

TRANSPORTATION ADVISORY BOARD

MEETING OF THE TECHNICAL ADVISORY COMMITTEE

Wednesday | June 3, 2020

9:00 AM

Webex – see meeting invitation

AGENDA

I. CALL TO ORDER

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

Approval of May 6, 2020 TAC Meeting Minutes

(Meeting minutes for the March 4, 2020 meeting will be presented for approval at a future committee meeting.)

IV. TAB REPORT

V. COMMITTEE REPORTS

1. Executive Committee (Lisa Freese, Chair)

2. TAC Action Items

2020-25: Streamlined 2020-2023 TIP Amendment: Anoka US 10/169 Interchange (Joe Barbeau, MTS)

3. Planning Committee Action Items (Kevin Roggenbuck, Chair)

No items

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

2020-24: Release of the Draft 2021-2024 Transportation Improvement Program (TIP) for a Public Comment Period (link to letter from MPCA)

VI. SPECIAL AGENDA ITEMS

1. Sensitivity Analysis for Twin Cities Highway Mobility Studies (Steve Peterson, MTS; Angie Bersaw, Bolton & Menk; Ross Tillman, Bolton & Menk)

2. Update on Regional Solicitation Before and After Study 2 Study (Dave Burns, MTS)

VII. AGENCY REPORTS

VIII. OTHER BUSINESS

IX. ADJOURNMENT

Please notify the Council at 651-602-1000 or 651-291-0904 (TTY) if you require special accommodations to attend this meeting. Upon request, the Council will provide reasonable accommodations to persons with disabilities.

*Transportation Advisory Board
of the Metropolitan Council*

**Minutes of a Meeting of the
TECHNICAL ADVISORY COMMITTEE
Wednesday, May 6, 2020
9:00 A.M.**

Members Present: Lisa Freese, Joe MacPherson, Lyndon Robjent, Gina Mitteco, Chad Ellos, Brian Isaacson, Emily Jorgenson, Steve Bot, Elaine Koutsoukos, Steve Peterson, Michael Larson, Jon Solberg, Innocent Eyoh, Andrew Emanuele, Matt Fyten, Peter Dahlberg, Danny McCullough, Karl Keel, Ken Ashfeld, Anne Kane, Paul Oehme, Michael Thompson, Kim Lindquist, Robert Ellis, Jim Kosluchar, Jenifer Hager, Joe Bernard, Bill Dermody, Paul Kurtz, Kevin Roggenbuck

1. Call to Order

The meeting was called to order by Chair Freese at 9:03 a.m. Due to the COVID-19 pandemic, the meeting was held via video conference.

2. Approval of Agenda

The agenda was approved without change.

3. Approval of Minutes

A motion to approve the April 1, 2020 TAC minutes was made by Ms. Koutsoukos and seconded by Mr. Isaacson. Motion carried.

(Meeting minutes for the March 4, 2020 minutes will be presented for approval at a future committee meeting.)

4. TAB Report

TAB Coordinator Ms. Koutsoukos provided a written summary of the April 15, 2020, TAB meeting to the TAC. There were no questions or clarifications from TAC members.

5. Committee Reports

1. Executive Committee (Lisa Freese, Chair)

Chair Freese reported that the Executive Committee met via teleconference prior to the meeting. The Committee discussed items on the TAC agenda, the COVID-19 impact on transportation funding, and agenda items for future meetings.

2. TAC Action Items

a) 2020-20: Streamlined 2020-2023 TIP Amendment: St. Paul Electric Vehicles for Car Sharing

MTS Senior Planner Joe Barbeau presented this item. The City of St. Paul requested the TAC to recommend approval of an amendment to the TIP to eliminate mobility hubs from its electric vehicle

carshare project. The hubs would be completed prior to the rest of the project. This would reduce the scope and total cost of the federal project, allowing it to be completed more quickly.

b) 2020-21: Streamlined 2020-2023 TIP Amendment: I-94/US 952A Bridge Rehabilitation

Mr. Barbeau presented this item, which was a request by MnDOT to amend the 2020-2023 TIP in order to add the rehabilitation of three bridges to its US 952A/I-94 bridge rehabilitation project. He noted that the project is funded by the National Highway Preservation Program and is already programmed in the 2021-2024 TIP.

c) 2020-22: Streamlined 2020-2023 TIP Amendment: US 12 Safety Improvement Study

Mr. Barbeau presented this item. Hennepin County requested an amendment to the TIP to add a safety improvements to the programmed US 12 project. The study would be funded through HSIP Section 164 funds, which are programmed by MnDOT.

d) 2020-23: Streamlined 2020-2023 TIP Amendment: Metrowide Replacement of Dynamic Messaging Signs

Mr. Barbeau presented this item. The TIP amendment request was submitted by MnDOT to amend the scope of the metrowide replacement of dynamic message signs. The amendment would eliminate reference to shelter replacement from the project, correcting an error.

Mr. Issacson made a motion to recommend approval of all four streamlined TIP amendments, seconded by Mr. Solberg. Motion carried.

3. Planning Committee (Kevin Roggenbuck, Chair)

a) 2020-19: Draft 2040 Transportation Policy Plan 2020 Update

Mr. Roggenbuck introduced this item and provided the committee with an overview of the Transportation Policy Plan update cycle. Under federal requirements, the Council must adopt a new TPP at least every five years. The federal timeline would require an update by 2023. The region, however, also prepares the regional transportation plan in conformance with state law, which requires a 2024 update, concurrent with the update of the Regional Development Guide. In order to accommodate both federal and state requirements, the Council is planning a minor update of the TPP to occur in 2020, which would allow the next major plan update to occur in 2024. The requested action is to recommend the draft update of the TPP be released for public review and comment.

Ms. Vennewitz of MTS presented the primary changes to the TPP, noting that the committee had received the updated draft chapters prior to the meeting. Primary changes include the results of planning and corridors studies resulting in changes in major project funding; a significantly revised Work Program chapter including new planning studies; and updated results from the Performance Outcomes chapter. Ms. Vennewitz provided specific information on three studies associated with the COVID-19 outbreak.

A motion to recommend release of the draft TPP for public review and comment was made by Kevin Roggenbuck and seconded by Jon Solberg. Motion carried.

6. Special Agenda Items

1. Travel Behavior Inventory Data Highlights (Ashely Asmus, MTS)

Ashley Asmus from MTS presented this item, which explored some of the preliminary findings of the Travel Behavior Inventory (TBI). Ms. Asmus noted that the survey was conducted between October of 2018 and October of 2019, with a total of over 7,870 households participating in the survey. This was the first time that respondents were able to take the survey via an app, making it easier and more accurate than traditional paper surveys.

Notable take-aways include the fact that income affects when people commute; the discrepancy between trip purpose on weekends versus weekdays; gender differences in travel; and travel behavior trends by race. Ms. Asmus noted that the Council will be conducting a follow-up survey to better understand the effects of the pandemic on travel behavior.

7. Agency Reports

Mr. Solberg reported that the Governor's forecast had recently been released, and MnDOT was still processing how it may affect State-Aid funding.

Innocent Eyoh from MPCA reported that the agency is adjusting its timeline for rule adoption due to the impact of the pandemic.

8. Other Business and Adjournment

A motion to adjourn was provided by Mr. Solberg and seconded by Mr. MacPherson. Motion carried. The meeting was adjourned at 10:11 a.m.

Prepared by:

David Burns

ACTION TRANSMITTAL – 2020-25

DATE: May 29, 2020

TO: Technical Advisory Committee

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

SUBJECT: Streamlined 2020-2023 TIP Amendment: Anoka US 10/169 Interchange

REQUESTED ACTION: The City of Anoka requests an amendment to the 2020-2023 Transportation Improvement Program to add right-of-way acquisition to its US10/169 interchange project (SP # 103-010-018F and 103-010-020).

RECOMMENDED MOTION: That the Technical Advisory Committee recommend approval of an amendment to the 2020-2023 Transportation Improvement Program to add right-of-way acquisition to Anoka’s US10/169 interchange project (SP # 103-010-018F and 103-010-020).

BACKGROUND AND PURPOSE OF ACTION: This amendment is needed to split out National Highway Freight Program (NHFP) funds for the purchase of right of way. Right-of-way acquisition is an eligible expense under the NHFP program.

The request is eligible for streamlining. The project is funded by NHFP, which is programmed by MnDOT.

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be funded with federal funds be in an approved TIP 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 recommend TIP amendments to the Council for adoption.

The Streamlined TIP Amendment Process allows projects that meet certain conditions to be streamlined, which entails forgoing TAC Funding & Programming Committee review and results in saving a month of process time.

STAFF ANALYSIS: This request meets the standards to streamline a TIP amendment in that it is consistent with the Transportation Policy Plan, does not impact the project’s regional significance, and does not relate to a formal project scope change.

This TIP amendment meets fiscal constraint because the federal and state funds are sufficient to fully fund the project. The amendment is consistent with the Transportation Policy Plan, adopted by the Metropolitan Council on October 24, 2018, as amended on April 24, 2019 with FHWA/FTA conformity determination established on May 9, 2019. The Air Quality and Transportation Planning Committee determined that the project is exempt for air quality conformity analysis. Public input opportunity for these amendments is provided through the TAB’s and Council’s regular meetings.

ROUTING

TO	ACTION REQUESTED	DATE COMPLETED
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Recommend	
Metropolitan Council Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Adopt	

Please amend the 2020-2023 Transportation Improvement Program (TIP) to include this project in program year 2021. This project is being submitted with the following information:

PROJECT IDENTIFICATION:

Seq	State Fiscal year	ATP/ Dist	Route Sytem	Project Number (S.P. #)	Agency	Description
1580	2021	M	US 10	103-010-018F	Anoka	**PRS**SPPF**: US 10/169 From Anoka/Ramsey city limits to Green Haven Rd/Main St interchange- Reconstruct, grade separate intersections at Fair oak 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)
<u>TBD</u>	<u>2021</u>	<u>M</u>	<u>US 10</u>	<u>103-010-020</u>	<u>Anoka</u>	<u>**PRS**SPPF**: US 10/169 From Anoka/Ramsey city limits to Green Haven Rd/Main St interchange – R/W acquisition</u>

Miles	Prog	Type of Work	Prop Funds	Total \$	FHWA \$	Other \$
1.2	MC	Major Construction	NHFP	\$25,000,000	20,000,000 <u>\$15,801,392</u>	\$5,000,000 <u>\$9,198,608</u>
	<u>MC</u>	<u>R/W</u>	<u>NHFP</u>	<u>\$5,248,260</u>	<u>\$4,198,608</u>	<u>\$1,049,652</u>

PROJECT BACKGROUND:

1. Briefly describe why amendment is needed (e.g., project in previous TIP but not completed; illustrative project and funds now available; discretionary funds received; inadvertently not included in TIP). This amendment is needed to split out NHFP funds for the purchase of right of way. Right-of-way acquisition is an eligible expense under the NHFP program.

2. How is Fiscal Constraint Maintained as required by 23 CFR 450.216 (check all that apply)?

- New Money
- Anticipated Advance Construction
- ATP or MPO or MnDOT Adjustment by deferral of other projects
- Earmark or HPP not affecting fiscal constraint
- Other X

Funds are in addition to federally funded targets. Therefore, fiscal constraint is maintained.

CONSISTENCY WITH MPO LONG RANGE PLAN:

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on October 24, 2018, as amended on April 24, 2019 with FHWA/FTA conformity determination established on May 9, 2019.

AIR QUALITY CONFORMITY:

- Subject to conformity determination
- Exempt from regional level analysis
- N/A (not in a nonattainment or maintenance area*)

*Exempt Project Category Non-Classifiable. Also, not in or adjacent to a nonattainment or maintenance area.

ACTION TRANSMITTAL No. 2020-24

DATE: May 22, 2020

TO: Technical Advisory Committee

FROM: TAC Funding and Programming Committee

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

SUBJECT: Release of the Draft 2021-2024 Transportation Improvement Program (TIP) for a public comment period.

REQUESTED ACTION: The Metropolitan Council requests that the Transportation Advisory Board (TAB) release the draft 2021-2024 Transportation Improvement Program (TIP) for a public comment period.

RECOMMENDED MOTION: Recommend that TAB release the draft 2021-2024 Transportation Improvement Program for Public Comment.

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 along with all regionally significant projects. 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 2021-2024 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 22 to August 6.

The 2021-2024 TIP approval schedule is as follows:

- June 17, 2020 – TAB approves draft TIP for public review
- August 6, 2020 – Public review/comment period ends
- August 19, 2020 – TAB considers public comments and approval of the final TIP
- September 14, 2020 – Transportation Committee recommends concurrence with the TIP to the Metropolitan Council
- September 23, 2020 – Metropolitan Council concurrence with TAB approval of TIP
- September/October 2020 – MnDOT inclusion of TIP into State Transportation Improvement Program (STIP)
- November/December 2020 – USDOT approves Minnesota STIP

The 2021-2024 TIP includes projects valued at approximately \$4.8 billion for highway, freight transit, bicycle, and pedestrian projects. Roughly 15% is from the Regional Solicitation. The sources of funds over the four years are summarized as follows:

- Total – \$4.7 Billion
 - Federal Highway – \$1.3 Billion
 - Federal Transit – \$1.2 Billion
 - Property Tax and State Taxes – \$1.6 Billion
 - Trunk Highway – \$524 Million

RELATIONSHIP TO REGIONAL POLICY: Federal law requires that all transportation projects that will be partially- or fully-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 Metropolitan Council's responsibility to adopt and amend the TIP according to these four requirements.

COMMITTEE COMMENTS AND ACTION: At its May 21, 2020, meeting the Funding & Programming Committee voted unanimously to approve the 2021-20245 TIP for release for a public comment period.

NOTE: Following the May 21 meeting, the Federal Transit Administration (FTA) requested the addition of clarifying information related to transit asset management (TAM) targets. Two points of clarification have been added: a statement that the MPO will use continue to use the regional TAM targets adopted in 2018 for 2021 (page 25) and a narrative that in 2019, over \$35 million in federal funds was spent on the purchase of replacement vehicles, which supports efforts to achieve the rolling stock target goals (page 26).

ROUTING

TO	ACTION REQUESTED	COMPLETION DATE
TAC Funding & Programming Committee	Review & Recommend	5/21/2020
Technical Advisory Committee	Review & Recommend	
Transportation Advisory Board	Review & Release for Public Comment	
Transportation Advisory Board	Review & Recommend	
Transportation Committee	Review & Recommend	
Metropolitan Council	Review & Adopt	

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 projects funded with CIG funds include the Green Line Extension, the Blue Line Extension, the Gold Line BRT, and Rush Line BRT transitways.

Regional Solicitation transit awards in the TIP include

- 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 to Burnsville Center;
- 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.

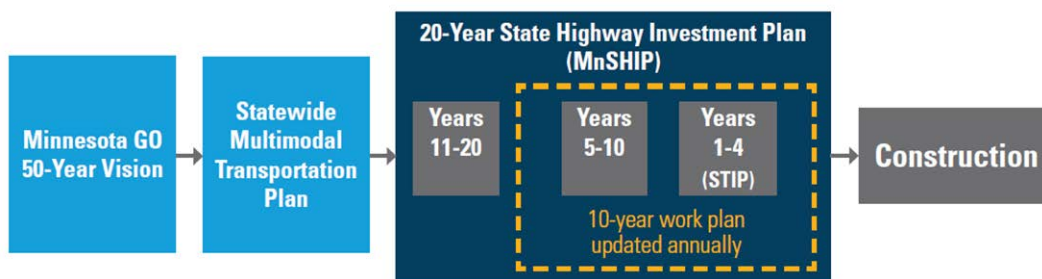
The TIP only includes those transit projects that are federally funded. Therefore, looking only at the TIP does not provide a picture of all transit capital projects as some projects are funded with only local funds. These projects will not appear in the TIP.

2021-2024 STIP & 2025-2030 CHIP Overview

2021-2024 Draft State Transportation Improvement Program (STIP)

The [STIP](#) is a comprehensive four year schedule of planned transportation projects in Minnesota for state fiscal years 2021, 2022, 2023, and 2024. These projects include state trunk highways, local roads and bridges, rail crossings, and transit capital, and some operating assistance. Statewide, the STIP represents over \$5 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.

The STIP is developed from policy and plans in the MnDOT Family of Plans, starting with the 50-year vision, [MinnesotaGO](#). The [Statewide Multimodal Transportation Plan \(SMTTP\)](#), [Minnesota State Highway Investment Plan \(MnSHIP\)](#), and the [Project Selection Policy](#) further inform how MnDOT districts prioritize investments and select projects for construction. Investment categories include System Stewardship, Travelers Safety, Community Connections, Regional and Community Investments, and Project Support.



Changes from last year’s STIP

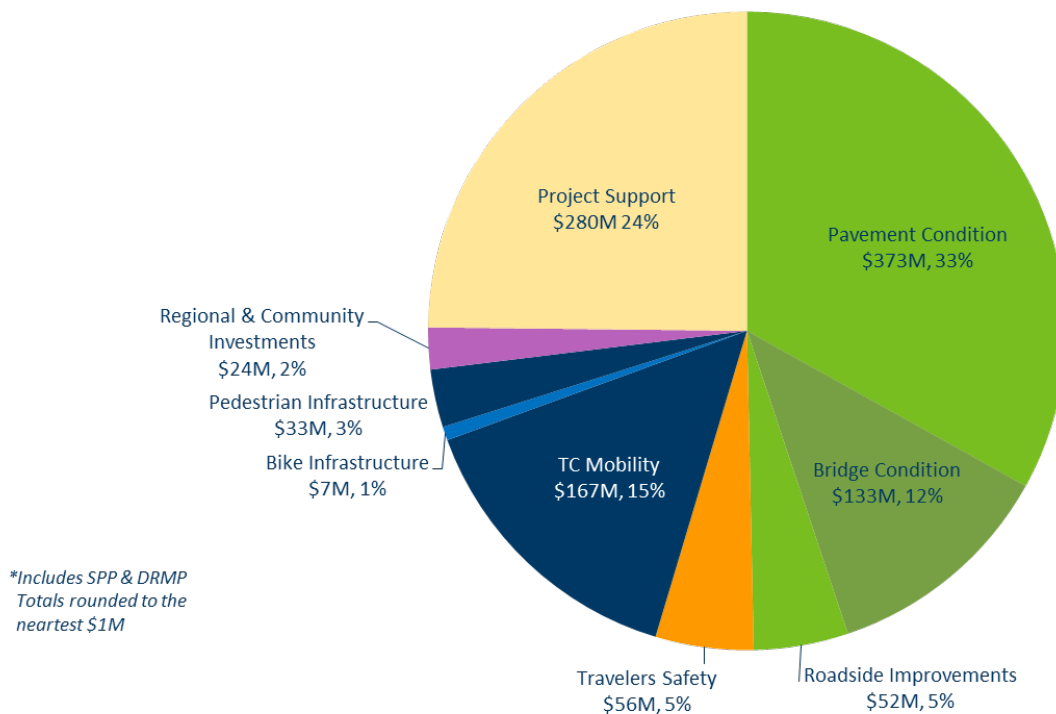
MnDOT districts receive annual funding targets for the STIP and CHIP from MnDOT’s Office of Transportation System Management (OTSM), based on known information about transportation funding forecasts. In this year’s guidance there was a small decrease for FY2024 which results in a number of projects not advancing into the STIP. The 2021-2024 STIP targets were also based on forecasts from fall 2019, prior to the COVID-19 pandemic.

Due to expected loss of future state and federal transportation revenues as a result of the COVID-19 pandemic, there is likely to be significant disruptions to the current MnDOT construction program that will surface in the next year. MnDOT’s Office of Financial Management released an [interim budget projection the first week of May 2020](#), produced to assess the revenue impacts in the current FY2020-21 biennium only. With a significant degree of uncertainty, the impacts of the pandemic are still unknown. MnDOT Metro District will continue to work with regional partners such as TAB and its committees to help to prioritize future changes for funding.

STIP Investments

MnDOT identifies the type of construction work through investment categories of System Stewardship (Pavement Condition, Bridge Condition, and Roadside Infrastructure), Travelers Safety, Critical Connections (Twin Cities Mobility, Accessible Pedestrian Infrastructure, Bicycle Infrastructure, and Freight), Regional and Community Investments, and Project Support. Over the four years of the STIP, MnDOT Metro District’s investment in its own projects (and support to local agency projects on the TH system) total over \$1 billion. The following table shows the amount of investment in the STIP by these categories.

2021-2024 STIP Investments = \$1.1B



Major projects (\$15M+)

The following major pavement and bridge projects listed are significant repair or reconstruction projects that will have major traffic impacts of more than \$15 million.

- 2021 –all MnDOT major projects are related to multiyear construction projects.
 - I-94 from Maple Grove to Rogers. Year 2 of 2. (Hennepin)
 - 3rd Ave Bridge (Hwy 65) over the Mississippi River in downtown Minneapolis. Year 2 of 3. (Hennepin)
 - I-35W Downtown to Crosstown. Year 4 of 4. (Hennepin)
 - I-35W/42nd St. Stormwater storage facility. Year 2 of 2. (Hennepin)

- I-35W North MnPASS. Year 3 of 3. (Ramsey/Anoka)
- There are a number of large local agency projects starting in FY2021 that MnDOT is contributing funding that have also received funding from Regional Solicitation, including the following:
 - Hwy 36/Manning interchange. Washington County. Receiving [Transportation Economic Development \(TED\)](#) program and district funding.
 - Hwy 77/77th St Underpass. City of Richfield.
 - US 212 expansion. Carver County.
- 2022
 - I-94 from Western Ave to Mounds Blvd in St. Paul. Pavement and bridges. (Ramsey)
 - Hwy 36 from Maplewood to Stillwater. Pavement (Ramsey/Washington)
 - Hwy 55 (Hiawatha Ave) from east end of downtown to Hwy 62. Pavement and accessible pedestrian infrastructure 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)
 - I35W M&O, auxiliary lanes, drainage and accessible pedestrian infrastructure from W 106th Street 82nd Street in Bloomington (Hennepin)
 - I-494 Resurface Minnesota River bridge and trail (Hennepin)
 - I-35W from W 106th Street 82nd Street in Bloomington. Pavement (Hennepin)
- 2024
 - I-94 from Century Ave/Hwy 120 to the St. Croix River (Eastbound). Pavement. Year 2 of 2 (Washington)
 - Hwy 120, Reconstruct road from 4th St in Maplewood to Hwy 244 in White Bear Lake (Ramsey/Washington)
 - Hwy 65, Resurface road, drainage repairs and ADA improvements on Hwy 65 from CR 10 in Spring Lake Park to Coon Creek in Blaine (Anoka)

Corridors of Commerce projects

Major mobility projects selected in Metro District via the Corridors of Commerce program established by 2017 legislation enter the STIP last year. These projects continue to be developed with design estimates being modified in the future and will remain in the original fiscal years with original scope and budget. It is expected there could be changes in the next year to these projects that would possibly increase scope and/or letting dates.

- 2022 – I-494 projects may be up to 3 years construction
 - I-494/I-35W interchange improvements, 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, mobility improvements in both directions. (Hennepin)
- 2023 – Hwy 252/I-94, mobility improvements from Dowling to TH 610 (Hennepin) This project likely to be 2 to 3 years construction.

2025-2030 Capital Highway Investment Plan (CHIP)

The CHIP identifies MnDOT’s planned investments in the six years (2025-2030) 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, safety and mobility improvements the Metro District.

Changes from last year’s CHIP

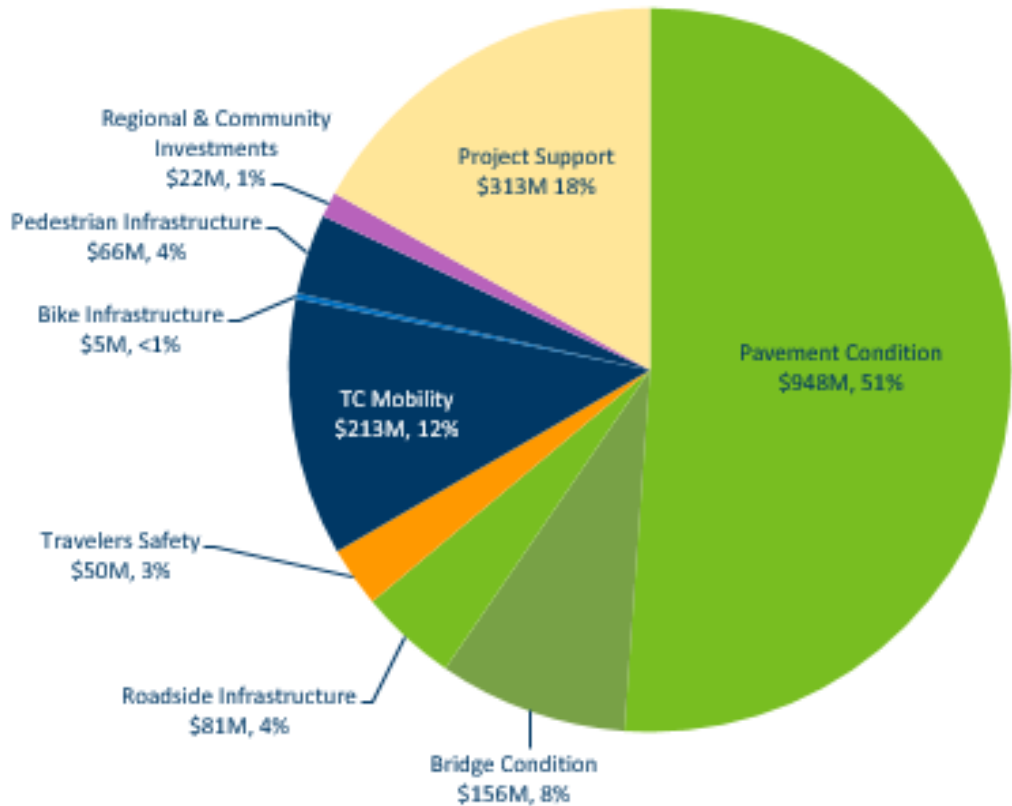
This draft CHIP includes changes due to absorbing projects shifted out of 2024, moving bridge and pavement projects for better project coordination, and limited bridge investments on the National Highway System (NHS) system after 2026. About five projects, mainly on the Non-NHS system, were deferred into the CHIP years. There have been moves to better coordinate pavement and bridge projects, such as projects on Hwy 280, from the I-35E/I-35W split through downtown St. Paul and advancing the John Ireland Bridge over I-94 in downtown St. Paul from 2029 to 2025.

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 for MnDOT, 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 for a number of years starting in 2027. Metro District, along with seven other MnDOT districts, do not have planned bridge work on mainline NHS routes after 2026, but anticipate using district-controlled funds to fund any immediate bridge needs on the NHS.

CHIP Investments

Just like the STIP, MnDOT prioritizes projects listed in the CHIP through investment categories of System Stewardship (Pavement Condition, Bridge Condition, and Roadside Infrastructure), Travelers Safety, Critical Connections (Twin Cities Mobility, Accessible Pedestrian Infrastructure, Bicycle Infrastructure, and Freight), Regional and Community Investments, and Project Support. Over the 6 years of the CHIP, MnDOT’s investment in its own projects total over \$1.8 billion. The following table shows the breakout of the types of investment this amount of funding represents.

2025-2030 CHIP Investments = \$1.8B



Major projects (\$15M+)

The following major pavement and bridge projects listed are significant repair or reconstruction projects that are anticipated to have major traffic impacts of more than \$15 million.

- 2025
 - Hwy 5 (West 7th St.) from Munster Ave to Mounds Blvd in St. Paul. Pavement. (Ramsey). This project was moved from 2024 to 2025 and may be split into smaller segments in the next year of scoping.
 - I-94 John Ireland Bridge in St. Paul, Bridge rehab (Ramsey)
 - 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
 - Hwy 47 from Bunker Lake Blvd to Anoka/Isanti county line. Pavement (Anoka)
 - 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)
 - I-35E from south junction I-35E/I-35W to Lone Oak Rd to 10th St. Bridge in St. Paul. Pavement (Dakota/Ramsey)
- 2027
 - 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)
- 2028
 - Hwy 7 from Minnetrista to Christmas Lake Rd. Pavement. (Hennepin)
 - I-494 from France to US 12. Pavement (Hennepin)
 - Hwy 55 from Fernbrook to General Mills Blvd. Pavement (Hennepin)
 - Hwy 95 from Chisago/Isanti county line to Sunrise River. Pavement (Chisago)
 - I-35 from US 8 to Hwy 95. 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 95 from Hwy 97 to US 8. Pavement (Chisago)
 - Hwy 610 from US 169 to Mississippi River. Pavement and bridge (Hennepin)
 - I-394 from I-494 to Hwy 100. Pavement (Hennepin)
 - I-35 from Lake Marion to Scott/Dakota county line. Pavement.
- 2030
 - US 8, Resurface road from W Wyoming Ave to Tern Ave (Chisago)
 - US 61, Resurface road from Warner Rd to Bailey Rd (Washington)
 - I-694 from Dupont to I-35W. Pavement (Anoka/Ramsey)

**2021–2024
TRANSPORTATION
IMPROVEMENT PROGRAM**
FOR THE TWIN CITIES METROPOLITAN AREA

DRAFT



**METROPOLITAN
COUNCIL**

May 21, 2020

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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.

