

Agenda

TAC Funding and Programming Committee



Meeting Date: May 19, 2022

Time: 1:00 PM

Location: Virtual

Public participation:

This meeting will be streamed and recorded. [Watch the meeting online.](#)

If you have comments, we encourage members of the public to email us at public.info@metc.state.mn.us.

You may pre-register to speak at a virtual public meeting of the TAC Funding & Programming by emailing us at public.info@metc.state.mn.us.

Call to Order

1. Roll Call
2. Approval of the Agenda
3. Approval of April 21, 2022 TAC Funding & Programming Minutes - roll call

Public Comment on Committee Business

TAB Report

Business

1. 2022-24: Approve Draft TIP (Joe Barbeau, MTS and Molly McCartney, MnDOT) - roll call
 - MTS Presentation
 - MnDOT Presentation
 - Additional Materials
2. 2022-25: 2022 Regional Solicitation Qualifying Review (Steve Peterson, MTS) - roll call
 - Additional Materials
3. 2022-26: Program Year Extension Request: Hennepin County University Avenue (Joe Barbeau, MTS) - roll call
 - Additional Materials

Information

1. No information items this month.

Other Business

Adjournment

Council Contact:

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651-602-1725

Minutes

TAC Funding and Programming Committee



Meeting Date: April 21, 2022

Time: 1:30 PM

Location: Virtual

Members Present:

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Bloomington – Karl Keel | <input checked="" type="checkbox"/> TAB Coordinator – Elaine Koutsoukos | <input checked="" type="checkbox"/> Anoka Co – Jerry Auge |
| <input checked="" type="checkbox"/> Lakeville – Paul Oehme | <input checked="" type="checkbox"/> MnDOT – Molly McCartney | <input checked="" type="checkbox"/> Carver Co – Angie Stenson |
| <input checked="" type="checkbox"/> Eden Prairie – Robert Ellis | <input checked="" type="checkbox"/> MnDOT Metro District State Aid – Colleen Brown | <input checked="" type="checkbox"/> Dakota Co – Jenna Fabish |
| <input checked="" type="checkbox"/> Fridley – Jim Kosluchar | <input checked="" type="checkbox"/> MnDOT Bike/Ped – Mike Samuelson | <input checked="" type="checkbox"/> Hennepin Co – Jason Pieper |
| <input checked="" type="checkbox"/> Maple Grove – Ken Ashfeld | <input type="checkbox"/> MPCA – Innocent Eyoh | <input checked="" type="checkbox"/> Ramsey Co – Scott Mareck |
| <input checked="" type="checkbox"/> Plymouth – Michael Thompson (Chair) | <input checked="" type="checkbox"/> DNR – Nancy Spooner | <input checked="" type="checkbox"/> Scott Co – Craig Jenson |
| <input checked="" type="checkbox"/> Minneapolis – Nathan Koster | <input checked="" type="checkbox"/> Suburban Transit Assoc – Aaron Bartling | <input checked="" type="checkbox"/> Wash Co – Joe Ayers-Johnson |
| <input checked="" type="checkbox"/> St. Paul – Anne Weber | | <input checked="" type="checkbox"/> = present, E = excused |
| <input checked="" type="checkbox"/> Met Council – Cole Hiniker | | |
| <input checked="" type="checkbox"/> Metro Transit – Scott Janowiak | | |

Call to Order

A quorum being present, Committee Chair Thompson called the regular meeting of the TAC Funding and Programming Committee to order at 1:31 p.m.

Agenda Approved

The agenda was approved without a vote. A vote is only needed if changes are made to the agenda.

Approval of Minutes

It was moved by Ashfeld, seconded by Auge to approve the minutes of the March 22, 2022 regular meeting of the TAC Funding and Programming Committee. **Motion carried unanimously.**

Public Comment on Committee Business

There were no public comments.

TAB Report

Koutsoukos reported on the April 20, 2022 TAB meeting.

Business

1. **2022-19:** [St. Paul Vento Elementary Safe Routes to School Scope Change.](#)

It was moved by Mareck, seconded by Keel, that the Funding & Programming Committee recommend that TAB approve the City of Saint Paul's scope change request to remove the connection from the Gateway State Trail to Arkwright Street on its Bruce Vento Elementary School Safe Routes to School project (SP # 164-591-004).

Barbeau presented the TIP amendment to remove a connection between the Gateway State Trail to Arkwright Street. This connection was originally to be completed by the City, but now will be completed by the Minnesota Department of Natural Resources one year earlier.

Motion carried unanimously.

Information

1. IIJA Funding and Regional Solicitation (Molly McCartney, MnDOT and Steve Peterson, MTS)

McCartney discussed the IIJA, the authorization, and the appropriation process. MnDOT is awaiting approved formula fund numbers and new program funding levels. MnDOT's programming update workgroup will be reviewing the funding. Peterson discussed the HSIP competitive funding opened and that HSIP has received a large increase in funding. McCartney also noted that the Fiscal Year 2022 funds will be used by MnDOT to fund the Twin Ports interchange project in Duluth, but that the funding will be returned to the Twin Cities Metro the next year. Peterson added that the Met Council will be receiving additional money, including \$6.5 million for carbon reduction.

Pieper asked about local match funding in the state legislature. McCartney replied that there is an increase in money to Minnesota, but MnDOT requires authorization from the state and that both house and senate bills include increased spending ability.

Keel asked about how this new money can be used. McCartney replied that the bulk of this money will remain as formula funds but there are going to be new avenues for access to this money. There will be an increase in formula targets, new programs for bridges and carbon but that the details of the flow of this money are still being determined. There is a carbon reduction workgroup which will focus on the new carbon reduction funding. MnDOT will also work with local units that will aid local partners in accessing the 18 discretionary grant programs, some of which are new. Peterson added that the EV charging will likely be one program and that there are Metro representatives on all these MnDOT work groups. In future meetings, there will be more reporting on these details. McCartney did note that the senate omnibus bill includes language to prevent trunk highway funds from going to electrification, of which there is \$68 million in the IIJA.

Samuelson noted that one of the new grant programs, [Safe Streets and Roads for All](#), has not released their notification of funding opportunity (NOFO) but that there are upcoming webinars. Chair Thompson also discussed the [Multimodal Project Discretionary Grant](#) and the available NOFO. McCartney reminded local units that MnDOT has a process to request letters of support through Brad Utecht and that people may contact her to provide contact information.

Koster asked whether the new focus on safety and mobility options in the IIJA will influence the Met Council's funding level allocations within Regional Solicitation. Peterson responded that one of the most direct ways will be the addition of the carbon reduction program with \$6.5 million coming in 2022 that could be used for Regional Solicitation projects that meet the eligibility criteria. Chair Thompson encouraged committee members to stay involved in TAB conversations.



This item will have a formal presentation at the May Funding & Programming Committee meeting.

2. 2022 Regional Solicitation Scoring Committees (Joe Barbeau, MTS)

Barbeau presented the scoring process for Regional Solicitation (RS), including the list of project chairs and the scoring committee selection process. Barbeau requested the Funding & Programming committee members suggest staff for scoring committees and noted there will be 60 to 70 scorers required. Equity and housing committee scorers are also needed and encouraged to have relevant experience in these areas and will need to commit to more time to scoring due to the complexity of these measures.

Chair Thompson asked how the committees will be staffed. Barbeau responded that Technical Advisory Committee and Funding & Programming committee members will be encouraged to volunteer and then MTS staff will look outside these groups to fill any vacant positions. Barbeau will also prepare draft rosters, allow the committee chairs to provide feedback, and then finalize. Koutsoukos added that there will be a very quick turnaround between staffing these committees and beginning scoring. Staff is now reviewing applications for qualification and will soon notify any applicants which have been disqualified. Any disqualified applicants will be able to appeal at the May Funding & Programming meeting and then committees will meet in May for completion in mid-July. In August, the scores will be brought to Funding & Programming and applicants can then appeal their scores.

3. Virtual Meetings, Live Streaming, and Potential Schedule Change.

Brandt-Sargent discussed the Metropolitan Council's return to office and in-person meetings. Due to TAC and its committees' by-laws, Funding & Programming is allowed to continue virtual meetings. Staff determined Funding & Programming will continue virtually through August and then reevaluate the need and desire to return to in-person meetings or remain virtual. Brandt-Sargent also noted that the Funding & Programming committee meetings will begin live streaming in May, which will create a few logistical changes, including removing the current calendar invite, replacing with a calendar hold, and then a monthly invite with the Webex link to participate.

Koster noted that a large amount of time would have to be dedicated to travel with a return to in-person meetings and asked whether hybrid options would be available. Koutsoukos replied that TAC and its committees can either be in-person or virtual, but that under current law, no hybrid option would be available. Jenson requested a vote on in-person/virtual meetings in August. Chair Thompson said he will include discussions with the TAC Executive Committee to ensure Funding & Programming is consistent with the Planning Committee.

Brandt-Sargent also discussed a potential schedule conflict with the Information Services people who will be live streaming the meeting and requested feedback on moving the meetings to 1 PM from 1:30 PM. **Chair Thompson directed staff to move the meeting time to 1 PM.**

Other Business

Hiniker discussed the upcoming Transportation Policy Plan (TPP) technical working group, which will meet regularly over the next few years during the TPP update process. This working group will generally meet in place of the Planning Committee, unless there are business items that require action. Every agency with representatives on Planning if they want that member or to assign another member to the committee to serve on this working group. Hiniker added that there will be follow up emails on these changes and there will be a formal presentation at the Technical Advisory Committee and the Transportation Advisory Board next month.



Adjournment

Business completed; the meeting adjourned at 2:23 p.m.

Council Contact:

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651-602-1725

DRAFT



Action Transmittal

Transportation Advisory Board



Meeting Date: May 18, 2022

Date: May 11, 2022

Action Transmittal: 2022-24

Adoption of the Draft 2023-2026 Transportation Improvement Program (TIP), pending public comment

To: TAC Funding & Programming Committee

Prepared By: Joe Barbeau, Senior Planner, 651-602-1705

Requested Action

The Metropolitan Council requests that the Transportation Advisory Board (TAB) adopt the draft 2023-2026 Transportation Improvement Program (TIP).

Recommended Motion

That the TAC Funding & Programming Committee recommend that TAC recommend to TAB adoption of the draft 2023-2026 Transportation Improvement Program (TIP), with consideration for public comments.

Summary

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 2023-2026 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 May 22 to July 5.

The 2023-2026 TIP approval schedule is as follows:

- May 18, 2022 – TAB releases draft TIP for public review
- July 5, 2022 – Public review/comment period ends
- August 17, 2022 – TAB considers public comments and recommends approval of the final TIP to the Metropolitan Council
- September 12, 2022 – Transportation Committee recommends approval of the TIP to the Metropolitan Council
- September 28, 2022 – Metropolitan Council approves the TIP
- September/October 2022 – MnDOT inclusion of TIP into State Transportation Improvement Program (STIP)
- November 2022 – USDOT approves Minnesota STIP

The 2023-2026 TIP includes projects valued at approximately \$5.6 billion for highway, freight transit, bicycle, and pedestrian projects. Roughly 16% of federal funding is from the Regional

Solicitation. The sources of funds over the four years are summarized as follows:

- Total – \$5.6 Billion
 - Federal Transit – \$1.6 Billion
 - Federal Highway – \$1.5 Billion
 - Property Tax and State Taxes – \$1.8 Billion
 - Trunk Highway – \$530 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.

