per dollar and the application being scored received .00025 points per dollar, this applicant would receive $(.00025/.0005)*100$ points or 50 points.

The scorer for this measure will also complete a reasonableness check of the total project cost that is used for this measure. The scorer may follow up with the applicant to clarify any questions. Up to 50 percent of points awarded for this measure can be deducted if the scorer does not believe that the cost estimate is reasonable.

The scorer will assess if the applicant would score highest with the cost effectiveness part of the measure or the leveraging of local and outside funding sources part of the measure and give the applicant the highest of the two scores out of a maximum of 100 points.

Note: Due to the use of multiple sub-sections, multiple applicants may receive the full 100 points.

TOTAL: 1,100 POINTS

Bridges – Prioritizing Criteria and Measures

May 17, 2019

Definition: A bridge rehabilitation or replacement project located on a non-freeway principal arterial or A-minor arterial functionally-classified roadway, consistent with the latest TAB-approved functional classification map. Bridge structures that have a separate span for each direction of travel can apply for both spans as part of one application.

The bridge must carry vehicular traffic but may also include accommodations for other modes. Bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only bridges are not eligible for funding. Completely new bridges, interchanges, or overpasses should apply in the Roadway Expansion application category.

Examples of Bridge Rehabilitation/Replacement Projects:

- Bridge rehabilitation of 20 or more feet with a sufficiency rating less than 80 and classified as structurally deficient or functionally obsolete.
- Bridge replacement of 20 or more feet with a sufficiency rating less than 50 and classified as structurally deficient or functionally obsolete.

Scoring:

Criteria and Measures	Points	% of Total Points
1. Role in the Regional Transportation System and Economy	195	18%
Measure A - Distance to the nearest parallel bridge	100	
Measure B - Project Location Relative to Jobs, Manufacturing, and Education	30	
Measure C - Regional Truck Corridor Tiers	65	
2. Usage	130	12%
Measure A - Current daily person throughput	100	
Measure B - Forecast 2040 average daily traffic volume	30	
3. Equity and Housing Performance	100	9%
Measure A - Connection to disadvantaged populations and project's benefits, impacts, and mitigation	30	
Measure B - Housing Performance Score	70	
4. Infrastructure Condition	400	36%
Measure A – Bridge Sufficiency Rating	300	
Measure B – Load-Posting	100	
5. Multimodal Elements and Existing Connections	100	9%
Measure A - Transit, bicycle, or pedestrian project elements and connections	100	
6. Risk Assessment	75	7%
Measure A - Risk Assessment Form	75	
7. Cost Effectiveness	100	9%
Measure A – Cost effectiveness (total points awarded/total project cost) <u>or</u> leveraging local and outside resources (total points awarded/award requested)	100	
Total	1,100	

1. Role in the Regional Transportation System and Economy (195 Points) – Tying regional policy (Thrive MSP2040) to the Regional Solicitation, this criterion measures the project’s ability to serve a transportation purpose within the regional transportation system and economy based on how well it fulfills its functional classification role, connects to employment, post-secondary students, and manufacturing/distribution-related employment, and aligns with the Regional Truck Corridor Study tiers.

A. **MEASURE:** Address how the project route fulfills its role in the regional transportation system by measuring the diversion to the nearest parallel crossing (must be an A-minor arterial or principal arterial) if the proposed project is closed. The project itself must be located on a non-freeway principal arterial or an A-minor arterial.

RESPONSE:

- Location of nearest parallel crossing: _____
- Explanation (Limit 2,800 characters; approximately 400 words): _____
- Distance from one end of proposed project to nearest parallel crossing (that is an A-minor arterial or principal arterial) and then back to the other side of the proposed project using non-local functionally-classified roadways: _____ (calculated by Council Staff)

SCORING GUIDANCE (100 Points)

The applicant with the furthest distance from the closest parallel A-minor arterial or principal arterial bridge ~~on~~ will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the project being scored had a distance of 8 miles and the top project was had a distance of 10 miles, this applicant would receive $(8/10)*100$ points or 80 points.