2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM

SUMMARY

The Metropolitan Council, which serves as the Metropolitan Planning Organization for the Twin Cities Metropolitan Area, is required by federal law to produce a four-year Transportation Improvement Program (TIP), which outlines funded highway, transit, bicycle, and pedestrian projects within the metropolitan planning area. The 2021 through 2024 TIP responds to procedures required by the Fixing America's Surface Transportation Act (FAST Act) and the United States Code of Federal Regulations (23 CFR 450.326). The legislation requires that all transportation projects that are either wholly or partially funded with federal monies as well as regionally significant, locally funded projects within the metropolitan planning area (Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties plus the contiguous urbanized areas¹ in parts of Sherburne and Wright Counties along with Houlton, Wisconsin, in St. Croix County) be included in the region's TIP. The TIP must be consistent with the projections of federal funds and local matching funds for this time period.

The 2021-2024 TIP for the Twin Cities Metropolitan Area includes highway, freight, transit, bicycle, and pedestrian projects valued at approximately \$4.7 billion. A few of the highlights of the TIP include the following:

- Approximately 54% (or \$2.5 billion) of the total projects in the TIP are from federal sources, with 21% from state sources and 25% from local/other sources.
- The \$4.719 billion program includes \$2.206 billion (46.7%) for transit and TDM; \$2.024 billion (42.9%) for highways and roads, \$84 million (1.8%) for non-motorized transportation, and \$405 (8.6%) million for other projects and yet-to-be-programmed set-aside funds.
- One major project is included for the first time: a \$109 million reconstruction of I-94 from Oakdale to the St. Croix River (project number 8282-132).

The Transportation Advisory Board (TAB) to the Metropolitan Council hosts a public comment period on the TIP prior to adoption. Notice of the public comment period is printed in the Minneapolis Star Tribune newspaper and emailed to groups representing a diverse set of stakeholders. The notifications and process are carried out consistent with the Council's Public Participation Plan. A "virtual" public meeting will be held in the summer of 2020. The TAB considers and responds to public comments received on the draft TIP prior to adopting the final TIP.

The 2021-2024 TIP implements, and is consistent with, the region's metropolitan transportation plan (MTP), titled the Transportation Policy Plan (TPP), adopted by the Metropolitan Council on October 24, 2018 (with amendments on 2/27/19 and 4/24/19), 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.

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

The 2021-2024 TIP is fiscally constrained, is consistent with the TPP, is in conformity with the Clean Air Act Amendments of 1990, and its development process provides acceptable opportunity for public involvement.

DRAFT

1. INTRODUCTION

The 2021-2024 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 metropolitan transportation plan (MTP, titled the Transportation Policy Plan) and recommended for federal funding during the program period.
- Contain projects that are from a conforming regional MTP that is fiscally constrained. The TIP must be approved by the Federal Highway Administration and the Federal Transit Administration.
- Be fiscally constrained, which means that total project costs and anticipated revenues balance.
- Be initiated by locally elected officials of general-purpose governments.
- Include both highway and transit projects.
- Allow opportunities for public participation.
- Reflect the priorities in the metropolitan planning area.
- Indicate the years in which initial contracts will be let.
- Identify the sources of federal funds.
- Include realistic estimates of total costs and revenues for the program period.
- Fulfill requirements of the Executive Order 12898 on Environmental Justice.

The 2021-2024 TIP for the Twin Cities Metropolitan Area meets all of these requirements and will be submitted to the Minnesota and Wisconsin Departments of Transportation for inclusion in their respective State Transportation Improvement Programs (STIPs) approved by the Governors' designees, the Commissioner of Transportation (MN) and the Secretary of Transportation (WI).

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

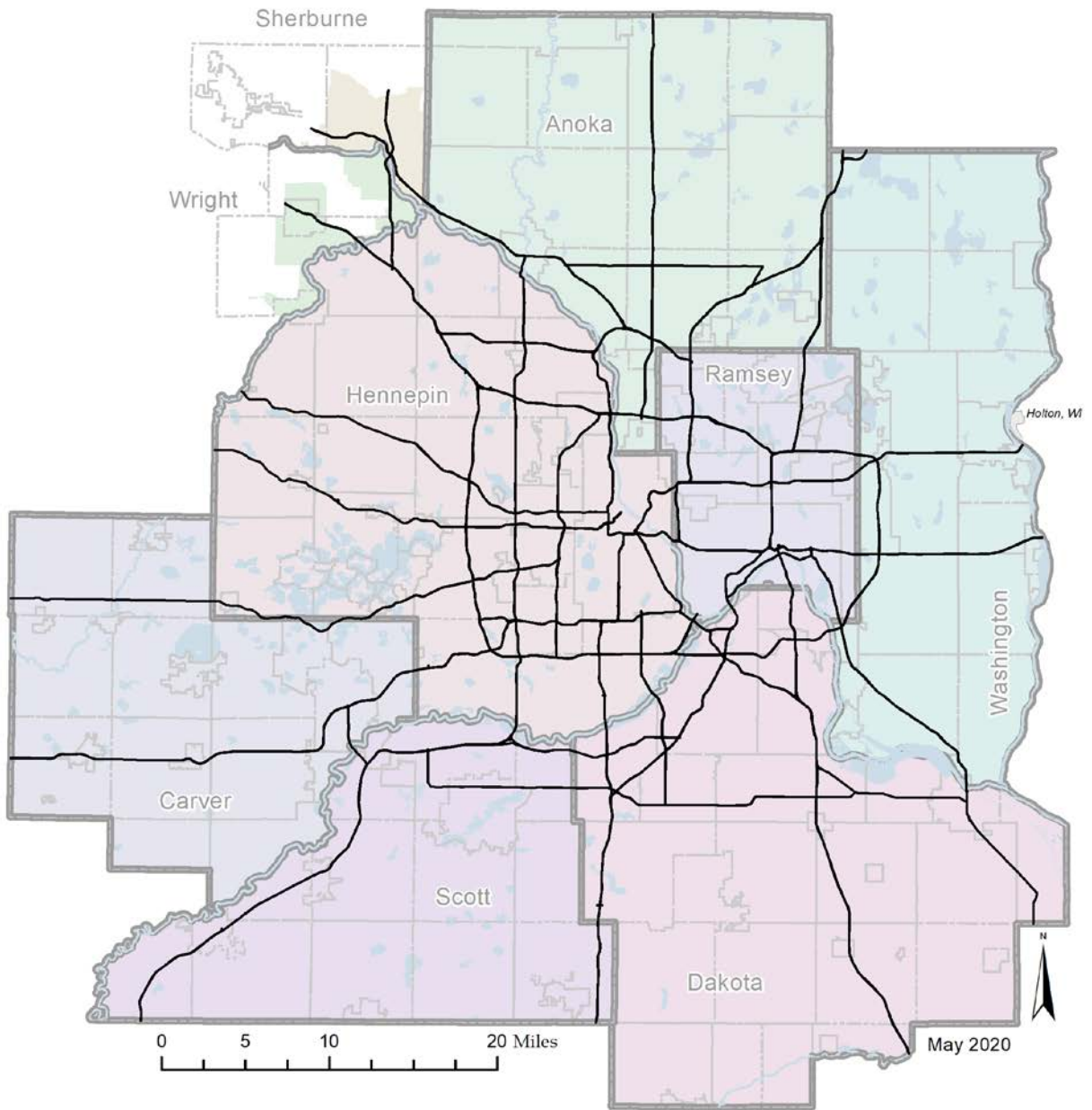


Figure 1: Twin Cities Metropolitan Area Political Boundaries – Also includes parts of Sherburne and Wright Counties (MN) and St. Croix County (WI)

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

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

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

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

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

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

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

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

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

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

Public Participation Opportunities in Preparation of the Transportation Improvement Program

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

- June 17, 2020 – A public meeting of the TAB where it will adopt the draft TIP for the purpose of public comment.
- June 22 through August 6, 2020 – The TAB will accept public comments submitted by email, telephone, fax, and mail.
- Summer, 2020 – Council transportation and communications staff will host a virtual public meeting
- August 19, 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 will publish a public notice in a newspaper of regional circulation and on metro council.org. In addition, staff will notify a diverse set of stakeholders about the public comment period. Interested parties can sign up to see email alerts at www.metro council.org.

For TIP Amendments (discussed on page 13) public input opportunities are offered at board and committee meetings, during which they are presented as business items. Amendments that impact regionally significant elements of regionally significant projects require a 21-calendar-day public comment period to begin after TAB releases the amendment for public comment. The comment period is only required for regionally significant projects that are not currently in the TIP or are changing any project element that requires a new conformity determination.

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

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

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

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

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

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

As illustrated in Figure 3, projects are selected for inclusion in the TIP in several ways: selection by Congress of federal High Priority Projects, the TAB Regional Solicitation, MnDOT Metro District selection, and the Council selection for regional transit providers, including projects in

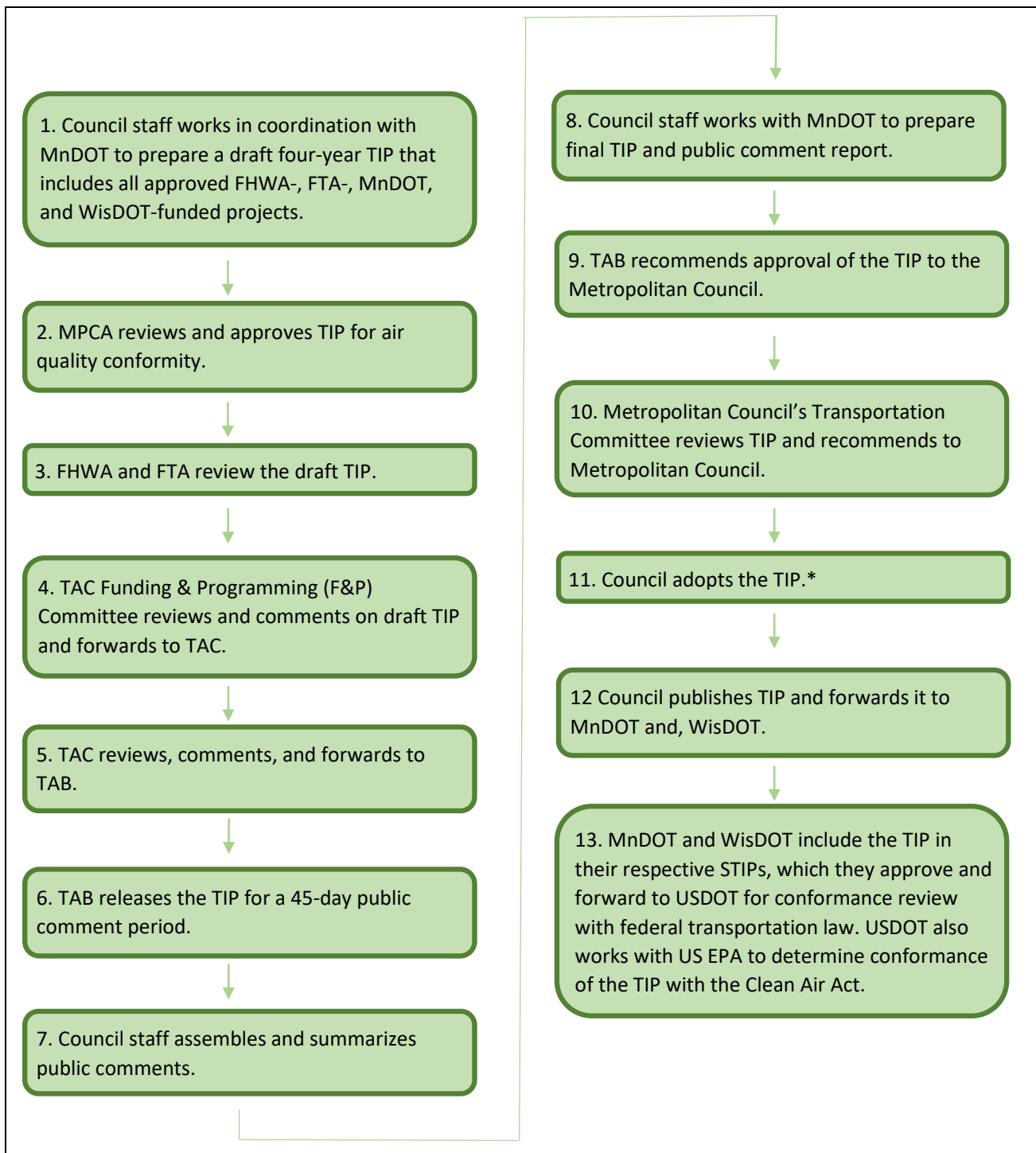
the FTA Capital Investment Grants program as selected by Congress. These selection processes are discussed in Chapter 3. While most projects are programmed by MnDOT, the TAB Regional Solicitation projects are programmed, roughly every-other year, by the Council.

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 provides a framework for the development of specific projects by MnDOT, the Metropolitan Council, and county and local governmental units and agencies that are responsible for planning, constructing and operating transportation facilities and services. All projects listed in this TIP must be consistent with the TPP. Many of the highway construction projects included in this TIP are under MnDOT jurisdiction. They originate from ongoing MnDOT planning and programming activities 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.

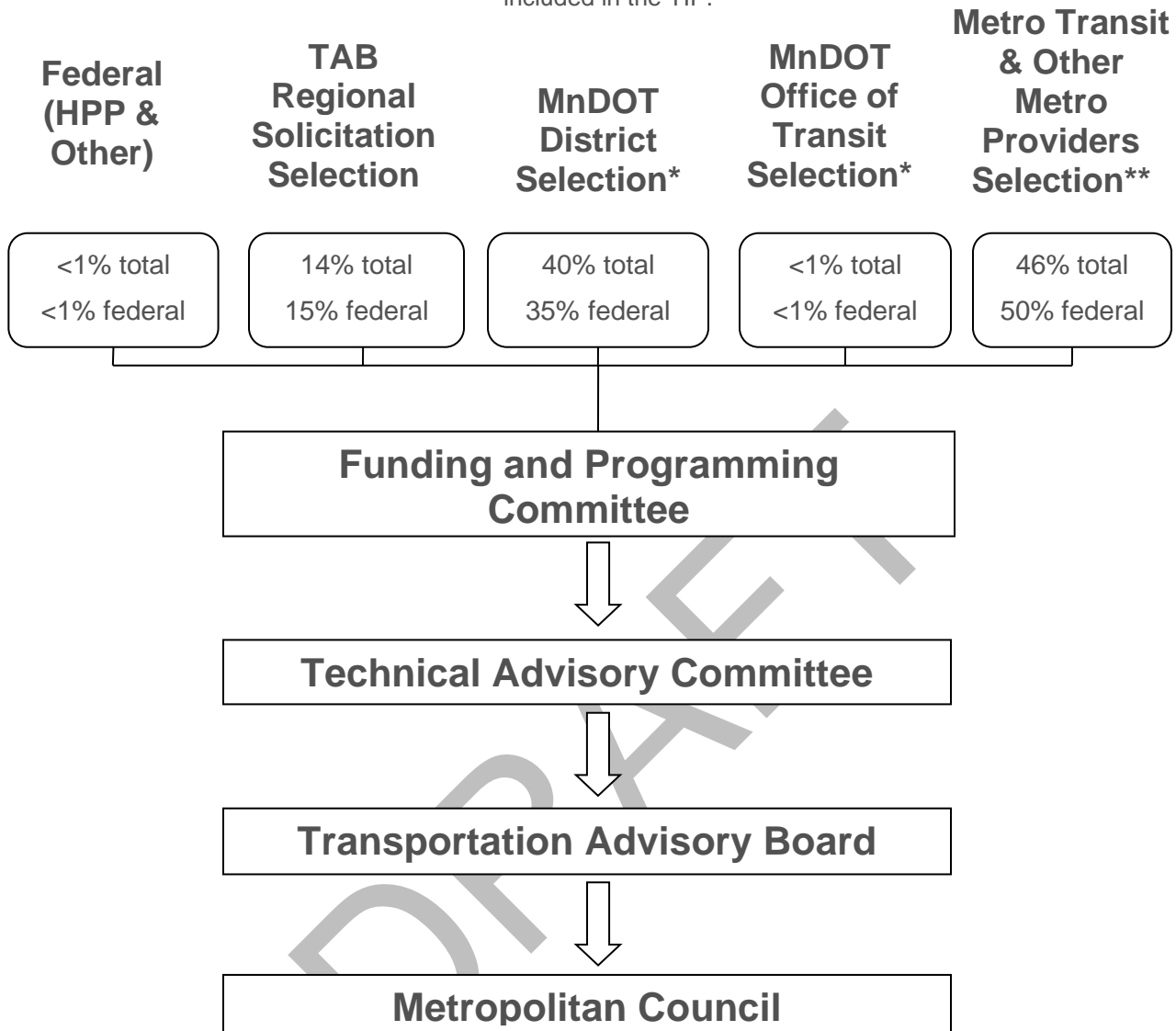
City and county federal aid projects are products of local comprehensive and transportation planning programs and reflect local and regional priorities. These projects are determined to be consistent with regional plans before being included in the TIP. Such plans must also be consistent with the TPP.



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

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

Percentage of funding identified in the TIP by selection process for all projects (federal and state), 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. Most projects are selected by Metro District, but Sherburne County and Wright County projects are selected by MnDOT District 3.

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

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

Estimating Project Costs

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

- Metro Transit: Inflation is built into project amounts during the process of creating the six-year Capital Improvement Program for Transit divisions at the Council.
- MnDOT: Each year, a revised inflation adjustment table is used to update construction estimates and produce an inflated estimate for each project.
- Metropolitan Council-programmed Regional Solicitation projects and MnDOT-Programmed HSIP projects: For the 2019-2022 TIP, 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 or modify the TIP. Reasons include the addition of a new project, a significant change of scope that alters a project's description, and significant cost changes.

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

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

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

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

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

Cost change thresholds are shown in Table 1.

Table 1: TIP Amendment and Modification Cost Change Thresholds*

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

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

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

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

Federal Legislation Changes

The Fixing America's Surface Transportation Act (FAST) Act was signed into law on December 4, 2016, as a five-year surface transportation authorization. Funding for specific programs is shown in Tables 7, 9, and 10.

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

Federal Program Areas in the Transportation Improvement Program

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

Surface Transportation Block Grant (STBG) Program. The FAST Act consolidated the following two programs into the STBG Program, a block-grant type program that may be used for any roads (including those along the National Highway System, or NHS) that are not functionally classified as local or rural minor collectors, along with pedestrian projects, recreational trails, and Safe Routes to School projects. Bridge projects paid for with STBG Program funds may be on any public road. Transit capital projects are also eligible under this program. The 2021-2024 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 traffic management technology projects (such as traffic signal coordination).

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

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

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

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

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

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

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

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

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

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

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2. REGIONAL PLAN AND PRIORITIES

All projects in the TIP are reviewed for consistency with the Transportation Policy Plan (TPP). The Metropolitan Council adopted the TPP on October 24, 2018 (with amendments on 2/27/19 and 4/24/19), 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. All federally approved or financially funded functions must conform to the SIP and be consistent with the TPP. MPOs can only legally approve projects, plans, or programs that conform to the SIP.

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

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

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 2021-2024 TIP following the requirements of the conformity rule. A consultation process was followed, involving the MPCA, MnDOT, U.S. DOT, U.S. EPA and the Council, as described in the provision of the interagency consultation process and in Appendix B.

Projects Included in TIP Conformity Analysis

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

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

Conformity of the TIP

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

Thrive MSP 2040

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

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

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

3. FEDERAL PERFORMANCE MEASURES AND TARGETS

Pursuant to Title 23, Section 450.326(d) of the Code of Federal Regulations (CFR), the Metropolitan Council is required to incorporate a performance-based planning approach when developing the TIP. This includes an analysis of the anticipated effect the TIP may have towards achieving the performance targets adopted for the 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 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 2020.

Table 2: Existing Conditions and Adopted Highway Safety Targets for 2020

Measure	Existing Condition (2018)	2020 Target
Total Traffic Fatalities	141	106
Fatality Rate (per 100 million VMT)	0.45	0.34
Serious Injury Crashes	825	738
Serious Injury Crash Rate (per 100 million VMT)	2.63	2.36
Non-motorized fatalities/serious injury crashes	184	181

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

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 2020 targets specific to the metro area. These targets were developed using a 1.5% reduction from the 2019 targets, which were developed using the same methodology that MnDOT employed to establish the statewide targets. 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 2021-2024 TIP is anticipated to have a positive effect towards meeting the region’s established safety performance targets. The TIP reflects \$81 million in FHWA Highway Safety Improvement Program (HSIP) funds, in addition to local match funding of \$6.8 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 for Transportation Projects. In addition to federal funding sources, the region has used a number of other revenue sources to improve transportation safety in the metro area. Examples include a number of county- and city-funded safety projects as well as MnDOT’s CMSP funding set aside each year.

While the 2020 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. 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 2021-2024 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 \$130 million in CMAQ projects programmed in the 2021-2024 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 2021-2024 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. The MPO will use the TAM targets adopted in 2018 for 2021. 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.

In 2019, over \$35 million in federal funds was spent on the purchase of replacement vehicles. The Regions commitment to vehicle replacement supports efforts to achieve the rolling stock target goals.

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

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.

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

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

Processes to Allocate Federal and State Transportation Funds

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

Federal highway funding that goes to the TAB Regional Solicitation and to MnDOT Metro District is allocated by federal and state formulas. For federal and state highway funding, MnDOT uses a process to allocate the funds to the state's eight Area Transportation Partnership (ATP) regions, one of which covers the MnDOT Metro District. This process ensures the regional TIPs and the State Transportation Improvement Program (STIP) 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 TAB is one, develop their draft ATIPs using their funding targets. MnDOT Metro District completes most of this work.
3. ATIPs are provided to the MPOs, who create their TIPs.
4. OTSM reviews the draft TIPs, confirms the total highway funding amount programmed matches the total expected funding, and confirms fiscal constraint for the highway funding. All of the draft TIPs assembled together are called the draft State Transportation Improvement Program (STIP).
5. OTSM circulates the draft STIP to the ATPs. Each ATP may then modify and adopt their final TIP and submit it to MnDOT for inclusion into the final STIP.

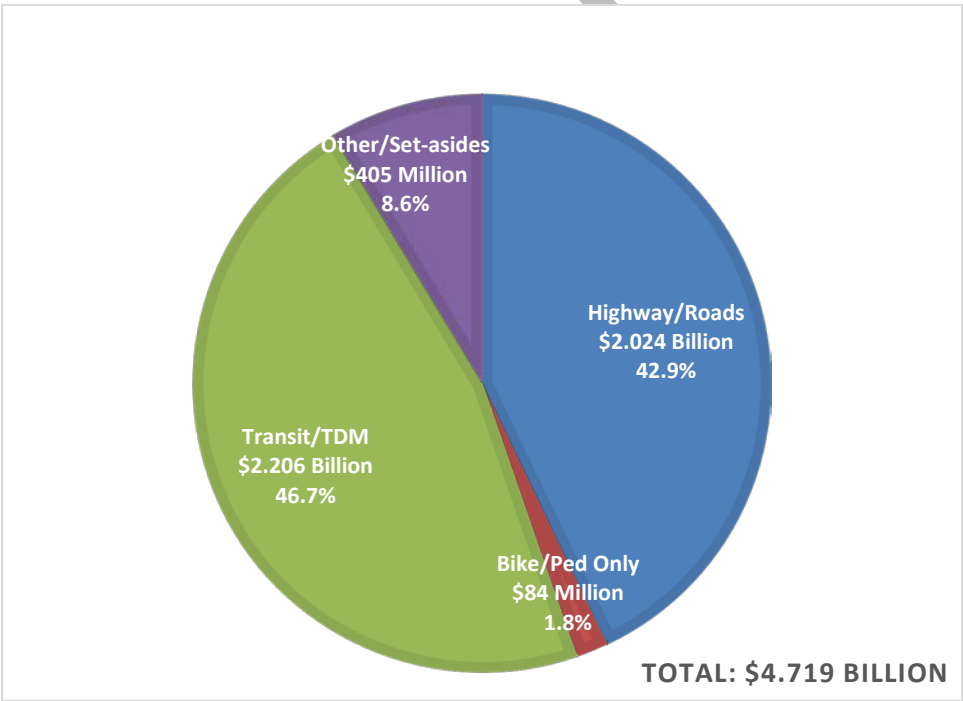
Some transit funding is allocated by federal formula (Section 5307, Section 5310, Section 5311, Section 5337, and Section 5339), but funding for the FTA Capital Investment Grants program (Section 5309) is secured through a national competition. Section 1 (Introduction) includes a list of each federal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

Resources Available 2021–2024

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

Transportation resources available to the region for highway, transit, and non-motorized projects are just under \$5 billion over the 2021 to 2024 period (See Tables 8, 9, and 10). These funds include capital investments for highway, transit, and non-motorized modes and some operating funds for the metropolitan transit systems. Highway programs such as the Surface Transportation Block Grant (STBG) Program also provide funding for non-motorized investments listed as Bike/Ped projects in Appendix A, as well as bicycle and pedestrian elements of roadway projects.

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



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

Highways and Roads

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

MnDOT also uses the advanced construction (AC) process to extend its available resources. MnDOT constructs federal aid projects in advance of the apportionment of authorized federal aid funds. MnDOT has to meet a number of conditions to use the AC process. MnDOT can commit future federal funds to projects as long as they go through the normal FHWA approval and authorization process. The projects using AC must be fully encumbered in the state budget for both the amount of state funds and the federal AC amount. The state funds available at contract letting must equal 100% of the local match of federal funds. This is normally 10 or 20 percent of the project costs. The AC amounts must be shown in the TIP (The detailed tables in Appendix A identify AC by project.). The AC must be shown in the year incurred and in each year the conversion takes place. Sufficient cash must exist to make project payments until AC is converted or the amount of work to be undertaken in a given construction season that does not exceed the actual federal funds available for that year. Within the TIP timeframe, \$136 million will be used to advance construct projects in the region (Table 7). The AC funds that will be used by the region by year are shown in Table 7.

Table 7: Advanced Construction Funds (Millions)

	Advance Construction	Possible AC Payback
2020		
2021		
2022		
2023	THIS TABLE WILL BE UPDATED IN THE FINAL TIP	
2024		
Post-2024		

Local funds are necessary to match the federal transportation funds. The majority of the projects on the trunk highway system are matched with trunk highway funds included in the targets and not in the local match figure. In all other cases, the federal funds are matched by city or county funds, regional transit capital or operating funds, or funds from other agencies such as the Minnesota Department of Natural Resources. At a minimum, these funds represent 20 percent of the project cost (aside from HSIP, which requires a 10 percent non-federal match), although this can be significantly higher. Local funding represents \$283 million over four years.

Transit

Transit funds available to the region in 2021-2024 are summarized in Table 10. Included are federal transit funds and regional capital bonds used to match federal funds. This table does not show any highway funds allocated to transit. An estimated \$1.4 billion in federal transit funds will be received by the region in the next four years. Note that Section 5309 funding, which constitutes roughly \$707 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

providers³ may also use local general fund money to subsidize operating cost or to match federal funds. Regional Capital Bonds and other local funds of \$897 million will be used to match federal transit funds (including Section 5309) and to locally fund various transit capital investments.

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

<i>Federal Highway</i>		
Target	\$1.3B	
High Priority Funds	\$0	\$1.3 Billion
Misc. Federal Funds	\$2M	
Additional MnDOT Allocation	\$39M	
<i>Federal Transit</i>		
Formula/Discretionary	\$1.2B	\$1.2 Billion
<i>Property Tax and Other State Taxes</i>		
Local and TRLF	\$283M	
Regional Transit Capital Bonds and Other Local Transit Funds	\$897M	\$1.6 Billion
Bonds	\$467M	
<i>State Trunk Highway Formula</i>		
Target	\$464M	
Additional MnDOT Allocation	\$24M	\$524 Million
Lapsed Projects	\$36M	
TOTAL:		\$4.7 Billion
<i>Advanced Construction (additional authorization available against future funds)</i>		\$136 Million

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

Table 9: Federal Highway and State Highway Funds Assumed to be Available to Region 2021-2024 (In Millions)

Source	2021	2022	2023	2024	Total
Federal Highway Funds	271	347	344	300	1,262
State Funds (MN)	128	119	111	106	464
Bonds	34	210	223	0	467
Target for Region	433	676	678	406	2,193
Additional MnDOT State Funds Allocations	17	7	0	0	24
Additional MnDOT Federal Allocations	10	9	16	4	39
Anticipated Lapsed Projects	7	15	13	1	36
High Priority Projects	0	0	0	0	0
Misc Federal Funds	1	1	0	0	2
Local Funds	117	47	95	24	283
Wisconsin Projects	0	0	0	0	0
Total Funds Available	585	755	802	435	2,577
Advanced Construction (Additional authorization available against future funds)	58	12	62	4	136

Table 10: Federal Transit and Matching Funds Available and Requested by Region 2021-2024 (In Millions)

Source	2021	2022	2023	2024	Total
Section 5307	48.6	50.9	40.1	59.6	199.1
Section 5310	0.9	2.1	2.2	2.2	7.5
Section 5311	0.0	0.0	0.0	0.0	0.0
Section 5337	60.8	78.6	77.6	84.3	301.4
Section 5339	0.0	0.0	0.0	0.0	0.0
Total Federal Funds	110.3	131.6	119.9	146.1	508.0
Local/Regional Capital Bonds	25.4	27.6	393.8	449.9	896.6
Total Funds Available	135.7	159.3	513.6	596.0	1404.6
Section 5309	0.0	0.0	323.7	383.7	707.4
Total Funds Requested	0.0	0.0	323.7	383.7	707.4

Project Selection Processes and Criteria

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

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

Funding Category	Project Selection Process Followed
Federal High Priority Projects	Selected and appropriated by Congress
Federal Highway Funding	
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 the competitive regional solicitation process.
Highway Safety Improvement Program (HSIP)	Federal funding program aimed at reducing traffic fatalities and serious injuries. Some HSIP funding is distributed through a competitive solicitation process conducted by MnDOT and TAB while other HSIP funding is distributed by MnDOT.
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 TAB, the Metropolitan Council, and six representatives of the TAB's Technical Advisory Committee (TAC). The CIC

discusses project programming, coordination, and timing issues for MnDOT Metro District leadership (in the Metro District Program Committee) and the TAC Funding and Programming Committee. Investment decisions with statewide impacts may be elevated to the Transportation Program Investment Committee (TPIC) for consideration. TPIC membership includes the Metro District Engineer and other agency-wide leadership.