Routing

To	Action Requested	Date Scheduled / Completed
TAC Funding & Programming Committee	Review & Recommend	5/19/2022
Technical Advisory Committee	Review & Recommend	6/1/2022
Transportation Advisory Board	Review & Recommend	8/17/2022
Transportation Committee	Review & Recommend	9/12/2022
Metropolitan Council	Review & Adopt	9/28/2022



2023-2026 Transportation Improvement Program

TAC Funding & Programming Committee
May 19, 2022



What is a TIP

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

Schedule for 2023-2026 TIP

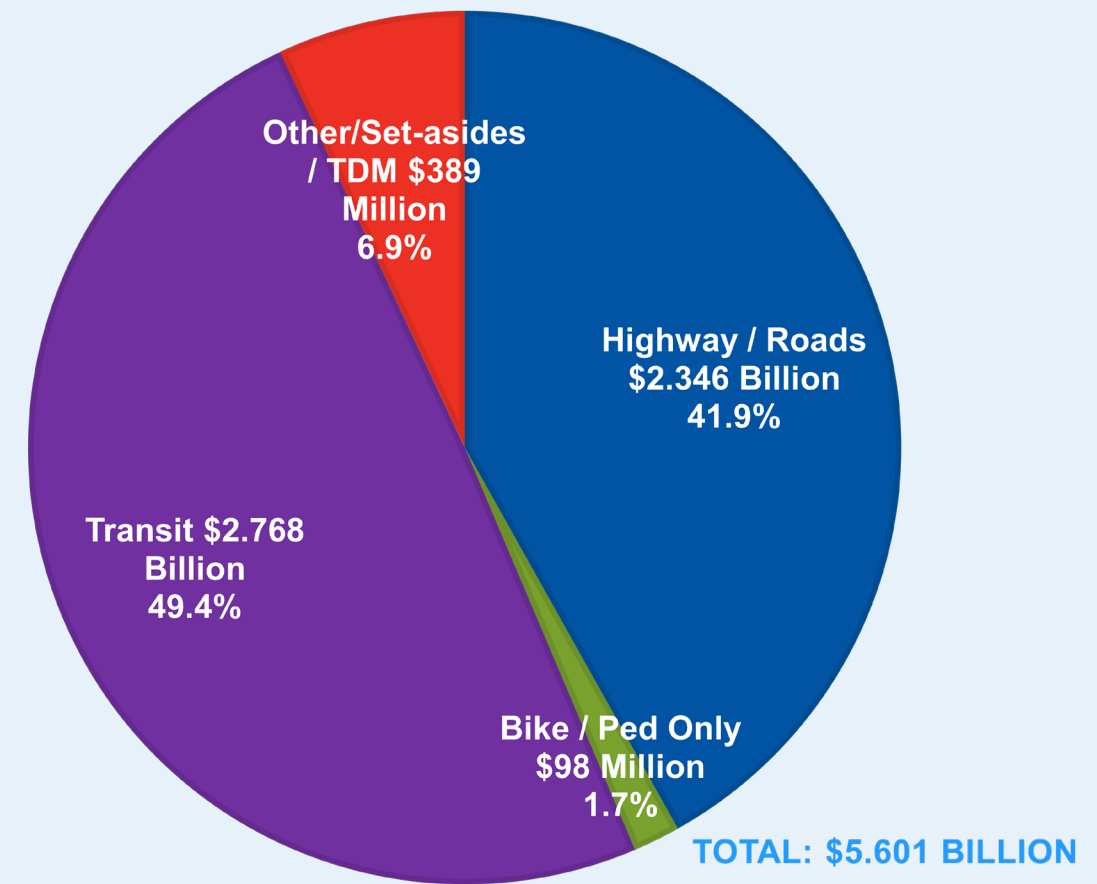
- TAB release draft for public review – May 18, 2022
- Public review/comment period ends – July 5, 2022
- TAB considers comments, recommends approval – August 17, 2022
- Transportation Committee – September 12, 2021
- Metropolitan Council approval – September 21, 2021
- MnDOT inclusion into STIP – September/October 2022
- Federal approvals – November/December 2022

Four-Year Summary

Source of Funds

- Federal Highway – \$1.5 Billion
- Federal Transit – \$1.6 Billion
- Property Tax and State Taxes – \$1.8 Billion
- Trunk Highway – \$530 Million
- **Total – \$5.6 Billion**

Funding by Mode



Transit in the TIP

The TIP includes all transit projects with federal funding, both capital and operating.

- Projects funded with federal formula funds.
- Transit projects funded with CMAQ through the Regional Solicitation
- Federal Transit Administration and DOT competitive grants awarded to the Council and others.
- FTA New Starts/Small Starts.

Questions

Joe Barbeau, Senior Planner

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2023–2026 TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE TWIN CITIES METROPOLITAN AREA



METROPOLITAN
C O U N C I L

September 2022

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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.

2023 - 2026 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 2023 through 2026 TIP responds to procedures required by the Infrastructure Investment and Jobs Act (IIJA) and the United States Code of Federal Regulations (23 CFR 450.326). The legislation requires that all transportation projects that are either wholly or partially funded with federal monies as well as regionally significant local- and state-funded projects within the metropolitan planning area (Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties plus the contiguous urbanized areas¹ in parts of Sherburne and Wright Counties along with Houlton, Wisconsin, in St. Croix County) be included in the region's TIP. The TIP must be consistent with the projections of federal funds and local matching funds for this time period.

The 2023-2026 TIP for the Twin Cities Metropolitan Area includes highway, freight, transit, bicycle, and pedestrian projects valued at approximately \$5.5 billion. Highlights of the TIP include the following:

- Approximately 57% (or \$3.1 billion) of the total projects in the TIP are from federal sources, with 10% from state sources and 34% from local/other sources.
- The \$5.6 billion program includes \$2.8 billion (49%) for transit, \$2.3 billion (42%) for highways/roads, \$98 million (2%) for non-motorized transportation, and \$389 million (7%) for travel demand management, other projects, and yet-to-be-programmed set-aside funds.
- Three major projects are included for the first time: an \$80 million resurfacing and bridge replacement at I-35W and MN 13 in Burnsville; a \$61 million surfacing and bridge repair project on US 52 in Rosemount and Hampton; and a \$51 million US 12 pavement rehabilitation project.

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

The 2023-2026 TIP implements, and is consistent with, the region's metropolitan transportation plan (MTP), titled the Transportation Policy Plan (TPP), adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020. The inclusion of a specific project in the TIP does not imply an endorsement of the specific design alternative or engineering details. Inclusion in the TIP is a funding commitment that assumes the project's development process has addressed all local, state, and federal requirements.

The 2023-2026 TIP is fiscally constrained, is consistent with the TPP, is in conformity with the Clean Air Act Amendments of 1990, and its development process provides acceptable opportunity for public involvement.

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

1. INTRODUCTION

The 2023-2026 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area (shown in Figure 1, including Houlton, Wisconsin, and parts of Wright and Sherburne counties) is the multimodal program of highway, transit, bicycle, and pedestrian projects and programs proposed for federal funding throughout the metropolitan planning area over the four-year period. The TIP is prepared by the Metropolitan Council and its Transportation Advisory Board (TAB) in cooperation with the Minnesota and Wisconsin Departments of Transportation (MnDOT and WisDOT, respectively). The projects listed in the TIP are consistent with and implement the region's transportation plan and priorities.

Federal Requirements and Regional Planning Process

Federal regulations require that a Transportation Improvement Program:

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

The draft 2023-2026 TIP for the Twin Cities Metropolitan Area meets all of these requirements and was submitted to the Minnesota and Wisconsin Departments of Transportation for inclusion in their respective State Transportation Improvement Programs (STIPs) approved by the Governors' designees, the Commissioner of Transportation (MN) and the Secretary of Transportation (WI).

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

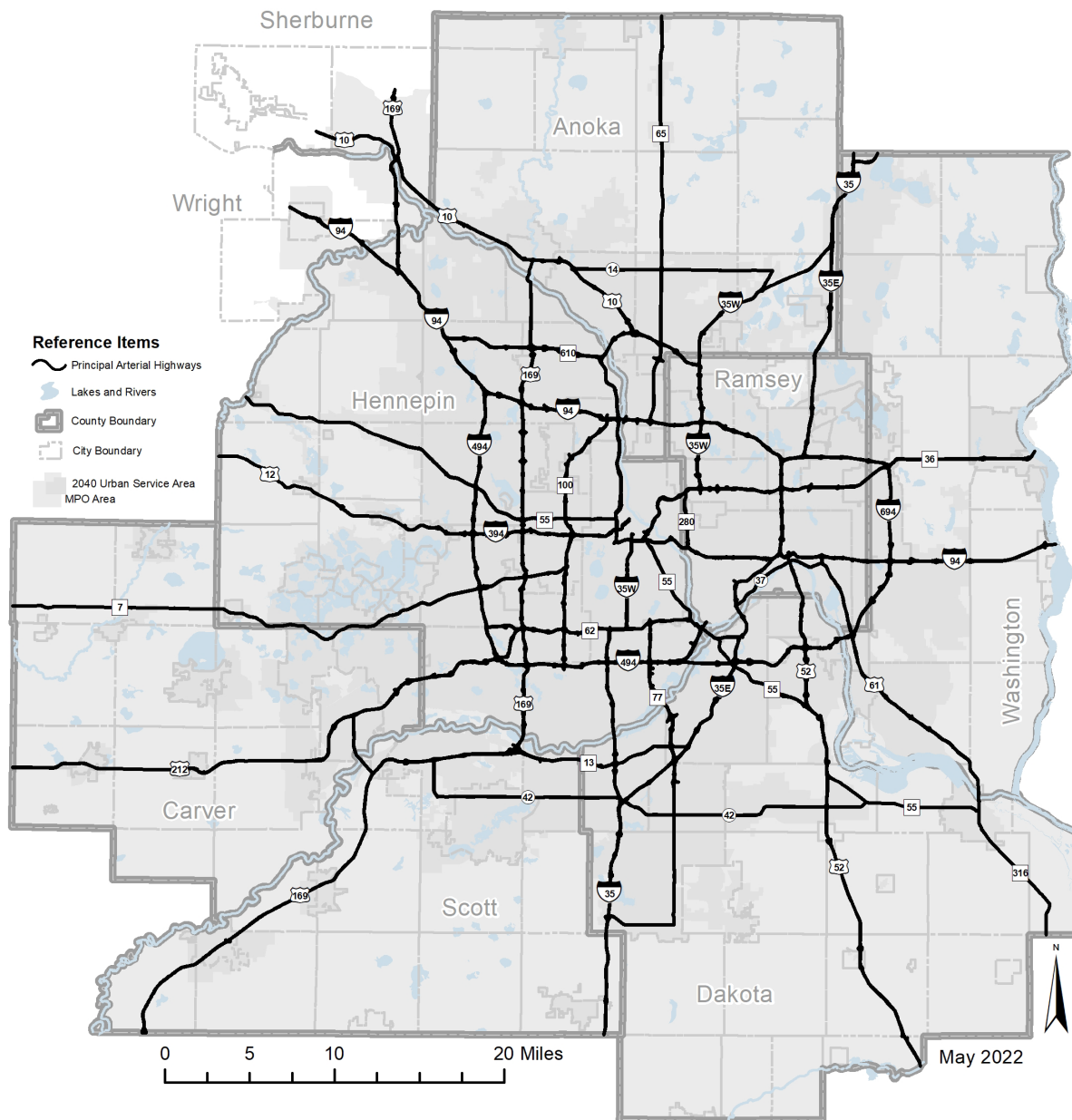


Figure 1: Twin Cities Metropolitan Area Political Boundaries – Also includes parts of Sherburne and Wright Counties (MN) and St. Croix County (WI)

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

- Program year
- Parent project (only in final TIP)
- Route
- Project number
- MnDOT program category
- Description of the project scope
- Estimated total funding in each year of the TIP along with the amount of federal funds proposed to be obligated
- Amount of advanced construction (AC, see Table 12) 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 ITS with the planning process is now required.

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

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

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

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

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

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

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

Public Participation Opportunities in Preparation of the Transportation Improvement Program

A concerted effort is made to ensure all interested and concerned parties are offered an opportunity to participate in the preparation of the TIP. TAB is accepting public comments on the draft TIP. The following is the schedule of public comment opportunities prior to adoption of the 2023-2026 TIP.

- May 18, 2022 – At its monthly meeting, the TAB released the draft TIP for the purpose of soliciting public comment.
- May 23 through July 5, 2022 – The TAB will accept comments submitted by email, telephone, and mail.
- Undecided date – Council transportation and communications staff will host a virtual public meeting.
- August 17, 2022 – A public meeting of the TAB where public comments will be reviewed, and the TIP will recommend for adoption and forwarded to the Metropolitan Council by the TAB.

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

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

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

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

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

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

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

More information about these plans and planning processes is available in the [Transportation Planning and Programming Guide for the Twin Cities Metropolitan Area](#).