B. **MEASURE:** Reference the “Regional Economy” map generated at the beginning of the application process. Report the employment, manufacturing/distribution-related employment, and post-secondary students enrolled within one mile, as depicted on the “Regional Economy” map.

RESPONSE (Data from the “Regional Economy” map):

- Existing Employment within 1 Mile: _____ (Maximum of 30 points)
- Existing Manufacturing/Distribution-Related Employment within 1 Mile: _____ (Maximum of 30 points)
- Existing Post-Secondary Students within 1 Mile: _____ (Maximum of 18 points)

Upload the “Regional Economy” map used for this measure.

SCORING GUIDANCE (30 Points)

All Census block groups that are included within or intersect the buffer area around the project will be included.

The applicant with the highest existing total employment will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 1,000 workers within one mile and the top project had 1,500 workers, this applicant would receive $(1,000/1,500)*30$ points or 20 points.

The applicant with the highest existing manufacturing/distribution-related employment will receive the full points. Remaining projects will receive a proportionate share of the full points equal to the existing manufacturing/distribution-related employment within one mile of the project being scored divided by the project with the highest manufacturing/distribution-related employment within one mile multiplied by the maximum points available for the measure (20). For example, if the application being scored had 1,000 manufacturing/distribution-related workers within one mile and the top project had 1,500 manufacturing/distribution-related workers, this applicant would receive $(1,000/1,500)*30$ points or 20 points.

The applicant with the highest number of post-secondary students will receive 30 points. Remaining projects will receive a proportionate share of the 30 points. For example, if the application being scored had 1,000 students within one mile and the top project had 1,500 students, this applicant would receive $(1,000/1,500)*18$ points or 12 points.

The scorer will assess if the applicant would score highest with the total employment part of the measure, the manufacturing/distribution employment part of the measure, or the education part of the measure and give the applicant the highest of the three scores out of a maximum of 30 points.

Note: Due to the use of multiple sub-measures, two applicants can receive the full 30 points.

- C. **MEASURE:** This measure relies on the results in the Regional Truck Corridor Study, which prioritized all principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals. (65 points)

Use the final study report for this measure:

<https://metro council.org/Transportation/Planning-2/Transit-Plans,-Studies-Reports/Highways-Roads/Truck-Freight-Corridor-Study.aspx>

RESPONSE (Select one for your project, based on the Regional Truck Corridor Study:

- The project is located on either a Tier 1, Tier 2, or Tier 3 corridor: (65 Points)
- The project provides a direct and immediate connection (i.e., intersects) with either a Tier 1, Tier 2, or Tier 3 corridor: (10 Points)
- The project is not located on a Tier 1, Tier 2, or Tier 3 corridor: (0 Points)

SCORING GUIDANCE (65 Points)

The scorer will assign points based on which of the scores applies. Note that multiple applicants can score the maximum point allotment.

2. Usage (130 Points) – This criterion quantifies the project’s potential impact by measuring the current daily person throughput and future vehicular traffic that will be served by the project. These roadway users directly benefit from the project improvements on the A-minor arterial or non-freeway principal arterial.

A. **MEASURE:** Metropolitan Council staff will calculate the current daily person throughput at one location on the A-minor arterial or non-freeway principal arterial bridge using the current average annual daily traffic (AADT) volume and average annual ridership. The applicant must identify the location along the project length and provide the current AADT volume from the [MnDOT 50-series maps](#) (select *Twin Cities Metro Area Street Series* under *Traffic Volume (AADT)*). Reference the “Transit Connections” map for transit routes along the project. Ridership data will be provided by the Metropolitan Council staff, if public transit is currently provided on the project length.