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

Competitive Regional Solicitation Project Selection Process

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

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 Metro District. 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 and the Metropolitan Council concurs with the list of projects.

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.
- Public agency sponsors must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

Examples of Prioritizing Criteria

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

Regional Solicitation Selected Projects

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

Table 12: Summary of Federal Funding Allocated through the TAB'S Regional Solicitation for Projects in State Fiscal Years 2021-2024 (Federal funds/in millions; Federal Amount only)

Program Category	2021	2022	2023	2024	Total
Transportation Alternatives (TAP)	\$2.1	13.0	16.9	7.1	39.0
Congestion Mitigation Air Quality (CMAQ)	\$17.1	31.1	23.6	31.6	103.4
Surface Transportation Program (STP)	\$55.9	46.3	61.6	54.2	218.1
Highway Safety Improvement Program (HSIP)	\$9.5	9.1	12.5	11.0	42.0
TOTALS	\$84.6	99.5	114.6	103.9	402.5

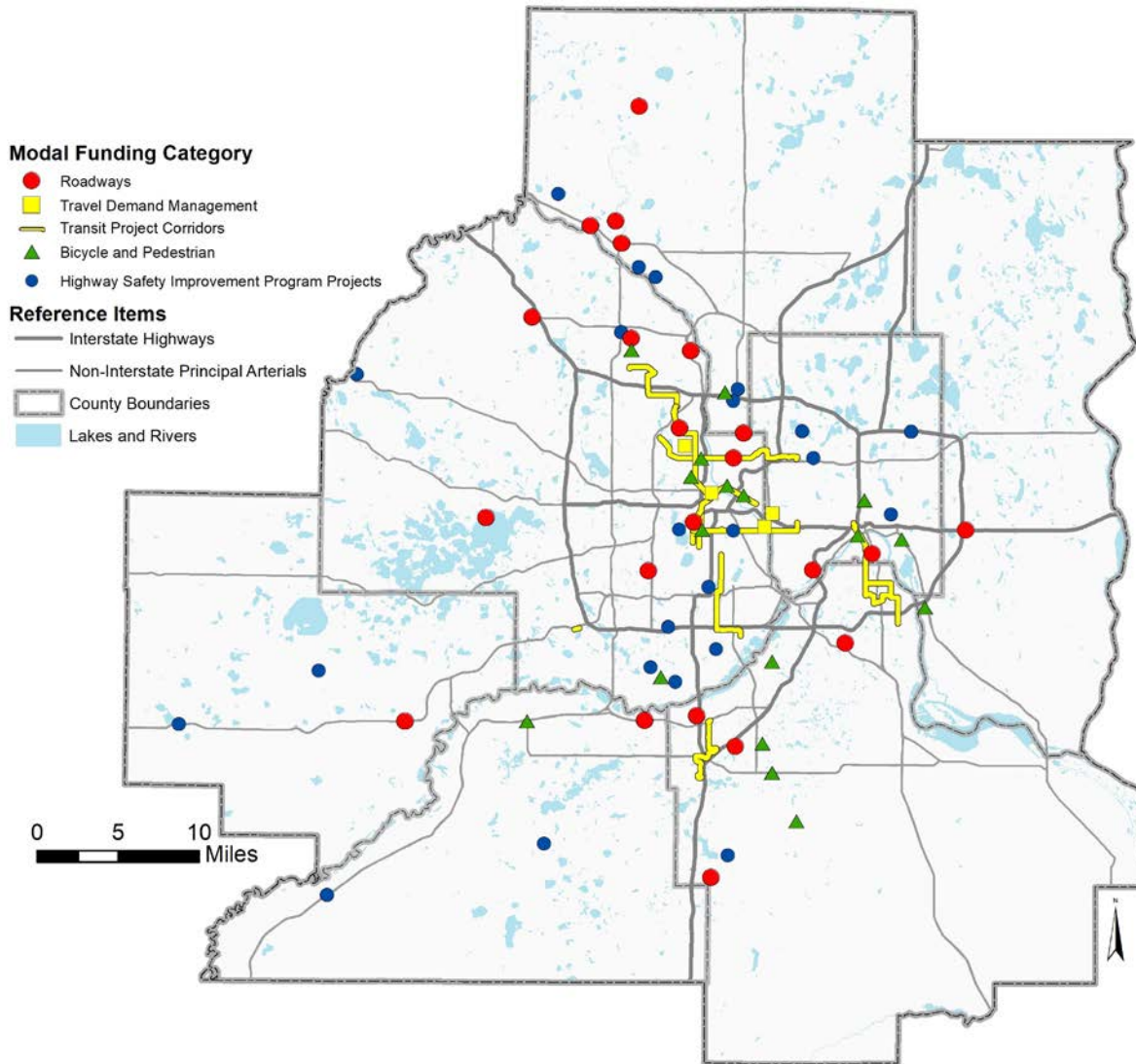


Figure 5: 2018 Regional Solicitation; Selected Projects

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

Transit Project Selection for Sections 5307, 5337, 5339, and 5309 Capital Investment Grants Program Funding

Federal transit funds come to the Metropolitan Council as the designated federal recipient for the region. The Council uses the federal funds for 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 13 for 2021 to 2024 closely match the funds available as shown in Table 9, and the highway project program costs identified in Table 14 for State Fiscal Year 2021 closely match the funds available as shown Table 9. Anticipated highway revenues balance with expenditures and demonstrate fiscal constraint.

For federal, state, and regional transit funding, federal guidance requires transit funds match the approved project costs in the TIP. The projects funded with federal transit and local matching funds for 2021 have a total value of approximately \$110 million (Table 10).

State Highways and Local Transportation Operations and Maintenance

MnDOT and metro area cities and counties are able to fund the maintenance and operations of the region's highway system over the course of the 2021-2024 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 13: Distribution of Federal Highway, State Trunk Highway and Matching Funds (in millions) 2021-2024

Source	Total	Federal	State	Other (+ Bonds)	AC**
CMAQ	131.3	103.4	0.1	27.8	0.4
TAP	71.5	44.9	0	26.6	1.5
STP	638.7	387.8	25.1	225.8	43.0
NHPP	725.0	623.0	92.1	9.9	71.6
NHFP	94.4	72.2	0	22.0	15.0
HPP	0	0	0	0	0
100% State Funded (MN)	407.9	0	403.9	3.9	0
HSIP	90.2	79.4	4.2	6.8	0.7
Bond Proj with no Fed \$\$	431.6	0	3.0	428.6	0
Misc Fed	11.7	4.7	0	7.0	3.7
Wisconsin Projects	0	0	0	0	0
TOTAL	2603.7	1316.7	528.4	758.4	135.9

Table 14: Distribution of Federal Highway, State Trunk Highway and Matching Funds (in millions) 2021 Annual Element

Source	Total	Federal	State	Other (+ Bonds)	AC**
CMAQ	21.7	17.1	0.1	4.5	0.4
TAP	9.0	2.9	0	6.1	1.5
STP	208.8	116.7	11.9	80.3	34.8
NHPP	119.3	104.5	10.6	4.2	6.6
NHFP	43.0	28.2	0	14.9	15.0
HPP	0	0	0	0	0
100% State Funded (MN)	120.0	0	118.2	1.8	0
HSIP	24.3	22.4	1.0	0.8	0
Bond Proj with no Fed \$\$	33.1	0	0	33.1	0
Misc Fed	6.7	1.8	0	5.0	0
Wisconsin Projects	0	0	0	0	0
TOTAL	585.9	293.6	141.8	150.7	58.3

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

Consistency with the Regional Transportation Plan and Priorities

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

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

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

The TPP contains lists of short- and long- range transportation projects programmed from 2015 through 2024. The projects identified in this TIP are either programmatically or specifically identified in the TPP adopted by the Metropolitan Council on October 24, 2018 (with amendments on 2/27/19 and 4/24/19), 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 15 and 16 and Figure 5 identify the major highway and transit projects in the 2021-2024 TIP, cost, and status of each. During the past year, major projects obligated (and, therefore, not included in this TIP) included:

- Bridge rehabilitation on the MN 65 Bridge at 3rd Avenue South over the Mississippi River in Minneapolis. Construction is scheduled to be complete in November of 2022.
- Concrete overlay and addition of lanes between MN 610 and MN 101 on Interstate 94. Construction is scheduled to be complete in 2021.

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

- Concrete overlay, bridge replacement, and bridge rehabilitation on I-35 in Forest Lake.
- Interchange at US 169 and MN 41 / County Highway 78, Overpass over us 169 at County Highway 14, and frontage roads in Scott County.

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

- Concrete overlay, traffic management system, drainage, signing, lighting, median barrier, and ADA improvements on I-94 from Oakdale to the St. Croix River.

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.

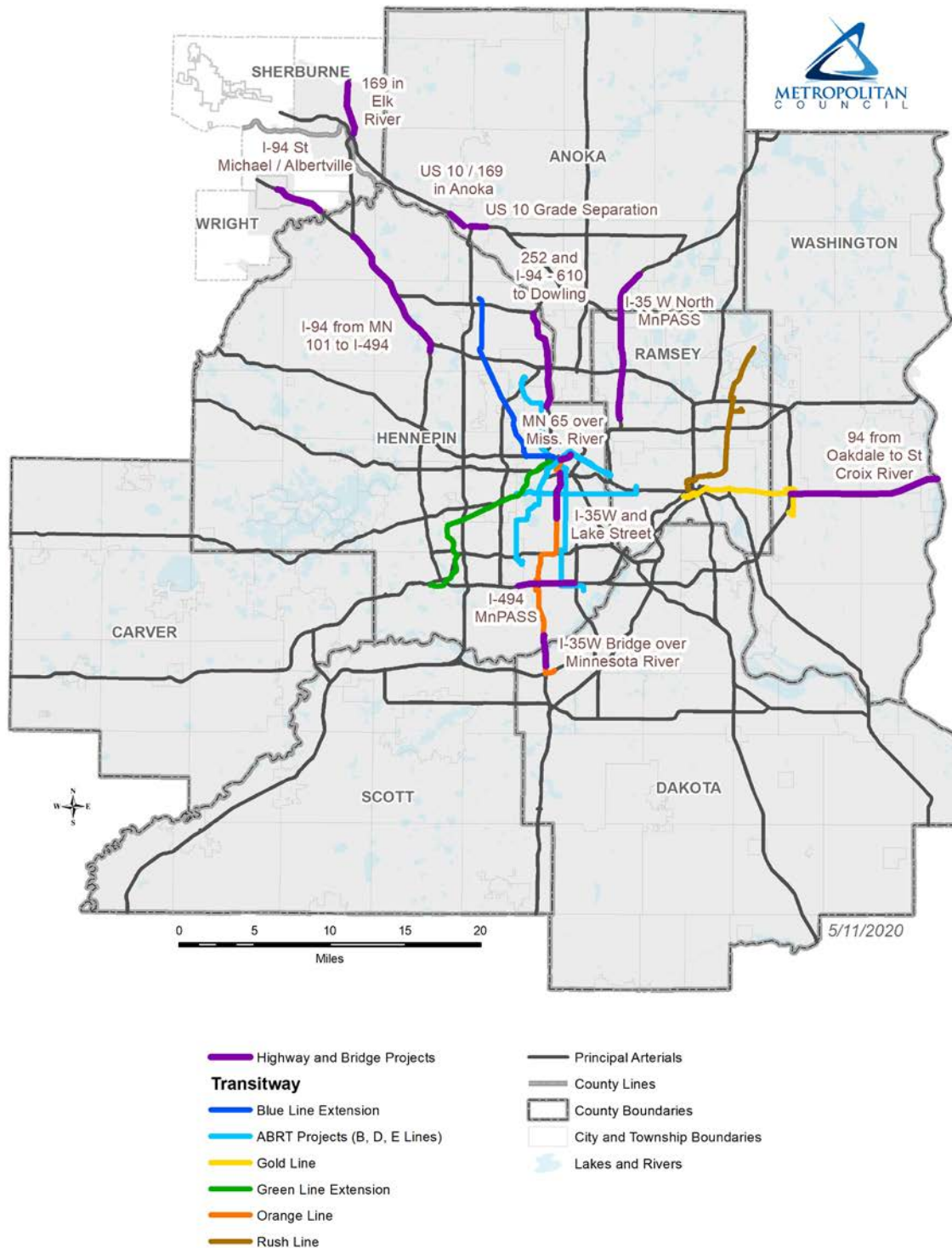


Figure 6: Major Projects Shown in Tables 15 and 16

Table 15: Status of Major Highway Projects

Project	Cost Estimates	Program Year of Last SP#	Project Status/Comments
I-35W & Lake Street (2782-327, 141-090-039, TRS-TCMT-17A, 027-603-051)	\$239,000,000	2017	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 (6284-180)	\$208,000,000	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: Fall 2021
I-35W Bridge over the Minnesota River (1981-124)	\$127,000,000	2018	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
I-94 from MN 101 to I-494 (2780-97)	\$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
I-94 St. Michael to Albertville (8680-172)	\$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
US 169 in Elk River ("169 Redefine") (7106-87)	\$157,000,000	2023	Convert US 169 in Elk River to freeway. Construct two interchanges. Construction Start: 2022 Construction Complete: 2024

Project	Cost Estimates	Program Year of Last SP#	Project Status/Comments
I-494 MnPASS and Directional Ramp (2785-424)	\$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
MN 65 and 3rd Ave S. (2710-47)	\$125,975,000	2020	Minnesota Highway 65 at 3rd Avenue South over Mississippi River in Minneapolis: Bridge rehabilitation. Construction Start: May 2020 Construction Complete: November 2022
MN 252 and I-94 (2748-65)	\$163,000,000	2023	MN 610 to Dowling Avenue. Convert MN 252 to Freeway and install MnPASS lanes Construction Start: 2023 Construction Complete: TBD
US 10 / US 169 (103-010-018, 103-010-018F, 0202-108, 0202-108A)	\$62,700,000	2021	Anoka/Ramsey city limits to Green Haven Rd/Main St interchange in Anoka: Grade-separated intersections and new bridges Construction Start: 2022 Construction Complete: 2023
US 10 (0215-76)	\$49,115,000	2022	Bridge replacement and reconstruction of MN 47 / US 169 / Ferry Street interchange. Auxiliary lanes, noisewalls, ADA improvements. Construction Start: 2022 Construction Complete: TBD
I-94 Oakdale to St. Croix River (8282-132)	\$108,891,000	2023	Concrete overlay, TMS, drainage, signing, lighting, median barrier and ADA improvements. Construction Start: 2023 Construction Complete: TBD

Table 16: Status of Major Transit Capital Projects

Project Title	Last TIP Included In	Cost Estimate	Federal Participation	Project Status
Southwest Corridor Light Rail Transit (METRO Green Line Extension) (TRF-TCMT-23D, TRF-TCMT-24V)	Current	\$2,003,000,000	\$928,800,000	Construction; Target Opening 2023
Bottineau Corridor Light Rail Transit (METRO Blue Line Extension) (TRF-TCMT-23C, TRF-TCMT-24A)	Current	\$1,536,000,000	\$752,700,000	Engineering; Target Opening TBD
METRO Orange Line Bus Rapid Transit (TRF-TCMT-21N, TRF-TCMT-22B)	2019-2022	\$150,700,000	\$82,880,000	Construction; Target Opening in 2021
D Line (Chicago-Fremont) Arterial BRT (TRF-TCMT-21D)	Current	\$75,000,000	TBD	Engineering; Target Opening 2022
METRO Gold Line BRT (TRF-TCMT-23R, TRF-TCMT-24E)	Current	\$460,900,000	\$207,405,000	Entered Project Development Jan 2018, Construction 2021-2024, Target Opening 2024
B Line (Lake St. and Marshall Ave) Arterial BRT (TRS-TCMT-20A, TRS-TCMT-22B, TRF-TCMT-22R)	Current	\$55-65,000,000	TBD	Planning; Target Opening 2023
E Line (Hennepin/France Avenue) Arterial BRT (TRS-TCMT-21A, TRS-TCMT-23B)	Current	\$40-50,000,000	TBD	Planning; Target Opening 2024
Rush Line BRT (TRF-TCMT-24R)	Current	TBD	TBD	Planning; Target Opening TBD

Appendix A

Detailed Project Description by Funding Category

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A-1 Congestion Mitigation Air Quality (CMAQ) Projects	A-4
A-2 STPBG-Transportation Alternatives Program (TAP) Projects	A-7
A-3 STPBG-Surface Transportation Program (STP) Projects	A-10
A-4 Demonstration/High Priority.....	A-20
A-5 National Highway Performance Program (NHPP) Projects.....	A-21
A-6 National Highway Freight Program (NHFP) Projects	A-28
A-7 Highway Safety Improvement (HSIP) Projects.....	A-30
A-8 Miscellaneous Federal Projects.....	A-38
A-9 100% State-Funded Projects.....	A-39
A-10 Bond Projects without Federal Funding.....	A-47
A-11 Transit Section 5307.....	A-49
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A-13 Transit Section 5310.....	A-54
A-14 Transit Section 5337.....	A-55
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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> <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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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.																												
DEMO \$	Total federal demonstration funding for the project.																												
AC \$	Funding to be reimbursed in a future program year.																												
State \$	MnDOT state funding for the project.																												
Other \$	Total contribution from the local agency involved in the project.																												
Agency	The agency with jurisdiction over the project.																												
AQ	TIP air quality category. See Appendix B for description of codes.																												

MnDOT Metro District Construction Projects

2021-2024 Parent Projects

This table will be included in the Final TIP.

DRAFT

Twin Cities Metropolitan Area
2021 - 2024 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:
2021	MN 156		6219-07Q	SC	**AC**MN 156, AT US52 IN ST PAUL - REPLACE TRAFFIC SIGNALS (ASSOCIATED TO 164-235-024 AND 6219-07) (AC PROJECT, PAYBACK IN FY23)	437,500	0	350,000	87,500	0	MNDOT	E2
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	MSAS 235		164-235-024	SC	**AC**CONCORD ST (MSAS 235) AT US 52 IN ST PAUL-REPLACE TRAFFIC SIGNALS (ASSOCIATED TO 6219-07 AND 6219-07Q) (AC PROJECT, PAYBACK IN FY23)	62,500	0	50,000	0	12,500	SAINT PAUL	E2
2021	N/A		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	Transit		164-080-017	TR	EV CARSHARE VEHICLE LEASES FOR MOBILITY HUBS IN ST PAUL AND MPLS	5,000,000	4,000,000	0	0	1,000,000	SAINT PAUL	NC
2021	Transit		TRS-TCMT-21B	TR	PURCHASE THREE BUSES FOR NEW SUBURBAN LOCAL SERVICE ON OLD HUDSON RD, MCKNIGHT RD, LOWER AFTON RD, CENTURY AVE, AND VALLEY CREEK RD IN ST PAUL, MAPLEWOOD AND WOODBURY AND OPERATE SERVICE FOR TRANSIT IMPROVEMENT ON UNIVERSITY AVE, CRETIN AVE, GRAND AVE, 5TH/6TH ST, 3RD ST EAST	6,023,811	4,819,049	0	0	1,204,762	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	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

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2022	N/A		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	AQ1
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	**PRS**PURCHASE 4 EXPANSION 60-FOOT ARTICULATED BUSES, 14 60-FOOT BUSES IN LIEU OF 40-FOOT PLANNED REPLACEMENT BUSES, LARGER VEHICLE DOORS, AND TECHNOLOGY IMPROVEMENTS FOR LAKE ST CORRIDOR	8,750,000	7,000,000	0	0	1,750,000	MET COUNCIL-MT	A30
2022	Transit		TRS-TCMT-22	TR	PURCHASE TWO BUSES AND OPERATE SERVICE FOR TRANSIT IMPROVEMENT ON ROUTE 724	5,211,760	4,169,408	0	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	**PRS**LAKE ST-MARSHALL AVE BUS STOP MODERNIZATION PROJECT- ENHANCED SHELTERS, REAL-TIME INFORMATION, SECURITY FEATURES, AND FURNISHINGS	8,750,000	7,000,000	0	0	1,750,000	MET COUNCIL-MT	A30
2023	999		164-030-016	TM	SMITH AVE (MN 149), ROBERT ST (MN 952A), PLATO BLVD (CSAH 40), CESAR CHAVEZ ST, CONCORD ST (MN 156), WABASHA ST-UPGRADE TRAFFIC SIGNAL CONTROLLERS, INSTALL FIBER OPTIC INTERCONNECT, VIDEO CAMERAS, REVISE TRAFFIC SIGNALS	1,332,000	1,065,600	0	0	266,400	SAINT PAUL	S7
2023	MN 156		6219-07QAC	RS	**AC**MN 156, AT US52 IN ST PAUL - REPLACE TRAFFIC SIGNALS (ASSOCIATED TO 164-235-024 AND 6219-07) (AC PAYBACK 1 OF 1)	350,000	350,000	0	0	0	MNDOT	E2
2023	MSAS 235		164-235-024AC	SC	**AC**CONCORD ST (MSAS 235) AT US 52 IN ST PAUL-REPLACE TRAFFIC SIGNALS (ASSOCIATED TO 6219-07 AND 6219-07Q) (AC PAYBACK 1 OF 1)	50,000	50,000	0	0	0	SAINT PAUL	E2

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023	N/A		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	AQ1
2023	Transit		TRS-TCMT-21A	TR	**PRS**PURCHASE 9 EXPANSION 60-FOOT ARTICULATED BUSES, LARGER VEHICLE DOORS, AND TECHNOLOGY IMPROVEMENTS FOR HENNEPIN AVE CORRIDOR	8,750,000	7,000,000	0	0	1,750,000	MET COUNCIL-MT	A30
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	8,750,000	6,000,000	0	0	2,750,000	MET COUNCIL MT	T10
2023	Transit		TRS-TCMT-23B	TR	**PRS**OPERATE TRANSIT SERVICE IMPROVEMENT ON HENNEPIN AVE, LYNDAL AVE, 31ST STREET, AND BRYANT AVE IN MPLS	2,613,518	2,090,814	0	0	522,704	MET COUNCIL-MT	A30
2024	999		880M-CMAQ-24	TM	METRO ATP SETASIDE FOR CMAQ (INCLUDING TDM) PROJECTS YET TO BE SELECTED FOR FY 2024	39,500,000	31,600,000	0	0	7,900,000	MNDOT	NC
Totals						131,658,301		400,000		27,773,317		
							103,397,484		87,500			

**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	999		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	999		141-080-051	EN	QUEEN AVE FROM 44TH AVE N TO GLENWOOD AVE IN MPLS-CONSTRUCT BICYCLE BOULEVARD, INCLUDING SIGNING, STRIPING, SPEED HUMPS, TRAFFIC CIRCLES, AND ADA-COMPLIANT PEDESTRIAN RAMPS	1,375,000	1,000,000	0	0	375,000	MINNEAPOLIS	AQ2
2021	999		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	999		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
2021	CSAH 17		070-617-026	BT	**AC**CSAH 17 FROM CSAH 16 TO NW RAMP OF US 169 IN SHAKOPEE- CONSTRUCT PED/BIKE BRIDGE OVER US 169 (AC PROJECT WITH PAYBACK IN FY22)	1,400,000	0	950,080	0	449,920	SCOTT 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	MSAS 291		163-291-008	EN	**AC**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 (AC PROJECT WITH PAYBACK IN FY24)	756,000	0	560,000	0	196,000	SAINT LOUIS PARK	AQ2
2022	999		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

**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	999		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	999		179-090-005AC	EN	**AC**LAKE MARION GREENWAY FROM SUNSET POND PARK TO HANREHAN TRAIL IN SAVAGE-CONSTRUCT MULTIUSE TRAIL, SIDEWALK AND BR #R0819 (AC PAYBACK 1 OF 1)	1,558,000	1,558,000	0	0	0	BURNSVILLE	AQ2
2022	CSAH 17		070-617-026AC	BT	**AC**CSAH 17 FROM CSAH 16 TO NW RAMP OF US 169 IN SHAKOPEE- CONSTRUCT PED/BIKE BRIDGE OVER US 169 (AC PAYBACK 1 OF 1)	950,080	950,080	0	0		SCOTT COUNTY	E2
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	**AC**CSAH 46 (46TH ST) FROM GARFIELD AVE TO 18TH AVE IN MPLS- PEDESTRIAN ADA-ACCESSIBLE CURB RAMP RECONSTRUCTION, APS AND PEDESTRIAN COUNTDOWN SIGNAL HEADS AT SIGNALIZED INTERSECTIONS, AND PEDESTRIAN CROSSING IMPROVEMENTS AT OAKLAND AVE (AC PAYBACK 1 OF 1)	506,480	506,480	0	0	0	HENNEPIN COUNTY	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
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	999		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	999		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

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023	999		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	999		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	999		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	999		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	CSAH 103		110-020-042	EN	CSAH 103 FROM 74TH AVE TO 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	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
2024	999		880M-TAP-24	EN	METRO ATP SETASIDE FOR TRANSPORTATION ALTERNATIVE PROGRAM PROJECTS YET TO BE SELECTED FOR FY 2024	8,129,000	6,503,200	0	0	1,625,800	MNDOT	NC
2024	MSAS 291		163-291-008AC	EN	**AC**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 (AC PAYBACK 1 OF 1)	560,000	560,000	0	0	0	SAINT LOUIS PARK	AQ2
Totals						73,020,938		1,510,080		26,602,292		
							44,908,566		0			

**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	999		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	999		2726-80AC2	BI	**AC**HB**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	S19
2021	999		8825-612	TM	METROWIDE - REPLACE DYNAMIC MESSAGE SIGNS	925,000	740,000	0	185,000	0	MNDOT	O8
2021	CSAH 1		071-601-024AC	RC	**AC**SHERBURNE CSAH 1, US 10 TO THE BNSF RAIL CROSSING IN ELK RIVER, RECONSTRUCTION AND SAFETY IMPROVEMENTS (PAYBACK 1 OF 1)	578,597	578,597	0	0		Sherburne County	S1
2021	CSAH 11		002-611-036	RC	**AC**PRS**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 (AC PROJECT WITH PAYBACKS IN FY22 AND FY23)	19,914,120	7,000,000	3,304,296	0	9,609,824	ANOKA COUNTY	A30
2021	CSAH 13		071-613-012	MC	**AC**SHERBURNE CSAH 13, INTERSECTION OF LINE AVE IN ELK RIVER, CONSTRUCT ROUND-A-BOUT (PAYBACK IN 2024)	1,290,000	0	1,031,000	0	259,000	Sherburne County	E3
2021	CSAH 15		027-615-025AC	BR	**AC** CSAH 15 OVER Tanager CHANNEL IN ORONO-REPLACE BRIDGE #27592 (NEW BR# 27C61)(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, STILLWATER, AND STILLWATER TOWNSHIP-CONSTRUCT INTERCHANGE, MULTI-USE TRAIL, BRIDGE 82052 (ASSOCIATE TO 8204-74 AND 8204-74A)	8,979,665	7,000,000	0	0	1,979,665	WASHINGTON COUNTY	A30
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