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's Regional Solicitation; MnDOT Metro District selection; and the Council selection for regional transit providers, including projects in

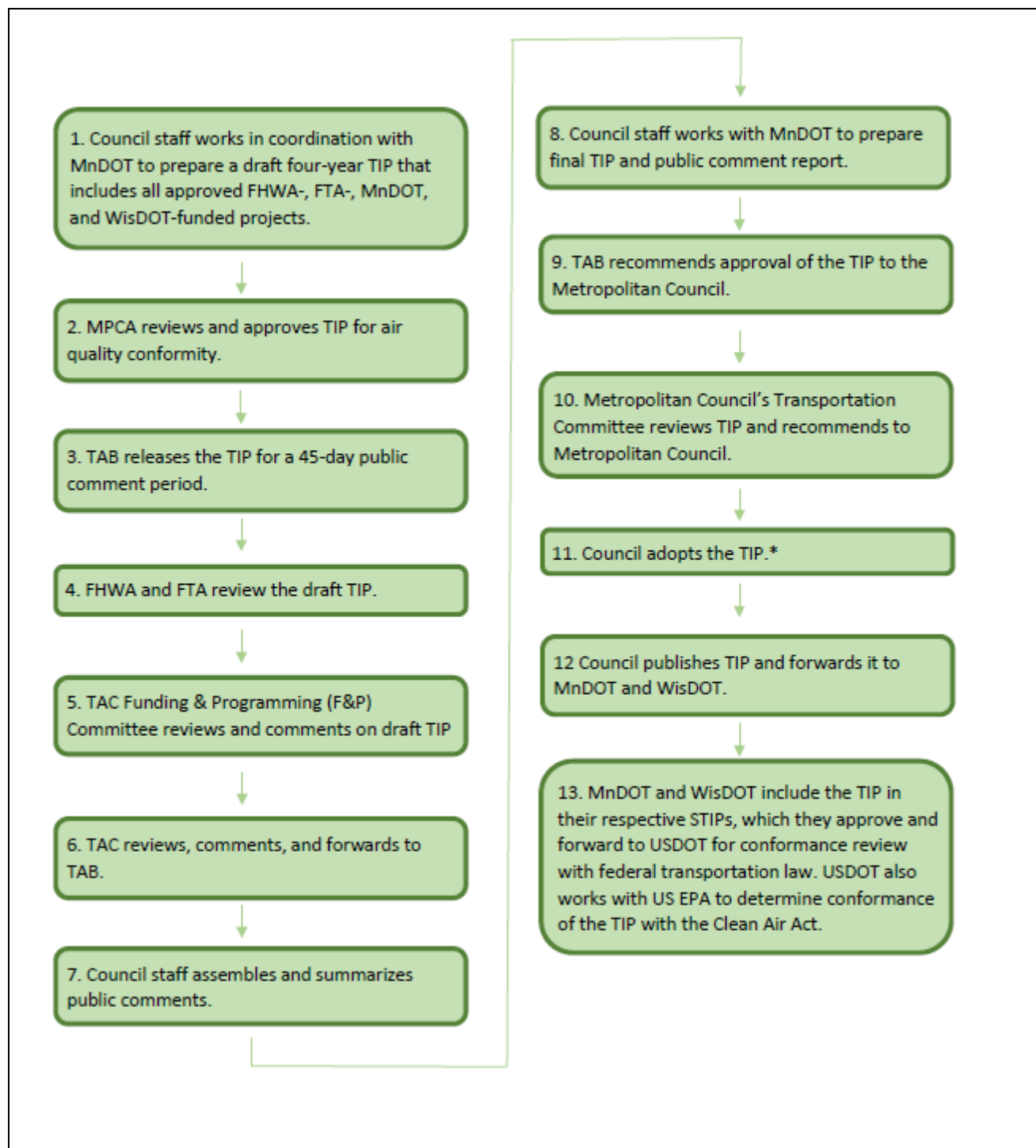
the FTA Capital Investment Grants program as selected by Congress. These selection processes are discussed in Chapter 4. While most projects are programmed by MnDOT, the projects selected through the TAB's Regional Solicitation are programmed every-other year, by the Council through a competitive selection process.

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

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

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

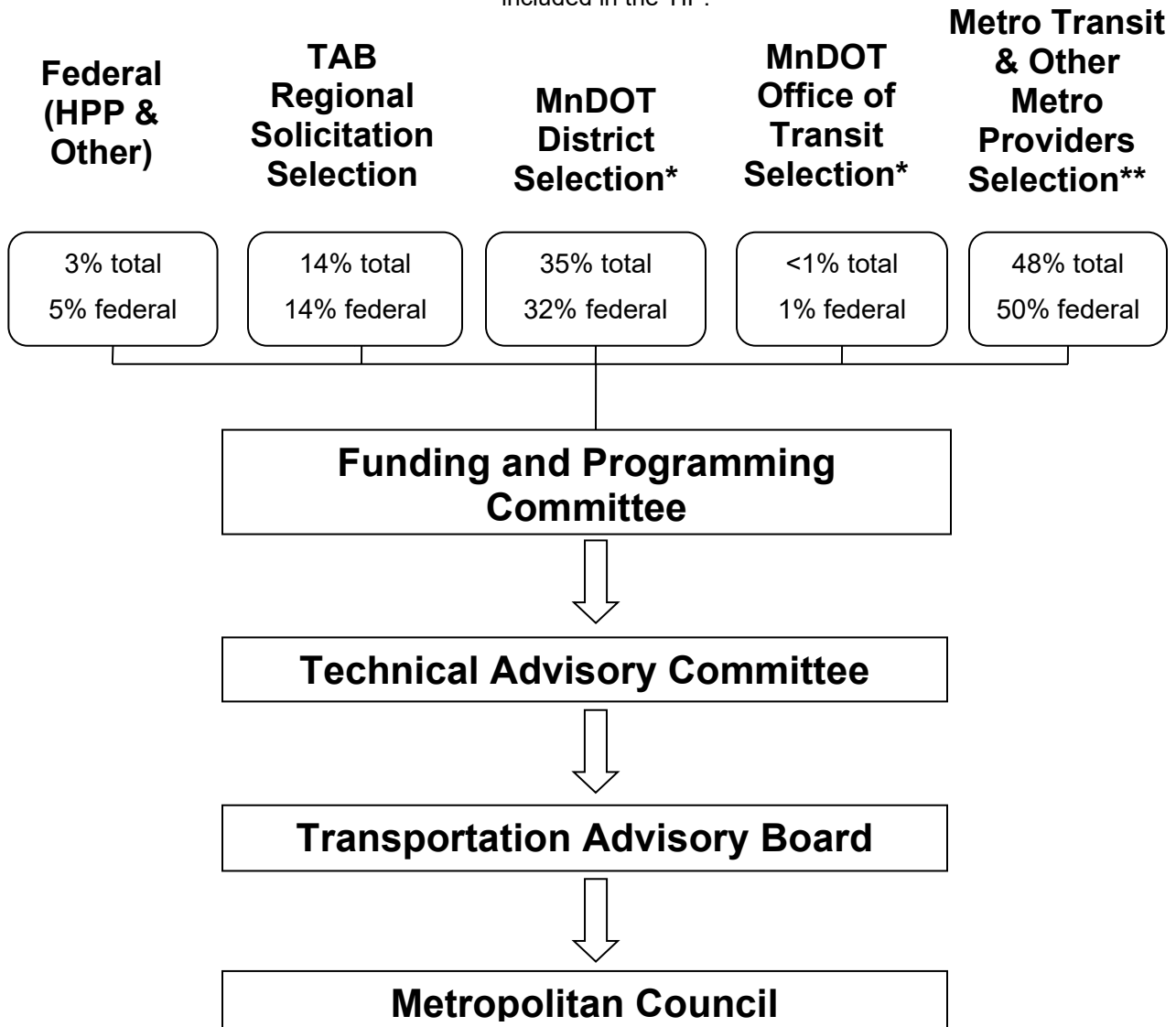
City and county federal aid projects are products of local comprehensive and transportation planning programs and reflect local and regional priorities. These projects are determined to be consistent with regional plans before being included in the TIP. Such plans must also be consistent with the TPP.



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

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

Percentage of funding identified in the TIP by selection process for all projects (federal and state), 2023-2026. 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 2023-2026 TIP, projects to be administered by FHWA awarded via the 2020 Regional Solicitation were adjusted at two percent per obligation year, with 2020 as the base, from their original cost estimate submitted in their funding application. The adjustments are entirely reflected in the local contribution, as the federal contribution is set at the time of award. The two percent per year adjustment derives from the Federal Reserve present target for inflation. Following this initial placement in the TIP, MnDOT monitors project costs and adjusts them as discussed in the above bullet. For FTA-administered projects, inflation is an assumption in the yearly [Metropolitan Council Transit CIP](#).

Amending or Modifying the TIP

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

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

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

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

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

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

Cost change thresholds are shown in Table 1.

Table 1: TIP Amendment and Modification Cost Change Thresholds*

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

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

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

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

Federal Legislation Changes

The Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021, as a five-year surface transportation authorization. Funding for specific programs is shown in Tables 13, 15, and 16.

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.

Surface Transportation Block Grant (STBG) Program. This program accommodates funding for projects on 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. Included in the program is a setaside for the Transportation Alternatives Program (TAP), which is primarily used for bicycle, pedestrian, and Safe Routes to School projects in the TIP.

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 IIJA's precursor, the Fixing America's Surface Transportation Act (FAST) Act established the National Highway Freight Network. The NHFP funds projects that contribute to the efficient movement of freight on that designated network.

Transit Section 5307 Urbanized Area Formula Grants. This program provides assistance with transit capital and operating costs, including job access and reverse commute activities. This now includes job access and reverse commute activities formerly funded under Section 5316, which was rescinded in MAP-21.

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

Transit Section 5310 Mobility of Seniors and Individuals with Disabilities Program. This program funds the purchase of lift-equipped vehicles by nonprofit organizations that provide

transportation for seniors and individuals with disabilities. This can include projects specifically designed to meet the needs of seniors and individuals with disabilities, transit projects that exceed ADA standards, and transit projects that improve access to fixed-route transit and decrease reliance on paratransit.

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

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

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

Other Funding Sources

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

Miscellaneous Federal Funds. Less frequently used programs include:

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

Demo. High priority projects, National Corridor Improvement Program, and projects of regional and national significance. The 2023-2026 TIP does not include any Demo projects.

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

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

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

2. REGIONAL PLAN AND PRIORITIES

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

Conformity to the Clean Air Act Requirements

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

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

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

As described in the rule, the MPO must make a conformity determination on transportation plans and programs for maintenance areas, including federally funded or approved projects, as well as non-federal projects that are regionally significant. The MPO prepared the 2023-2026 TIP following the requirements of the conformity rule. A consultation process was followed, involving the MPCA, MnDOT, U.S. DOT, U.S. EPA and the Council, as described in the provision of the interagency consultation process and in Appendix B.

Projects Included in TIP Conformity Analysis

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

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

Conformity of the TIP

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

Thrive MSP 2040

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

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

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

3. FEDERAL PERFORMANCE MEASURES AND TARGETS

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

This approach was first established in 2012 with the federal Moving Ahead for Progress in the 21st Century Act (MAP-21), which established performance-based planning and identified the federal performance measures for safety, pavement and bridge condition, reliability, freight, congestion mitigation and air quality improvement (CMAQ), transit asset management, and transit safety. The requirements continue through the federal IIJA. The following are the broad performance measure categories that must be included in the 2023-2026 TIP:

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

Highway Safety Performance Measure (PM1)

Council Activities and Progress

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

The region has implemented a number of proactive and reactive strategies to improve the safety for users of all modes within the metro area. These include a commitment to aggressively reduce the number of crashes involving fatalities and serious injuries annually, with the ultimate aspirational goal of achieving zero fatalities and serious injuries. The Council must annually adopt federally required safety performance targets for the region.

Table 2 shows the adopted targets for 2022.

Table 2: Adopted Safety Targets for 2022

Measure	2022 Target
Number of Traffic Fatalities	98
Fatality Rate (per 100 million VMT)	0.33
Number of Serious Injuries	669
Serious Injury Rate (per 100 million VMT)	2.24
Number of non-motorized fatalities and serious injuries	164

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

Efforts like [Towards Zero Deaths](#) and [Vision Zero](#) strive to achieve the long-term goal of eliminating fatalities and serious injuries on the transportation network. The Council supports these goals and will consistently work towards reducing fatalities and serious injuries.

Anticipated Effect of the Safety Performance Measures

The 2023-2026 TIP is anticipated to have a positive effect towards meeting the region's established safety performance targets. The TIP reflects \$84.5 million in FHWA Highway Safety Improvement Program (HSIP) funds, in addition to state and local match funding of \$3.3 million and \$19.7 million, respectively. These projects address both existing high-incident locations (reactive projects) and the design of newer projects (proactive projects) that pre-emptively address safety in their design. Further, safety is a key scoring criterion for the strategic capacity, spot mobility/safety, roadway reconstruction/modernization, traffic management technology, multiuse trails and bicycle facilities, pedestrian facilities, and Safe Routes to School funding categories in the biennial Regional Solicitation for Transportation Projects. In addition to federal funding sources, the region has used a number of other revenue sources to improve transportation safety in the metro area. Examples include a number of county- and city-funded safety projects as well as MnDOT's CMSP funding set aside each year.

MPO Investment Priorities

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

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

- Regional transportation partners will incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction, and operation.
- Regional transportation partners should monitor and routinely analyze safety and security data by mode, severity, and location to identify priorities and progress.
- Regional transportation partners will support the state's vision of moving toward zero traffic fatalities and serious injuries, which includes supporting educational and

enforcement programs to increase awareness of regional safety issues, shared responsibility, and safe behavior.

- The Metropolitan Council and regional transit providers will provide transit police services and coordinate with public safety agencies to provide a collaborative approach to safety and security.
- Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system.
- The Council and its regional transportation partners will work to ensure that police and public safety agency enforcement programs and actions on the region's transportation system do not create or perpetuate racial inequities.

Pavement/Bridge Performance Measures (PM2)

Council Activities and Progress

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

Table 3: Existing Conditions and Adopted Condition Targets

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

Anticipated Effect of the Pavement/Bridge Performance Measures

The 2023-2026 TIP is anticipated to have a positive effect on the pavement and bridge performance measures, as there are projects programmed specifically for the purpose of improving bridge and pavement conditions. While both interstate and non-interstate NHS pavement conditions within the metro area is performing at a level greater than the targets, resources must be provided to ensure they continue to meet the needs of the region.