- Current Daily Person Throughput = (current average annual daily traffic volume x 1.30 vehicle occupancy) + average annual daily transit ridership (~~2019~~2017)

RESPONSE:

- Location: _____
- Current AADT volume: _____
- Existing Transit Routes on the Project: _____

Upload the “Transit Connections” map.

SCORING GUIDANCE (100 Points)

The applicant with highest current daily person throughput will receive the full points for the measure. Remaining projects will receive a proportionate share of the full. For example, if the application being scored had a daily person throughput of 1,000 ~~vehicles~~ people and the top project had a daily person throughput of 1,500 ~~vehicles~~ people, this applicant would receive $(1,000/1,500)*100$ points or 67 points.

B. **MEASURE:** Provide the forecast (2040) average daily traffic volume at the same location on the A-minor arterial or non-freeway principal arterial bridge, as identified in the previous measure. The applicant may choose to use a county or city travel demand model based on the Metropolitan Council model to identify the forecast (2040) average daily traffic volume or have Metropolitan Council staff determine the forecast volume using the Metropolitan Council model and project location. Respond as appropriate to the use of one type of forecast model. (30 points)

RESPONSE:

- Use Metropolitan Council model to determine forecast (2040) ADT volume
- METC Staff-Forecast (2040) ADT volume

OR

RESPONSE:

- Identify the approved county or city travel demand model to determine forecast (2040) ADT volume
- Forecast (2040) ADT volume : _____

SCORING GUIDANCE (30 Points)

The applicant with the highest forecast (2040) ADT volume will receive the full points for the measure.

Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a daily forecast of 28,000 vehicles and the top project had a daily forecast of 32,000 vehicles, this applicant would receive $(28,000/32,000)*30$ points or 26 points.

3. Equity and Housing Performance (100 Points) – This criterion addresses the [Council’s role in advancing equity](#) by examining the project’s positive and negative impacts to low-income populations, people of color, children, people with disabilities, and the elderly along with outreach to those groups. The criterion also evaluates a community’s efforts to promote affordable housing.

- A. **MEASURE:** Reference the “Socio-Economic Conditions” map generated at the beginning of the application process. Identify the project’s location from the list below, as depicted on the map. Geographic proximity alone is not sufficient to receive the full points. In order to receive the maximum points, the response should address equitable distribution of benefits, mitigation of negative impacts, and community engagement for the populations selected. (30 Points)

Upload the “Socio-Economic Conditions” map used for this measure.

RESPONSE (Select one, based on the “Socio-Economic Conditions” map):

- Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50): (up to 100% of maximum score)
- Project located in Area of Concentrated Poverty: (up to 80% of maximum score)
- Project’s census tracts are above the regional average for population in poverty or population of color: (up to 60% of maximum score)
- Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly: (up to 40% of maximum score)

1. (0 to 3 points) A successful project is one that has actively engaged in low-income populations, people of color, children, persons with disabilities, and the elderly during the project’s development with the intent to limit negative impacts on them and, at the same time, provide the most benefits. Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

(Limit 1,400 characters; approximately 200 words):

2. (0 to 7 points) Describe the project’s benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

(Limit 2,800 characters; approximately 400 words):

3. (-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.

(Limit 2,800 characters; approximately 400 words):

Below is a list of negative impacts. Note that this is not an exhaustive list.

- Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.
- Increased noise.
- Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.
- Increased speed and/or “cut-through” traffic.
- Removed or diminished safe bicycle access.
- Inclusion of some other barrier to access to jobs and other destinations.
- Displacement of residents and businesses.
- Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.
- Other

SCORING GUIDANCE (30 Points)

Each application will be scored on a 10-point scale as described below.