**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		CSAH 70	019-670-013AC	MC	**PRs**AC**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 (AC PAYBACK 1 OF 1)	7,000,000	7,000,000	0	0	0	DAKOTA COUNTY	A30
2021		CSAH 81	027-681-038	BR	CSAH 81 OVER LOWRY AVE IN MPLS AND ROBBINSDALE - RECONSTRUCTION, REPLACE BRIDGES 27006, 27007 AND 27008 AND MULTIUSE TRAIL	17,900,000	7,000,000	0	0	10,900,000	HENNEPIN COUNTY	S19
2021		CSAH 83	070-683-014	RC	**PRs**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 SIGNALS, TRAIL, AND SIDEWALK (ASSOCIATED TO 070-683-014F)	12,300,000	5,546,000	0	0	6,754,000	SCOTT COUNTY	A30
2021		CSAH 86	019-686-018	RC	**AC**CSAH 86 (280TH ST) FROM CSAH 23 (GALAXIE AVE) TO MN 3 (CHIPPENDALE AVE) IN EUREKA, CASTLE ROCK, GREENVALE AND WATERFORD TOWNSHIPS- RECONSTRUCT AND WIDEN SHOULDERS, REPLACE EXISTING RAILROAD BRIDGE L3181 WITH NEW BRIDGE 19572 (AC PROJECT WITH PAYBACK IN FY24)	9,000,000	0	4,200,000	0	4,800,000	DAKOTA COUNTY	S4
2021		MN 156	1912-59	AM	MN 156, FROM I494 TO ANNAPOLIS ST IN S ST PAUL - CONCRETE PAVEMENT REHAB AND RECONSTRUCT, ADA, SIDEWALKS, DRAINAGE (ASSOCIATE TO SP 168-010-004)	12,449,000	9,959,200	0	2,489,800	0	MNDOT	S10
2021		MN 156	6219-07	RS	MN 156, FROM ANNAPOLIS ST TO US52 IN ST PAUL - BITUMINOUS MILL AND OVERLAY, ADA AND RETAINING WALL REPAIR (ASSOCIATED TO 164-235-024 AND 6219-07Q)	1,440,000	1,152,000	0	288,000	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	1,008,000	806,400	0	201,600	0	MNDOT	S10
2021		MN 36	8204-74A	AM	**PRs**MN 36 AT CSAH 15 (MANNING AVE) IN GRANT, LAKE ELMO, STILLWATER, AND STILLWATER TOWNSHIP-CONSTRUCT INTERCHANGE, MULTI-USE TRAIL, BRIDGE 82052 (ASSOCIATE TO 8204-74 AND 082-615-034)	5,000,000	4,000,000	0	1,000,000	0	MNDOT	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		MN 5	1001-17M	RS	**ELLA**MN 5, 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	853,000	682,400	0	170,600	0	MNDOT	S10
2021		MN 65	2710-47AC1	BI	**AC**CMGC**HB**MN 65, AT BRIDGE #2440 (3RD AVE S) OVER MISSISSIPPI RIVER IN MPLS-REHAB BRIDGE 2440 (CMGC WORK PACKAGE 1) (AC PAYBACK 1 OF 2)	17,648,952	17,648,952	0	0	0	MNDOT	S19
2021		MN 77	2758-82	AM	**PRS**MN77, 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 (ASSOCIATE TO 157-108-035)	4,000,000	3,200,000	0	800,000	0	MNDOT	A30
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, ADA	2,910,000	2,328,000	0	582,000	0	MNDOT	S10
2021	MSAS 108		157-108-035	RC	**AC**PRS**MSAS 108 (77TH ST) FROM BLOOMINGTON AVE TO LONGFELLOW AVE IN RICHFIELD-CONSTRUCT 77TH ST EXTENSION UNDER MN 77, CONSTRUCT MN 77 BRIDGE OVER 77TH ST, AND RECONSTRUCT MN 77 RAMPS (AC PROJECT WITH PAYBACK IN FY24) (ASSOCIATE TO 2758-82)	16,460,000	0	7,000,000	0	9,460,000	RICHFIELD	A30
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	N/A		090-070-023AC2	PL	**AC** 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

**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		Transit	TRS-TCMT-21D	TR	**PRS**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	A30
2021		US 10	103-010-018	MC	**AC**PRS**US 10/169 FROM ANOKA/RAMSEY CITY LIMITS TO GREEN HAVEN RD/MAIN ST INTERCHANGE IN ANOKA-CONSTRUCT GRADE SEPARATE INTERSECTIONS AT FAIROAK AVE AND THURSTON AVE, CONSTRUCT NEW BRIDGE #'S 02055, 02056, RECONSTRUCT MAIN ST INTERCHANGE, REPLACE OLD BRIDGE #02010 WITH NEW BRIDGE # 02054 (ASSOCIATED TO 103-010-018F AND 0202-108 AND 0202-108A) (AC PROJECT WITH PAYBACK IN FY22)	18,700,000	7,000,000	7,000,000	0	4,700,000	ANOKA	A30
2021		US 12	2713-124	AM	US 12 EAST AND WEST JUNCTION OF CSAH 92 IN INDEPENDENCE - INTERSECTION IMPROVEMENTS (LOCAL SP 027-692-009) (ASSOCIATED TO 2713-124A AND 2713-124S)	10,688,889	3,191,111	0	797,778	6,700,000	MNDOT	E2
2021		US 169	110-129-006AC	MC	**AC**PRS**101ST AVE N AT US 169 IN BROOKLYN PARK- CONSTRUCT INTERCHANGE (ASSOCIATED TO 2750-92) (AC PAYBACK 1 OF 1)	2,240,000	2,240,000	0	0	0	BROOKLYN PARK	A30
2021		US 212	010-596-012	MC	**AC**PRS**US 212 FROM CSAH 11 TO CSAH 36 IN DAHLGREN TWP - RECONSTRUCT AND EXPAND FROM A 2-LANE TO A 4-LANE DIVIDED HIGHWAY, REDUCED CONFLICT INTERSECTION, BRIDGE 10061 AND 10062 (ASSOCIATE TO 010-596-012F AND 1013-79) (AC PROJECT, PAYBACK IN FY22)	15,250,000	3,658,860	3,341,140	0	8,250,000	CARVER COUNTY	A30
2021		US 212	1013-79	AM	**AC**PRS**US 212 FROM CSAH 11 TO CSAH 36 IN DAHLGREN TWP - RECONSTRUCT AND EXPAND FROM A 2-LANE TO A 4-LANE DIVIDED HIGHWAY, REDUCED CONFLICT INTERSECTION, BRIDGE 10061 AND 10062 (ASSOCIATE TO 010-596-012 AND 010-596-012F) (AC PROJECT, PAYBACK IN FY22)	14,000,000	0	8,950,000	5,050,000	0	MNDOT	A30
2022		999	164-090-014AC2	EN	**AC**GREAT RIVER PASSAGE TRAIL, ST PAUL, FROM HARRIET ISLAND REGIONAL PARK TO MISSISSIPPI RIVER REGIONAL TRAIL IN S ST PAUL- CONSTRUCT PED/BIKE TRAIL (AC PAYBACK 2 OF 2)	2,701,444	2,701,444	0	0	0	SAINT PAUL	AQ2
2022		999	2726-80AC3	BI	**AC**HB**STONE ARCH BRIDGE #27004 - HISTORIC BRIDGE OVER THE MISSISSIPPI RIVER IN MPLS - REPAIR PED/BIKE BRIDGE- PE WORK (AC PAYBACK 3 OF 4)	210,000	210,000	0	0	0	MNDOT	S19

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2022	999		2726-82	BI	**HB**STONE ARCH BRIDGE OVER MISSISSIPPI RIVER IN MPLS - SCOUR MONITORING (BONDS ARE GO BOND)	250,000	200,000	0	0	50,000	MnDOT	AQ2
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	**PRS**CSAH 103 FROM 85TH AVE TO 93RD AVE IN BROOKLYN PARK- RECONSTRUCT, 2-LANE TO 4-LANE CONVERSION, TURN LANES, SIGNALS, LIGHTING, MULTI-USE TRAIL	15,082,631	7,000,000	0	0	8,082,631	BROOKLYN PARK	A30
2022	CSAH 11		002-611-036AC1	RC	**AC**PRS**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 (AC PAYBACK 1 OF 2)	1,868,000	1,868,000	0	0	0	ANOKA COUNTY	A30
2022	CSAH 13		071-070-040AC2	SH	**AC**SPP** SHERBURNE CSAH 13, CONSTRUCT ROUNDABOUT AT SHERBURNE CR 40 INTERSECTION AND CONSTRUCT ROUNDABOUT AT SHERBURNE CO CSAH 33 INTERSECTION IN ELK RIVER (PAYBACK 2 OF 2)	823,000	823,000	0	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	**PRS** 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	Wright County	A30
2022	CSAH 26		019-626-026	MC	**PRS**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 32		179-020-045	RC	**AC**DUPONT AVENUE, CLIFF ROAD AND I-35W S RAMP IN BURNSVILLE- RAMP RECONSTRUCTION AND RELOCATION (AC PROJECT WITH PAYBACK IN FY23)	3,619,220	0	2,632,000	0	987,220	BURNSVILLE	E4
2022	CSAH 51		062-651-067	MC	**PRS**CSAH 51 FROM SHEPARD ROAD TO WEST 7TH ST IN ST. PAUL- LEXINGTON PARKWAY EXTENSION, SIDEWALK, TRAFFIC SIGNALS	2,072,817	1,535,420	0	0	537,397	RAMSEY 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		MN 13	070-596-015	MC	**PRS**MN 13 FROM 0.5 MI N OF MN 901B/MN 13 TO QUENTIN AVE IN SAVAGE-CONSTRUCT INTERCHANGE AND FRONTAGE ROADS, CONSTRUCT BRIDGES (ASSOCIATE TO 070-596-015F AND 7001-128)	7,187,500	5,750,000	0	0	1,437,500	SCOTT COUNTY	A30
2022		MN 13	7001-123	RD	MN 13, FROM MN 19 IN CEDAR LK TWP TO 0.1 MI S MN 282 IN SPRING LAKE TWP -COLD IN-PLACE RECYCLING AND BITUMINOUS MILL AND OVERLAY, SHOULDERS (ASSOCIATE TO 7001-123S)	9,551,111	7,640,889	0	1,910,222	0	MNDOT	S10
2022		MN 3	6217-52	BI	MN 3, AT GEORGE ST AND AT THE UNION PACIFIC RAILROAD BRIDGE IN ST PAUL - REHAB BRIDGES 62050 AND 90381	919,000	735,200	0	183,800	0	MNDOT	S19
2022		MN 65	2710-47AC2	BI	**AC**CMGC**HB**MN 65, AT BRIDGE #2440 (3RD AVE S) OVER MISSISSIPPI RIVER IN MPLS-REHAB BRIDGE 2440 (CMGC WORK PACKAGE 1) (AC PAYBACK 2 OF 2)	19,100,000	19,100,000	0	0	0	MNDOT	S19
2022		N/A	090-595-016	PL	**AC**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		US 10	0215-76	MC	**AC**CHAP 3**US 10, FROM 0.25 MI EAST OF FERRY ST TO BRIDGE 9717 OVER BNSF IN ANOKA - REPLACE BRIDGE 9700, REHAB OR REPLACE BRIDGES 9713, 9714 AND 9715, REHAB BRIDGES 9716 AND 9717, RECONSTRUCT MN47/US169 FERRY ST INTERCHANGE, CONSTRUCT AUX LANES, NOISEWALLS AND ADA IMPROVEMENTS (AC PROJECT, PAYBACK IN FY23)	54,115,000	16,415,000	5,000,000	0	32,700,000	MNDOT	S19
2022		US 10	103-010-018AC	MC	**AC**PRS**US 10/169 FROM ANOKA/RAMSEY CITY LIMITS TO GREEN HAVEN RD/MAIN ST INTERCHANGE IN ANOKA-CONSTRUCT GRADE SEPARATE INTERSECTIONS AT FAIROAK AVE AND THURSTON AVE, CONSTRUCT NEW BRIDGE #S 02055, 02056, RECONSTRUCT MAIN ST INTERCHANGE, REPLACE OLD BRIDGE #02010 WITH NEW BRIDGE # 02054 (ASSOCIATED TO 103-010-018 AND 0202-108 AND 0202-108A)	7,000,000	7,000,000	0	0	0	ANOKA	A30

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2022		US 212	010-596-012AC	MC	**AC**PRS**US 212 FROM CSAH 11 TO CSAH 36 IN DAHLGREN TWP - RECONSTRUCT AND EXPAND FROM A 2-LANE TO A 4-LANE DIVIDED HIGHWAY, REDUCED CONFLICT INTERSECTION, BRIDGE 10061 AND 10062 (ASSOCIATE TO 010-596-012F AND 1013-79) (AC PAYBACK 1 OF 1)	3,341,140	3,341,140	0	0	0	CARVER COUNTY	A30
2022		US 212	1013-79AC	AM	**AC**PRS**US 212 FROM CSAH 11 TO CSAH 36 IN DAHLGREN TWP - RECONSTRUCT AND EXPAND FROM A 2-LANE TO A 4-LANE DIVIDED HIGHWAY, REDUCED CONFLICT INTERSECTION, BRIDGE 10061 AND 10062 (AC PAYBACK 1 OF 1)	8,950,000	8,950,000	0	0	0	MNDOT	A30
2023		999	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		999	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	A30
2023		999	2726-81	BI	**HB**STONE ARCH BRIDGE OVER MISSISSIPPI RIVER IN MPLS - REPAIR PED/BIKE BRIDGE 27004 (AMOUNT IN OTHER IS MRSI FUNDS; \$1.39M OF FEDERAL IS SOFT MATCH)	13,200,000	11,950,000	0	0	1,250,000	MNDOT	AQ2
2023		999	8825-765	TM	METROWIDE - REPLACE DYNAMIC MESSAGE SIGNS AND CABLES	925,000	740,000	0	185,000	0	MNDOT	S7
2023		CSAH 109	027-709-029	MC	**PRS**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 11	002-611-036AC2	RC	**AC**PRS**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 (AC PAYBACK 2 OF 2)	1,436,296	1,436,296	0	0	0	ANOKA 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

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023		CSAH 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 32	179-020-045AC	RC	**AC**DUPONT AVENUE, CLIFF ROAD AND I-35W S RAMP IN BURNSVILLE- RAMP RECONSTRUCTION AND RELOCATION (AC PAYBACK 1 OF 1)	2,632,000	2,632,000	0	0	0	BURNSVILLE	E4
2023		MN 100	2735-202	SC	MN100, FROM MN55 IN GOLDEN VALLEY TO I694 IN BROOKLYN CENTER- SIGN REPLACEMENT	593,000	474,400	0	118,600	0	MNDOT	O8
2023		MN 21	7002-53	SC	MN21, AT THE INTERSECTION OF OLD HWY 169 BLVD (CSAH 66)/SAWMILL RD IN JORDAN - ROUNDABOUT AND TRAILS (ASSOCIATE TO 7005-53S)	1,393,000	308,000	0	77,000	1,008,000	MNDOT	E1
2023		MN 252	109-010-007	MC	**PRS**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	1,937,000	1,402,400	0	350,600	184,000	MNDOT	S10
2023		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	8,547,000	6,837,600	0	1,709,400	0	MNDOT	S10
2023		MN 55	2751-58	BR	MN55, BASSETT CREEK TUNNEL UNDER MN55 IN MPLS - REMOVE BRIDGE 94277 (BRIDGE ALREADY REPLACED WITH NEW BRIDGE 27311), CONNECT STORM PIPE TO NEW BRIDGE, REMOVE CITY OF MPLS UTILITY DUCT BANK, REMOVE/REPLACE 0.1 MI MN55 PAVEMENT	1,726,000	1,380,800	0	345,200	0	MNDOT	NC
2023		MN 610	189-020-024	MC	**PRS** 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		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

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023	MSAS 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
2023	N/A		090-595-016AC	PL	**AC**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
2023	N/A		2726-80AC4	BI	**AC**HB**STONE ARCH BRIDGE #27004 - HISTORIC BRIDGE OVER THE MISSISSIPPI RIVER IN MPLS - REPAIR PED/BIKE BRIDGE- PE WORK (AC PAYBACK 4 OF 4)	60,000	60,000	0	0	0	MNDOT	S19
2023	US 10		0215-76AC	MC	**AC**US 10, FROM 0.25 MI EAST OF FERRY ST TO BRIDGE 9717 OVER BNSF IN ANOKA - REPLACE BRIDGE 9700, REHAB OR REPLACE BRIDGES 9713, 9714 AND 9715, REHAB BRIDGES 9716 AND 9717, RECONSTRUCT MN47/US169 FERRY ST INTERCHANGE, CONSTRUCT AUX LANES, NOISEWALLS AND	5,000,000	5,000,000	0	0	0	MNDOT	S19
2023	US 169		7005-130	TM	**ITS**US 169, FROM MN41 TO CANTERBURY DOWNS BLVD IN SHAKOPEE-TRAFFIC MANAGEMENT SYSTEM	800,000	640,000	0	160,000	0	MNDOT	S7
2024	999		880M-STP-24	MC	METRO ATP SETASIDE FOR SURFACE TRANSPORTATION BLOCK GRANT PROGRAM PROJECTS YET TO BE SELECTED FOR FY 2024	53,769,625	43,015,700	0	0	10,753,925	MNDOT	NC
2024	999		8825-773	SC	DISTRICTWIDE - AT MN110 AND US52, MN95 AT WILLIAM O'BRIEN STATE PARK ENTRANCE, MN95 AT MN97 AND MN610 AT MISSISSIPPI RIVER CROSSING - REPLACE LIGHTING	350,000	280,000	0	70,000	0	MNDOT	S18
2024	999		8825-820	TM	METROWIDE - REPLACE DYNAMIC MESSAGE SIGNS AND CABLES	925,000	740,000	0	185,000	0	MNDOT	O8
2024	CSAH 13		071-613-012AC	MC	SHERBURNE CSAH 13, INTERSECTION OF LINE AVE IN ELK RIVER, CONSTRUCT ROUND-A-BOUT (PAYBACK 1 OF 1)	1,031,000	1,031,000	0	0	0	Sherburne County	E3

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2024	CSAH 86		019-686-018AC	RC	**AC**CSAH 86 (280TH ST) FROM CSAH 23 (GALAXIE AVE) TO MN 3 (CHIPPENDALE AVE) IN EUREKA, CASTLE ROCK, GREENVALE AND WATERFORD TOWNSHIPS- RECONSTRUCT AND WIDEN SHOULDERS, REPLACE EXISTING RAILROAD BRIDGE L3181 WITH NEW BRIDGE 19572 (AC PAYBACK 1 OF 1)	4,200,000	4,200,000	0	0	0	DAKOTA COUNTY	S4
2024	MN 101		2736-46	RS	MN101, FROM MN 5 TO TOWNLINE RD IN CHANHASSEN/EDEN PRAIRIE - MILL AND OVERLAY, DRAINAGE AND ADA IMPROVEMENTS	1,610,000	1,288,000	0	322,000	0	MNDOT	S10
2024	MN 120		6227-86	RD	MN120, FROM JUST NORTH OF 4TH ST IN MAPLEWOOD TO MN36 - FULL DEPTH RECLAIM AND MN120 FROM MN36 TO MN244 IN WHITE BEAR LAKE- MILL AND OVERLAY	15,559,000	11,516,000	0	2,879,000	1,164,000	MNDOT	S10
2024	MN 47		2726-78	RS	**ELLA**MN47, FROM MN65 TO JUST S OF 27TH AVE NE IN MPLS - BITUMINOUS MILL AND OVERLAY, SIDEWALKS, DRAINAGE AND ADA CURB RAMPS	6,103,000	4,882,400	0	1,220,600	0	MNDOT	S10
2024	MN 97		8201-21	RS	MN97, FROM 0.24 MI E I35 TO US61 IN FOREST LAKE - MILL AND OVERLAY, BUS SHOULDERS, TRAIL (ASSOCIATE TO 8201-21S)	9,139,000	7,190,400	0	1,797,600	151,000	MNDOT	S10
2024	MSAS 108		157-108-035AC	RC	**AC**PRS**MSAS 108 (77TH ST) FROM BLOOMINGTON AVE TO LONGFELLOW AVE IN RICHFIELD-CONSTRUCT 77TH ST EXTENSION UNDER MN 77, CONSTRUCT MN 77 BRIDGE OVER 77TH ST, AND RECONSTRUCT MN 77 RAMPS (AC PAYBACK 1 OF 1)	7,000,000	7,000,000	0	0	0	RICHFIELD	A30
2024	US 61		6221-107	RS	US61, VIA ARCADE TO 0.2 MI S ROSELAWN AVE IN MAPLEWOOD AND ON MN5 FROM E END BRIDGE 62703 TO US61- BITUMINOUS MILL AND OVERLAY, DRAINAGE, SIDEWALKS AND ADA IMPROVEMENTS	7,570,000	6,056,000	0	1,514,000	0	MNDOT	S10
Totals						681,736,965		43,043,436		225,772,240		
							387,783,489		25,137,800			

Twin Cities Metropolitan Area
 2021 - 2024 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
2021 - 2024 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:
2021	999		8825-837	TM	METROWIDE - FILL IN MNPASS GAP WITH EZ PASS DYNAMIC MESSAGE SIGNS/RESTRIPE LEFT LANE ON I35E NORTHBOUND AND CONVERT ALL MNPASS SIGNS WITH EZ PASS SIGNS ("OTHER" IS MNPASS FUNDS)	1,370,000	900,000	0	100,000	370,000	MNDOT	O8
2021	CSAH 42		019-642-063AC1	RS	**AC**CSAH 42, FROM DAKOTA COUNTY LINE TO 0.07 MI W OF CSAH 11 IN BURNSVILLE - MILL AND OVERLAY, ADA IMPROVEMENTS, SIGNALS (AC PAYBACK 1 OF 2)	573,592	573,592	0	0	0	DAKOTA COUNTY	S1
2021	CSAH 42		070-642-025	RS	**AC**CSAH 42, FROM LOUISIANA AVE TO E COUNTY LINE WITH DAKOTA COUNTY- MILL AND OVERLAY, STORM SEWER, WALK, TRAIL, RETAINING WALL, ADA IMPROVEMENTS (AC PROJECT, PAYBACK IN FY22)	3,147,505	1,800,000	588,539	0	758,966	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	**AC**CMGC**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)	27,750,000	27,750,000	0	0	0	MNDOT	NC
2021	I 35W		2783-167	BI	I35W, OVER MISSISSIPPI RIVER IN MINNEAPOLIS- REHAB BRIDGES 27409 AND 27410	955,000	859,500	0	95,500	0	MNDOT	S19
2021	I 35W		6284-180AC2	MC	**AC**PRS** I35W, FROM CO RD B2 IN ROSEVILLE TO 0.1 MI N SUNSET AVE (ANOKA CR 53) IN LINO LAKES, CONSTRUCT MNPASS LANE FROM CR C TO LEXINGTON AVE (ANOKA CSAH 17), CONC OVLY FROM CR C TO CR 53, MISC PAVEMENT RECONSTRUCT & BIT M&O, REHAB 17 BRIDGES AND REPLACE 5 BRIDGE (AC PAYBACK 2 OF 3)	29,017,700	29,017,700	0	0	0	MNDOT	A30
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, DRAINAGE AND ADA IMPROVEMENTS (ASSOCIATE TO 2786-132S)	5,330,000	4,797,000	0	533,000	0	MNDOT	S10
2021	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	1,385,000	1,189,800	0	132,200	63,000	MNDOT	AQ2

**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 100	2755-103	BI	**ELLA**MN 100, I694/I94 IN BROOKLYN CENTER - REHAB BRIDGE 27962, BITUMINOUS MILL AND OVERLAY, CONCRETE PAVEMENT REHAB AND DRAINAGE REPAIR ON MN 100 AND RAMPS FROM I 694 AND MN 252, AND GUARDRAIL	3,497,000	3,147,300	0	349,700	0	MNDOT	S10
2021		MN 316	1926-22	RS	**CHAP 3**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 (ASSOCIATE TO 1926-22L, 1926-22S)	3,399,000	2,052,000	0	0	1,347,000	MNDOT	S10
2021		MN 316	1926-22L	EN	**CHAP 3**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 (ASSOCIATE TO 1926-22, 1926-22S)	710,000	568,000	0	0	142,000	MNDOT	S10
2021		MN 47	0206-69	RS	MN 47 FROM PLEASANT ST TO COOLIDGE ST N IN ANOKA AND ON US 169 FROM THE S END OF THE MISSISSIPPI RIVER BR TO CLAY ST IN ANOKA - BITUMINOUS MILL AND OVERLAY, DRAINAGE, ADA	2,097,000	1,677,600	0	419,400	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	3,153,000	2,522,400	0	630,600	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	2,056,000	1,644,800	0	411,200	0	MNDOT	E2
2021		MN 77	2758-88	BI	MN77 MAIN SPAN BRIDGES OVER MN RIVER IN BLOOMINGTON - REPAIR BRIDGES 9600S AND 9600N	2,143,000	1,714,400	0	428,600	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	2,049,000	1,639,200	0	409,800	0	MNDOT	S10
2021		US 10	7102-135	RC	**AC**SPP**: 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

**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 12	2713-122	SC	**CHAP3**US12, AT HENNEPIN-CSAH 90 IN INDEPENDENCE - CONSTRUCT ROUNDABOUT	4,195,000	2,655,200	0	0	1,539,800	MNDOT	E1
2021		US 52	1905-41	RC	**ELLA**US 52, 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 (ASSOCIATE TO 1905-41S)	7,464,000	5,971,200	0	1,492,800	0	MNDOT	S10
2021		US 52	1928-71	RS	US52, FROM 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	10,522,000	7,896,800	0	2,625,200	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
2021		US 8	1301-126	TM	US8, FROM I35 IN FOREST LAKE TO AKERSON ST IN LINDSTROM - INSTALL FIBER OPTIC INTERCONNECT, CAMERAS	1,076,000	860,800	0	215,200	0	MNDOT	S7
2021		US 952A	2770-03	BI	US952A RAMP FROM EB I94 TO N 4TH ST, I94 ON RAMP FROM N 3RD ST TO WB I94, AND I394 OFF RAMP FROM 0.03 MI SW OF N 4TH ST IN MPLS - REHAB BRIDGES 27816S, 27816N, 27720, 27781	4,522,000	3,617,600	0	904,400	0	MNDOT	S19
2022		999	880M-MO-22	MC	DISTRICTWIDE SETASIDE FOR MOBILITY PROJECTS - FY 2022	41,050,000	36,945,000	0	4,105,000	0	MNDOT	NC
2022		CSAH 42	019-642-063AC2	RS	**AC**CSAH 42, FROM DAKOTA COUNTY LINE TO 0.07 MI W OF CSAH 11 IN BURNSVILLE - MILL AND OVERLAY, ADA IMPROVEMENTS, SIGNALS (AC PAYBACK 2 OF 2)	330,296	330,296	0	0	0	DAKOTA COUNTY	S10
2022		CSAH 42	070-642-025AC	RS	**AC**CSAH 42, FROM LOUISIANA AVE TO E COUNTY LINE WITH DAKOTA COUNTY- MILL AND OVERLAY, STORM SEWER, WALK, TRAIL, RETAINING WALL, ADA IMPROVEMENTS (AC PAYBACK 1 OF 1)	588,539	588,539	0	0	0	SCOTT COUNTY	S10
2022		I 35	6284-180AC3	MC	**AC**PRS** I35W, FROM CO RD B2 IN ROSEVILLE TO 0.1 MI N SUNSET AVE (ANOKA CR 53) IN LINO LAKES, CONSTRUCT MNPASS LANE FROM CR C TO LEXINGTON AVE (ANOKA CSAH 17), CONC OVLY FROM CR C TO CR 53, MISC PAVEMENT RECONSTRUCT & BIT M&O, REHAB 17 BRIDGES AND REPLACE 5 BRIDGE (AC PAYBACK 3 OF 3)	3,686,000	3,686,000	0	0	0	MNDOT	A30