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

- Kellogg Avenue / 3rd Street Bridge in St. Paul (164-158-028)
- CSAH 158 over CP Railroad in Edina (027-758-006)

- CSAH 9 Bridge replacement in Plymouth (027-609-042)
- I-494 Bridge replacement (six bridges) in Bloomington, Richfield, and Edina (2785-424; 2785-424C; 2785-424G)
- I-494 in Bloomington (2785-433)
- I-94 on Plymouth Avenue in Minneapolis (2781-485)
- MN 55 over Minnesota River (1909-106)
- MN 65 at CSAH 10 in Spring Lake Park (0207-120)
- Shepard Road in St. Paul (164-194-033)
- US 169 in Plymouth (2772-115)
- Rehabilitation of 14 bridges on I-394 in Minneapolis and two bridges at the I-394 and I-94 interchange (2789-174)
- Rehabilitation of I-94 Bridge at Marion Street in St. Paul
- US 212 in Cologne (1013-101)
- I-94 over St. Croix River (8281-06)
- MN 65 in Ham Lake and East Bethel (0208-165)
- US 169 at 36th Avenue in New Hope and Plymouth (2772-125)
- I-35W in Burnsville (1981-140)
- Pillsbury Avenue South in Minneapolis (141-597-001)
- Replace local bridge over Midtown Greenway (141-597-002)
- Replace I-35E bridge over Shepard Rd (6280-419)
- US 169 in Brooklyn Park and Maple Grove (2772-124)
- Repair nine bridges and replace the superstructure on two bridges on I-94 and I-35E in St. Paul
- New bridge over I-94 at Helmo Avenue in Oakdale and Bielenberg Drive in Woodbury
- Districtwide bridge flood seal (8825-1038)
- Hennepin Avenue roadway reconstruction and bridge maintenance (141-425-008)
- US 52 in Hampton, resurfacing project and bridge repair (1906-71)
- Rehabilitation of 13 bridges on MN 280 (6242-83)

System Performance Measures and Congestion CMAQ (PM3)

Council Activities and Progress

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

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

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

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

Table 4: Existing Conditions and Adopted System Reliability Targets

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

Table 5: Existing Conditions and Adopted CMAQ Targets

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

Anticipated Effect of the System Reliability and Congestion Reduction Performance Measures

In total, there is over \$130 million in CMAQ funding programmed for projects in the 2023-2026 TIP. The net benefit these projects are meant to help achieve, as shown in Table 5, is a reduction of approximately 2,647 kg/day of mobile source pollution. The CMAQ projects include the purchase of a number of transit vehicles; activities to market and incentive the use of carpools, vanpools, and ride matching programs; and projects aimed at retiming and optimizing traffic signal coordination.

The 2023-2026 TIP also includes projects that are anticipated to have a positive effect on mobility and system reliability. This includes a number of spot mobility enhancements as well as large set-asides for future mobility projects. Two examples include construction of a reduced conflict intersection in at US 212 and CSAH 51 in Carver County (010-596-013) and construction of a roundabout at CSAH 11 and Burnsville Parkway in Burnsville (019-611-013).

Transit Asset Management (TAM) Performance Targets

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

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

The region's transit operators established regional performance targets in 2018 and will use them through 2022. Table 6 summarizes the adopted targets:

Table 6: Adopted Transit Asset Management Targets

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

Transit Investment Priorities

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

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

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

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

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

Transit Safety Performance Measures Targets (PTASP)

Measures Overview

In order to reflect the broad and varied nature of public transportation, the FTA has identified standard Safety Performance Measures that can be applied to all modes of public transportation and are based on data currently submitted to the National Transit Database.

As part of transit provider agency safety plans (ASPs), the FTA requires transit providers to establish, by mode, safety performance targets in four Safety Performance Measure categories, shown in Table 7.

Table 7: Safety Performance Categories and Measures

Safety Performance Measure Category	Safety Performance Measure
Fatalities	Total number of reportable fatalities
Fatalities	Fatality rate per total vehicle revenue miles
Injuries	Total number of reportable injuries
Injuries	Injury rate per total vehicle revenue miles
Safety Events	Total number of reportable safety events
Safety Events	Rate of safety events per total vehicle revenue miles
System Reliability	Mean distance between major mechanical failures

The FTA provides the following definitions for safety performance measures in the National Transit Database:

- **Reportable fatalities:** These are fatalities reported to the NTD (deaths confirmed within 30 days) excluding deaths in or on transit property that are a result of illness or other natural causes. These include deaths due to collision, derailment, fire, hazardous material spill, acts of God, system or personal security event, or other safety event.
- **Reportable injuries:** These include instances of damage or harm to persons that require immediate medical attention away from the scene because of a reportable transit safety event. Serious, injuries which are defined based on severity, are always reportable, even if a person was not immediately transported from the scene for medical attention. This excludes injuries from assaults and other crimes.
- **Reportable safety events:** These include incidents (including accidents and derailments) meeting NTD major reporting thresholds for transit rail, bus and paratransit. These events may occur on transit right-of-way or infrastructure, or at a transit revenue facility, maintenance facility, or rail yard. They may take place during a transit-related maintenance activity or otherwise involve a transit revenue vehicle. Examples of these events include:
 - Collisions
 - Fires
 - Derailments (mainline and yard), including non-revenue vehicles
 - Hazardous materials spills
 - Acts of God³
- **Major mechanical failures:** The NTD defines major mechanical failures as “a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip

³ FTA. *National Transit Database Safety and Security Policy Manual*. January 2020. Accessed March 29, 2021 at <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/ntd/146986/2020-ntd-safety-and-security-policy-manual.pdf>, pg. 18.

because actual movement is limited or because of safety concerns. Examples of major mechanical failures include breakdowns of brakes, doors, engine cooling systems, steering, axles and suspension.

Targets Overview

The Federal Transit Administration has requirements and provides some guidance for transit providers in setting their Safety Performance Targets (SPTs). Transit agencies are required to set SPTs by mode. Agencies are allowed to set targets for mode categories as broad as “fixed-route bus,” “non-fixed-route bus,” and “rail” when setting SPTs. Each of these mode categories corresponds to the variety of modes reported to the NTD.

Transit agencies are required to set targets for total number of incidents and rates of incidents. When establishing SPTs for total numbers of incidents, transit providers may consider the total number of incidents they expect to experience per year as they define it. They may choose calendar, fiscal or NTD reporting year. When defining rates for SPTs, agencies may base rates on per vehicle revenue mile, or any multiple thereof, such as per 100,000 or million vehicle revenue miles.

When establishing SPTs, transit providers may choose to set aspirational SPTs or targets that represent improvement over current safety performance levels, among other options. To the extent possible, the FTA recommends that transit providers set realistic SPTs that consider relevant safety goals and objectives. While transit providers may select SPTs that reflect an improvement in safety performance, they do not necessarily have to do so and could focus on maintaining current safety performance.

Transit providers are not required to report their SPTs to the FTA at this time, however, the FTA will ensure that transit agencies comply with the PTASP regulation by reviewing safety plans through the existing Triennial Reviews and State Management Reviews. The FTA has not established and does not impose penalties for transit providers that do not meet the SPTs they set.

MPO Responsibilities

The PTASP rule requires that transit provider make their SPTs available to states and MPOs. These providers must also coordinate with states and MPOs as the MPO sets the regional transit safety performance targets. MPOs must incorporate regional transit SPTs into their planning process and documents, as is required for targets for all federal performance areas. In general, the Metropolitan Council can consider how the projects and programs it selects to receive federal funding improve transit safety outcomes. The Metropolitan Council would also have to incorporate regional transit safety performance targets into the Transportation Policy Plan. The Metropolitan Council would also have to incorporate the regional TSPs into the Transportation Improvement Program and “to the maximum extent practicable, provide a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan,” with the intent of linking investment priorities to regional transit safety performance targets.

Regional Transit Agency Safety Targets: Metro Transit

Metro Transit monitor performance and sets federally required targets for rail and fixed-route bus service. The Strategic Initiatives department of Metro Transit works with data collected from many sources to identify significant risk factors and trends in accidents and injuries, leading to informed recommendations for accident reduction programs and more efficient use of limited resources.

Table 8: Metro Transit Bus and Light Rail Safety Performance Targets

Performance Target	Bus	Light Rail
Collisions	3.8 per 100k Vehicle Miles	0.6 per 100k Vehicle Miles
Annual Fatalities from Vehicle Operations	0 per 100k Vehicle Miles	0 per 100k Vehicle Miles
Annual Injuries from Vehicle Operations	175 per Calendar Year	145 per Calendar Year
System Reliability – Vehicle mean distance between failures (MDBF)	7,731 miles MDBF	25,000 miles MDBF

Regional Transit Agency Safety Targets: Metropolitan Transportation Services Contracted Services

The Metropolitan Council's Metropolitan Transportation Services Contracted Services arrived at their transit safety performance targets in the development of their Agency Safety Plan. Safety performance targets are based on past performance of each mode that MTS Contracted Service operates.

Table 9: Metropolitan Transportation Services Fixed-Route, Demand Response, and Vanpool Safety Performance Targets

Performance Target	Fixed-Route	Demand Response	Vanpool
Estimated Annual Vehicle Revenue Miles (VRM) (2021)	3,400,000	26,000,000	895,000
Annual Fatalities	0	0	0
Fatalities per 100k VRM	0	0	0
Annual Injuries	3	50	0
Injuries per 100k VRM	0.097	0.19	0
Annual Safety Events	50	45	0
Safety Events per 100k VRM	1.47	0.17	0
Annual Major Mechanical Failures	130	450	0
System Reliability – Miles Between Major Mechanical Failures	26,154	57,777	0

Regional Transit Agency Safety Targets: Minnesota Valley Transit Authority

MVTA's transit safety performance targets are based on the five-year average of performance metrics submitted to the National Transit Database. Performance metrics that formed the base line for the agency's performance metrics were gathered from annual reports submitted between 2015 and 2019.

Table 10: Minnesota Valley Transit Authority Transit Safety Performance Targets

Performance Target	Fixed-Route Bus
Fatalities (Total)	0
Fatalities (per 100 thousand VRM)	0
Injuries (total)	8.4
Injuries (per 100 thousand VRM)	0.236
Safety Events (total)	11.6
Safety Events (per 100 thousand VRM)	0.326
System Reliability (VRM/failures)	9.000

Regional Transit Agency Safety Targets: Southwest Transit

Southwest Transit's transit safety performance targets are based on the five-year average of performance metrics submitted to the National Transit Database. Performance metrics that formed the base line for the agency's performance metrics were gathered from annual reports submitted between 2015 and 2019.

Table 11: Southwest Transit Fixed-Route and Demand Response Safety Performance Targets

Performance Target	Fixed-Route	Demand Response
Annual Fatalities	0	0
Fatalities per 100k VRM	0	0
Annual Injuries	1	1
Injuries per 100k VRM	1	1
Annual Safety Events	2	1
Safety Events per 100k VRM	1	1
System Reliability (VRM / Failures)	25,000	53,000

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

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

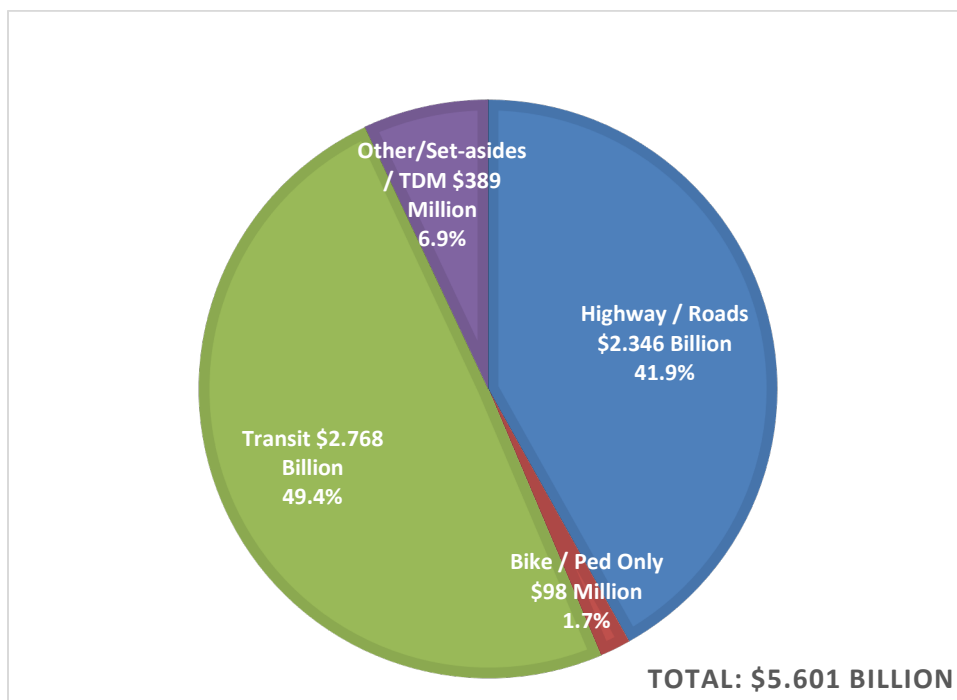
Some transit funding is allocated by federal formula (Section 5307, Section 5310, Section 5311, Section 5337, and Section 5339), but funding for the FTA Capital Investment Grants program (Section 5309) is secured through a national competition. Section 1 (Introduction) includes a list of each federal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

Resources Available 2023–2026

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 over \$5.5 billion over the 2023 to 2026 period (See Tables 13, 14, and 15). These funds include capital investments for highway, transit, and non-motorized modes and some operating funds for the metropolitan transit systems. Highway programs such as the Surface Transportation Block Grant (STBG) Program also provide funding for non-motorized investments listed as Bike/Ped projects in Appendix A, as well as bicycle and pedestrian elements of roadway projects.