1. (3 points): The project(s) with the most impactful and meaningful community engagement will receive the full three points. Remaining projects will receive a share of the full points at the scorer’s discretion.
2. (7 points) The project(s) with the most positive benefits will receive the full seven points. Remaining projects will receive a share of the full points at the scorer’s discretion.
3. (-3 to 0 points) The scorer will reduce the score by one point (up to three total) for each negative externality. Note that the scorer can deduct points for negatives not acknowledged in the application; the scorer will document any negatives not acknowledged in the application and the reasons for any associated point reductions. The scorer can add one to three points for successful mitigation of negative project elements based on the degree to which they are mitigated. Note that this score cannot provide more points than are deducted.

Each score from the above 10-point scale will then be adjusted to the appropriate geography.

Note: Due to the geographic adjustment to scores, it is possible that the above process will result in no project receiving the maximum allotment of points. In this case, the highest-scoring application for this measure will be adjusted to receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 10 points and the top project had 20 points, this applicant would receive $(10/20)*30$ points or 15 points. Note also that it is possible to score negative points on this measure.

- B. **MEASURE:** Metropolitan Council staff will award points to the project based on the ~~2017~~2019 Housing Performance Score for the city or township in which the project is located. The score includes consideration of affordability and diversification, local initiatives to facilitate affordable workforce housing development or preservation, and density of residential development. A one-mile radius-buffer will be drawn around the project. If the radius-buffer enters more than one jurisdiction, the points will be awarded based on the proportionate population of the Census blocks in each jurisdiction that are all or partially located in the area within the one-mile radius-buffer. (70 Points)

RESPONSE:

- City/Township: _____
- Population from the “Regional Economy” map within each City/Township entered: _____
- Housing Score: _____ (*online calculation*)

SCORING GUIDANCE (70 Points)

The applicant with the highest ~~2017~~2019 Housing Performance Score will receive the full points. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had a Housing Performance Score of 55 and the top project had a Housing Performance Score of 90, this applicant would receive $(55/90)*70$ points or 43 points.

Note: Metropolitan Council staff will score this measure.

Projects will use the city Housing Performance Score based on the project location. A one-mile radius-buffer will be drawn around the project. If the radius-buffer enters more than one jurisdiction, the points will be awarded based on the proportionate population of the Census blocks in each jurisdiction that are all or partially located in the area within the one-mile radius-buffer.

If a project is located in a city or township with no allocation of affordable housing need (either there is no forecasted household growth or the area does not have land to support sewered development), then the project will not be disadvantaged by this measure and the project’s total score will be adjusted as a result.

If this is the case, then the total points possible in the application will be 930 instead of 1,000. The total points awarded through the rest of the application (900 as a hypothetical example) will be divided by 930, then multiplied by 1,000. Therefore, a project scoring 900 out of 930, will equate to 968 points on a 1,000-point scale.

If a portion of the project is located in a city with an affordable housing allocation and the other portion is located in a township with no affordable housing allocation, then a combination of the weighted average and no affordable housing methodologies should be used. This will result in a total score that will be somewhere between 930 and 1,000; then the score will need to be adjusted to fit a 1,000-point scale.

4. Infrastructure Condition (400 Points) – This criterion will assess the age and condition of the bridge facility being improved. Bridge improvement investments should focus on the higher needs of unsafe facilities. If there are two separate spans, then the applicant should take the average bridge sufficiency rating of the two spans.

A. **MEASURE:** Identify the bridge sufficiency rating, from the most recent market structure inventory report. Attach the report to the application.

RESPONSE:

- Bridge Sufficiency Rating: _____

Upload Structure Inventory Report.

SCORING GUIDANCE (300 Points)

The applicant with the lowest bridge sufficiency rating will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points equal to the rating for the project with the lowest bridge sufficiency rating divided by the project being scored multiplied by the maximum points available for the measure (300). For example, if the top project had a bridge sufficiency rating of 35 and the application being scored had a score of 55, this applicant would receive $(35/55) * 300$ points or 191 points.

B. **MEASURE:** Identify whether the bridge is posted for load restrictions.

RESPONSE (Check box if the bridge is load-posted):

- Load-Posted (Check box if the bridge is load-posted):

SCORING GUIDANCE (100 Points)

Applicants will receive the points shown depending on whether the bridge is load-posted. The applicant can only score 0 or 100 points for this measure.