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2022	I	35E	1982-202	SC	I35E, FROM DEERWOOD DR IN EAGAN TO MARIE AVE IN MENDOTA HEIGHTS - SIGN REPLACEMENT	437,000	393,300	0	43,700	0	MNDOT	O8
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	**ELLA**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, REHAB BRIDGE 9805, 9805A, 62875, 62875A, 62882, 62894	31,182,000	28,063,800	0	3,118,200	0	MNDOT	S10
2022	I	94	6283-255	RS	I94, FROM WESTERN TO US 52 AND ON I35E FROM KELLOGG BLVD TO UNIVERSITY AVE IN ST PAUL - MILL AND OVERLAY MNDOT FRONTAGE ROADS AND RAMPS, ADA, REHAB ON BRIDGES 62878, 62888, 62898	2,734,000	2,326,500	0	258,500	149,000	MNDOT	S10
2022	I	94	8282-136	RB	**AC**I94, AT ST CROIX REST AREA IN W LAKELAND TWP - BUILDING AND SITE RECONSTRUCTION (AC PROJECT, PAYBACK IN FY23)	6,111,111	2,200,000	3,300,000	611,111	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, DRAINAGE, SIGNAL	14,877,000	11,683,200	0	2,920,800	273,000	MNDOT	S10
2022	MN	41	1008-87	AM	**CHAP 3**MN41, 0.1 MI S OF MN RIVER IN LOUISVILLE TWP TO JCT WALNUT ST IN CHASKA - RECONSTRUCT, MEDIAN INSTALLATION, TURN LANES, SIGNAL MODIFICATIONS, ADA, REHAB BRIDGE #10012 (ASSOCIATED TO 1008-87A AND 196-010-017)	6,713,000	5,264,000	0	0	1,449,000	MNDOT	S10
2022	MN	55	1909-100	BI	MN55, MN55 TO MN5 IN MENDOTA HEIGHTS - BRIDGE REHAB #4190	12,472,000	9,977,600	0	2,494,400	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	26,996,000	21,596,800	0	5,399,200	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	8,526,000	6,820,800	0	1,705,200	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:
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	15,242,000	12,193,600	0	3,048,400	0	MNDOT	S10
2022		MN 55	2724-130	SC	MN55, INTERSECTION OF MN55 RAMPS AND LAKE ST IN MPLS - RECONSTRUCT INTERSECTION	1,500,000	1,200,000	0	300,000	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	651,000	520,800	0	130,200	0	MNDOT	O8
2022		MN 7	2706-239	RS	MN 7, FROM 0.07 MI W OF CHRISTMAS LAKE RD IN EXCELSIOR TO 0.1 MI E I494 IN MINNETONKA - BITUMINOUS MILL AND OVERLAY	6,680,000	5,344,000	0	1,336,000	0	MNDOT	S10
2022		MN 77	2758-77	RS	MN 77, 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, DRAINAGE AND ADA (ASSOCIATE TO 2758-77S)	12,295,300	9,836,240	0	2,459,060	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
2022		US 10	7102-135AC	RC	**AC**SPP**: US 10, FROM XENIA AVE ST TO NORFOLK AVE IN ELK RIVER (EBL & WBL), RECONSTRUCTION (DRMP FUNDED TRAIL) (TIED WITH SP 204-090-004) (PAYBACK 1 OF 1)	6,000,000	6,000,000	0	0	0	MnDOT	S10
2022		US 952A	2770-05	BI	US952A OVER MULTIPLE ROADWAYS BETWEEN N 10TH AVE AND N 2ND AVE IN MPLS - REHAB BRIDGE PIERS ON BRIDGES 27816N AND 27816S	1,400,000	1,120,000	0	280,000	0	MNDOT	S19
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	15,592,000	14,032,800	0	1,559,200	0	MNDOT	S10
2023		I 394	2789-165	SC	I394, AND ON WASHINGTON AVE IN MPLS - INTERSECTION MODIFICATION AND INSTALL LEFT TURN LANE, ADA IMPROVEMENTS, DRAINAGE (ASSOCIATE TO 2789-165S)	201,000	180,900	0	20,100	0	MNDOT	E1

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023	I	494	2785-433	BI	I494, OVER MN RIVER IN BLOOMINGTON - MILL AND OVERLAY BRIDGES 9217E AND 9217W, REPLACE BRIDGE SCULPERS, RESURFACE TRAIL	29,012,000	26,110,800	0	2,901,200	0	MNDOT	S19
2023	I	94	2781-485	BI	I94, ON PLYMOUTH AVE OVER I94 IN MPLS - REDECK BRIDGE 27796	7,342,000	6,531,300	0	725,700	85,000	MNDOT	S19
2023	I	94	8282-132	RC	**AC**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)	108,891,000	36,326,900	61,675,000	10,889,100	0	MNDOT	S10
2023	I	94	8282-136AC	RB	**AC**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	1,813,000	1,076,800	0	269,200	467,000	MNDOT	S10
2023	MN	65	0207-120	BI	MN65, AT ANOKA-CSAH 10 IN SPRING LAKE PARK - REHAB BRIDGES 9263 AND 9264	1,939,000	1,551,200	0	387,800	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	127,000	101,600	0	25,400	0	MNDOT	S19
2023	US	212	1013-101	RC	US 212, FROM 0.14 MI W OF CSAH 36 IN COLOGNE TO 0.7 MI E CSAH 36 IN COLOGNE - BITUMINOUS MILL AND OVERLAY, CONCRETE PAVEMENT REHAB, REHAB BRIDGES 10021 AND 10022, DRAINAGE AND GUARDRAIL (ASSOCIATE TO 1013-101S)	9,222,000	7,377,600	0	1,844,400	0	MNDOT	S10
2023	US	52	1906-71	RC	US52, FROM 0.2 ML N OF CR 86 IN HAMPTON TWP TO 0.2 ML N OF CSAH 42 IN ROSEMOUNT - CONCRETE SURFACING, DRAINAGE, CABLE MEDIAN GUARDRAIL, AND REPAIR BR# 19033 AND 9675	64,927,000	51,941,600	0	12,985,400	0	MNDOT	S10
2024	999		880M-MO-24	MC	DISTRICTWIDE SETASIDE FOR MOBILITY PROJECTS - FY 2024	50,000,000	45,000,000	0	5,000,000	0	MNDOT	NC
2024	I	35E	6280-415	SC	I35E, BETWEEN VICTORIA ST AND UNIVERSITY AVE IN ST PAUL- SIGN REPLACEMENT	534,000	480,600	0	53,400	0	MNDOT	O8
2024	I	35E	6280-416	SC	I35E, BETWEEN MARIE AVE IN MENDOTA HEIGHTS AND VICTORIA ST IN ST PAUL- SIGN REPLACEMENT	336,000	302,400	0	33,600	0	MNDOT	O8

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2024	I	494	8285-109	BI	I494, AT MISSISSIPPI RIVER IN NEWPORT AND S ST PAUL- REHAB BRIDGE 82855 AND 82856	6,806,000	6,125,400	0	680,600	0	MNDOT	S19
2024	I	694	0285-69	SC	I694, FROM EAST RIVER ROAD TO 7TH ST NE IN FRIDLEY - REPLACE LIGHTING	842,000	757,800	0	84,200	0	MNDOT	S18
2024	I	94	8282-132AC	RC	**AC**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	61,675,000	61,675,000	0	0	0	MNDOT	S10
2024	MN	5	2732-112	SC	MN5, AT POST ROAD IN MENDOTA HEIGHTS - REPLACE LIGHTING	431,000	344,800	0	86,200	0	MNDOT	S18
2024	MN	55	2723-144	RS	MN 55, FROM FERNBROOK LN IN PLYMOUTH TO 0.1 MI EAST GENERAL MILLS BLVD IN GOLDEN VALLEY - PAVEMENT REHAB, TURN LANE AT I494, INTERSECTION SAFETY IMPROVEMENTS (ASSOCIATE TO 2723-144S) (TIED TO 2723-139 AND 2722-93)	10,445,000	8,356,000	0	2,089,000	0	MNDOT	S10
2024	MN	65	0207-110	RS	MN65, FROM CSAH 10 IN SPRING LAKE PARK TO COON CREEK (BETWEEN 144TH AND 145TH AVE) IN BLAINE- BITUMINOUS MILL AND OVERLAY, DRAINAGE REPAIRS, ADA IMPROVEMENTS	16,075,000	12,860,000	0	3,215,000	0	MNDOT	S10
2024	MN	65	0208-165	RS	MN65, FROM COON CREEK IN HAM LAKE TO 217TH AVE IN EAST BETHEL - PAVEMENT REHAB AND REPLACE BRIDGES 6817 AND 9417 OVER COON CREEK, ADA	9,466,000	7,429,600	0	1,857,400	179,000	MNDOT	S19
2024	US	169	2772-115	BR	**FLEX**US169, AT CSAH 9 (ROCKFORD RD/42ND AVE N) IN PLYMOUTH/NEW HOPE - REPLACE BRIDGE #27551 (NEW BR #27416) INCLUDING PAVEMENT WORK	5,890,000	4,712,000	0	1,178,000	0	MNDOT	S19
2024	US	169	7009-85	RS	US 169, FROM 0.5 MI N MN 21 TO 0.54 MI W CSAH 15 IN SHAKOPEE - MILL AND OVERLAY, CONCRETE PAVEMENT REHAB, CONSTRUCT RCI AT 166TH, BLUFF DR AND MN 21 (ASSOCIATE TO 7009-85S)	11,588,000	9,270,400	0	2,317,600	0	MNDOT	S10
2024	US	52	1928-79	SC	US 52, BETWEEN N JUNCTION MN55 AND I494 IN INVER GROVE HEIGHTS - SIGN REPLACEMENT	326,000	260,800	0	65,200	0	MNDOT	O8
Totals						796,561,043	622,987,667	71,563,539	92,147,071	9,862,766		

Twin Cities Metropolitan Area
2021 - 2024 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:
2021		CSAH 83	070-683-014F	RC	**SPPF**PR**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 SIGNALS, 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	**SPPF**MN 156 (CONCORD ST) FROM ANNAPOLIS ST E TO HARDMAN AVE- RECONSTRUCT, SIGNAL IMPROVEMENTS, BIKE LANES, SIDEWALKS, STORM SEWER IMPROVEMENTS (ASSOCIATE TO SP 1912-59)	13,551,000	7,560,000	0	0	5,991,000	SOUTH SAINT PAUL	S10
2021		US 10	103-010-018F	MC	**SPPF**PR**US 10/169 FROM ANOKA/RAMSEY CITY LIMITS TO GREEN HAVEN RD/MAIN ST INTERCHANGE IN ANOKA-CONSTRUCT GRADE SEPARATE INTERSECTIONS AT FAIROAK AVE AND THURSTON AVE, CONSTRUCT NEW BRIDGE #'S 02055, 02056, RECONSTRUCT MAIN ST INTERCHANGE, REPL	25,000,000	20,000,000	0	0	5,000,000	ANOKA	A30
2021		US 212	010-596-012F	MC	**AC**PR**SPPF**US 212 FROM CSAH 11 TO CSAH 36 IN DAHLGREN TWP - RECONSTRUCT AND EXPAND FROM A 2-LANE TO A 4-LANE DIVIDED HIGHWAY, REDUCED CONFLICT INTERSECTION, BRIDGE 10061 AND 10062 (ASSOCIATE TO 010-596-012 AND 1013-79) (AC PROJECT, PAYBACK IN FY22)	18,750,000	0	15,000,000	0	3,750,000	CARVER COUNTY	A30
2022		MN 13	070-596-015F	MC	**PR**SPPF**MN071**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 070-596-015 AND 7001-128)	18,835,422	15,000,000	0	85,422	3,750,000	SCOTT COUNTY	A30
2022		MN 41	196-010-017	MC	**PR**SPPF**MN 41 FROM S OF THE MINNESOTA RIVER BRIDGE TO WALNUT ST IN CHASKA - RECONSTRUCT, TURN LANES, ADA IMPROVEMENTS, SIGNAL IMPROVEMENTS, IMPROVE INTERSECTION AT CSAH 61 (ASSOCIATED TO SP 1008-87 AND 1008-87A)	5,000,000	4,000,000	0	0	1,000,000	CHASKA	A30

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2022		US 212	010-596-012FAC	MC	**AC**PRS**SPPF**US 212 FROM CSAH 11 TO CSAH 36 IN DAHLGREN TWP - RECONSTRUCT AND EXPAND FROM A 2-LANE TO A 4-LANE DIVIDED HIGHWAY, REDUCED CONFLICT INTERSECTION, BRIDGE 10061 AND 10062 (ASSOCIATE TO 010-596-012 AND 1013-79) (AC PAYBACK 1 OF 1)	15,000,000	15,000,000	0	0	0	CARVER COUNTY	A30
2023		MN 252	109-010-007F	MC	**PRS**SPPF**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						109,379,672	72,154,600	15,000,000	85,422	22,139,650		

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Twin Cities Metropolitan Area
2021 - 2024 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:
2021		CSAH 1	27-00326	SH	PGR RR, INSTALL GATES AND FLASHING LIGHTS AT CSAH 1, W OLD SHAKOPEE RD, BLOOMINGTON, HENNEPIN COUNTY	225,000	202,500	0	0	22,500	MNDOT	S8
2021		CSAH 12	62-00217	SH	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	071-070-040AC1	SH	**AC**SPP** SHERBURNE CSAH 13, CONSTRUCT ROUNDABOUT AT SHERBURNE CR 40 INTERSECTION AND CONSTRUCT ROUNDABOUT AT SHERBURNE CO CSAH 33 INTERSECTION IN ELK RIVER (PAYBACK 1 OF 2)	1,000,000	1,000,000	0	0	0	Sherburne County	E3
2021		CSAH 2	070-602-023	SH	CSAH 2 AT CSAH 15 IN HELENA TWP- CONSTRUCT ROUNDABOUT	2,118,232	1,906,409	0	0	211,823	SCOTT COUNTY	E1
2021		CSAH 33	010-633-047AC1	SH	**AC**TH 5 AT CSAH 33/REFORM ST IN NORWOOD YOUNG AMERICA - CONSTRUCT ROUNDABOUT (ASSOCIATED TO 1006-32) (TIED TO 1012-24, 1012-24S, 010-591-001) (AC PAYBACK 1 OF 2)	653,600	653,600	0	0	0	MNDOT	E3
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, BUS RAPID TRANSIT STATIONS	594,000	534,600	0	0	59,400	HENNEPIN COUNTY	E2
2021		CSAH 8	002-608-012AC	SH	**AC**PRS**CSAH 8, FROM MN 47 TO MN 65 IN FRIDLEY AND SPRING LAKE PARK - ROAD DIET (GOING FROM 4 TO 3 LANE ROADWAY), TURN LANES, REPLACE MULTI-USE TRAIL, MEDIANS, PEDESTRIAN ISLANDS (AC PAYBACK 1 OF 1)	1,782,290	1,782,290	0	0	0	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	636,300	0	0	70,700	HENNEPIN COUNTY	E2
2021		CSAH 9	019-609-026AC1	SH	**AC**CSAH 9 (DODD BLVD) FROM CSAH 50 TO IDEAL WAY AND ICENIC TRAIL FROM ICENIC WAY TO 0.06 MI E OF DODD BLVD IN LAKEVILLE - RECONSTRUCT, ADA AND MILL AND OVERLAY (AC PAYBACK 1 OF 2)	28,800	28,800	0	0	0	DAKOTA COUNTY	S16

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2021		CSAH 999	010-030-008	SH	VARIOUS LOCATIONS COUNTY WIDE-RURAL INTERSECTION LIGHTING IMPROVEMENTS AT 30-40 INTERSECTIONS	344,500	310,050	0	0	34,450	CARVER COUNTY	S18
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	290,000	261,000	0	29,000	0	MNDOT	S9
2021		I 94	2786-132S	SH	I94/694, BETWEEN BROOKLYN BLVD AND XERXES AVE IN BROOKLYN CENTER - UPGRADE CABLE MEDIAN BARRIER (ASSOCIATE TO 2786-132)	103,000	92,700	0	10,300	0	MNDOT	S9
2021		MN 284	1014-22	SH	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	**AC** 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 316	1926-22S	SH	**SEC164**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 (ASSOCIATE TO 1926-22, 1926-22L)	1,800,000	1,800,000	0	0	0	MNDOT	S10
2021		MN 36	164-010-078	SH	**SEC164**MN51, AT ENGLEWOOD AVE - INSTALL TRAFFIC CONTROL SYSTEM	400,000	200,000	0	0	200,000	SAINT PAUL	S7
2021		MN 65	0208-160	SH	**ELLA**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
2021		MSAS 101	10-00122	SH	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	SH	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 249	27-00328	SH	MNNR RR, INSTALL GATES AND FLASHING LIGHTS AT MSAS 249, E 35TH ST, MPLS, HENNEPIN COUNTY	190,000	171,000	0	0	19,000	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	1,485,000	0	0	165,000	MINNEAPOLIS	S7

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
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	4,672,000	4,204,800	0	467,200	0	MNDOT	S16
2021		US 12	2713-124A	AM	US 12 RAILROAD CROSSING IMPROVEMENTS INCLUDING NEW BRIDGE 27316 AT CSAH 92 (061057T) AND ON VALLEY ROAD (061056L) IN INDEPENDENCE (ASSOCIATED TO 2713-124 AND 2713-124S)	1,111,111	1,000,000	0	111,111	0	MNDOT	S8
2021		US 12	2713-124S	AM	**SEC164**US 12 EAST AND WEST JUNCTION OF CSAH 92 IN INDEPENDENCE - INTERSECTION IMPROVEMENTS (ASSOCIATED TO 2713-124 AND 2713-124A)	2,000,000	2,000,000	0	0	0	MNDOT	E2
2021		US 12	2713-134	SH	**SEC164**US12, FROM CR 90 IN INDEPENDENCE TO COUNTY LINE RD IN DELANO - SAFETY IMPROVEMENT STUDY	1,000,000	1,000,000	0	0	0	MNDOT	S6
2021		US 52	1905-41S	SH	**ELLA**US 52, FROM NORTH END OF CANNON RIVER BRIDGE TO S OF DAKOTA-CSAH-86 IN RALDOLPH TOWNSHIP- CABLE MEDIAN BARRIER (ASSOCIATE TO 1905-41)	426,000	383,400	0	42,600	0	MNDOT	S9
2022		999	19-00150	SH	UP RR, AT T 58, 170TH ST W IN EMPIRE TOWNSHIP- INSTALL GATES	230,000	207,000	0	0	23,000	MNDOT	S8
2022		999	19-00152	SH	PGR RR, INSTALL GATES AND FLASHING LIGHTS AT M 1077, RED PINE LN, EAGAN, DAKOTA COUNTY	177,000	159,300	0	0	17,700	MNDOT	S8
2022		999	880M-SEC164-22	SH	**SEC164**DISTRICTWIDE SETASIDE FOR SECTION 164 HSIP PROJECTS - FY 2022	2,222,222	2,000,000	0	222,222	0	MNDOT	NC
2022		999	880M-SHL-22	SH	METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2022	765,633	689,070	0	0	76,563	MNDOT	NC
2022		999	880M-SHS-22	SH	DISTRICTWIDE SETASIDE FOR HSIP PROJECTS - FY 2022	1,666,667	1,500,000	0	166,667	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 28	19-00151	SH	PGR RR, INSTALL GATES AND FLASHING LIGHTS AT CSAH 28, YANKEE DOODLE RD, EAGAN, DAKOTA COUNTY	230,000	207,000	0	0	23,000	MNDOT	S8

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
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", CURB 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, BIKE/PED/ADA IMPROVEMENTS	1,404,000	1,170,000	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	169,200	HENNEPIN COUNTY	AQ2
2022		CSAH 77	62-00218	SH	INSTALL GATES AND FLASHING LIGHTS AT CSAH 77 (OLD HWY 8) IN NEW BRIGHTON AT MNNR RAILROAD	230,000	207,000	0	0	23,000	MNDOT	S8
2022		CSAH 78	062-678-018	SH	**AC**CSAH 78 (CR B2) AT CSAH 51 (LEXINGTON AVE) IN ROSEVILLE - WIDEN CR B2 TO PROVIDE DEDICATED RIGHT AND LEFT TURN LANES, REPLACE SIGNAL SYSTEM, FYA, ADA, APS, PED RAMPS, COUNTDOWN TIMERS (AC PROJECT, PAYBACK IN FY23)	912,621	0	746,690	0	165,931	RAMSEY COUNTY	E2
2022		CSAH 9	019-609-026AC2	SH	**AC**CSAH 9 (DODD BLVD) FROM CSAH 50 TO IDEAL WAY AND ICENIC TRAIL FROM ICENIC WAY TO 0.06 MI E OF DODD BLVD IN LAKEVILLE - RECONSTRUCT, ADA AND MILL AND OVERLAY (AC PAYBACK 2 OF 2)	360,000	360,000	0	0	0	DAKOTA COUNTY	S16
2022		CSAH 96	62-00220	SH	CP RR, INSTALL GATES AND FLASHING LIGHTS AT CSAH 96, VADNAIS HEIGHTS, RAMSEY COUNTY	230,000	207,000	0	0	23,000	MNDOT	S18
2022		MN 13	1901-192S	SH	MN13, AT CSAH 26 (LONE OAK RD) IN EAGAN - INSTALL NEW SIGNAL (ASSOCIATE TO 1901-192)	618,000	291,600	0	32,400	294,000	MNDOT	E2

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2022		MN 13	7001-123S	SH	**PR3**MN 13, FROM SCOTT-CSAH 17 IN SPRING LK TWP TO CR 64 IN CEDAR LK TWP - LEFT TURN LANES (ASSOCIATE TO 7001-123)	883,889	795,500	0	88,389	0	MNDOT	A30
2022		MN 3	1921-90S	SH	MN3 AT CSAH 66 IN FARMINGTON/EMPIRE TOWNSHIP - ROUNDABOUT (ASSOCIATE TO 1921-90)	2,100,000	1,266,300	0	140,700	693,000	MNDOT	E1
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	MN 51 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 (ASSOCIATE TO 6216-141)	899,000	809,100	0	89,900	0	MNDOT	S9
2022		MN 77	2758-77S	SH	MN 77, BETWEEN MN RIVER BRIDGE 9600N/9600S AND OLD SHAKOPEE RD IN BLOOMINGTON - INSTALL HIGH TENSION CABLE MEDIAN BARRIER (ASSOCIATE TO 2758-77)	81,700	73,530	0	8,170	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
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
2022		US 169	7009-87	SH	US 169, NB US 169 AT 166TH IN SAND CREEK TWSP - CLOSE ACCESS, EXTEND FRONTAGE RD FROM BERKSHIRE LANE TO BLUFF DR, ACCELERATION LANE ON US169 TO BLUFF DR	990,000	891,000	0	99,000	0	MNDOT	S3
2023		999	880M-SEC164-23	SH	**SEC164**DISTRICTWIDE SETASIDE FOR SECTION 164 HSIP PROJECTS - FY 2023	3,666,667	3,300,000	0	366,667	0	MNDOT	NC
2023		999	880M-SHS-23	SH	DISTRICTWIDE SETASIDE FOR HSIP PROJECTS - FY 2023	324,444	292,000	0	32,444	0	MNDOT	NC

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
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 RAMPS, APS, OFF ROAD FACILITIES, ENHANCE MEDIANS, SIGNAL UPGRADES INCLUDING ADDITIONAL SIGNAL HEADS, IMPROVED TIMING, WAYWARD SIGNING, REVISED PAVEMENT MARKINGS	2,200,000	1,800,000	0	0	400,000	HENNEPIN COUNTY	S7
2023		CSAH 33	010-633-047AC2	SH	**AC**TH 5 AT CSAH 33/REFORM ST IN NORWOOD YOUNG AMERICA - CONSTRUCT ROUNDABOUT (ASSOCIATED TO 1006-32) (TIED TO 1012-24, 1012-24S, 010-591-001) (AC PAYBACK 2 OF 2)	1,346,400	1,346,400	0	0	0	MNDOT	E3
2023		CSAH 35	002-635-012	SH	CSAH 35 (OLD CENTRAL) AT GARDENA AVE IN FRIDLEY - CONSTRUCT ROUNDABOUT	1,650,000	1,350,000	0	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	E1
2023		CSAH 78	062-678-018AC	SH	**AC**CSAH 78 (CR B2) AT CSAH 51 (LEXINGTON AVE) IN ROSEVILLE - WIDEN CR B2 TO PROVIDE DEDICATED RIGHT AND LEFT TURN LANES, REPLACE SIGNAL SYSTEM, FYA, ADA, APS, PED RAMPS, COUNTDOWN TIMERS (AC PAYBACK 1 OF 1)	746,690	746,690	0	0	0	RAMSEY COUNTY	E2
2023		CSAH 83	002-683-006	SH	CSAH 83 (ARMSTRONG BLVD) AT ALPINE DR IN CITY OF RAMSEY - CONSTRUCT ROUNDABOUT	1,650,000	1,350,000	0	0	300,000	ANOKA COUNTY	E3
2023		CSAH 999	070-030-012	SH	VARIOUS LOCATIONS COUNTY WIDE: INSTALL 40-50 MI OF GROUND IN REFLECTIVE LANE LINES AND PAVEMENT MARKINGS, INSTALL STREET LIGHTS AT AT LEAST 10 RURAL INTERSECTIONS	1,243,000	1,017,000	0	0	226,000	SCOTT COUNTY	S11
2023		I 394	2789-165S	SH	I394, AND ON WASHINGTON AVE IN MPLS - INTERSECTION MODIFICATION AND INSTALL LEFT TURN LANE (ASSOCIATE TO 2789-165)	1,141,000	789,300	0	87,700	264,000	MNDOT	E1

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023		MN 21	7002-53S	SH	MN21, AT THE INTERSECTION OF OLD HWY 169 BLVD (CSAH 66)/SAWMILL RD IN JORDAN - ROUNDABOUT (ASSOCIATE TO 7005-53)	1,666,000	1,499,400	0	166,600	0	MNDOT	E1
2023		MN 55	1910-56S	SH	MN55, AT DOYLE PATH IN ROSEMOUNT - INSTALL EB LEFT TURN LANE AND WB ACCELERATION AND RIGHT TURN LANE (ASSOCIATE TO 1910-56)	2,043,000	1,838,700	0	204,300	0	MNDOT	E2
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	S9
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	US 212, FROM CSAH 36 W JCT IN COLOGNE TO E JCT IN DAHLGREN TWP-INSTALL CABLE MEDIAN BARRIER (ASSOCIATE TO 1013-101)	534,000	480,600	0	53,400	0	MNDOT	S9
2024	999		880M-SEC164-24	SH	**SEC164**DISTRICTWIDE SETASIDE FOR SECTION 164 HSIP PROJECTS - FY 2024	3,666,667	3,300,000	0	366,667	0	MNDOT	NC
2024	999		880M-SHL-24	SH	METRO ATP SETASIDE FOR HSIP PROJECTS YET TO BE SELECTED FOR FY 2024	12,333,333	11,100,000	0	0	1,233,333	MNDOT	NC
2024		MN 280	6241-105	SH	MN280, INTERSECTION WITH BROADWAY ST IN LAUDERDALE - CLOSE MEDIAN OPENING, REMOVE NB LEFT TURN LANE, REMOVE SIGNAL SYSTEM AND INSTALL CONCRETE MEDIAN BARRIERS	482,000	433,800	0	48,200	0	MNDOT	S16
2024		MN 55	2722-93	SH	MN 55, AT OLD ROCKFORD RD, AND AT URBANDALE CT IN PLYMOUTH - INTERSECTION ACCESS MODIFICATIONS (TIED TO 2723-144 AND 2723-139)	316,000	284,400	0	31,600	0	MNDOT	NC
2024		MN 55	2723-139S	SH	MN 55, AT INTERSECTION WITH VICKSBURG LANE IN PLYMOUTH - RECONSTRUCT INTERSECTION (ASSOCIATE TO 2723-139) (TIED TO 2723-144 AND 2722-93)	322,000	289,800	0	32,200	0	MNDOT	E2

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

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2024		MN 55	2723-144S	SH MN 55, WB BETWEEN NORTHWEST BLVD AND I 494 RAMP TERMINAL - CONNECT GAP IN THIRD LANE AND BETWEEN MEDICINE LK RD TO CR 6 IN PLYMOUTH - REPAIR/REPLACE GUARDRAIL (ASSOCIATE TO 2723-144) (TIED TO 2723-139 AND 2722-93)	211,000	189,900	0	21,100	0	MNDOT	S9
2024		MN 97	8201-21S	SH MN97, FROM W OF EVERTON AVE N TO US61 IN FOREST LAKE - TURN LANES, LIGHTING (ASSOCIATE TO 8201-21)	2,724,000	2,451,600	0	272,400	0	MNDOT	E2
2024		US 169	7009-85S	SH US 169, FROM 0.5 MI N MN 21 TO BLUFF DR IN SHAKOPEE - CONSTRUCT RCI AT 166TH, BLUFF DR AND MN 21 (ASSOCIATE TO 7009-85)	1,286,000	1,157,400	0	128,600	0	MNDOT	S10
Totals					90,937,412	79,374,855	746,690	4,049,807	6,766,060		

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Twin Cities Metropolitan Area
2021 - 2024 Transportation Improvement Program

TABLE A-8
Miscellaneous Federal Projects

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2021	999		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	999		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	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
2022	999		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
2022	999		168-090-004	BT WAKOTA TRAILHEAD FACILITY IN CITY OF SOUTH ST PAUL	942,000	565,000	0	0	377,000	SOUTH SAINT PAUL	NC
2024	999		027-598-004	BR **AC**ON PILLSBURY AVE S OVER MIDTOWN GREENWAY IN MPLS- REHAB/REPLACE HISTORIC BRIDGE L8909 (AC PROJECT, PAYBACK IN FY25)	5,200,000	429,200	3,730,800	0	1,040,000	HENNEPIN COUNTY	AQ2
Totals					15,410,496	4,665,809	3,730,800	0	7,013,887		