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



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

Figure 4: Approximate Amount Programmed by Primary Mode Served.

Highways and Roads

The traditional highway funding sources available to the region are summarized in Table 14. The four-year total is approximately \$2.85 billion, and includes \$1.5 billion of federal formula funds and \$504 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, \$196 million will be used to advance construct projects in the region (Table 12). The AC funds that will be used by the region by year are shown in Table 12.

Table 12: Advanced Construction Funds (Millions)

This table will be updated in the final TIP

Local funds are necessary to match the federal transportation funds. The majority of the projects on the trunk highway system are matched with trunk highway funds included in the targets and not in the local match figure. In all other cases, the federal funds are matched by city or county funds, regional transit capital or operating funds, or funds from other agencies such as the Minnesota Department of Natural Resources. At a minimum, these funds represent 20 percent of the project cost (aside from HSIP, which requires a 10 percent non-federal match), although this can be significantly higher. Local funding represents \$421 million over four years.

Transit

Transit funds available to the region in 2023-2026 are summarized in Table 15. 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 \$1.6 billion in federal transit funds will be received by the region in the next four years.

The region generates transit capital and operating funds from four principal sources: fares, the state motor vehicle sales tax for operations, regional property taxes dedicated to repay bonds that fund capital projects, and state general funds that are directed to the region's ADA service, the regular transit service or to repay state bonds for transit projects. The suburban transit providers⁴ may also use local general fund money to subsidize operating cost or to match federal funds. Regional Capital Bonds and other local funds of \$1.1 billion will be used to match

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

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

Table 13: Twin Cities Transportation Improvement Program; Four-Year Summary by Funding Source

<i>Federal Highway</i>		
Target	\$1.5B	\$1.54 Billion
High Priority Funds	\$0	
Misc. Federal Funds	\$2M	
Additional MnDOT Allocation	\$29M	
<i>Federal Transit</i>		
Formula/Discretionary	\$1.6B	\$1.58 Billion
<i>Property Tax and Other State Taxes</i>		
Local and TRLF	\$421M	\$1.84 Billion
Regional Transit Capital Bonds and Other Local Transit Funds	\$1.1BM	
Bonds	\$318M	
<i>State Trunk Highway Formula</i>		
Target	\$504M	\$530 Million
Additional MnDOT Allocation	\$17M	
Lapsed Projects	\$41M	
TOTAL:		\$5.5 Billion
<i>Advanced Construction (additional authorization available against future funds)</i>		\$196 Million

Table 14: Federal Highway and State Highway Funds Assumed to be Available to Region 2023-2026 (In Millions)

Source	2023	2024	2025	2026	Total
Federal Highway Funds	508	341	325	344	1,518
State Funds (MN)	149	117	114	125	504
Bonds	197	25	0	96	318
Target for Region	854	483	439	565	2,340
Additional MnDOT State Funds Allocations	12	4	1	0	17
Additional MnDOT Federal Allocations	7	15	2	5	29
Anticipated Lapsed Projects	15	4	22	0	41
High Priority Projects	0	0	0	0	0
Misc Federal Funds	1	1	0	0	2
Local Funds	185	85	73	78	421
Wisconsin Projects	0	0	0	0	0
Total Funds Available	1,074	592	537	649	2,851
Advanced Construction (Additional authorization available against future funds)	116	22	14	45	196

Table 15: Federal Transit and Matching Funds Available and Requested by Region 2023-2026 (In Millions)

Source	2023	2024	2025	2026	Total
Section 5307	115.0	122.1	130.3	153.8	521.2
Section 5309	100.0	100.0	100.0	0	300.0
Section 5310	3.8	1.2	4.2	1.8	11.0
Section 5311	0.0	0.0	0.0	0.0	0.0
Section 5337	24.7	22.7	16.6	15.2	79.2
Section 5339	17.4	5.9	5.9	5.9	35.1
Total Federal Funds	260.9	251.9	257.0	176.7	946.5
Local/Regional Capital Bonds	154.2	152.6	463.6	333.3	1104.3
Total Funds Available	415.1	404.5	720.6	510.0	2050.8
Section 5309 - Requested	0	0	342.8	295.2	638.0
Total Funds Requested	415.1	404.5	1063.4	805.2	2688.8

Project Selection Processes and Criteria

The sources of federal transportation funds that come to the region are summarized in Table 16, 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 16: Summary of Federal Project Funding Categories and Selection Processes

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

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

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

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

Competitive Regional Solicitation Project Selection Process

The Metropolitan Council and its Transportation Advisory Board (TAB) conduct a competitive process for the selection of local projects for federal highway funding and inclusion in the TIP. The Regional Solicitation was designed by the region's partners to help the region implement its plans and high priority projects and programs. The TAB's Regional Solicitation allocates approximately 14 percent of the federal funds that are available to the region. The Regional Solicitation process directs federal funds to a variety of locally initiated projects that meet regional transportation needs. These locally initiated projects must be consistent with the region's TPP. Projects using STBG, CMAQ, and HSIP funds are selected through the Regional Solicitation process. The priorities for project selection are based on the goals and policies in Thrive MSP 2040 and Transportation Policy Plan.

Regional Solicitation Development

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

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

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

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

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

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

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

The 2022 Regional Solicitation applications have been provided by applicants and the scoring process is currently ongoing.

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

Examples of Qualifying Criteria

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

- The project must implement a solution to a transportation problem discussed in a local or county comprehensive plan and/or in an approved Capital Improvement Program (CIP) of a local, regional, or state agency.
- The proposer must include with the project's application a letter from the agency with jurisdiction over the facility affected, indicating the agency is aware of and understands the project being submitted and that it commits to operate and maintain the facility for its design life.
- The proposer must show that the project has been coordinated with all affected communities, the appropriate transit operator, and other levels of government.
- Public agency sponsors must either have a current Americans with Disabilities Act (ADA) self-evaluation (for those that employ fewer than 50 people) or transition plan (for those that employ 50 or more people) that covers the public right of way/transportation, as required under Title II of the ADA.

Examples of Prioritizing Criteria

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

Environmental Justice and Prioritizing Criteria

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

Regional Solicitation Selected Projects

A summary of the federal funding allocated by category through the Regional Solicitation process is shown in Table 17. This table reports only the federal funds allocated to the projects and does not include the local match.

Table 17: Summary of Federal Funding Allocated through the TAB'S Regional Solicitation for Projects in State Fiscal Years 2023-2026 (In millions; Federal Amount only)

Program Category	2023	2024	2025	2026	Total
Congestion Mitigation Air Quality (CMAQ)	\$24.9	20.2	37.6	0	82.7
Transportation Alternatives (TA)	\$18.5	25.9	8.8	3.4	56.6
Surface Transportation Program (STP)	\$37.8	48.0	68.5	82.4	236.7
Highway Safety Improvement Program (HSIP)	\$11.6	12.3	14.5	14.8	53.2
TOTALS	\$92.8	106.4	129.4	100.6	429.2