5. Multimodal Elements and Connections (100 Points) – This criterion measures how the project improves the travel experience, safety, and security for other modes of transportation and addresses the safe integration of these modes. The *Transportation Policy Plan* requires that explicit consideration of all users of the transportation system be considered in the planning and scoping phase of roadway projects.

A. **MEASURE:** Describe how the project positively affects the multimodal system.

- Discuss any bicycle, pedestrian, or transit elements that are included as part of the project and how they improve the travel experience, safety, and security for users of these modes. Applicants should make sure that new multimodal elements described in the response are accounted for as part of the cost estimate form earlier in the application. Applicants should note if there is no transit service in the project area and identify supporting studies or plans that address why a mode may not be incorporated in the project (e.g., a bicycle system plan that locates bikeway facilities on a lower-volume parallel route).
- Describe how the proposed multimodal improvements positively affect identified alignments in the Regional Bicycle Transportation Network (RBTN) or along a regional trail, if applicable.
- Describe how the proposed multimodal improvements either provide a new, or improve an existing a Major River Bicycle Barrier Crossing (MRBBC) as defined in the 2040 Transportation Policy Plan (TPP) or an identified Regional Bicycle Barrier Improvement Area as defined in the TPP and Technical Addendum to the Regional Bicycle Barriers Study (May 2019), if applicable.
- Discuss the existing bicycle, pedestrian, and transit connections and how the project enhances these connections.
- Discuss whether the project implements specific locations identified as being deficient in a completed ADA Transition Plan.

RESPONSE (Limit 2,800 characters; approximately 400 words):

SCORING GUIDANCE (100 Points)

The project that most positively affects the multimodal will receive the full points. Remaining projects will receive a share of the full points at the scorer's discretion. The project score will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed. Points can be earned for incorporating multimodal project elements, positively affecting identified alignments in the Regional Bicycle Transportation Network (RBTN), ~~or~~ regional trail, Major River Bicycle Barrier Crossing, or Regional Bicycle Barrier, or for making connections with existing multimodal systems, or helping to implement an ADA Transition Plan. ~~-Multimodal elements for rural roadway projects may include wider shoulders that will be used by bicyclists and pedestrians.~~

~~Scorers should make sure that new multimodal elements described in the response are accounted for on the cost estimate form earlier in the application.~~

6. Risk Assessment (75 Points) – This criterion measures the number of risks associated with successfully building the project. High-risk applications increase the likelihood that projects will withdraw at a later date. If this happens, the region is forced to reallocate the federal funds in a short amount of time or return them to the US Department of Transportation. These risks are outlined in the checklist in the required Risk Assessment.

- A. **MEASURE:** Applications involving construction must complete the Risk Assessment. This checklist includes activities completed to-date, as well as an assessment of risks (e.g., right-of-way acquisition, proximity to historic properties, etc.).

RESPONSE (Complete Risk Assessment):

Please check those that apply and fill in anticipated completion dates for all projects, except for new/expanded transit service projects or transit vehicle purchases.

1) Layout (30 Percent of Points)

- Layout should include proposed geometrics and existing and proposed right-of-way boundaries
- 100% Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). **A PDF of the layout must be attached along with letters from each jurisdiction to receive points.**
- 50% Layout completed but not approved by all jurisdictions. **A PDF of the layout must be attached to receive points.**
- 0% Layout has not been started

Anticipated date or date of completion: _____

2) Review of Section 106 Historic Resources (20 Percent of Points)

- 100% No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge
- 100% There are historical/archeological properties present but determination of “no historic properties affected” is anticipated.
- 100% Historic/archeological property impacted; determination of “no adverse effect” anticipated
- 40% Historic/archeological property impacted; determination of “adverse effect” anticipated
- 0% Unsure if there are any historic/archaeological properties in the project area.