Twin Cities Metropolitan Area
2021 - 2024 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:
2021	999		880M-CA-21	CA DISTRICTWIDE SETASIDE-EXTERNAL CONSULTANT-FY 2021	31,350,000	0	0	31,350,000	0	MNDOT	NC
2021	999		880M-IWZ-21	TM SETASIDE FOR INTELLIGENT WORK ZONE, MOTORIST INFO FOR SP 2780-97, 8286-81 AND 2732-105	175,000	0	0	175,000	0	MNDOT	NC
2021	999		880M-PD-21	CA DISTRICTWIDE SETASIDE -INTERNAL PROGRAM 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	6,620,000	0	0	6,620,000	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	12,395,000	0	0	12,395,000	0	MNDOT	NC
2021	999		880M-RX-21	RX DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2021	8,000,000	0	0	8,000,000	0	MNDOT	NC
2021	999		880M-SA-21	SA DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENT AND COST OVERRUNS - FY 2021	25,295,000	0	0	25,295,000	0	MNDOT	NC
2021	999		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		8825-610	TM METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000	0	0	75,000	0	MNDOT	S7
2021	999		8825-778	SC METROWIDE-ADA SMALL BUSINESS OPPORTUNITY PILOT PROGRAM	1,200,000	0	0	1,200,000	0	MNDOT	O1
2021	999		8825-793	TM METROWIDE-TRAFFIC SIGNAL LOOP REPLACEMENTS	50,000	0	0	50,000	0	MNDOT	S7
2021	999		8825-806	SC **IDIQ**DISTRICTWIDE TRAFFIC CONTROL AT VARIOUS LOCATIONS, MINIMUM AMOUNT \$10K; MAXIMUM AMOUNT \$500K; EXPIRATION DATE 11/1/2022 (ADDITIONAL TASK ORDER)	100,000	0	0	100,000	0	MNDOT	S7
2021	I 35E		1982-158	SC I35E FROM S JCT I35E/I35W IN BURNSVILLE TO DEERWOOD DR IN EAGAN - SIGN REPLACEMENT	406,000	0	0	406,000	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 35E		6280-413	RB I35E, FROM UNIVERSITY AVE TO SOUTHERN INTERSECTION OF WHEELLOCK PKWY IN ST PAUL- LANDSCAPE ESTABLISHMENT	90,000	0	0	90,000	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:
2021	I	35E	6280-414	RB	I35E, FROM N INTERSECTION OF WHEELLOCK PKWY IN ST PAUL TO LITTLE CANADA RD IN LITTLE CANADA-LANDSCAPE ESTABLISHMENT	90,000	0	0	90,000	0	MNDOT	NC
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	I	694	8286-91	EN	I694 AT CSAH 14 IN OAKDALE - SIGNAL REVISIONS AND PEDESTRIAN TRAIL CONSTRUCTION	702,500	0	0	702,500	0	MNDOT	E2
2021	I	94	6282-235	RW	I94 AT DALE ST IN ST PAUL - ROAD RECONSTRUCTION AND NEW SIGNALS	226,000	0	0	226,000	0	MNDOT	S10
2021	I	94	8282-141	RB	I94, ST CROIX WEIGH STATION IN LAKELAND-PIT AND SCALE REHABILITATION	750,000	0	0	750,000	0	MNDOT	E5
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	113,000	0	0	113,000	0	MNDOT	S4
2021	MN	100	2735-211	SC	MN 100, VARIOUS LOCATIONS BETWEEN ROBBINSDALE AND EDINA - FENCE REPAIR/RELOCATE	150,000	0	0	150,000	0	MNDOT	S13
2021	MN	282	7011-30	RW	MN282, FROM TRIANGLE LANE TO SAND CREEK BRIDGE #6859 IN JORDAN - CONSTRUCT ROUNDABOUT	710,000	0	0	710,000	0	MNDOT	E1
2021	MN	3	1921-110	RW	ALONG WEST SIDE MN3 FROM WILLOW ST TO 205TH ST IN FARMINGTON - BRIDGE 19X06 2013 MODIFICATIONS	275,400	0	0	275,400	0	MNDOT	S19
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
2021	MN	36	8204-74	AM	**TED**PRS**MN 36 AT CSAH 15 (MANNING AVE) IN GRANT, LAKE ELMO, STILLWATER, AND STILLWATER TOWNSHIP-CONSTRUCT INTERCHANGE, MULTI-USE TRAIL, BRIDGE 82052 (ASSOCIATE TO 8204-74A AND 082-615-034)	10,000,000	0	0	10,000,000	0	MNDOT	A30
2021	MN	36	8214-114MIT21	CA	MN36, OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	212,000	0	0	106,000	106,000	MNDOT	O1
2021	MN	36	8214-114SA21	SA	MN36, OVER ST CROIX RIVER NEAR STILLWATER-SETASIDE FOR SUPPLEMENTAL AGREEMENT/OVERRUNS FOR REPLACEMENT OF RIVER BRIDGE 4654	140,000	0	0	70,000	70,000	MNDOT	O1

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2021		MN 47	0206-78	AM	MN47, FROM 0.11 MI S OF BUNKER LK BLVD TO BUNKER LK BLVD IN ANOKA AND RAMSEY-IMPROVE POND IN SW QUADRANT	100,000	0	0	100,000	0	MNDOT	NC
2021		MN 610	0217-27	SC	MN610, AT ANOKA CR3 (COON RAPIDS BLVD) S RAMP IN COON RAPIDS - SIGNAL REPLACEMENT AND ADA UPGRADES	309,000	0	0	103,000	206,000	MNDOT	E2
2021		MN 65	0208-166	AM	MN65, CONSTRUCT ADJACENT FRONTAGE ROADS ON MSAS 127 (DAVENPORT/ABERDEEN ST) FROM CSAH 22 (VIKING BLVD) TO 186TH LANE IN EAST BETHEL-CONSTRUCTION NEW ROAD INCLUDING ROUNDABOUT, TRAIL AND DRAINAGE (LOCAL SP IS 203-127-001)	4,300,000	0	0	3,200,000	1,100,000	MNDOT	S3
2021		MN 77	2758-87	NO	MN77 SB, N OF E OLD SHAKOPEE RD IN BLOOMINGTON- NOISEWALL REPLACEMENT PANEL REALIGNMENT	180,000	0	0	180,000	0	MNDOT	O3
2021		MN 95	8210-114	DR	MN95, 0.52 MI NORTH OF MN97 TO 0.03 MI SOUTH OF CEDARCLIFF RD IN SCANDIA - REPAIR DRAINAGE	297,000	0	0	297,000	0	MNDOT	NC
2021		MN 97	8201-20	RW	MN97, REALIGN/RECONSTRUCT FRONTAGE RD (HORNSBY ST) ON NORTH SIDE OF MN97 IN COLUMBUS	300,000	0	0	300,000	0	MNDOT	S10
2021		US 10	0202-108	AM	**PRS**TED**US 10/169 FROM ANOKA/RAMSEY CITY LIMITS TO GREEN HAVEN RD/ MAIN ST INTERCHANGE IN ANOKA-CONSTRUCT GRADE SEPARATE INTERSECTIONS AT FAIROAK AVE AND THURSTON AVE, CONSTRUCT NEW BRIDGE #S 02055, 02056, RECONSTRUCT MAIN ST INTERCHANGE, REPLACE OLD BRIDGE #02010 WITH NEW BRIDGE # 02054 (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	0215-77L	RW	US 10, BETWEEN N AND S RAMPS AT ROUND LAKE BLVD IN COON RAPIDS - SIGNAL SYSTEM REPLACEMENTS, NE LOOP RAMP RECONSTRUCTION, ADA, NEW SIDEWALK, BRIDGE #02552 REVISIONS (ASSOCIATE TO 0215-77)	240,000	0	0	240,000	0	MNDOT	E2
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	451,000	0	0	451,000	0	MNDOT	NC
2021		US 212	1017-110	RW	US 212, AT CSAH 11 IN CHASKA - SIGNAL REVISION AND BIKE TRAIL IMPROVEMENTS, ADA	136,100	0	0	136,100	0	MNDOT	E2

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
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	150,000	0	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	142,000	0	0	142,000	0	MNDOT	NC
2022		999	880M-CA-22	CA	DISTRICTWIDE SETASIDE-EXTERNAL CONSULTANT-FY 2022	34,026,666	0	0	34,026,666	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-LPP-22	SA	DISTRICTWIDE SETASIDE FOR LOCAL PARTNERSHIP PROGRAM - FY 2022	3,000,000	0	0	3,000,000	0	MNDOT	NC
2022		999	880M-PD-22	CA	DISTRICTWIDE SETASIDE -INTERNAL PROGRAM 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
2022		999	880M-RB-22	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPE PARTNERSHIPS - FY 2022	30,000	0	0	30,000	0	MNDOT	NC
2022		999	880M-RW-22	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2022	22,876,666	0	0	22,876,666	0	MNDOT	NC
2022		999	880M-RX-22	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2022	8,000,000	0	0	8,000,000	0	MNDOT	NC
2022		999	880M-SA-22	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENT AND COST OVERRUNS - FY 2022	18,000,000	0	0	18,000,000	0	MNDOT	NC
2022		999	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	8825-709	TM	METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000	0	0	75,000	0	MNDOT	S7
2022		999	8825-792	TM	METROWIDE-TRAFFIC SIGNAL LOOP REPLACEMENTS	50,000	0	0	50,000	0	MNDOT	S7
2022		999	8825-806A	SC	**IDIQ**DISTRICTWIDE TRAFFIC CONTROL AT VARIOUS LOCATIONS, MINIMUM AMOUNT \$10K; MAXIMUM AMOUNT \$500K; EXPIRATION DATE 11/1/2022 (ADDITIONAL TASK ORDER)	100,000	0	0	100,000	0	MNDOT	S7
2022		999	8825-834	SC	METROWIDE-ADA SMALL BUSINESS OPPORTUNITY PILOT PROGRAM	1,200,000	0	0	1,200,000	0	MNDOT	O1
2022		I 35E	1982-203	AM	**LGA**I35E, FROM LONE OAK RD (CSAH 26) TO PILOT KNOB (CSAH 31) IN EAGAN - SIGNAL REPLACEMENTS AT LONE OAK, PILOT KNOB AND YANKEE DOODLE, FREE RIGHT MODIFICATIONS AT PILOT KNOB	975,500	0	0	975,500	0	DAKOTA COUNTY	E2

TABLE A-9
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2022	I	35W	2782-356	PM	I35W, FROM PARK AVE TO 43RD IN MPLS- LANDSCAPING	1,000,000	0	0	1,000,000	0	MNDOT	NC
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	672,000	0	0	357,000	315,000	MNDOT	E2
2022	I	94	6282-225	RB	I94, FROM PASCAL ST TO MACKUBIN IN ST PAUL - LANDSCAPING	184,000	0	0	184,000	0	MNDOT	O6
2022	I	94	6282-242	RB	I94 EB, FROM PRIOR AVE TO FAIRVIEW AVE IN ST PAUL - LANDSCAPING	53,000	0	0	53,000	0	MNDOT	NC
2022	I	94	6283-254	AM	I94, PEDESTRIAN BRIDGE 62868 OVER I94 (PARALLEL TO MAPLE ST) IN ST PAUL - REPLACE PED BRIDGE (AMOUNTS IN FY22, FY23, FY24)	131,965	0	0	131,965	0	MNDOT	AQ2
2022	I	94	8282-142	RB	I94, ST CROIX WEIGH STATION IN LAKELAND-CONSTRUCT INSPECTION PIT	600,000	0	0	600,000	0	MNDOT	E5
2022	I	94	8680-190	NO	I-94, CONSTRUCT NOISE BARRIER N SIDE I-94 IN ST MICHAEL	250,000	0	0	225,000	25,000	MnDOT	O3
2022	MN	13	1901-192	DR	MN13, AT CSAH 26 (LONE OAK RD) IN EAGAN - REPAIR/REPLACE DRAINAGE (ASSOCIATE TO 1901-192S)	191,000	0	0	191,000	0	MNDOT	NC
2022	MN	13	7001-125	SC	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	498,000	0	0	498,000	0	MNDOT	S4
2022	MN	13	7001-128	MC	**TED**MN13 FROM 0.5 MI N OF MN901B/MN 13 TO QUENTIN AVE N IN SAVAGE - RECONSTRUCTION (ASSOCIATE TO 070-596-015 AND 070-596-015F)	2,000,000	0	0	2,000,000	0	MNDOT	S10
2022	MN	3	1921-90	DR	MN3 AT CSAH 66 IN FARMINGTON/EMPIRE TOWNSHIP - DRAINAGE/CULVERT REPAIRS (ASSOCIATE TO 1921-90S)	121,000	0	0	121,000	0	MNDOT	NC
2022	MN	36	8214-114MIT22	CA	MN36, OVER ST CROIX RIVER NEAR STILLWATER-MITIGATION/CONSULTANT ITEMS FOR REPLACEMENT OF RIVER BRIDGE 4654	66,000	0	0	33,000	33,000	MNDOT	O1
2022	MN	41	1008-87A	AM	**TED**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 1008-87 AND 196-010-017)	3,500,000	0	0	3,500,000	0	MNDOT	S19

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2022		MN 51	6216-141	DR	MN 51 FROM CR C IN ROSEVILLE TO I694 IN SHOREVIEW-INSTALL CABLE MEDIAN BARRIER, CLOSE MEDIAN AT HAMLINE AVE, RESTRICT MEDIAN AT GLENHILL RD, LENGTHEN SB LEFT TURN LANES AT CR C, CR C2, LYDIA AVE, PIPE REPAIR (ASSOCIATE TO 6216-141S)	28,000	0	0	28,000	0	MNDOT	S9
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	578,000	0	0	578,000	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	US 169, NB US169 FROM VALLEY VIEW RD TO APACHE RD AND FROM LANGFORD DR TO 0.2 MI N OF LINCOLN DR IN EDINA - NOISEWALL	1,938,000	0	0	1,759,000	179,000	MNDOT	O3
2022		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
2022		US 212	2763-59	SC	US 212 AT SHADY OAK ROAD (CSAH 61) IN EDEN PRAIRIE - REPLACE LIGHTING	140,000	0	0	140,000	0	MNDOT	S18
2023		999	880M-CA-23	CA	DISTRICTWIDE SETASIDE-EXTERNAL CONSULTANT-FY 2023	24,530,000	0	0	24,530,000	0	MNDOT	NC
2023		999	880M-LPP-23	SA	DISTRICTWIDE SETASIDE FOR LOCAL PARTNERSHIP PROGRAM - FY 2023	3,000,000	0	0	3,000,000	0	MNDOT	NC
2023		999	880M-PD-23	CA	DISTRICTWIDE SETASIDE -INTERNAL PROGRAM 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 LANDSCAPE PARTNERSHIPS - FY 2023	33,000	0	0	33,000	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	8,000,000	0	0	8,000,000	0	MNDOT	NC
2023		999	880M-SA-23	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENT AND COST 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		999	8825-794	TM	METROWIDE-TRAFFIC SIGNAL LOOP REPLACEMENTS	50,000	0	0	50,000	0	MNDOT	S7
2023		999	8825-835	SC	METROWIDE-ADA SMALL BUSINESS OPPORTUNITY PILOT PROGRAM	1,200,000	0	0	1,200,000	0	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	I 35E		6280-407	SC	I35E, AT CSAH 21 IN LITTLE CANADA - SIGNAL REPLACEMENT ON E AND W RAMPS	837,000	0	0	352,000	485,000	MNDOT	E2
2023	I 35W		2782-357	RB	I35W, FROM PARK AVE TO 43RD IN MPLS - LANDSCAPING	1,000,000	0	0	1,000,000	0	MNDOT	NC
2023	I 94		6283-254A	AM	I94, PEDESTRIAN BRIDGE 62868 OVER I94 (PARALLEL TO MAPLE ST) IN ST PAUL - REPLACE PED BRIDGE (AMOUNTS IN FY22, FY23, FY24)	263,930	0	0	263,930	0	MNDOT	AQ2
2023	MN 36		8204-84	AM	MN36, AT CSAH 15 (MANNING AVE) IN LAKE ELMO/OAK PARK HEIGHTS - LANDSCAPING	150,000	0	0	150,000	0	MNDOT	NC
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
2023	MN 55		1910-56	DR	MN55, AT DOYLE PATH IN ROSEMOUNT - DRAINAGE REPAIRS (ASSOCIATE TO 1910-56S)	11,000	0	0	11,000	0	MNDOT	NC
2023	US 10		0215-86	RB	US10, FROM 0.25 MI E OF FERRY ST TO BRIDGE 9717 OVER BNSF IN ANOKA - LANDSCAPING	87,000	0	0	87,000	0	MNDOT	NC
2023	US 10		7101-66	AM	US 10, RECONSTRUCT YALE COURT NW & TWIN LAKES RD TO INTERSECTION WITH US 10 IN ELK RIVER	1,000,000	0	0	1,000,000	0	Sherburne County	S10
2023	US 169		2772-127	SC	US169, AT HENNEPIN-CSAH 3 (EXCELSIOR BLVD) IN MINNETONKA - SIGNAL REPLACEMENT ON E AND W RAMPS	656,000	0	0	326,000	330,000	MNDOT	E2
2023	US 169		2772-130	NO	US 169, NB US169 BETWEEN BASS LK RD TO 62ND AVE IN NEW HOPE - NOISEWALL	1,881,000	0	0	1,702,000	179,000	MNDOT	O3
2024	999		880M-CA-24	CA	DISTRICTWIDE SETASIDE-EXTERNAL CONSULTANT-FY 2024	20,400,000	0	0	20,400,000	0	MNDOT	NC
2024	999		880M-LPP-24	SA	DISTRICTWIDE SETASIDE FOR LOCAL PARTNERSHIP PROGRAM - FY 2024	3,000,000	0	0	3,000,000	0	MNDOT	NC
2024	999		880M-PD-24	CA	DISTRICTWIDE SETASIDE - INTERNAL PROGRAM DELIVERY-FY 2024	8,000,000	0	0	8,000,000	0	MNDOT	O1
2024	999		880M-PED-24	BI	DISTRICTWIDE SETASIDE FOR PEDESTRIAN BRIDGE - FY2024	1,500,000	0	0	1,500,000	0	MNDOT	NC
2024	999		880M-PM-24	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2024	5,000,000	0	0	5,000,000	0	MNDOT	NC
2024	999		880M-RB-24	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPING & LANDSCAPE PARTNERSHIPS - FY 2024	96,000	0	0	96,000	0	MNDOT	NC
2024	999		880M-RW-24	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2024	10,000,000	0	0	10,000,000	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:
2024	999		880M-RX-24	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2024	8,000,000	0	0	8,000,000	0	MNDOT	NC
2024	999		880M-SA-24	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS AND COST OVERRUNS - FY 2024	20,400,000	0	0	20,400,000	0	MNDOT	NC
2024	999		8825-821	TM	METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000	0	0	75,000	0	MNDOT	S7
2024	999		8825-824	TM	METROWIDE-TRAFFIC SIGNAL LOOP REPLACEMENTS	50,000	0	0	50,000	0	MNDOT	S7
2024	999		8825-836	SC	METROWIDE-ADA SMALL BUSINESS OPPORTUNITY PILOT PROGRAM	1,200,000	0	0	1,200,000	0	MNDOT	O1
2024	I 94		6283-254B	AM	I94, PEDESTRIAN BRIDGE 62868 OVER I94 (PARALLEL TO MAPLE ST) IN ST PAUL - REPLACE PED BRIDGE (AMOUNTS IN FY22, FY23, FY24)	131,965	0	0	131,965	0	MNDOT	AQ2
2024	MN 47		0206-79	RB	MN47, FROM 227TH AVE TO 233RD AVE IN ST FRANCIS - LANDSCAPING	174,000	0	0	174,000	0	MNDOT	NC
2024	MN 55		2723-139	SC	MN 55, AND VICKSBURG LANE IN PLYMOUTH - SIGNAL REPLACEMENT AND REPAIR FIBER CONNECTION (ASSOCIATE TO 2723-139S) (TIED TO 2723-144 AND 2722-93)	650,000	0	0	400,000	250,000	MNDOT	E2
2024	MN 62		2763-60	NO	MN62 WESTBOUND FROM EAST OF RED FOX CT TO BREDESEN PARK IN EDINA - NOISEWALL AND DRAINAGE REPAIRS	1,426,000	0	0	1,284,000	142,000	MNDOT	NC
2024	US 169		2772-124	BR	US169, AT 63RD AVE IN BROOKLYN PARK/MAPLE GROVE - REPLACE BRIDGE 27534, CONSTRUCT NEW MULTI-USE TRAIL, ADA AT RAMP INTERSECTIONS AND EXTEND ACCELERATION LANES	3,308,000	0	0	3,308,000	0	MNDOT	S19
Totals						407,872,692	0	0	402,597,692	5,275,000		

Twin Cities Metropolitan Area
2021 - 2024 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:
2021		999	8825-575	DR	**CHAP 3**METRO DISTRICTWIDE - POND RESTORATION AND CLEAN OUT	1,350,000	0	0	0	1,350,000	MNDOT	NC
2021		I 35E	1982-200	NO	**ELLA**CHAP3**I35E, NB I35E FROM MN 77 RAMP TO 0.2 MI S CLIFF ROAD IN EAGAN - NOISE BARRIER	3,800,000	0	0	0	3,800,000	MNDOT	S18
2021		I 694	6285-161	NO	**CHAP 3**I694 EB FROM 0.23 MI W OF SILVER LAKE RD TO LONG LAKE RD IN NEW BRIGHTON - NOISEWALL REPAIR	670,000	0	0	0	670,000	MNDOT	O3
2021		I 94	6282-190	NO	**CHAP3**EB I94, FROM PRIOR AVE TO FAIRVIEW AVE IN ST PAUL-NOISEWALL	895,000	0	0	0	895,000	MNDOT	O3
2021		MN 282	7011-29	RD	**CHAP 3**MN 282 FROM MILL ST IN JORDAN TO MN13 IN SPRING LK TWP- FULL DEPTH RECLAMATION, BIT MILL AND OVERLAY, DRAINAGE, RETAINING WALL, SIGNING, SIDEWALK/TRAIL AND ADA	6,668,000	0	0	0	6,668,000	MNDOT	S10
2021		MN 36	6212-187	DR	**CHAP 3**MN36, VARIOUS LOCATIONS BETWEEN I35E IN LITTLE CANADA AND STILLWATER BLVD IN STILLWATER - CULVERT REPAIRS	746,000	0	0	0	746,000	MNDOT	NC
2021		MN 7	1004-34	DR	**CHAP 3**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	1,561,000	0	0	0	1,561,000	MNDOT	NC
2021		MN 95	8210-111	AM	**CHAP 3**MN95, CHESTNUT ST BETWEEN MN95 AND STILLWATER LIFT BRIDGE - SHARED STREET PROJECT (PED PLAZA) AND PEDESTRIAN IMPROVEMENTS	1,900,000	0	0	0	1,900,000	MNDOT	AQ2
2021		US 10	0202-108A	AM	**CHAP 3**PRS**US 10/169 FROM ANOKA/RAMSEY CITY LIMITS TO GREEN HAVEN RD/ MAIN ST INTERCHANGE IN ANOKA-CONSTRUCT GRADE SEPARATE INTERSECTIONS AT FAIROAK AVE AND THURSTON AVE, CONSTRUCT NEW BRIDGE #S 02055, 02056, RECONSTRUCT MAIN ST INTERCHANGE, REPLACE OLD BRIDGE #02010 WITH NEW BRIDGE # 02054(ASSOCIATED TO 103-010-018, 103-010-018F AND 0202-108)	14,000,000	0	0	0	14,000,000	MNDOT	A30
2021		US 10	0215-77	SC	**CHAP 3**US 10, BETWEEN N AND S RAMPS AT ROUND LAKE BLVD IN COON RAPIDS - SIGNAL SYSTEM REPLACEMENTS, NE LOOP RAMP RECONSTRUCTION, ADA, NEW SIDEWALK, BRIDGE #02552 REVISIONS (ASSOCIATE TO 0215-77L)	1,508,000	0	0	0	1,508,000	MNDOT	E2

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2022	I	494	2785-424	MC	**PRS**C0C3**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
2023	MN	252	2748-65	MC	**C0C3**PRS**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	**COC3** US 169, RECONSTRUCT TH 101 TO 197TH AVE IN ELK RIVER, CONVERT TO FREEWAY. REPLACE BRIDGE NO 71002 WITH NEW BR 71020 NB OVER US 10	129,500,000	0	0	3,000,000	126,500,000	MnDOT	A30
Totals						431,598,000	0	0	3,000,000	428,598,000		

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Twin Cities Metropolitan Area
2021 - 2024 Transportation Improvement Program

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-21AA	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS ACQUISITION	18,339,671	0	15,588,720	0	2,750,951	MET COUNCIL-MT	T10
2021	Transit		TRF-TCMT-21AB	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-NEW MPLS BUS GARAGE DESIGN, ENGINEERING AND CONSTRUCTION	4,750,000	0	3,800,000	0	950,000	MET COUNCIL-MT	T8
2021	Transit		TRF-TCMT-21AC	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HEYWOOD CAMPUS EXPANSION DESIGN, ENGINEERING AND CONSTRUCTION	1,250,000	0	1,000,000	0	250,000	MET COUNCIL-MT	T8
2021	Transit		TRF-TCMT-21AD	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL OPERATIONS COMMUNICATIONS AND CONTROL CAPITAL EQUIPMENT REPLACEMENT AND EXPANSION	1,050,000	0	840,000	0	210,000	MET COUNCIL-MT	T5
2021	Transit		TRF-TCMT-21AF	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-RICHFIELD/BLOOMINGTON PARK AND RIDE	750,000	0	600,000	0	150,000	MET COUNCIL-MT	A30
2021	Transit		TRF-TCMT-21F	B9	SECT 5307 TWIN CITIES MET COUNCIL MT PREVENTIVE MAINTENANCE	3,125,000	0	2,500,000	0	625,000	MET COUNCIL-MT	NC
2021	Transit		TRF-TCMT-21Q	B9	SECT 5307 TWIN CITIES MET COUNCIL MTS BUS ACQUISITION	16,631,191	0	14,136,512	0	2,494,679	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	T1
2021	Transit		TRF-TCMT-21S	B9	SECT 5307 TWIN CITIES MET COUNCIL U OF M BUS ACQUISITION	337,320	0	286,722	0	50,598	MET COUNCIL-MTS	T10
2021	Transit		TRF-TCMT-21T	B9	SECT 5307 TWIN CITIES MET COUNCIL MT FACILITIES ENERGY ENHANCEMENTS AND NEW ENERGY INITIATIVES	772,500	0	618,000	0	154,500	MET COUNCIL-MT	T8
2021	Transit		TRF-TCMT-21X	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES ADDITIONS OR IMPROVEMENT: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS	900,000	0	720,000	0	180,000	MET COUNCIL-MT	T5
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, ELECTRIC BUS INFRASTRUCTURE	3,523,500	0	2,818,800	0	704,700	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	3,375,000	0	2,700,000	0	675,000	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:
2022	Transit		TRF-TCMT-22AA	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HEYWOOD CAMPUS EXPANSION DESIGN, ENGINEERING AND CONSTRUCTION	1,250,000	0	1,000,000	0	250,000	MET COUNCIL-MT	T8
2022	Transit		TRF-TCMT-22AB	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL OPERATIONS COMMUNICATIONS AND CONTROL CAPITAL EQUIPMENT REPLACEMENT AND EXPANSION	1,300,000	0	1,040,000	0	260,000	MET COUNCIL-MT	T5
2022	Transit		TRF-TCMT-22AC	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-RICHFIELD/BLOOMINGTON PARK AND RIDE	750,000	0	600,000	0	150,000	MET COUNCIL-MT	A30
2022	Transit		TRF-TCMT-22AD	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES ADDITIONS OR IMPROVEMENT: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS	900,000	0	720,000	0	180,000	MET COUNCIL-MT	T5
2022	Transit		TRF-TCMT-22G	B9	SECT 5307 TWIN CITIES MET COUNCIL MT PREVENTIVE MAINTENANCE	3,125,000	0	2,500,000	0	625,000	MET COUNCIL-MT	NC
2022	Transit		TRF-TCMT-22N	B9	SECT 5307 TWIN CITIES MET COUNCIL MTS BUS ACQUISITION	29,085,262	0	24,722,473	0	4,362,789	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	344,741	0	293,030	0	51,711	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	9,800,000	0	7,840,000	0	1,960,000	MET COUNCIL-MT	A30
2022	Transit		TRF-TCMT-22S	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY IMPROVEMENT: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT, ELECTRIC BUS INFRASTRUCTURE	1,960,580	0	1,568,464	0	392,116	MET COUNCIL-MT	T8
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	7,925,000	0	6,340,000	0	1,585,000	MET COUNCIL-MT	T5
2022	Transit		TRF-TCMT-22Z	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-NEW MPLS BUS GARAGE DESIGN, ENGINEERING AND CONSTRUCTION	750,000	0	600,000	0	150,000	MET COUNCIL-MT	T8
2023	Transit		TRF-TCMT-23	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS BUS ACQUISITION	22,138,639	0	18,817,843	0	3,320,796	MET COUNCIL MTS	T10