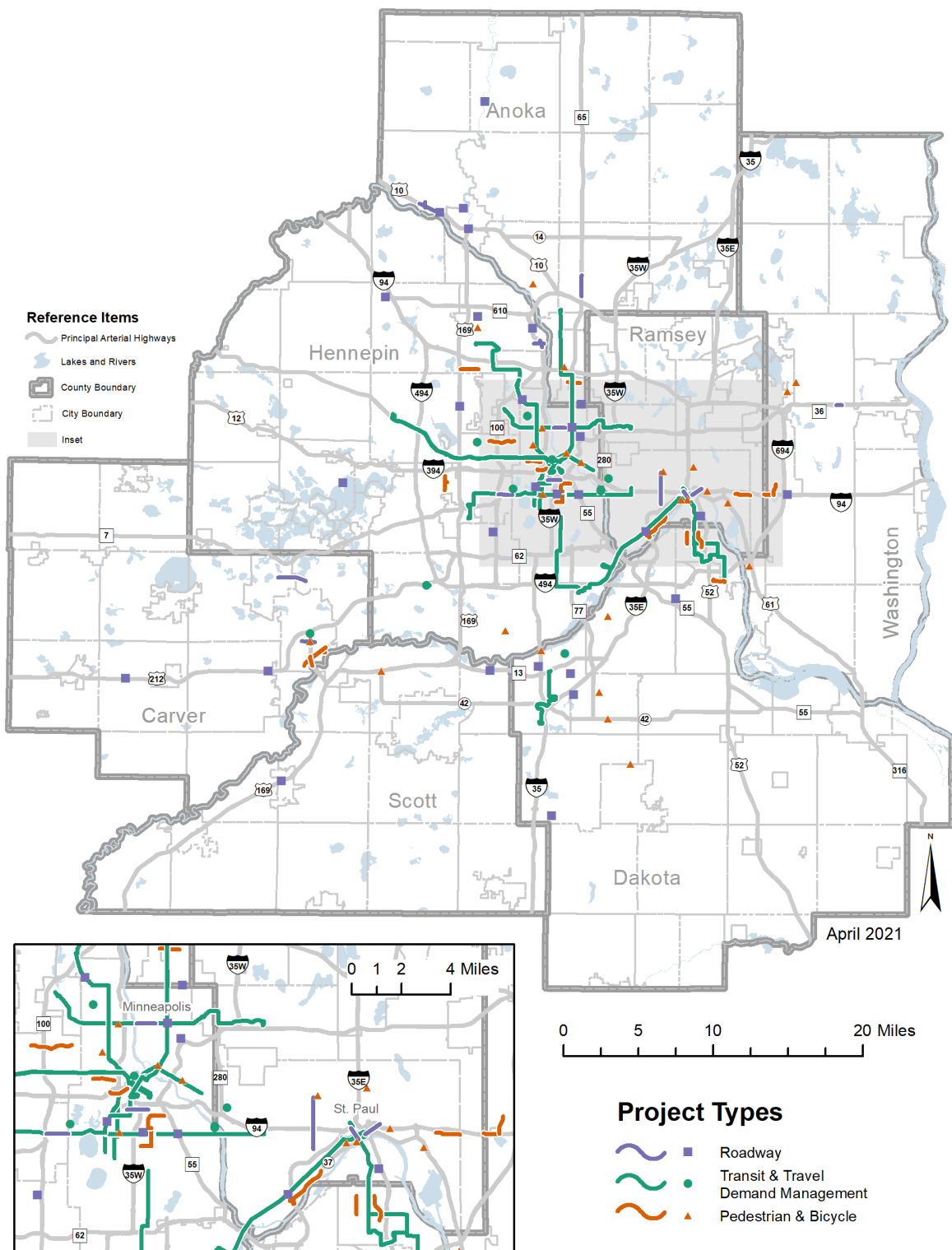


Figure 5: 2018 and 2020 Regional Solicitation Selected Projects

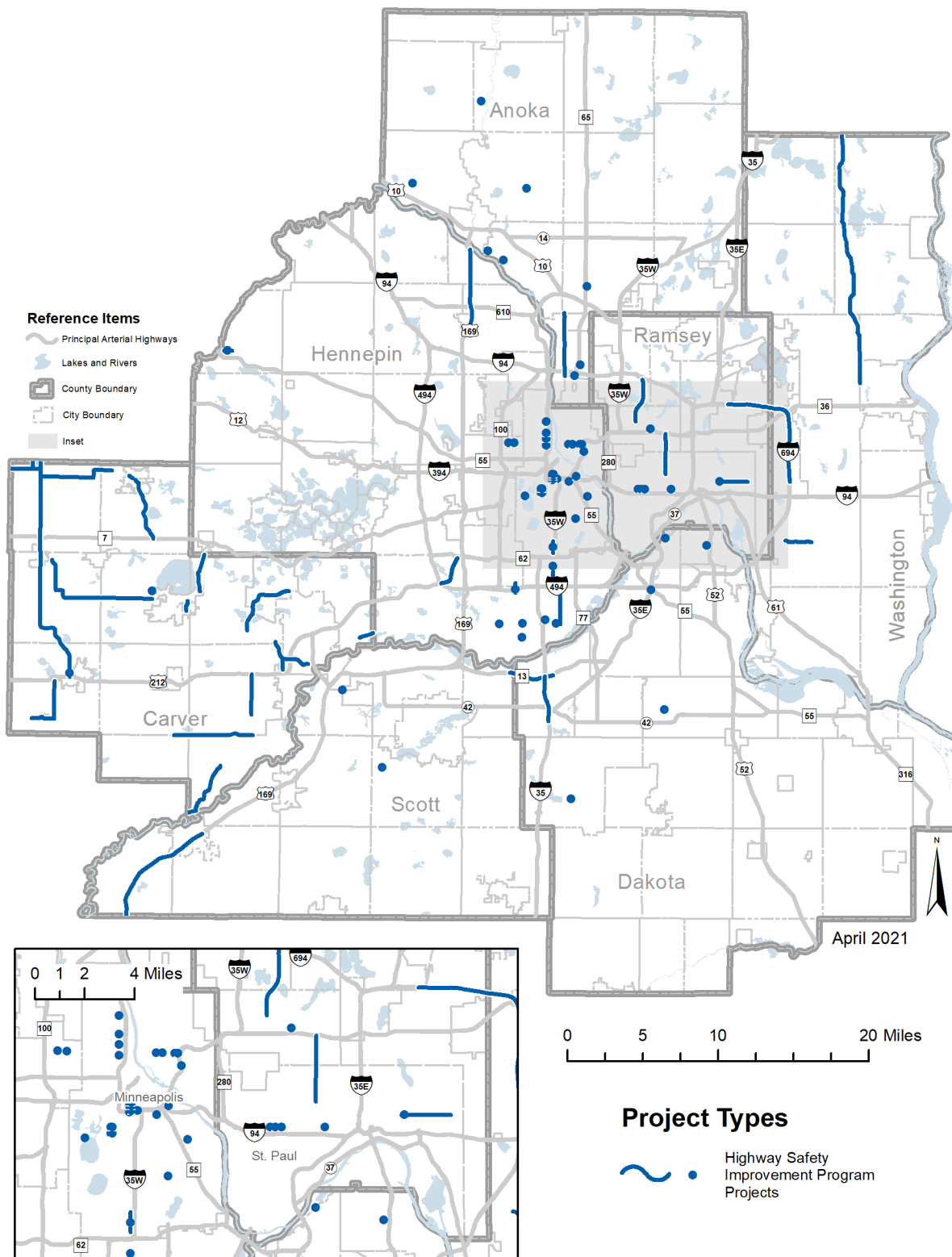


Figure 6: 2018 and 2020 HSIP Regional Solicitation Selected Projects

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

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

Federal transit funds come to the Metropolitan Council as the designated federal recipient for the region. The Council uses the federal funds for regional provider bus, light rail vehicle, and locomotive purchases; bus and rail vehicle rebuilding; shelters; garages; guideway improvements such as shoulder bus lanes, light rail track and systems; and maintenance and operations. These projects are identified in the Council's six-year Capital Improvement Program, which is a tool used to implement the regional transportation plan, with regional transit provider assistance. The Council also submits projects for funding with federal transit funds and Regional Capital Bonds.

Transit Project Selection for Section 5309 Capital Investment Grants Program Funding

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

Transit Project Selection for Sections 5310 and 5311 Funding

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

Balance of Selected Projects with Available Financial Resources

The IIJA 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 18 for 2023 to 2026 closely match the funds available as shown in Table 14, and the highway project program costs identified in Table 19 for State Fiscal Year 2023 closely match the funds available as shown in Table 14. 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 2023 have a total value of approximately \$415 million (Table 15).

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 2023-2026 TIP. The 2040 TPP forecasts \$10 billion in spending for preservation of existing state highway assets and \$26 billion for local roadway capital expenditures from 2015 to 2040. The TPP's increased revenue scenario shows an additional unfunded state highway need of \$3-5 billion during this time frame.

Table 18: Distribution of Federal Highway, State Trunk Highway and Matching Funds (in millions) 2023-2026

Source	Total	Federal	State	Other (+ Bonds)	AC**
CMAQ	106.5	82.7	0	23.8	0
TAP	97.4	60.0	0.2	37.2	3.6
STP	710.2	373.8	24.1	321.2	28.8
NHPP	1079.6	779.6	102.3	197.2	123.9
NHFP	62.2	53.8	0.8	7.6	31.6
HPP	0	0	0	0	0
100% State Funded (MN)	396.3	0	392.7	3.6	0
HSIP	108.0	84.9	3.3	19.7	4.9
Bond Proj with no Fed \$\$	137.0	0	0	137.0	0
Misc Fed	163.1	156.2	1.8	5.1	3.7
Wisconsin Projects	0	0	0	0	0
TOTAL	2860.3	1591.0	525.2	752.4	196.5

Table 19: Distribution of Federal Highway, State Trunk Highway and Matching Funds (in millions) 2023 Annual Element

Source	Total	Federal	State	Other (+ Bonds)	AC**
CMAQ	32.2	24.9	0.0	7.4	0.0
TAP	33.5	19.3	0.2	14.0	3.6
STP	218.0	73.4	6.0	138.5	18.2
NHPP	472.4	256.3	25.9	190.1	65.3
NHFP	6.2	4.2	0.8	1.2	24.1
HPP	0	0	0	0	0
100% State Funded (MN)	126.8	0	123.7	3.1	0
HSIP	35.6	21.7	1.1	11.8	4.9
Bond Proj with no Fed \$\$	16	0	0	16.0	0
Misc Fed	135.7	135.7	0	0	0
Wisconsin Projects	0	0	0	0	0
TOTAL	1076.4	535.5	157.7	382.1	116.1

**Advanced construction is shown in Tables 18 and 19 but the AC amounts are not included in the totals.

Consistency with the Regional Transportation Plan and Priorities

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

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

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

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

Plan Implementation Progress

Status of Major Projects

Federal TIP guidance requires the progress made on implementing the region's transportation plan be reported annually. Tables 20 and 21 and Figure 7 identify the major highway and transit projects in the 2023-2026 TIP, cost, and status of each. In recent years, major projects obligated (and, therefore, not included in this TIP) included:

- [Conversion of US 169 in Elk River to a Freeway](#). Construction is scheduled to start in 2022 and completion is expected in 2024.
- [Bridge Rehabilitation on Minnesota Highway 65 at 3rd Avenue South over the Mississippi River in Minneapolis](#). Construction started in 2020 and is scheduled to be completed in November 2022.
- [US 10 bridge replacement and reconstruction of MN 47 / US 169 / Ferry Street interchange, auxiliary lanes, noisewalls, ADA improvements](#).

During the past year, construction was completed on the following major project (Project no longer included in Table 20 or 21):

- [Metro Orange Line Bus Rapid Transit](#) is in operation.

The following major project is being included in the TIP for the first time:

- Pavement rehabilitation, lighting, drainage improvements, ADA improvements, and pier protection on US 12 in Orono and Minnetonka.

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

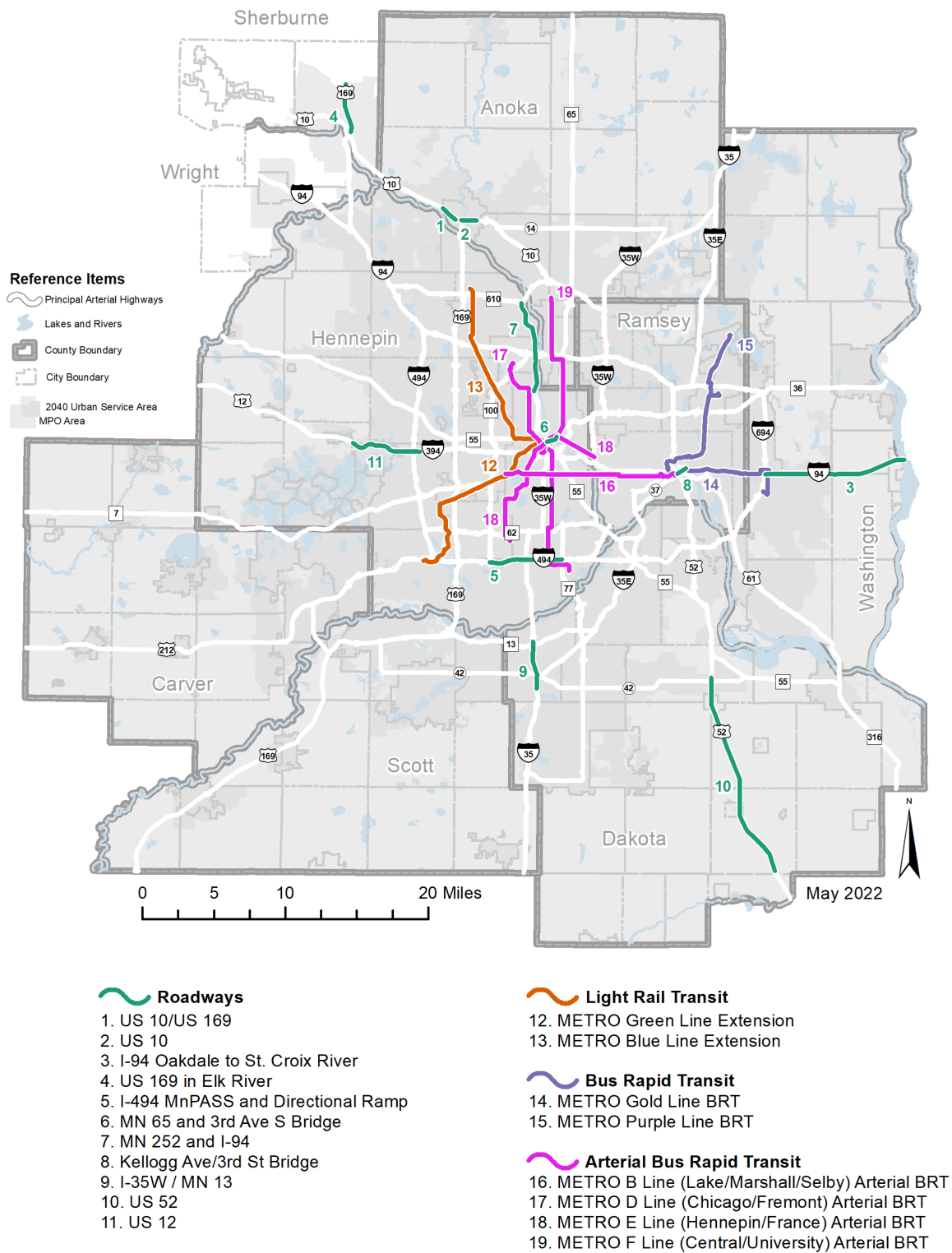


Figure 7: Major Projects Shown in Tables 20 and 21

Table 20: Status of Major Highway Projects

Project	Cost Estimates	Year of Last SP#	Project Status/Comments
1. US 10 (0215-76)	\$98,000,000	2022	Bridge replacement and reconstruction of MN 47 / US 169 / Ferry Street interchange. Auxiliary lanes, noisewalls, ADA improvements. Construction Start: 2022. Construction Complete: Spring 2024
2. US 10 / US 169 (103-010-018, 103-010-018F, 0202-108, 0202-108A)	\$62,700,000	2021	Anoka/Ramsey city limits to Green Haven Rd/Main St interchange in Anoka: Grade-separated intersections and new bridges Construction Start: 2022. Construction Complete: 2024
3. I-94 Oakdale to St. Croix River (8282-132; 8282-132F)	\$120,000,000	2023	Concrete overlay, TMS, drainage, signing, lighting, median barrier, ADA improvements Construction Start: Fall 2020. Construction Complete: Late Fall 2024
4. US 169 in Elk River ("169 Redefine") (7106-87)	\$126,500,000	2022	Convert US 169 in Elk River to freeway. Construct two interchanges. Construction Start: 2022. Construction Complete: 2024
5. I-494 MnPASS and Directional Ramp (2785-424; 2785-424C; 2785-424G)	\$320,000,000	2023	Eastbound MnPASS lane from France Ave to MN 77 and westbound MnPASS lane from MN 77 to I-35W. Bush Lake Road to I35W, first phase of interchange (I-35W northbound to westbound I-494). Construction Start: Late Summer 2023. Construction Complete: 2025
6. MN 65 and 3rd Ave S. (2710-47)	\$129,375,000	2020	Minnesota Highway 65 at 3rd Avenue South over Mississippi River in Minneapolis: Bridge rehabilitation. Construction Start: May 2020. Construction Complete: November 2022
7. MN 252 and I-94 (2748-65; 110-010-010)	TBD	2026	MN 610 to Dowling Avenue. Convert MN 252 to Freeway and install MnPASS lanes Construction Start: 2026. Construction Complete: TBD. The two project lines total \$129,215,015 in the TIP.
8. Kellogg Ave / 3rd Street (164-158-028)	\$60,737,180	2023	MSAS 158 (Kellogg/3rd St) from Broadway St to near Maria Ave in St. Paul – Replace bridges Construction Start: 2023. Construction Complete: Winter 2025/2026
9. I-35W and MN 13 Burnsville (1981-140)	\$80,402,000	2025	Resurface and replacement of three bridges Construction Start: 2025. Construction Complete: 2026

Project	Cost Estimates	Year of Last SP#	Project Status/Comments
10. US 52 in Rosemount and Hampton (1906-71)	\$60,000,000	2023	Concrete surfacing, drainage, cable median guardrail, and bridge repair Construction Start: Spring 2023. Construction Complete: Fall 2024
11. US 12 Pavement (2713-129)	50,854,000	2026	In Orono and Minnetonka – Pavement rehab, lighting, drainage improvements, ADA, pier protection Construction Start: Spring 2026. Construction Complete: 2027.