Project is located on an identified historic bridge:

3) Right-of-Way (30 Percent of Points)

- 100% Right-of-way, permanent or temporary easements either not required or all have been acquired
- 50% Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete
- 25% Right-of-way, permanent or temporary easements required, parcels identified
- 0% Right-of-way, permanent or temporary easements required, parcels not all identified

Anticipated date or date of acquisition _____

4) Railroad Involvement (20 Percent of Points)

100% No railroad involvement on project or railroad Right-of-Way agreement is executed

(include signature page, if applicable)

50% Railroad Right-of-Way Agreement required; negotiations have begun

0% Railroad Right-of-Way Agreement required; negotiations have not begun.

Anticipated date or date of executed Agreement _____

SCORING GUIDANCE (75 Points)

The applicant with the most points on the Risk Assessment (more points equate to less project risk) will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored had 40 points and the top project had 70 points, this applicant would receive $(40/70)*75$ points or 43 points.

7. Cost Effectiveness (100 Points) – This criterion will assess the project’s cost effectiveness or ability to leverage local and outside funding sources~~based on the TAB-eligible project cost (not including noise walls) and total points awarded in the previous six criteria.~~

A. MEASURE:

Cost Effectiveness:

This measure will calculate the cost effectiveness of the project. Metropolitan Council staff will divide the number of points awarded in the previous criteria by the TAB-eligible project cost (not including noise walls).

- Cost effectiveness = total number of points awarded in previous criteria/total TAB-eligible project cost (not including noise walls)

RESPONSE (This measure will be calculated after the scores for the other measures are tabulated by the Scoring Committee):

- Total Project Cost (entered in Project Cost Form): _____ *(automatically calculated)*
- Enter amount of Noise Walls: _____
- Points Awarded in Previous Criteria: ____ (entered by Metropolitan Council staff)

Leveraging Local and Outside Funding Sources:

This measure will calculate the cost effectiveness of the project and how well the project leverages local and outside funding sources. Metropolitan Council staff will divide the number of points awarded in the previous criteria by the requested award (not including noise walls).

- Cost effectiveness = total number of points awarded in previous criteria/requested award (not including noise walls)

RESPONSE (This measure will be calculated after the scores for the other measures are tabulated by the Scoring Committee):

- Total Award Request: _____ (automatically calculated)
- Enter amount of Noise Walls: _____
- Points Awarded in Previous Criteria: _____ (entered by Metropolitan Council staff)

SCORING GUIDANCE (100 Points)

Due to the two scoring methods, more than one project can score the maximum points

Cost Effectiveness: The applicant with the most points (i.e., the benefits) per dollar will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the top project received .0005 points per dollar and the application being scored received .00025 points per dollar, this applicant would receive $(.00025/.0005)*100$ points or 50 points.

Leveraging Local and Outside Funding Sources: The applicant with the most points (i.e., the benefits) per dollar will receive the full points for the measure. Remaining projects will receive a proportionate share of the full points. For example, if the top project received .0005 points per dollar and the application being scored received .00025 points per dollar, this applicant would receive $(.00025/.0005)*100$ points or 50 points.

The scorer for this measure will also complete a reasonableness check of the total project cost that is used for this measure. The scorer may follow up with the applicant to clarify any questions. Up to 50 percent of points awarded for this measure can be deducted if the scorer does not believe that the cost estimate is reasonable.