**TABLE A-11
Transit Section 5307**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2023	Transit		TRF-TCMT-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	NC
2023	Transit		TRF-TCMT-23B	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M BUS ACQUISITION	352,326	0	299,477	0	52,849	MET COUNCIL MTS	T10
2023	Transit		TRF-TCMT-23H	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY IMPROVEMENT: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT, ELECTRIC BUS INFRASTRUCTURE	2,884,917	0	2,307,934	0	576,983	MET COUNCIL-MT	T8
2023	Transit		TRF-TCMT-23K	B9	SECT 5307: TWIN CITIES MET COUNCIL MT FACILITIES ENERGY ENHANCEMENTS AND NEW ENERGY INITIATIVES	819,545	0	655,636	0	163,909	MET COUNCIL-MT	T8
2023	Transit		TRF-TCMT-23L	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION	2,525,000	0	2,020,000	0	505,000	MET COUNCIL-MT	T5
2023	Transit		TRF-TCMT-23S	B9	SECT 5307: TWIN CITIES MET COUNCIL MT HENNEPIN CORRIDOR BUS RAPID TRANSIT ARTERIAL LINE CONSTRUCTION AND OTHER NON-VEHICLE	9,600,000	0	7,680,000	0	1,920,000	MET COUNCIL-MT	A30
2023	Transit		TRF-TCMT-23T	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-NEW MPLS BUS GARAGE DESIGN, ENGINEERING AND CONSTRUCTION	750,000	0	600,000	0	150,000	MET COUNCIL-MT	T8
2023	Transit		TRF-TCMT-23U	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HEYWOOD CAMPUS EXPANSION DESIGN, ENGINEERING AND CONSTRUCTION	1,250,000	0	1,000,000	0	250,000	MET COUNCIL-MT	T8
2023	Transit		TRF-TCMT-23V	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES ADDITIONS OR IMPROVEMENT: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS	750,000	0	600,000	0	150,000	MET COUNCIL-MT	T7
2023	Transit		TRF-TCMT-23X	B9	SECT 5307 TWIN CITIES MET COUNCIL MT PREVENTIVE MAINTENANCE	3,125,000	0	2,500,000	0	625,000	MET COUNCIL-MT	NC
2023	Transit		TRF-TCMT-23Y	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-RICHFIELD/BLOOMINGTON PARK AND RIDE	750,000	0	600,000	0	150,000	MET COUNCIL-MT	A30
2024	Transit		TRF-TCMT-24C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT FACILITIES ENERGY ENHANCEMENTS AND NEW ENERGY INITIATIVES	844,132	0	675,306	0	168,826	MET COUNCIL-MT	T8
2024	Transit		TRF-TCMT-24D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION	3,775,000	0	3,020,000	0	755,000	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:
2024	Transit		TRF-TCMT-24F	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-NEW MPLS BUS GARAGE DESIGN, ENGINEERING AND CONSTRUCTION	750,000	0	600,000	0	150,000	MET COUNCIL-MT	T8
2024	Transit		TRF-TCMT-24G	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HEYWOOD CAMPUS EXPANSION DESIGN, ENGINEERING AND CONSTRUCTION	1,250,000	0	1,000,000	0	250,000	MET COUNCIL-MT	T8
2024	Transit		TRF-TCMT-24H	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS BUS ACQUISITION	52,862,386	0	44,933,028	0	7,929,358	MET COUNCIL MTS	T10
2024	Transit		TRF-TCMT-24J	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS REGIONAL FLEET CAPITAL COST OF CONTRACTING	3,750,000	0	3,000,000	0	750,000	MET COUNCIL MTS	NC
2024	Transit		TRF-TCMT-24K	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M BUS ACQUISITION	360,076	0	306,065	0	54,011	MET COUNCIL MTS	T10
2024	Transit		TRF-TCMT-24L	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES ADDITIONS OR IMPROVEMENT: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS	900,000	0	720,000	0	180,000	MET COUNCIL-MT	T7
2024	Transit		TRF-TCMT-24N	B9	SECT 5307 TWIN CITIES MET COUNCIL MT PREVENTIVE MAINTENANCE	3,125,000	0	2,500,000	0	625,000	MET COUNCIL-MT	NC
2024	Transit		TRF-TCMT-24P	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-RICHFIELD/BLOOMINGTON PARK AND RIDE	750,000	0	600,000	0	150,000	MET COUNCIL-MT	A30
2024	Transit		TRF-TCMT-24T	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY IMPROVEMENT: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT, ELECTRIC BUS INFRASTRUCTURE	2,788,111	0	2,230,489	0	557,622	MET COUNCIL-MT	T8
Totals						240,144,897	0	199,138,499	0	41,006,398		

**TABLE A-12
Transit Section 5309**

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
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	217,392,904	0	100,000,000	0	117,392,904	MET COUNCIL-MT	A30
2023	Transit		TRF-TCMT-23R	B3 SECT 5309: GOLD LINE BUS RAPID TRANSIT LINE NEW START FFGA APPROPRIATION	271,605,059	0	123,698,391	0	147,906,668	MET COUNCIL-MT	A30
2024	Transit		TRF-TCMT-24A	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
2024	Transit		TRF-TCMT-24E	B3 SECT 5309: GOLD LINE BUS RAPID TRANSIT LINE NEW START FFGA APPROPRIATION	183,794,941	0	83,706,609	0	100,088,332	MET COUNCIL-MT	A30
2024	Transit		TRF-TCMT-24R	B3 SECT 5309: RUSH LINE BUS RAPID TRANSIT LINE NEW START FFGA APPROPRIATION	200,000,000	0	100,000,000	0	100,000,000	MET COUNCIL-MT	A30
2024	Transit		TRF-TCMT-24V	B3 SECT 5309: SOUTHWEST LIGHT RAIL TRANSIT (GREEN LINE EXTENSION) NEW START FFGA APPROPRIATION	217,392,904	0	100,000,000	0	117,392,904	MET COUNCIL-MT	A30
Totals					1,498,349,074	0	707,405,000	0	790,944,074		

Twin Cities Metropolitan Area
2021 - 2024 Transportation Improvement Program

TABLE A-13
Transit Section 5310

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2024	Transit		TRF-9110-24	NB SECT 5310: MN TRANSIT CAPITAL; INCLUDING LARGE URBAN TRANSIT BUSES, MOBILITY MANAGEMENT, AND ITS PROJECTS	2,800,000	0	2,240,000	0	560,000	MNDOT	
2021	Transit		TRF-9127-22	NB SECT 5310: WASHINGTON COUNTY; CY 2022 MOBILITY MANAGEMENT	115,000	0	92,000	0	23,000	MNDOT	
2022	Transit		TRF-9127-23	NB SECT 5310: WASHINGTON COUNTY; CY 2023 MOBILITY MANAGEMENT	115,000	0	92,000	0	23,000	MNDOT	
2023	Transit		TRF-9127-24	NB SECT 5310: WASHINGTON COUNTY; CY 2024 MOBILITY MANAGEMENT	115,000	0	92,000	0	23,000	MNDOT	
2021	Transit		TRF-9917-22	NB SECT 5310: DAKOTA COUNTY-CY 2022 MOBILITY MANAGEMENT	327,818	0	262,254	0	65,564	MNDOT	
2022	Transit		TRF-9917-23	NB SECT 5310: DAKOTA COUNTY-CY 2023 MOBILITY MANAGEMENT	327,818	0	262,254	0	65,564	MNDOT	
2023	Transit		TRF-9917-24	NB SECT 5310: DAKOTA COUNTY-CY 2024 MOBILITY MANAGEMENT	330,000	0	264,000	0	66,000	MNDOT	
2021	Transit		TRF-0051-22	NB SECT 5310: SCOTT COUNTY-CY 2022 MOBILITY MANAGEMENT	450,204	0	360,163	0	90,041	MNDOT	
2022	Transit		TRF-0051-23	NB SECT 5310: SCOTT COUNTY, CY2023 MOBILITY MANAGEMENT	450,204	0	360,163	0	90,041	MNDOT	
2023	Transit		TRF-0051-24	NB SECT 5310: SCOTT COUNTY, CY2024 MOBILITY MANAGEMENT	450,000	0	360,000	0	90,000	MNDOT	
2021	Transit		TRF-9056-22	NB SECT 5310: NEWTRAX-CY 2022 MOBILITY MANAGEMENT	218,545	0	174,836	0	43,709	MNDOT	
2022	Transit		TRF-9056-23	NB SECT 5310: NEWTRAX-CY 2023 MOBILITY MANAGEMENT	218,545	0	174,836	0	43,709	MNDOT	
2023	Transit		TRF-9056-24	NB SECT 5310: NEWTRAX-CY 2024 MOBILITY MANAGEMENT	220,000	0	176,000	0	44,000	MNDOT	
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	
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	
Totals					9,320,051	0	7,456,039	0	1,864,012		

Twin Cities Metropolitan Area
2021 - 2024 Transportation Improvement Program

TABLE A-14
Transit Section 5337

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2021	Transit		TRF-TCMT-21	GR SECT 5337: TWIN CITIES MET COUNCIL MT ASSOCIATED CAPITAL MAINTENANCE BUS	4,297,757	0	3,438,205	0	859,552	MET COUNCIL-MT	T1
2021	Transit		TRF-TCMT-21A	GR SECT 5337: TWIN CITIES MET COUNCIL MT BUS ACQUISITION	39,709,394	0	31,767,515	0	7,941,879	MET COUNCIL-MT	T10
2021	Transit		TRF-TCMT-21AE	GR SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES MAINTENANCE AND REHAB: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS	1,975,750	0	1,580,600	0	395,150	MET COUNCIL-MT	T5
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	3,113,855	0	2,491,084	0	622,771	MET COUNCIL-MT	T8
2021	Transit		TRF-TCMT-21H	GR SECT 5337 TWIN CITIES MET COUNCIL MT RAIL VEHICLE OVERHAUL AND MAINTENANCE	11,180,000	0	8,944,000	0	2,236,000	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	12,643,575	0	10,114,860	0	2,528,715	MET COUNCIL-MT	T9
2021	Transit		TRF-TCMT-21K	GR SECT 5337 TWIN CITIES MET COUNCIL MT CAPITAL LEASE TIRES	3,094,328	0	2,475,462	0	618,866	MET COUNCIL-MT	T3
2022	Transit		TRF-TCMT-22AE	GR SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES MAINTENANCE AND REHAB: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS	1,485,523	0	1,188,418	0	297,105	MET COUNCIL-MT	T8
2022	Transit		TRF-TCMT-22AF	GR SECT 5337: TWIN CITIES MET COUNCIL MT RAIL SYSTEM REHAB: TRACK REHAB REPAIR, MISCELLANEOUS MAINTENANCE, CATENARY, POWER SYSTEMS	19,278,270	0	15,422,615	0	3,855,655	MET COUNCIL-MT	T9
2022	Transit		TRF-TCMT-22C	GR SECT 5337: TWIN CITIES MET COUNCIL MT ASSOCIATED CAPITAL MAINTENANCE- BUS	752,539	0	602,031	0	150,508	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	3,686,145	0	2,948,916	0	737,229	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	11,490,000	0	9,192,000	0	2,298,000	MET COUNCIL-MT	T3
2022	Transit		TRF-TCMT-22L	GR	SECT 5337 TWIN CITIES MET COUNCIL MT CAPITAL LEASE-TIRES	3,173,635	0	2,538,908	0	634,727	MET COUNCIL-MT	T3
2023	Transit		TRF-TCMT-23F	GR	SECT 5337: TWIN CITIES MET COUNCIL MT ASSOCIATED CAPITAL MAINTENANCE BUS	764,597	0	611,678	0	152,919	MET COUNCIL MT	T1
2023	Transit		TRF-TCMT-23G	GR	SECT 5337: TWIN CITIES MET COUNCIL MT BUS ACQUISITION	67,383,853	0	57,276,275	0	10,107,578	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	2,300,000	0	1,840,000	0	460,000	MET COUNCIL-MT	T8
2023	Transit		TRF-TCMT-23N	GR	SECT 5337: TWIN CITIES MET COUNCIL MT RAIL VEHICLE OVERHAUL AND MAINTENANCE	5,803,000	0	4,642,400	0	1,160,600	MET COUNCIL-MT	T3
2023	Transit		TRF-TCMT-23P	GR	SECT 5337: TWIN CITIES MET COUNCIL MT CAPITAL LEASE TIRES	3,300,155	0	2,640,124	0	660,031	MET COUNCIL MT	T5
2023	Transit		TRF-TCMT-23W	GR	SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES MAINTENANCE AND REHAB: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS	645,588	0	516,470	0	129,118	MET COUNCIL-MT	T8
2023	Transit		TRF-TCMT-23Z	GR	SECT 5337: TWIN CITIES MET COUNCIL MT RAIL SYSTEM REHAB: TRACK REHAB REPAIR, MISCELLANEOUS MAINTENANCE, CATENARY, POWER SYSTEMS	12,605,936	0	10,084,749	0	2,521,187	MET COUNCIL-MT	T9
2024	Transit		TRF-TCMT-24	GR	SECT 5337: TWIN CITIES MET COUNCIL MT ASSOCIATED CAPITAL MAINTENANCE BUS	1,131,467	0	905,174	0	226,293	MET COUNCIL MT	T1
2024	Transit		TRF-TCMT-24B	GR	SECT 5337: TWIN CITIES MET COUNCIL MT BUS ACQUISITION	78,615,189	0	66,822,911	0	11,792,278	MET COUNCIL MT	T10
2024	Transit		TRF-TCMT-24M	GR	SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES MAINTENANCE AND REHAB: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS	400,000	0	320,000	0	80,000	MET COUNCIL-MT	T8
2024	Transit		TRF-TCMT-24Q	GR	SECT 5337: TWIN CITIES MET COUNCIL MT RAIL VEHICLE OVERHAUL AND MAINTENANCE	3,456,090	0	2,764,872	0	691,218	MET COUNCIL-MT	T3
2024	Transit		TRF-TCMT-24S	GR	SECT 5337: TWIN CITIES MET COUNCIL MT RAIL SYSTEM REHAB: TRACK REHAB REPAIR, MISCELLANEOUS MAINTENANCE, CATENARY, POWER SYSTEMS	12,634,472	0	10,107,578	0	2,526,894	MET COUNCIL-MT	T9

**TABLE A-14
Transit Section 5337**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2024	Transit		TRF-TCMT-24U	GR	SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT	800,000	0	640,000	0	160,000	MET COUNCIL-MT	T8
2024	Transit		TRF-TCMT-24W	GR	SECT 5337: TWIN CITIES MET COUNCIL MT CAPITAL LEASE TIRES	3,434,515	0	2,747,612	0	686,903	MET COUNCIL MT	T5
Totals						364,155,633	0	301,374,457	0	62,781,176		

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Twin Cities Metropolitan Area
 2021 - 2024 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
2021 - 2024 Transportation Improvement Program

**TABLE A-16
WISCONSIN**

2021-2024 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			
						2021	2022	2023	2024	Total	Federal	State	Local*	Total
No projects in the Wisconsin part of the Urbanized Area.														

DRAFT

Appendix B

Conformity Documentation Of the 2021-2024 Transportation Improvement Program to the 1990 Clean Air Act Amendments

Prepared April 30, 2020

Air Quality Conformity

Clean Air Act Conformity Determination

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

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

The analysis described in the appendix has resulted in a Conformity Determination that the the 2021-2024 TIP meets all relevant regional emissions analysis and budget tests as described herein and conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

Public Involvement & Interagency Consultation Process

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

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

Emissions Test

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

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

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

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

Transportation Control Measures

Pursuant to the Conformity Rule, the Council reviewed the 2021-2024 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 2021-2024 TIP meets the following Conformity Rule requirements:

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

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

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

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

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

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

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

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

List of Regionally Significant Projects

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

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

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

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

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

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

- Existing regionally significant highway or transit facilities, services, and activities;
- Regionally significant projects (regardless of funding sources) which are currently:
 - under construction or undergoing right-of-way acquisition, or;
 - come from the first year of a previously conforming Transportation Improvement Program, or;
 - have completed the NEPA process, or;
 - listed in the 2021-2024 Transportation Improvement Program, or;
 - listed in the Transportation Policy Plan (Appendix C), or;
 - identified for Wright County.

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

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

Horizon Year 2030

Transit (bolded project numbers funded through the Regional Solicitation)

- METRO Blue Line extension (TRF-TCMT-23C, TRF-TCMT-24A)
- METRO Green Line Extension (TRF-TCMT-23D, TRF-TCMT-24V)
- METRO Gold Line dedicated BRT (TRF-TCMT-23R, TRF-TCMT-24E)
- METRO Rush Line dedicated BRT (TRF-TCMT-24R)
- D-Line; Arterial BRT along Chicago Avenue and Emerson and Fremont avenues in Brooklyn Center, Minneapolis, Richfield, and Bloomington (TRS-TCMT-21D)
- B-Line; Arterial BRT along Lake Street and Marshall Avenue (**TRS-TCMT-20A, TRS-TCMT-22B**, TRF-TCMT-22R)
- Operate transit service improvement on Hennepin ave, Lyndale ave, 31st St, and Bryant Ave in Mpls (**TRS-TCMT-21A, TRF-TCMT-23S**)
- Richfield/Bloomington park and ride (TRF-TCMT-21AF, TRF-TCMT-22AC, TRF-TCMT-23Y, TRF-TCMT-24P)

Roadway (bolded project numbers funded through the Regional Solicitation)

- I-35W, from Co Rd B2 in Roseville to 0.1 mi N Sunset Ave (Anoka CR 53) in Lino Lakes, construct MnPASS lane from CR C to Lexington Ave (Anoka CSAH 17), concrete overlay from CR C to CR 53, misc pavement reconstruct & BIT M&O, rehab 17 bridges and replace 5 bridges (AC payback, 6284-180AC2, 6284-180AC3)
- I-494 – add a MnPASS lane along eastbound from France Avenue to MN 77 and westbound from MN 77 to I-35W (2785-424)
- MN 252/I-94 – Convert MN 252 from an arterial to a freeway and add lanes where necessary to reach 2 general purpose and MnPASS in each direction, add MnPASS lanes in each direction along I-94 from I-694 to Dowling Avenue (2748-65)
- MN 252 at CSAH 109 in Brooklyn Park – grade separation, retaining walls, traffic signals (**027-709-029**)
- CSAH 26 from TH 55 in Eagan to MN 3 in Inver Grove Heights – expand from 2-lane to divided 4-lane roadway (019-626-026)
- CSAH 51 from Shepard Road to West 7th St in St. Paul – Lexington Parkway extension (**062-651-067**)
- CSAH 610 from CSAH 30 to MN 610 in Maple Grove – construct new four-lane divided highway (CSAH 610), new bridge over I-94 (**189-020-024**)
- CSAH 103 from 85th Ave to 93rd Ave in Brooklyn Park – reconstruct, 2-lane to 4-lane conversion, turn lanes (**110-020-041**)
- US 10/169 from Anoka/Ramsey City limits to Green Haven Rd/Main St interchange in Anoka – Construct grade-separated intersections at Fairoak Ave and Thurston

Ave, reconstruct Main St interchange (0202-108, 0202-108A, **103-010-018**, 103-010-018F)

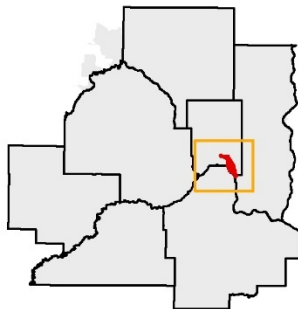
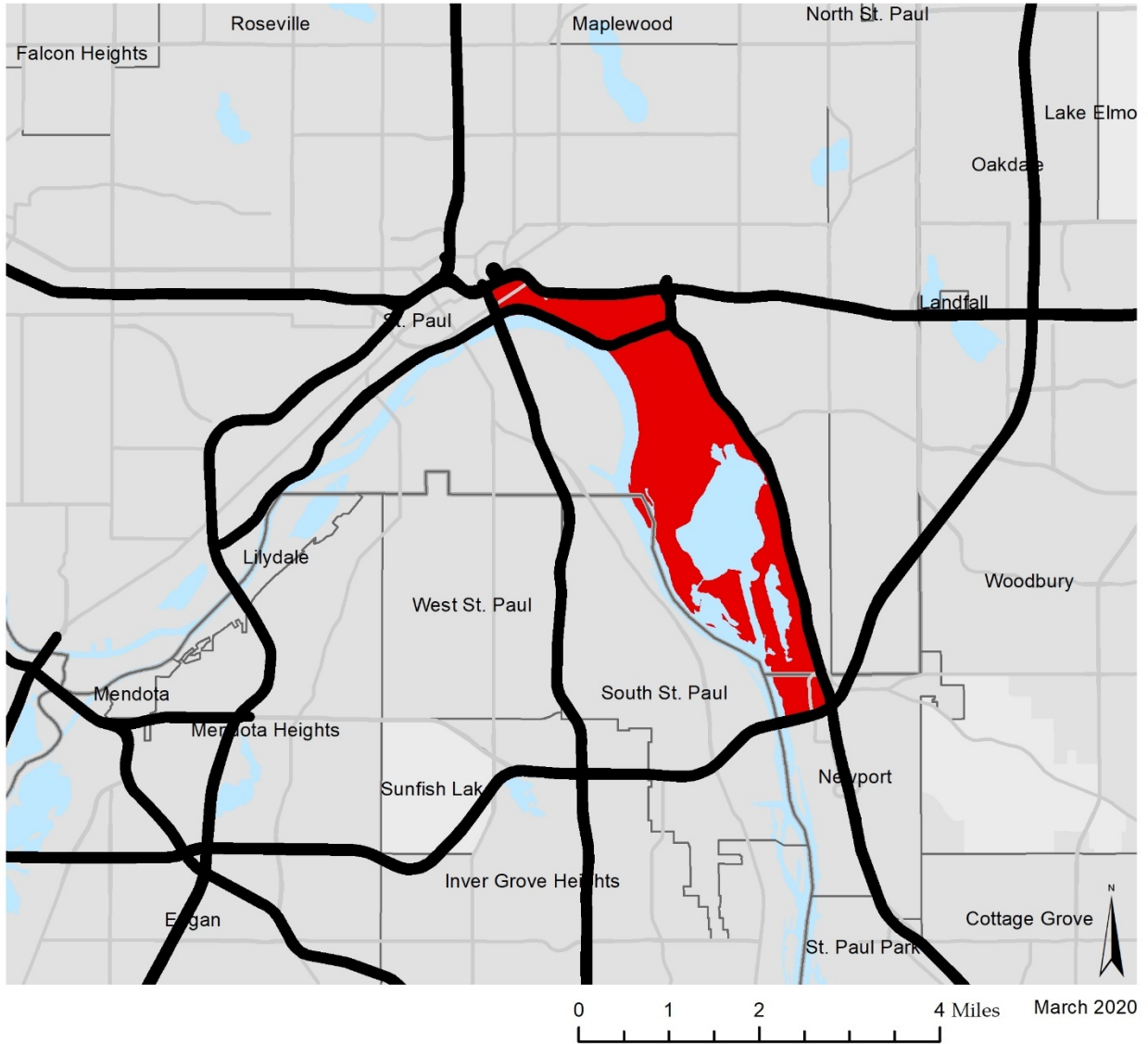
- Wright CSAH 19 from Chestnut Ave SE to Ash Ave NE in St. Michael – roadway expansion (086-619-035)
- 101st Ave N at US 169 in Brooklyn Park – Construct interchange (AC payback, **110-129-006AC**)
- CSAH 11 (Foley Blvd) from CSAH 1 (East River Rd) to 0.14 miles north of CSAH 3 (Coon Rapids Blvd) in Coon Rapids – Reconstruct roadway and construct overpass over BNSF tracks (**002-611-036**)
- 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 (AC payback, **019-670-013AC**)
- CSAH 8, from MN 47 to MN 65 in Fridley and Spring Lane Park – Road Diet (going from 4 to 3 lane roadway), turn lanes, replace multi-use trail, medians, pedestrian islands (AC payback, **002-608-012AC**)
- CSAH 83 Reconstruct to Urban 4-Lane from US 169 South ramp to south of 4th Avenue E in Shakopee (**070-683-014**, 070-683-014F)
- MN 13 from 0.5 mi N of MN 901B/MN 13 to Quentin Ave in Savage – Construct interchange and frontage roads, construct bridges (**070-596-015**, 070-596-015F)
- MN 13, from Scott-CSAH 17 in Spring Lake Township to CR 64 in Cedar Lake Township – Left turn lanes(7001-123S)
- MN 252 at 66th Ave N in Brooklyn Center-Construct interchange, convert to freeway, close intersection at 70th Ave (**109-010-007**, 109-010-007F)
- MN 36 at CSAH 15 (Manning Ave) in Grant, Lake Elmo, Stillwater, and Stillwater Township – Construct interchange (8204-74, 8204-74A, 082-615-034)
- MN 41 from S of the Minnesota River Bridge to Walnut St in Chaska – Reconstruct, turn lanes, ADA improvements, Signal improvements, improve intersection at CSAH 61 (196-010-017)
- MSAS 108 (77th St) from Bloomington Ave to Longfellow Ave in Richfield – Construct 77th St extension under MN 77, construct MN 77 bridge over 77th St, and reconstruct MN 77 ramps (2758-82, **157-108-035**)
- Twin Lakes Rd from 0.1 mi south of 167th Ave/US 10, extend Twin Lakes Rd to 171st Ave, construct new alignment of Yale Court NW in Elk River (204-133-005)
- US 169 – convert arterial to freeway from US 10 to 197th Avenue (7106-87)
- US 212 from CSAH 11 to CSAH 36 in Dahlgren Township – Reconstruct and expand from a 2-lane to a 4-lane divided highway, reduced conflict intersection (**010-596-012**, 010-596-012F, 1013-79)

Horizon Year 2040

No projects identified

Figure B-1: PM₁₀ Maintenance Area

PM₁₀ Area



 PM₁₀ Area

May 27, 2020

Amy Vennewitz
Assistant Director
Metropolitan Transportation Services
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

RE: Draft 2021-2024 Transportation Improvement Program

Dear Amy Vennewitz:

The Minnesota Pollution Control Agency (MPCA) staff has completed its formal review of the draft 2021-2024 Transportation Improvement Program (TIP). The MPCA staff has examined the draft TIP for conformance with a checklist of requirements from the joint Transportation Conformity Rule (Rule) of the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation. The intent of the Rule is to ensure compliance with the Clean Air Act Amendments of 1990 and the new transportation reauthorization bill "Fixing America's Surface Transportation Act" (FAST Act) when a Metropolitan Planning Organization (MPO) or state department of transportation serves as a distribution agency for federal transportation funds.

The Rule requires that the MPOs base their TIPS and long-range comprehensive Transportation Plans (Plan) on the latest planning assumptions. As a result, the draft TIP's air quality conformity analysis is based on the most current Metropolitan Council (the Council) socioeconomic data used in Thrive MSP 2040, which was adopted by the Council on May 28, 2014. The latest update to these forecasts was published in December 2019. The planning document provides the Council with the socioeconomic data (planning assumptions) to develop long-range forecasts of regional highway and transit facility needs.

The Minneapolis-St. Paul region is within an EPA-designated attainment area for carbon monoxide (CO). The region completed the 20-year maintenance period on November 29, 2019. This date marked 20 years from the effective date of redesignation of the area to attainment for CO National Ambient Air Quality Standard. However, a small portion of the region, mapped in Appendix B-9 is designated as a maintenance area for coarse particulate matter (PM10). The term "maintenance" reflects the fact that PM10 emissions in this area were unacceptably high in the past and subsequently were brought under control. A 20-year maintenance plan was approved by the EPA on September 24, 2002, and will expire on September 24, 2022, at that point, the entire region will be in attainment for transportation-related pollutants regulated by the Clean Air Act. No regional modeling analysis is required, however, federally funded projects are still subject to "hot spot" analysis requirements.

The current TIP was also prepared in accordance with the public participation plan for transportation planning adopted by the Council on July 26, 2017. This process satisfies FAST Act requirements for public participation involvement, as well as the public consultation procedures requirements of Conformity Rule. Based on this review, the analysis described in the conformity Appendix B and submitted by the Council, the MPCA concurs with the conformity determination that the projects included in the draft 2021-2024 TIP meet all relevant conformity emissions analysis and budget tests as described therein. The 2021-2024 TIP also conforms to the relevant sections of the Federal Conformity Rule and the applicable sections of the Minnesota State Implementation Plan for air quality.

The MPCA staff appreciates the opportunity given to review this document as part of the EPA Transportation Conformity Rule consultation process. The MPCA staff also appreciates the cooperation of the interagency consultation group that includes the Council, EPA, Minnesota Department of Transportation (MnDOT), and Federal Highway Administration (FHWA) for their immediate assistance in resolving all policy and technical analysis issues with respect to the projects' air quality classification and their willingness to accept the suggested course of action. Please contact me if you have any questions at 651-757-2347 or innocent.eyoh@state.mn.us.

Sincerely,

Innocent Eyoh

This document has been electronically signed.

Innocent Eyoh
Planner Principal
Environmental Analysis and Outcomes Division

IE:ds

cc: Andrew Emanuele, FHWA
Michael Leslie, Region 5, EPA
Jonathan Ehrlich, Metropolitan Council
Elaine Koutsoukos, Metropolitan Council
Lisa Freese, Technical Advisory Committee Chair
Paul Oehme, Technical Advisory Funding and Programming Committee Chair
Kevin Roggenbuck, Technical Advisory Committee Planning Chair
Jon Solberg, MnDOT
Frank Kohlasch, MPCA
Todd Biewen, MPCA
Kari Palmer, MPCA
Deepa deAlwis, MPCA
Mehjabeen Rahman, MPCA
Fawkes Steinwand, MPCA

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

DRAFT

APPENDIX C

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

Conditions for Using a Streamlined Amendment Process

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

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

Process

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

DRAFT



390 Robert Street North
St Paul, MN 55101-1805

651.602.1000
TTY 651.291.0904

public.info@metc.state.mn.us

metro council.org

May 27, 2020

Amy Vennewitz
Assistant Director
Metropolitan Transportation Services
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

RE: Draft 2021-2024 Transportation Improvement Program

Dear Amy Vennewitz:

The Minnesota Pollution Control Agency (MPCA) staff has completed its formal review of the draft 2021-2024 Transportation Improvement Program (TIP). The MPCA staff has examined the draft TIP for conformance with a checklist of requirements from the joint Transportation Conformity Rule (Rule) of the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation. The intent of the Rule is to ensure compliance with the Clean Air Act Amendments of 1990 and the new transportation reauthorization bill "Fixing America's Surface Transportation Act" (FAST Act) when a Metropolitan Planning Organization (MPO) or state department of transportation serves as a distribution agency for federal transportation funds.