Table 21: Status of Major Transit Capital Projects

Project Title	Last TIP Included In	Cost Estimate	Federal Participation	Project Status
12. METRO Green Line Extension (TRF-TCMT-22AG, TRF-TCMT-23D, TRF-TCMT-24V, TRF-TCMT-24V, TRF-TCMT-25S, TRF-TCMT-26)	Current	\$2,283,000,000	\$928,800,000	Construction; Target Opening 2027
13. METRO Blue Line Extension (TRF-TCMT-25A, TRF-TCMT-26A)	Current	\$1,536,000,000	\$752,700,000	Engineering; Target Opening TBD
14. METRO Gold Line BRT (TRS-TCMT-24B, TRF-TCMT-25E, TRF-TCMT-26W)	Current	\$505,306,409	\$239,350,000	Entered Engineering April 2021; Full-funding grant agreement anticipated Summer/Fall 2022; Construction 2022-2025; Target Opening 2025
15. METRO Purple Line BRT (TRF-TCMT-25Z)	Current	\$445,000,000	\$218,000,000	Entered project development in 2022; Target Opening 2026
16. METRO B Line (Lake/Marshall/Selby) Arterial BRT (TRS-TCMT-20A, TRS-TCMT-22B)	Current	\$65,000,000	\$28,700,000	Engineering; Target Opening 2024
17. D Line (Chicago-Fremont) Arterial BRT (TRS-TCMT-18, TRS-TCMT-18A, TRS-TCMT-19D, TRS-TCMT-20D, TRS-TCMT-21D)	2020-2023	\$75,000,000	\$43,800,000	Construction; Target Opening Late 2022
18. METRO E Line (Hennepin/France Avenue) Arterial BRT (TRS-TCMT-21A, TRS-TCMT-23B)	Current	\$60,000,000	\$17,800,000	Engineering; Target Opening 2025
19. METRO F Line (Central Ave) Arterial BRT (TRS-TCMT-25B)	Current	\$81,000,000	TBD	Planning; Target Opening 2026

Appendix A

Detailed Project Description by Funding Category

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

2023-2026 Parent Projects

This table will be included in the final TIP

Twin Cities Metropolitan Area
2023 - 2026 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:
2023	999		164-030-016	TM	SMITH AVE (MN 149), ROBERT ST (MN 952A), PLATO BLVD (CSAH 40), CESAR CHAVEZ ST (MSAS 235), CONCORD ST (MN 156), WABASHA ST (MSAS 152)-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	SC	**AC**MN 156, AT US52 IN ST PAUL - REPLACE TRAFFIC SIGNALS (ASSOCIATED TO 164-235-024 AND 6219-07) (AC PAYBACK 1 OF 1)	350,000	350,000	0	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
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-23A	TR	PURCHASE THREE DIESEL BUSES AND UPGRADE STATIONS (WIDEN SIDEWALKS, ADD IMPROVED SHELTERS, INFORMATION, SECURITY, AND FURNISHINGS) ON ROUTE 6 IN MPLS	8,750,000	6,000,000	0	0	2,750,000	MET COUNCIL MT	T10
2023	Transit		TRS-TCMT-23B	TR	**PRS**OPERATE TRANSIT SERVICE IMPROVEMENT ON HENNEPIN AVE, LYNDAL AVE, 31ST ST, AND BRYANT AVE IN MPLS	2,613,518	2,090,814	0	0	522,704	MET COUNCIL MT	A30
2023	Transit		TRS-TCMT-23D	TR	REPLACE FAREBOXES FOR REGIONAL BUS FLEET	5,997,226	4,797,781	0	0	1,199,445	MET COUNCIL MT	T5

TABLE A-1
Congestion Mitigation Air Quality Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2024		CSAH 3	027-603-075	SC	LAKE ST (CSAH 3) FROM 22ND AVE S TO SNELLING AVE IN MPLS-RECONSTRUCT SIDEWALK, IMPROVE CROSSINGS, REMOVE FREE-RIGHT TURNS, CONSTRUCT PEDESTRIAN REFUGE MEDIANS, ADA, REVISE SIGNALS (ASSOCIATE TO 2724-130) (REMAINING MATCH UNDER 2724-130)	3,875,000	3,500,000	0	0	375,000	HENNEPIN COUNTY	AQ2
2024		MSAS 183	141-183-014	SC	MSAS 183 (JOHNSON ST NE) AND I35W RAMPS IN MPLS -RECONSTRUCT TURN LANES, REVISE INTERSECTION, PEDESTRIAN, BICYCLE AND ADA IMPROVEMENTS	2,021,220	1,497,200	0	0	524,020	MINNEAPOLIS	S10
2024		N/A	TRS-TCMT-24D	TM	CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN REDUCED VEHICLE MILES TRAVELED AND LIGHT DUTY VEHICLE EMISSIONS	4,375,000	3,500,000	0	0	875,000	MET COUNCIL MT	AQ1
2024		Transit	TRS-TCMT-24	TR	OPERATE SERVICE IMPROVEMENTS FOR ROUTE 17 IN MPLS, HOPKINS, AND ST LOUIS PARK	3,138,904	2,511,123	0	0	627,781	MET COUNCIL MT	T1
2024		Transit	TRS-TCMT-24A	TR	OPERATE SERVICE IMPROVEMENT FOR ROUTE 54 IN BLOOMINGTON AND ST PAUL	2,202,588	1,762,070	0	0	440,518	MET COUNCIL MT	T1
2024		Transit	TRS-TCMT-24B	TR	**PRS**CONSTRUCT NINE GOLD LINE BRT STATIONS IN DOWNTOWN ST PAUL	10,500,000	7,000,000	0	0	3,500,000	MET COUNCIL MT	A30
2024		Transit	TRS-TCMT-24C	TR	TRAFFIC LIGHT PRIORITIZATION AT EAST CREEK PARK AND RIDE IN CHASKA	554,320	443,520	0	0	110,800	SOUTHWEST TRANSIT	E2
2025		CSAH 3	141-020-126	TM	CSAH 3 (LAKE ST) AT VARIOUS LOCATIONS IN MPLS - OPTIMIZE SIGNAL TIMING AND UPGRADE OBSOLETE EQUIPMENT	3,437,500	2,500,000	0	0	937,500	MINNEAPOLIS	E2
2025		CSAH 53	164-020-157	TM	CSAH 53 (DALE ST), FROM MSAS 141 (GRAND AVE) TO CSAH 32 (FRONT AVE) IN ST PAUL - TRAFFIC SIGNAL RECONSTRUCTION, INTERCONNECT, CCTV CAMERAS	2,751,100	2,000,800	0	0	750,300	SAINT PAUL	E2
2025		N/A	TRS-TCMT-25A	TM	CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN REDUCED VEHICLE MILES TRAVELED AND LIGHT DUTY VEHICLE EMISSIONS	4,375,000	3,500,000	0	0	875,000	MET COUNCIL MT	AQ1

TABLE A-1
Congestion Mitigation Air Quality Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2025		Transit	TRS-TCMT-25	TR	OPERATE NEW ROUTE 757 LIMITED-STOP SERVICE IN PLYMOUTH AND MPLS	5,836,858	4,669,486	0	0	1,167,372	MET COUNCIL MT	T1
2025		Transit	TRS-TCMT-25B	TR	**PRS**CENTRAL AVE ARTERIAL BUS RAPID TRANSIT – PURCHASE 18 BUSES AND CONSTRUCT ENHANCED SHELTERS WITH TECHNOLOGY, REAL-TIME INFORMATION, SECURITY FEATURES, FURNISHINGS	31,250,000	25,000,000	0	0	6,250,000	MET COUNCIL MT	A30
Totals						106,535,234	82,738,394	0		23,796,840		

Twin Cities Metropolitan Area
2023 - 2026 Transportation Improvement Program

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023		CSAH 38	082-638-015	BT	CSAH 38 (21ST ST AND 7TH AVE) FROM 1ST AVE TO OVERPASS AT 20TH ST IN NEWPORT-CONSTRUCT SIDEWALK AND PEDESTRIAN/BICYCLE TRAIL	633,600	460,800	0	0	172,800	WASHINGTON COUNTY	AQ2
2023		CSAH 52	027-652-042	BT	**AC**CSAH 52 (HENNEPIN AVE AND 1ST AVE) FROM MAIN ST SE (CSAH 23) TO 8TH ST SE (MSAS 231) IN MPLS-BIKEWAY, ADA, TRAFFIC SIGNALS, INTERSECTION CROSSING IMPROVEMENTS, TRAIL, MILL AND OVERLAY, BRT PLATFORMS, LIGHTING (ASSOCIATE TO 2710-57) (AC PROJECT, PAYBACK IN FY24)	8,798,400	4,123,095	1,376,905	0	3,298,400	HENNEPIN COUNTY	S10
2023		CSAH 73	173-090-001	BT	**AC**CSAH 73 (OAKDALE AVE) FROM BUTLER AVE E TO WENTWORTH AVE E AND CR 6 (THOMPSON AVE) FROM S ROBERT ST TO WATERLOO AVE IN WEST ST PAUL - CONSTRUCT MULTI-USE TRAIL AND SIDEWALK (AC PROJECT, PAYBACK IN FY24)	3,874,600	0	1,785,600	0	2,089,000	WEST SAINT PAUL	AQ2
2023		I 35W	2782-357	RB	I35W, FROM 26TH TO 31ST ST IN MPLS - LANDSCAPING (TRANSPORTATION ENHANCEMENT, TE, FUNDED)	500,000	400,000	0	100,000	0	MNDOT	NC
2023		I 35W	2782-360	RB	I35W, FROM PARK AVE TO E 26TH ST IN MPLS - LANDSCAPING (TRANSPORTATION ENHANCEMENT, TE, FUNDED)	500,000	400,000	0	100,000	0	MNDOT	E2
2023		Local	019-090-023	BT	**AC**NORTH CREEK GREENWAY FROM 173RD ST IN LAKEVILLE TO 189TH ST IN FARMINGTON-CONSTRUCT MULTI-PURPOSE TRAIL AND TWO PED BRIDGES, BR #R9011, R0912 (AC PROJECT, PAYBACK IN FY26)	2,300,000	0	480,000	0	1,820,000	DAKOTA COUNTY	AQ2
2023		Local	019-090-024	BT	MINNESOTA RIVER GREENWAY FROM MN77 (CEDAR AVE) TO RR CORRIDOR WEST OF CSAH 26 (LONE OAK RD) IN EAGAN-CONSTRUCT MULTI-USE TRAIL, BRIDGE REHAB BR #R0888 AND CONSTRUCT BOARDWALK, BR #S R0889, R0890, R0891, R0892, R0893, R0894, R0895 AND ARCHEOLOGICAL INVESTIGATIONS ALONG PROPOSED TRAIL SEGMENT	6,269,907	3,508,000	0	0	2,761,907	DAKOTA COUNTY	AQ2
2023		Local	027-090-026	BT	MIDTOWN GREENWAY BETWEEN GARFIELD AVE AND HARRIET AVE IN MPLS - CONSTRUCT MULTI-USE TRAIL, RETAINING WALLS, ADA	1,540,000	1,120,000	0	0	420,000	HENNEPIN COUNTY	AQ2
2023		Local	107-591-006	BT	WEST 102ND ST AT OLSON ELEMENTARY-MIDDLE SCHOOLS IN BLOOMINGTON-ROADWAY, DRIVEWAY AND SIDEWALK MODIFICATIONS	414,950	301,782	0	0	113,168	BLOOMINGTON	AQ2

