

# LONG-RANGE HIGHWAY AND TRANSIT CAPITAL PROJECT LISTS



A prosperous, equitable, and resilient region with abundant opportunities for all to live, work, play, and thrive. The statement builds off of the regional values and goals set by the Met Council to guide our policy work.

## Regional core values

Equity | Leadership | Accountability | Stewardship

## Regional goals

### **Our region is equitable and inclusive**

Racial inequities and injustices experienced by historically marginalized communities have been eliminated; and all residents and newcomers feel welcome, included, and empowered.

### **Our communities are healthy and safe**

All our region's residents live healthy, productive, and rewarding lives with a sense of dignity and wellbeing.

### **Our region is dynamic and resilient**

Our region meets the opportunities and challenges faced by our communities and economy including issues of choice, access, and affordability.

### **We lead on addressing climate change**

We have mitigated greenhouse gas emissions and have adapted to ensure our communities and systems are resilient to climate impacts.

### **We protect and restore natural systems**

We protect, integrate, and restore natural systems to protect habitat and ensure a high quality of life for the people of our region.

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## Background

The Long-Range Highway and Transit Capital Project lists summarize planned regionally significant highway and transit capital projects within the planning timeframe of this Transportation Policy Plan (2025-2050). These projects will be planned and implemented by the Minnesota Department of Transportation (highways), the Metropolitan Council and Metro Transit (transit), or other local agencies. These lists do not include projects on minor arterial highways or non-transitway systems; those projects are listed in the Transportation Improvement Program (TIP).

### Transportation Improvement Program

All known regionally significant local projects are included here and in the Transportation Improvement Program. The federally required Transportation Improvement Program for the Greater Minneapolis-St. Paul region – as defined by the U.S. Census Bureau and the Met Council to consist of the seven counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington, and the contiguous urbanized areas of Wright and Sherburne counties – is updated each year by the Transportation Advisory Board and the Metropolitan Council.

Federal transportation regulations require that all federally funded transportation projects within the region be included in the four-year Transportation Improvement Program. The Transportation Improvement Program is prepared by Met Council staff with assistance from the Minnesota Department of Transportation. It is a fiscally constrained four-year program for project delivery, which means anticipated revenues and estimated project costs balance over the four-year period covered by the Transportation Improvement Program. The current Transportation Improvement Program is [available on the Metropolitan Council website](#).

### Regionally significant projects

The Federal Highway Administration defines regionally significant projects as those that serve regional transportation needs that 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.

For highways, regionally significant projects include the following project types on principal arterials:

- Adding or removing a lane (for example general-purpose lane, managed lane, an entirely new roadway, or continuous auxiliary lane that extends more than one interchange),
- Constructing a new interchange on an existing or developing freeway, adding or removing a new ramp movement at an existing interchange.

For transit projects, regionally significant projects include:

- Adding a new transitway including arterial bus rapid transit, highway bus rapid transit, dedicated bus rapid transit, light rail, commuter rail, and modern streetcar,
- Adding or removing one or more transitway stations, including extending existing transitways (does not include minor station relocations that are part normal planning and engineering),
- The addition of a permanent park-and-ride facility (for example, not leased) with a capacity of 250 or more stalls.



### **List contents**

The Met Council will update the following lists as needed through amendments to the TPP. These lists are not and cannot be interpreted as a project programming document. These lists summarize planned regionally significant projects in the fiscally constrained plan (where estimated project costs are equal to anticipated revenues) and includes each project:

- Primary investment category
- Project location (called “route”)
- Project description
- Estimated cost
- Approximate implementation timeframe

These lists are exhaustive only for highway managed lanes, interchanges, targeted regional capacity, and transitways. When new projects are identified for funding in these four categories, they must be amended into the Transportation Policy Plan. For more information [contact Metropolitan Council long-range transportation planning staff](#).

## Long-Range Highway Projects 2025-2050

This project list represents all planned regionally significant highway projects in the region. Programmed projects are in the Transportation Improvement Program and non-regionally significant highway projects are mapped in the Highway Investment Plan. Each of these is fiscally constrained. The Highway Investment Plan does show additional projects that are part of a longer-term vision and not formally part of this fiscally constrained plan. This list only includes those projects that meet the definition of regionally significant and fall into mobility categories of interchanges, managed lanes, and targeted regional capacity.