The Rule requires that the MPOs base their TIPS and long-range comprehensive Transportation Plans (Plan) on the latest planning assumptions. As a result, the draft TIP's air quality conformity analysis is based on the most current Metropolitan Council (the Council) socioeconomic data used in Thrive MSP 2040, which was adopted by the Council on May 28, 2014. The latest update to these forecasts was published in December 2019. The planning document provides the Council with the socioeconomic data (planning assumptions) to develop long-range forecasts of regional highway and transit facility needs.

The Minneapolis-St. Paul region is within an EPA-designated attainment area for carbon monoxide (CO). The region completed the 20-year maintenance period on November 29, 2019. This date marked 20 years from the effective date of redesignation of the area to attainment for CO National Ambient Air Quality Standard. However, a small portion of the region, mapped in Appendix B-9 is designated as a maintenance area for coarse particulate matter (PM10). The term "maintenance" reflects the fact that PM10 emissions in this area were unacceptably high in the past and subsequently were brought under control. A 20-year maintenance plan was approved by the EPA on September 24, 2002, and will expire on September 24, 2022, at that point, the entire region will be in attainment for transportation-related pollutants regulated by the Clean Air Act. No regional modeling analysis is required, however, federally funded projects are still subject to "hot spot" analysis requirements.

The current TIP was also prepared in accordance with the public participation plan for transportation planning adopted by the Council on July 26, 2017. This process satisfies FAST Act requirements for public participation involvement, as well as the public consultation procedures requirements of Conformity Rule. Based on this review, the analysis described in the conformity Appendix B and submitted by the Council, the MPCA concurs with the conformity determination that the projects included in the draft 2021-2024 TIP meet all relevant conformity emissions analysis and budget tests as described therein. The 2021-2024 TIP also conforms to the relevant sections of the Federal Conformity Rule and the applicable sections of the Minnesota State Implementation Plan for air quality.

The MPCA staff appreciates the opportunity given to review this document as part of the EPA Transportation Conformity Rule consultation process. The MPCA staff also appreciates the cooperation of the interagency consultation group that includes the Council, EPA, Minnesota Department of Transportation (MnDOT), and Federal Highway Administration (FHWA) for their immediate assistance in resolving all policy and technical analysis issues with respect to the projects' air quality classification and their willingness to accept the suggested course of action. Please contact me if you have any questions at 651-757-2347 or innocent.eyoh@state.mn.us.

Sincerely,

Innocent Eyoh

This document has been electronically signed.

Innocent Eyoh
Planner Principal
Environmental Analysis and Outcomes Division

IE:ds

cc: Andrew Emanuele, FHWA
Michael Leslie, Region 5, EPA
Jonathan Ehrlich, Metropolitan Council
Elaine Koutsoukos, Metropolitan Council
Lisa Freese, Technical Advisory Committee Chair
Paul Oehme, Technical Advisory Funding and Programming Committee Chair
Kevin Roggenbuck, Technical Advisory Committee Planning Chair
Jon Solberg, MnDOT
Frank Kohlasch, MPCA
Todd Biewen, MPCA
Kari Palmer, MPCA
Deepa deAlwis, MPCA
Mehjabeen Rahman, MPCA
Fawkes Steinwand, MPCA

Sensitivity Analysis for Twin Cities Highway Mobility Studies

June 2020



Goals



To identify National Highway System (NHS) locations with the greatest highway mobility/reliability issues

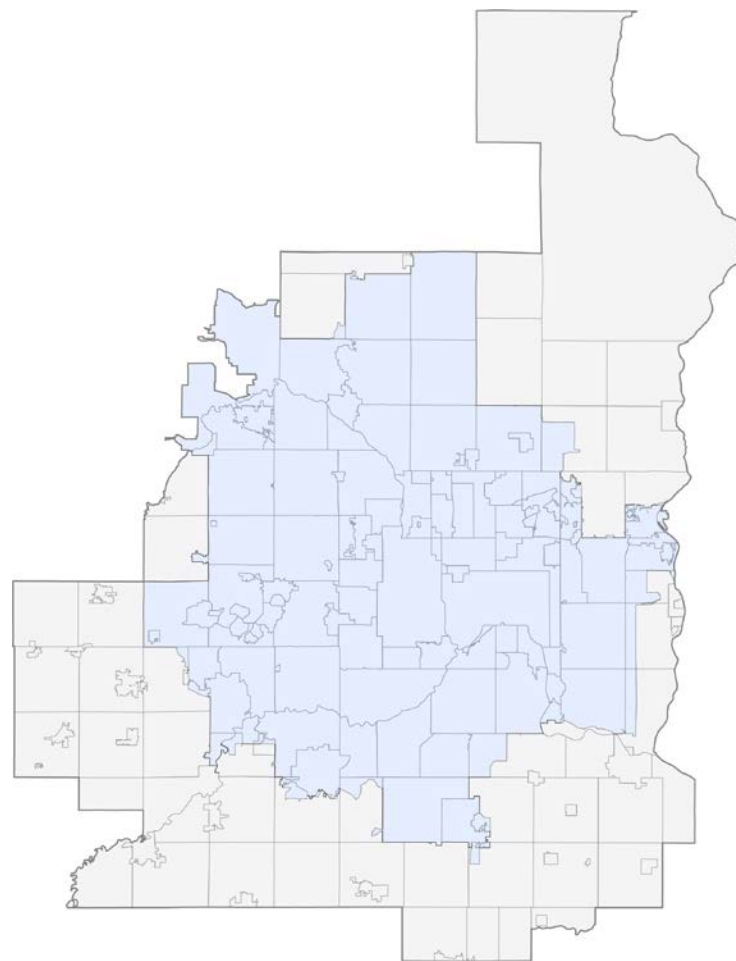


To compare results with other metropolitan studies

Study Areas

Twin Cities Metropolitan Planning Organization (MPO) area plus Chisago County

- Urbanized and non-urbanized combined
- Non-urbanized area only



Data Sources



**National Performance Measurement
Research Data Set (NPMRDS)**

Travel speed data



STREETLIGHT DATA
Big Data for Mobility

Data gaps in NPMRDS
travel speed data, average
trip length



GIS, speed limits, crash data,
AADT, HCAADT, train volumes



Transit data

Evaluation Criteria



Highway Mobility & Reliability

Prioritize locations with high variability in travel times and consistent mobility issues

- Level of Travel Time Reliability (LOTTR)
- Speed Index
- Mobility Bonus



Safety

Prioritize locations that have a high frequency of crashes (crashes can correlate to potential highway mobility and reliability issues)

- Crash Rate
- Fatal and Serious Crash Rate

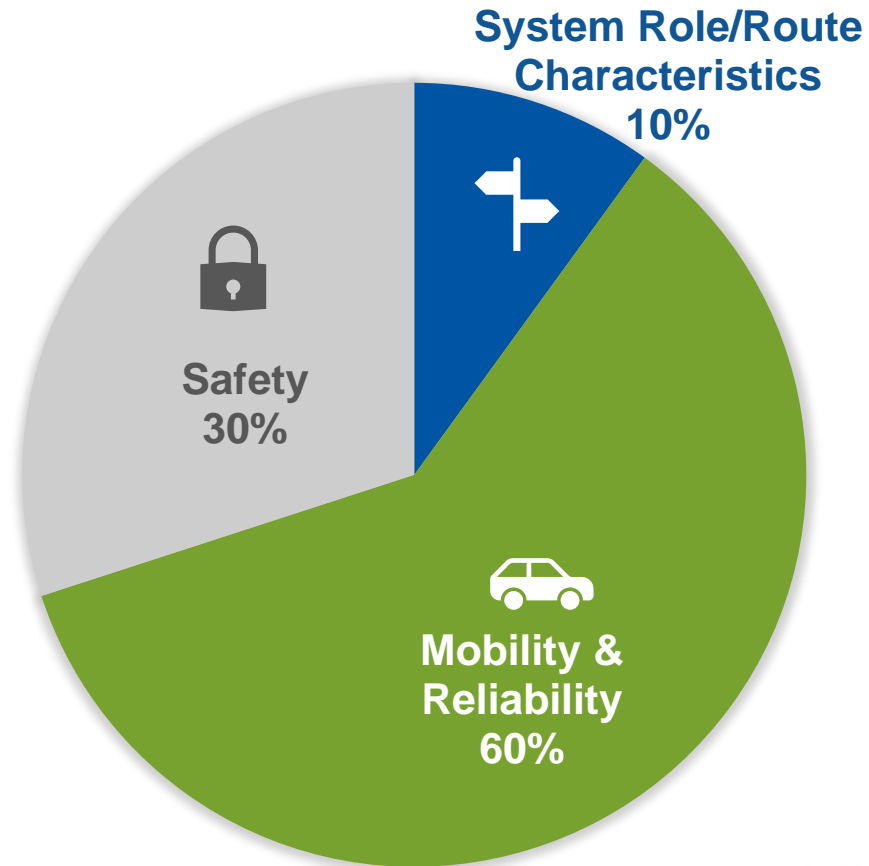


System Role & Route Characteristics

Prioritize locations that serve the greatest amount of regional trips, freight traffic, and transit.

- HCAADT
- Trip Length
- Rail
- Transit

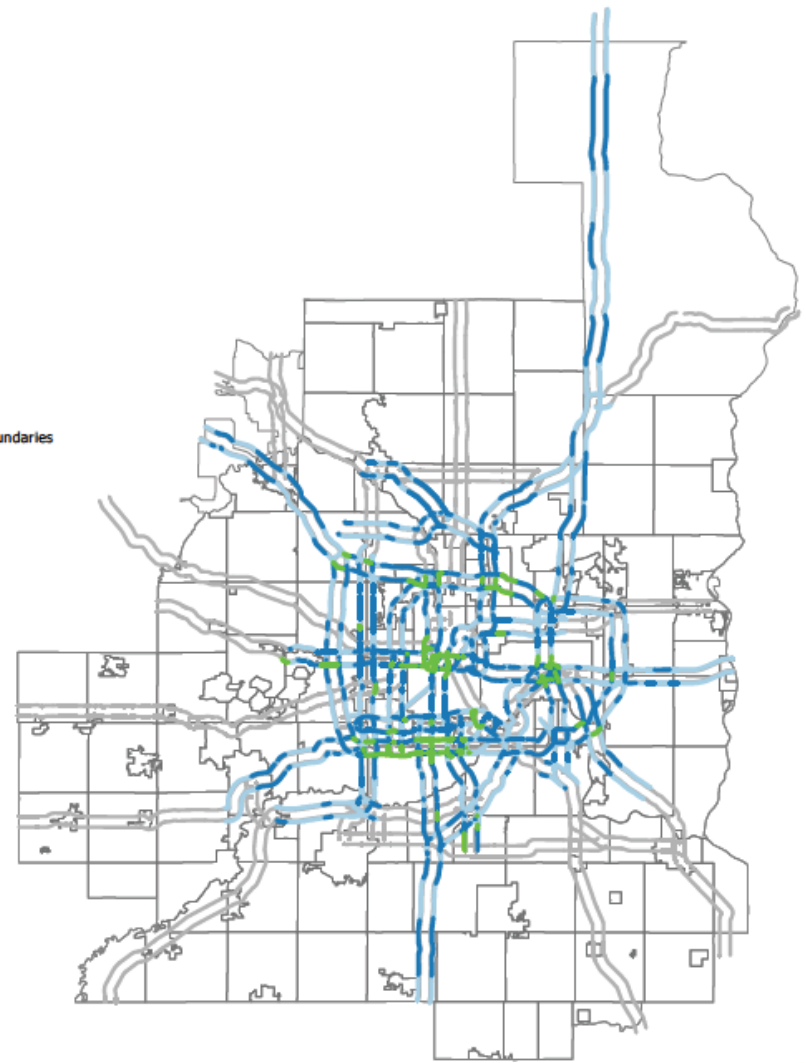
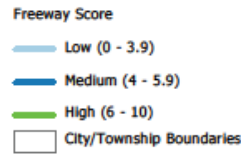
Evaluation Criteria



Results

Entire MPO Area

Freeways



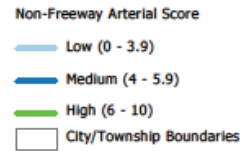
I-494/694 Beltway Area



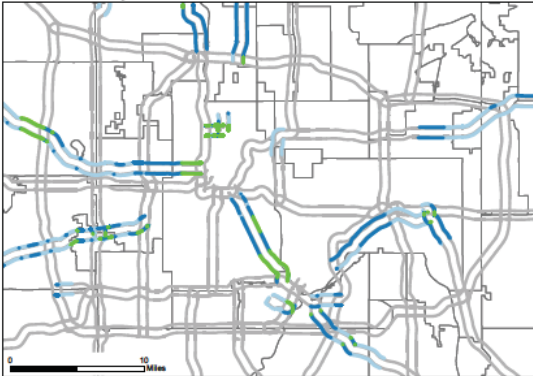
Results

Entire MPO Area

Non-freeway arterials



I-494/694 Beltway Area

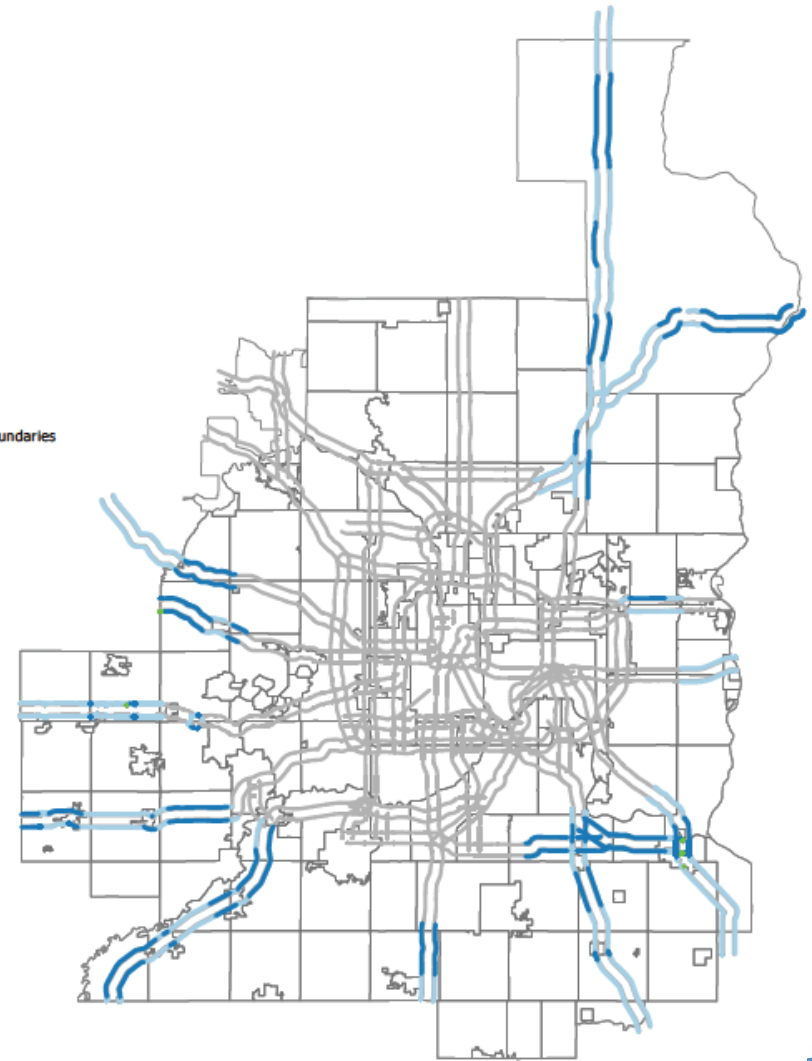


Results

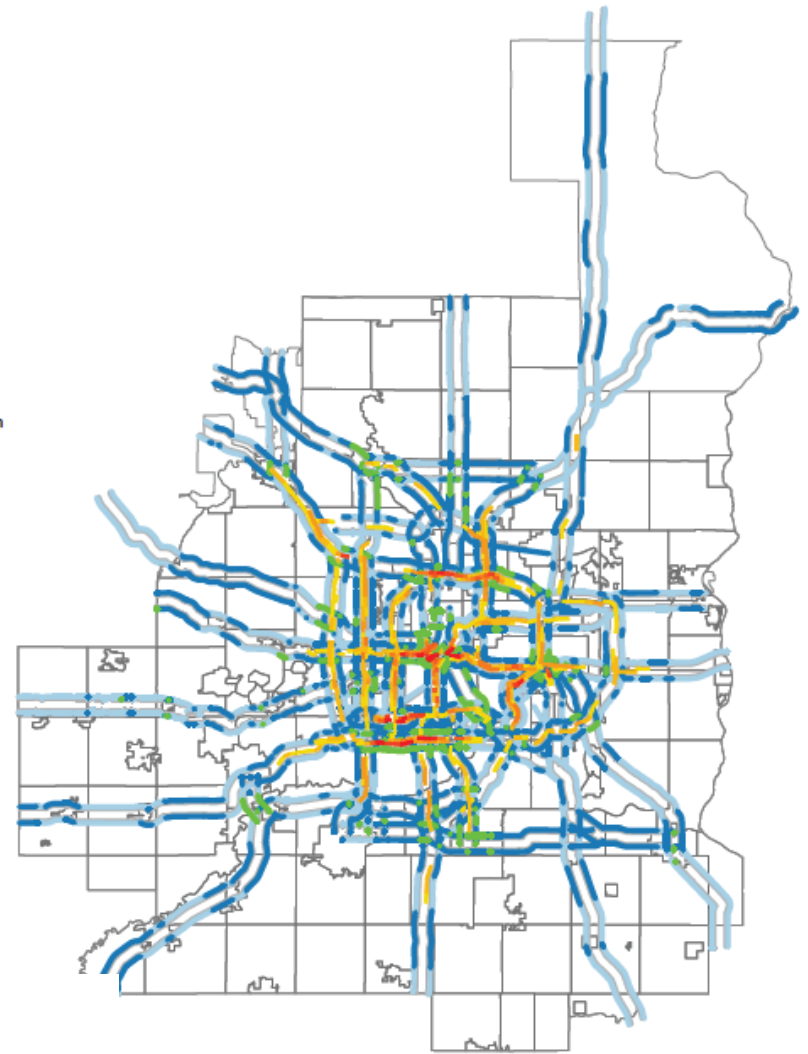
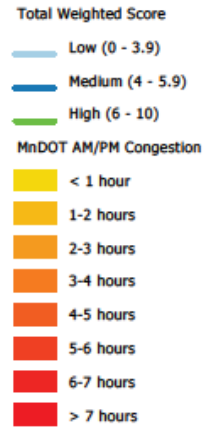
Non-Urbanized Area Only

Non-Urbanized Score

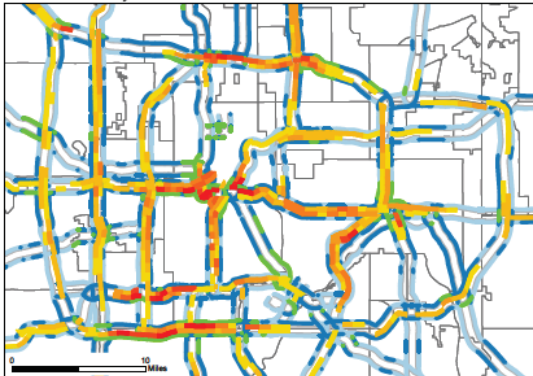
- Low (0 - 3.9)
- Medium (4 - 5.9)
- High (6 - 10)
- City/Township Boundaries



2018 MnDOT Congestion Report Overlap



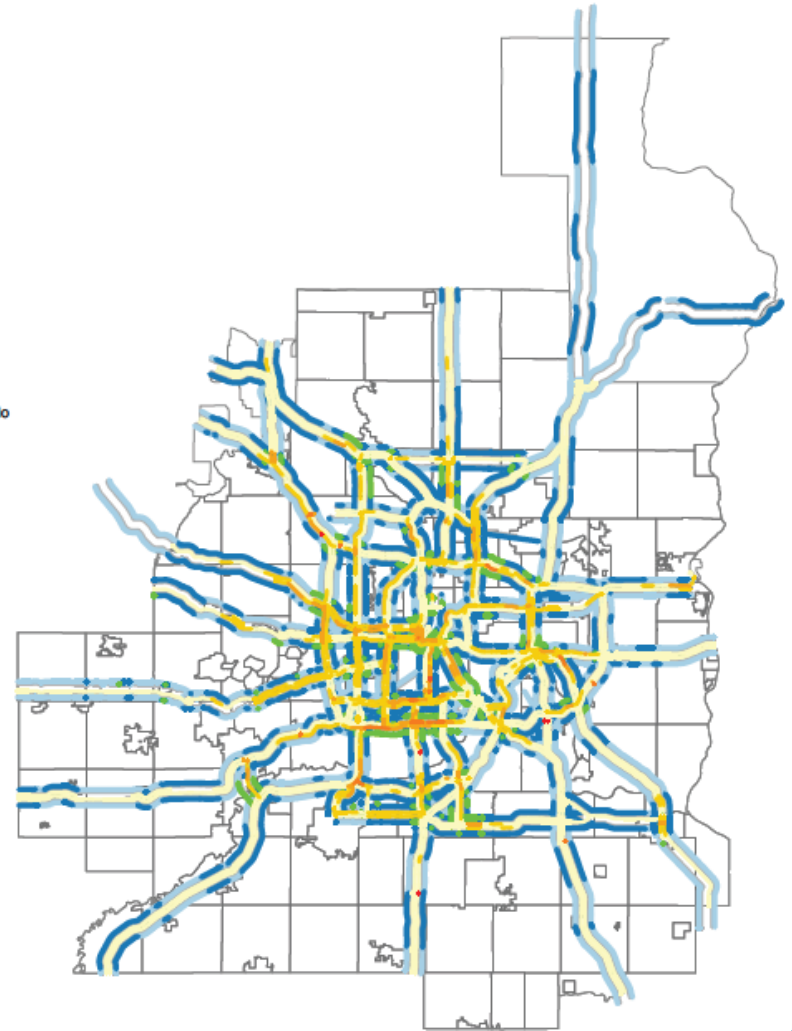
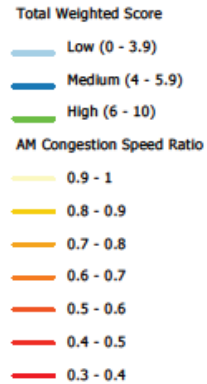
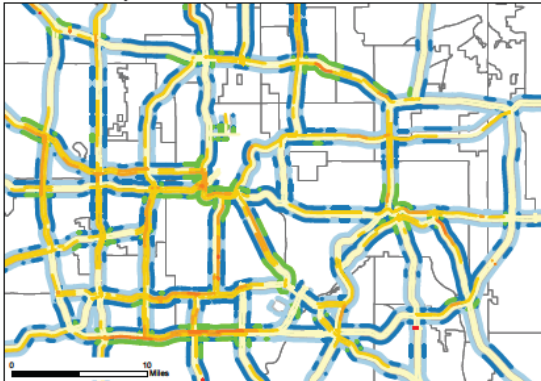
I-494/694 Beltway Area



Met Council Congestion Speed Data Overlap

AM Peak Period

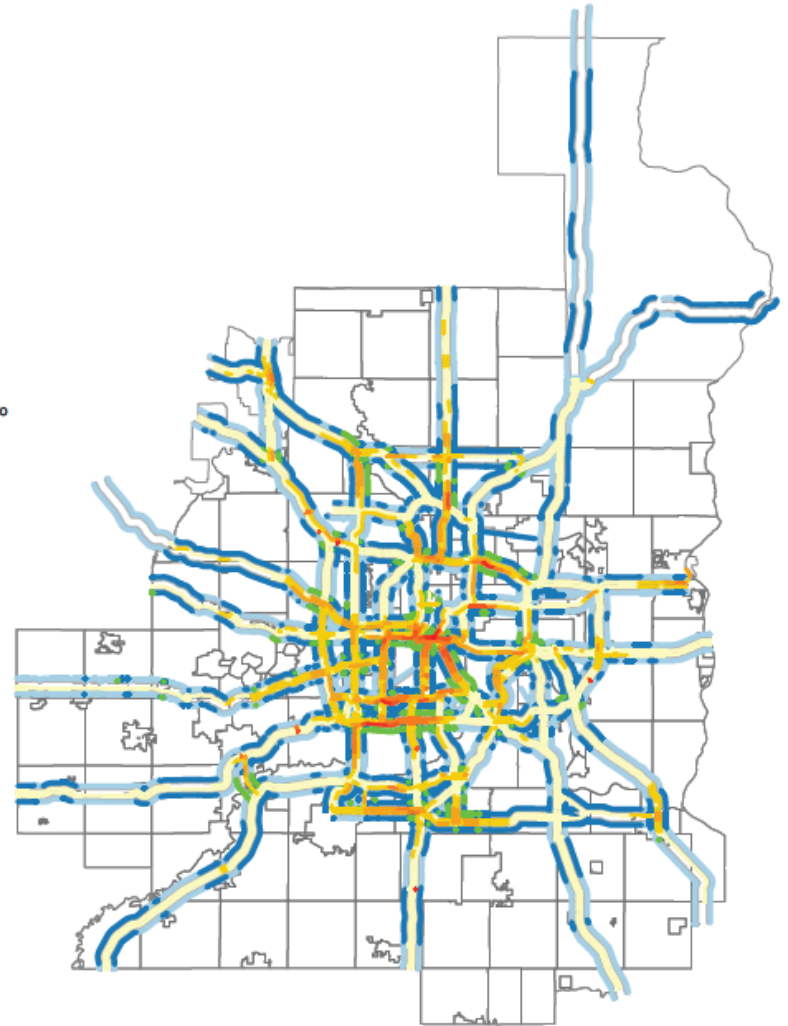
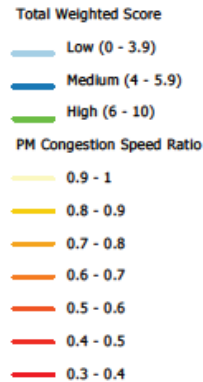
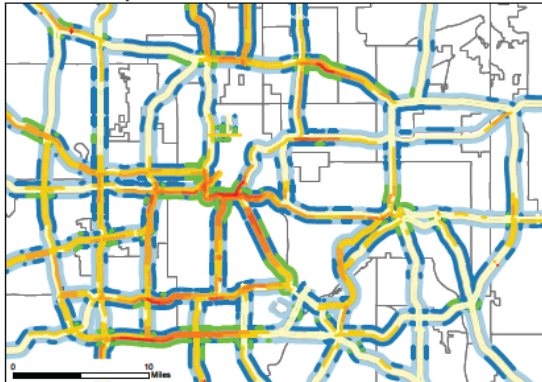
I-494/694 Beltway Area



Met Council Congestion Speed Data Overlap

PM Peak Period

I-494/694 Beltway Area



Study Limitations



Study Scale

- More detailed analysis not possible due to scale of study and availability of data



Data Sources

- Quality and sources of data for each segment not disclosed
- Segmentation of data could not be edited
- Gaps in data (required StreetLight)



Comparison to Other Studies

- Differing evaluation methodology
- Differing underlying datasets

Key Study Findings

- 1** Correlations to other Twin Cities Metro Area congestions studies
 - All studies generally highlight highway mobility concerns within urbanized areas
- 2** Similar highway mobility/reliability problem area identification
 - 60% of high scores mileage falls on or within I-494/I-694 ring
- 3** Reliably congested corridors may not achieve high scores – i.e., TH 62 Edina

Key Study Findings

- 4 Programmed investments are targeting key highway mobility/reliability issues
 - Alignment with 2020-2023 TIP and TPP current revenue scenarios

- 5 High scoring segments are not all equal
 - Unique contexts prohibit achieving improved mobility and reliability (i.e., TH 55 in Minneapolis, CSAH 42 in Burnsville, etc.)

Questions

Steve Peterson, *Metropolitan Council Project Manager*

651-602-1819 or Steven.Peterson@metc.state.mn.us

Brad Utecht, *MnDOT Project Manager*

651-366-4835 or Bradley.Utecht@state.mn.us

Angie Bersaw, *Bolton & Menk*

507-625-4171 ext. 2880 or Angie.Bersaw@bolton-menk.com

Ross Tillman, *Bolton & Menk*

952-890-0509 ext. 2974 or Ross.Tillman@bolton-menk.com