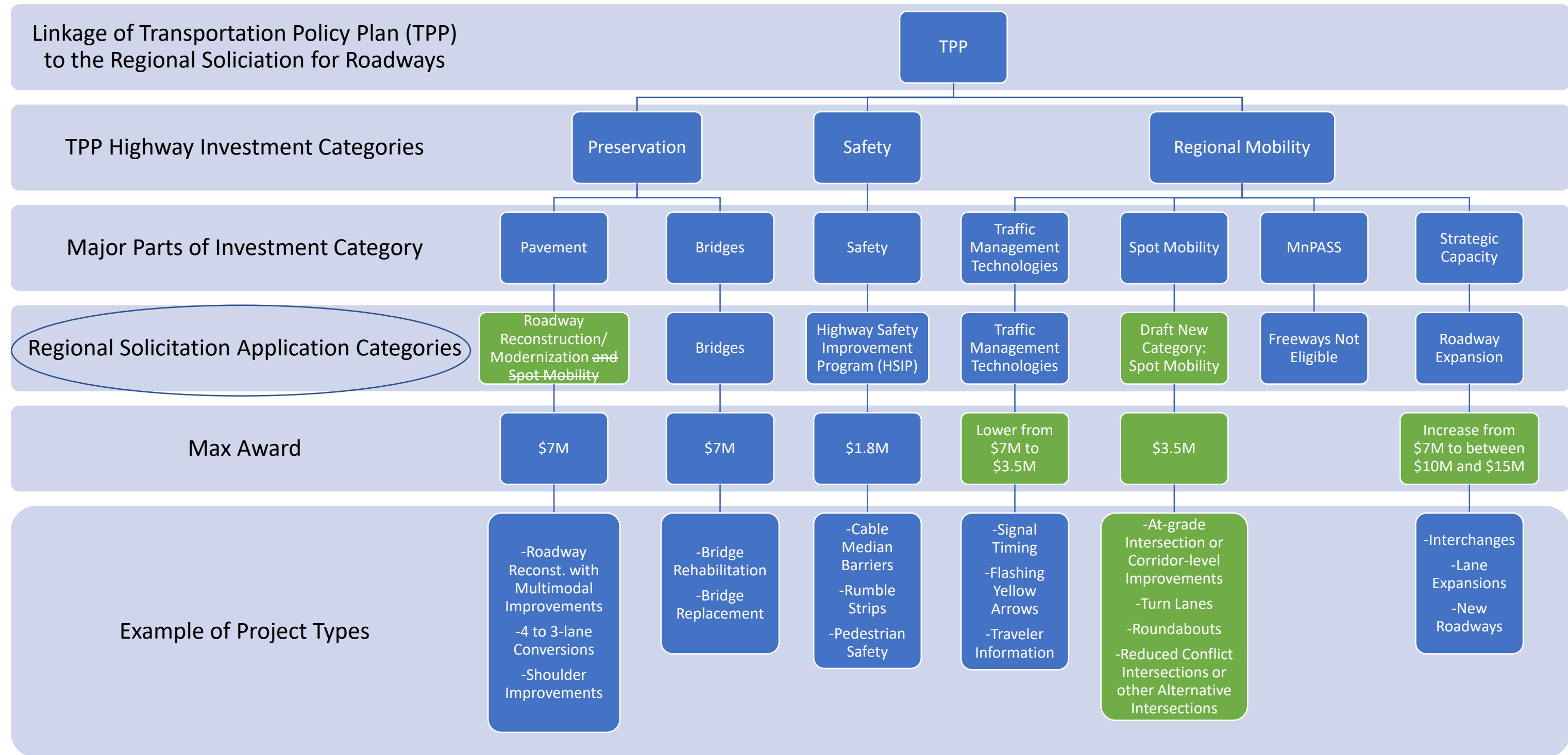
The scorer will assess if the applicant would score highest with the cost effectiveness part of the measure or the leveraging of local and outside funding sources part of the measure and give the applicant the highest of the two scores out of a maximum of 100 points.

Note: Due to the use of multiple sub-sections, multiple applicants may receive the full 100 points.

TOTAL: 1,100 POINTS

Regional Solicitation Policy Work Group

Draft: 4/26/2019



The Highway Safety Improvement Program (HSIP) is administered by MnDOT.
Green boxes indicate draft changes for discussion.