**Table 1. Long-range regionally significant highway projects, 2025-2050**

Category	Route	Project Description	Estimated Cost	Timeframe
Interchange	<del>US 169 at MN 282/Scott CSAH 9</del>	<del>In Jordan, construct interchange, rehabilitate bridge</del>	<del>\$49,000,000</del>	<del>2025</del>
Targeted Regional Capacity	<del>I-35W at Cliff Rd</del>	<del>In Burnsville, northbound only, addfill gap in 4<sup>th</sup> lane to connect upstream and downstream 4<sup>th</sup> lanes</del>	<del>\$80,000,000</del>	<del>2025</del>
Interchange	<del>MN 65 from 99<sup>th</sup> Av to 117<sup>th</sup> Av</del>	<del>In Blaine, construct interchanges at 99<sup>th</sup> Av, 105<sup>th</sup> Av, 109<sup>th</sup> Av, and 117<sup>th</sup> Av</del>	<del>\$195,500,000</del>	<del>2026</del>
Interchange	MN 36 at Washington CSAH 17 (Lake Elmo Av)	In Grant and Lake Elmo, construct an interchange	\$40,000,000	2026
Interchanges, Managed Lanes	MN 252 from MN 610 to I-94 and I-94 from MN 252 to 4 <sup>th</sup> St N	In Minneapolis, Brooklyn Center and Brooklyn Park, construct interchanges at 66 <sup>th</sup> Ave N, Hennepin CSAH 109 (85 <sup>th</sup> Av N), and Brookdale Dr, improve safety and mobility on and across MN 252 and I-94	To be determined	2026
Interchange	MN 610 at East River Rd	In Coon Rapids, add interchange access ramps	\$35,000,000	2027
Interchange	MN 13 from W of Quentin Av to east of Nicollet Av	In Savage and Burnsville, construct grade separation and reconstruction	\$140,408,000	2027
Interchange	MN 65 at Anoka CSAH 116 (Bunker Lake Blvd)	In Ham Lake and Blaine, construct an interchange	\$36,625,500	2028
Interchange	Hennepin CR 81 at Bass Lake Rd	In Crystal, construct an interchange in coordination with Blue Line light rail extension	To be determined	2025-2035
Interchange	MN 36 at MN 120	In North St. Paul and Oakdale, construct an interchange	To be determined	2029-2050
Managed Lanes	I-494 from US 169 to east of MN 77/24 <sup>th</sup> Av	In Bloomington and Richfield, complete managed lanes addition	To be determined	2029-2050
Managed Lanes	I-35W from Mississippi River to Ramsey County Rd C	In Minneapolis and Roseville, add managed lanes	To be determined	2029-2050

Note: Estimated costs are provided for general context and come from a variety of sources including MnDOT, the region's Transportation Improvement Program and sponsor agencies.

## Long-Range Transit Capital Projects 2025-2050

The Metropolitan Council (including Metro Transit), local governments including cities and counties, and suburban transit providers worked together to develop the list of transit projects included in the fiscally constrained plan. The list includes only those projects for which potential funding sources, transit mode, and route alignment are identified in the plan. There may be funding that exceeds anticipated project costs identified in the transitway system investments category. The region will add transitway projects to this list through future plan updates and amendments as needed. For multi-year projects with expenditures prior to or across multiple timeframes, this list includes the total estimated project cost, including already spent funds.

**Table 2. Long-range transit capital projects, 2025-2050**

Category	Route	Project Description	Estimated Cost	Timeframe
Transitway System	METRO Green Line Extension	15-mile light rail extension of the Green Line with plans to include 15 new stations between Minneapolis and Eden Prairie.	\$2,860,000,000	2025-2035
Transitway System	METRO Blue Line Extension	13-mile light rail extension of the Blue Line with plans to include 11 new stations between Minneapolis and Brooklyn Park.	\$3,200,000,000	2025-2035
Transitway System	METRO Gold Line	10-mile dedicated bus rapid transit line with plans to include 21 new stations between Saint Paul and Woodbury.	\$505,000,000	2025-2035
Transitway System	METRO Purple Line	10 to 12-mile dedicated bus rapid transit line with plans to include 12 new stations between Saint Paul and Maplewood.	\$400,000,000	2025-2035
Transitway System	Riverview Corridor Modern Streetcar	11.7-mile modern streetcar with plans to build 11 new stations primarily along West 7th Street in St. Paul between downtown St. Paul and the Mall of America in Bloomington.	\$2,120,000,000	2025-2035
Transitway System	METRO B Line Arterial Bus Rapid Transit	12-mile arterial bus rapid transit line with 33 planned stations between St. Louis Park and downtown Saint Paul.	\$65,000,000	2025-2035
Transitway System	METRO E Line Arterial Bus Rapid Transit	9-mile arterial bus rapid transit line with 34 planned stations along University Ave/4th St, Hennepin Ave, and France Ave between the University of Minnesota and Southdale.	\$68,000,000	2025-2035
Transitway System	METRO F Line Arterial Bus Rapid Transit	15-mile arterial bus rapid transit line with 32 planned stations between downtown Minneapolis and Northtown Transit Center along Nicollet Mall, Central Avenue, 53rd Avenue, and University Avenue.	\$98,000,000	2025-2035
Transitway System	METRO G Line Arterial Bus Rapid Transit	13-mile arterial bus rapid transit line with 32 planned stations between Little Canada and the Dakota County Northern Service Center through downtown St. Paul to mainly along Rice Street and Robert Street.	\$82,000,000	2025-2035
Transitway System	METRO H Line Arterial Bus Rapid Transit	16-mile arterial bus rapid transit line along the Como/Maryland corridor between downtown Minneapolis and Sun Ray Transit Center on the east side of St. Paul.	\$118,000,000	2025-2035

Note: Estimated costs are provided in year of expenditure dollars.

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