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023	Local		164-090-017	BT	FISH HATCHERY TRAIL FROM BATTLE CREEK PARK ENTRANCE AT US 61 TO THE INTERSECTION OF FISH HATCHERY RD/WARNER RD IN ST PAUL- RECONSTRUCT PED/BIKE TRAIL	3,048,100	2,216,800	0	0	831,300	SAINT PAUL	AQ2
2023	Local		164-591-004	BT	CASE AVE FROM WESTMINSTER TO ARCADE AND ARKWRIGHT FROM CAYUGA TO GATEWAY TRAIL IN ST PAUL- BRUCE VENTO ELEMENTARY SCHOOL PED/BIKE IMPROVEMENTS	1,158,476	842,528	0	0	315,948	SAINT PAUL	AQ2
2023	Local		173-591-004	BT	BIDWELL ST FROM THOMPSON AVE TO BUTLER AVE IN WEST ST PAUL - CONSTRUCT SIDEWALK, ADA	848,000	640,000	0	0	208,000	WEST SAINT PAUL	AQ2
2023	MSAS 158		164-158-026	BT	MSAS 158 (KELLOGG BLVD) FROM ST PETER ST TO JACKSON ST IN ST PAUL- INSTALL PROTECTED BICYCLE FACILITY, RECONSTRUCTION, SIGNALS	7,304,000	5,312,000	0	0	1,992,000	SAINT PAUL	AQ2
2024	999		141-030-054	BT	EAST 24TH ST, CHICAGO AVE AND EAST 28TH ST IN MPLS - ADA, CURB EXTENSIONS, PEDESTRIAN REFUGE ISLANDS, RRFBS, TRAFFIC SIGNAL UPGRADES, CROSSWALKS	1,736,640	1,000,000	0	0	736,640	MINNEAPOLIS	AQ2
2024	999		178-030-001	BT	RECONSTRUCTION OF 30 CURB RAMPS TO ADA STANDARDS AT 14 INTERSECTIONS IN INVER GROVE HEIGHTS	337,824	250,240	0	0	87,584	INVER GROVE HEIGHTS	AQ2
2024	CSAH 12		082-612-025	BT	CSAH 12 (75TH ST N) FROM IDEAL AVENUE TO MAHTOMEDI MIDDLE SCHOOL IN GRANT - CONSTRUCT BIKE TRAIL	346,680	256,800	0	0	89,880	WASHINGTON COUNTY	AQ2
2024	CSAH 40		027-640-008	BT	CSAH 40 (GLENWOOD AVE) FROM PENN AVE (CSAH 2) TO BRYANT AVE IN MPLS - PEDESTRIAN RAMPS AND ACCESSIBLE PEDESTRIAN SIGNALS	1,366,200	1,000,000	0	0	366,200	HENNEPIN COUNTY	AQ2
2024	CSAH 52		027-652-042AC	BT	**AC**CSAH 52 (HENNEPIN AVE AND 1ST AVE) FROM MAIN ST SE (CSAH 23) TO 8TH ST SE (MSAS 231) IN MPLS-BIKEWAY, ADA, TRAFFIC SIGNALS, INTERSECTION CROSSING IMPROVEMENTS, TRAIL, MILL AND OVERLAY, BRT PLATFORMS, LIGHTING (AC PAYBACK 1 OF 1)	1,376,905	1,376,905	0	0	0	HENNEPIN COUNTY	AQ2
2024	CSAH 61		196-090-002	BT	CSAH 61 (CHASKA BLVD) IN CHASKA - CONSTRUCT CIRCLE THE BRICK MULTI-USE TRAIL CONNECTION	1,685,923	1,245,632	0	0	440,291	CHASKA	AQ2
2024	CSAH 73		142-090-004	BT	CSAH 73 (HOPKINS CROSSROAD) FROM CEDAR LK RD TO WAYZATA BLVD IN MINNETONKA - CONSTRUCT TRAIL	3,192,264	2,364,700	0	0	827,564	MINNETONKA	AQ2

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2024		CSAH 73	173-090-001AC	BT	**AC**CSAH 73 (OAKDALE AVE) FROM BUTLER AVE E TO WENTWORTH AVE E AND CR 6 (THOMPSON AVE) FROM S ROBERT ST TO WATERLOO AVE IN WEST ST PAUL - CONSTRUCT MULTI-USE TRAIL AND SIDEWALK (AC PAYBACK 1 OF 1)	1,785,600	1,785,600	0	0	0	WEST SAINT PAUL	AQ2
2024		Local	110-090-004	BT	63RD AVE FROM MENDELSSOHN AVE TO W BROADWAY AVE IN BROOKLYN PARK - CONSTRUCT TRAIL AND SIDEWALK	1,004,400	744,000	0	0	260,400	BROOKLYN PARK	AQ2
2024		Local	113-591-001	BT	49TH AVE FROM MADISON ST NE TO JOHNSON ST NE IN COLUMBIA HEIGHTS AND HILLTOP - PEDESTRIAN RAMPS, CROSSWALK MARKINGS, PAVEMENT REHABILITATION, AND NEW CROSSWALK	653,940	484,400	0	0	169,540	COLUMBIA HEIGHTS	AQ2
2024		Local	114-090-002	BT	COON CREEK REGIONAL TRAIL OVER CSAH 1 (COON RAPIDS BLVD NW) NEAR AVOCET ST IN COON RAPIDS - CONSTRUCT NEW PED BRIDGE	5,130,000	2,400,000	0	0	2,730,000	COON RAPIDS	AQ2
2024		Local	141-090-040	BT	ALONG DUNWOODY BLVD FROM LINDEN AVE TO N 12TH ST IN MPLS - CONSTRUCTION OF PROTECTED BIKEWAY AND MULTIUSE TRAIL	5,076,000	3,760,000	0	0	1,316,000	MINNEAPOLIS	AQ2
2024		Local	141-591-015	BT	GREEN CENTRAL PARK ELEMENTARY SCHOOL PEDESTRIAN AND BICYCLE IMPROVEMENTS IN MPLS - CROSSING IMPROVEMENTS, ADA, TRAFFIC CALMING, APS, LIGHTING	2,150,280	1,000,000	0	0	1,150,280	MINNEAPOLIS	AQ2
2024		Local	164-090-018	BT	SHEPARD RD FROM ELWAY ST TO RANDOLPH AVE AND WARNER RD FROM E OF SIBLEY ST TO W OF TH 61 IN ST PAUL - RECONSTRUCT PORTIONS OF BIKE/PED TRAIL	6,691,680	4,956,800	0	0	1,734,880	SAINT PAUL	AQ2
2024		Local	219-591-001	BT	72ND ST FROM WARNER RD TO GLENMAR AND WARNER RD FROM O.H. ANDERSON ELEMENTARY SCHOOL TO BEVINS LANE IN MAHTOMEDI-SIDEWALK, MEDIAN, RRFB	453,037	335,583	0	0	117,454	MAHTOMEDI	AQ2
2024		Local	TRS-TCMT-24F	BT	CENTURY AVE TO GREENWAY AVE IN OAKDALE - CONSTRUCT MULTIUSE TRAIL	1,114,918	825,865	0	0	289,053	MET COUNCIL MT	AQ2
2024		Local	TRS-TCMT-24G	BT	MAPLE ST OVER I94 IN ST PAUL - REPLACEMENT OF PEDESTRIAN BRIDGE	5,246,640	1,000,000	0	0	4,246,640	MET TRANSIT	AQ2
2024		MN 41	196-591-001	BT	MN 41 (CHESTNUT ST) JUST NORTH OF CSAH 10 (ENGLER BLVD) IN CHASKA - CONSTRUCT PEDESTRIAN UNDERPASS	1,260,036	933,360	0	0	326,676	CHASKA	AQ2
2024		MSAS 216	164-216-021	BT	BURNS AVE AND SUBURBAN AVE FROM WHITE BEAR AVE TO MCKNIGHT RD IN ST PAUL - CONSTRUCT SIDEWALK AND ADA RAMPS	1,350,000	1,000,000	0	0	350,000	SAINT PAUL	AQ2

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2024		MSAS 236	185-236-003	BT	MULTI-USE TRAIL ALONG W SIDE OF GREENWAY AVE N FROM HUDSON BLVD TO 7TH ST N IN OAKDALE - CONSTRUCT SIDEWALK AND PEDESTRIAN RAMPS	540,000	400,000	0	0	140,000	OAKDALE	AQ2
2024		MSAS 291	163-291-008AC	EN	**AC**MSAS 291 (BELTLINE BLVD) FROM W 36TH ST TO PARK GLEN RD AND CSAH 25 TO MINNETONKA BLVD AND LYNN AVE FROM CSAH 25 TO MINNETONKA BLVD IN ST LOUIS PARK-CONSTRUCT PEDESTRIAN FACILITIES AND STREETSCAPING ELEMENTS (AC PAYBACK 1 OF 1)	560,000	560,000	0	0	0	SAINT LOUIS PARK	AQ2
2025		CSAH 66	091-090-088	BT	CSAH 66 (GOLDEN VALLEY RD/DULUTH ST) FROM LILAC DR TO DOUGLAS DR AND REGENT AVE TO BONNIE LN IN GOLDEN VALLEY - CONSTRUCT TRAIL, RECONSTRUCT CURB AND ASSOCIATED STORM SEWER, REPLACE TRAFFIC SIGNALS	3,522,580	2,561,876	0	0	960,704	THREE RIVERS PARK DISTRICT	AQ2
2025		Local	164-591-005	BT	CROSSROADS ELEMENTARY SCHOOL PEDESTRIAN IMPROVEMENTS FROM FRONT AVE AND DALE ST TO MACKUBIN ST AND JESSAMINE AVE IN ST PAUL - SIDEWALK AND ADA RAMPS	990,000	720,000	0	0	270,000	SAINT PAUL	AQ2
2025		MSAS 158	164-090-019	BT	MSAS 158 (KELLOGG BLVD) CAPITAL CITY BIKEWAY FROM ST PETER ST TO 7TH ST IN ST PAUL - CONSTRUCT BITUMINOUS TRAIL, CONCRETE SIDEWALK, LIGHTING, TRAFFIC SIGNALS	7,639,235	5,500,000	0	0	2,139,235	SAINT PAUL	AQ2
2026		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
2026		Local	019-090-023AC	BT	**AC**NORTH CREEK GREENWAY FROM 173RD ST IN LAKEVILLE TO 189TH ST IN FARMINGTON-CONSTRUCT MULTI-PURPOSE TRAIL AND TWO PED BRIDGES, BR #R9011, R0912 (AC PAYBACK 1 OF 1)	480,000	480,000	0	0	0	DAKOTA COUNTY	AQC
2026		Local	109-090-002	EN	70TH AVE N FROM CAMDEN AVE N TO WEST RIVER RD IN BROOKLYN CENTER- CONSTRUCT 14-FOOT WIDE PEDESTRIAN/BICYCLE OVERPASS	2,616,130	1,902,640	0	0	713,490	BROOKLYN CENTER	AQ2
2026		Local	204-090-005	RT	CSAH 13 & CR 40, CONSTRUCT TRAIL GAP CONNECTIONS IN THE CITY OF ELK RIVER	1,037,915	830,332	0	0	207,583	Elk River	AQ2
Totals						101,049,189		3,642,505		37,206,946		
							59,999,738		200,000			

Twin Cities Metropolitan Area
2023 - 2026 Transportation Improvement Program

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023		999	8825-765	TM	METROWIDE - REPLACE DYNAMIC MESSAGE SIGNS AND CABLES	925,000	740,000	0	185,000	0	MNDOT	S7
2023		CSAH 153	027-753-020	RC	CSAH 153 (LOWRY AVE NE) FROM 0.03 MILES WEST OF WASHINGTON ST NE (MSAS 203) TO 0.03 MILES EAST OF JOHNSON ST NE (MSAS 183) IN MPLS-RECONSTRUCT, SIDEWALK, PED/BIKE IMPROVEMENTS, STREETSCAPING, SIGNALS, ADA	12,000,000	7,000,000	0	0	5,000,000	HENNEPIN COUNTY	S10
2023		CSAH 158	027-758-006	BR	CSAH 158 (VERNON AVE) FROM INTERLACHEN BLVD TO MN100 OVER CP RAILROAD IN EDINA-REPLACE BRIDGE #4510 (NEW BR #27C73), ROADWAY APPROACHES, RETAINING WALLS, NOISEWALLS, SIGNAL MODIFICATIONS, ADA (ASSOCIATE TO 2734-56)	10,000,000	7,000,000	0	0	3,000,000	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)	2,284,000	2,284,000	0	0	0	BURNSVILLE	E4
2023		CSAH 9	027-609-042	BR	**AC**CSAH 9 OVER US 169 FROM 0.1 MILES WEST OF NATHAN LANE TO GETTYSBURG AVE IN PLYMOUTH/NEW HOPE - REPLACE BRIDGE #27551 (NEW BRIDGE #27416) AND RECONSTRUCT INTERCHANGE, RECONSTRUCT PAVEMENT, SIGNALS AND TRAILS (ASSOCIATE TO 2772-115) (AC PROJECT, PAYBACK IN Y24)	8,610,000	0	6,888,000	0	1,722,000	HENNEPIN COUNTY	S10
2023		I 35E	6280-426	AM	I35E, PARALLEL TO I35E, REALIGN GATEWAY STATE TRAIL BETWEEN ARLINGTON AVE E AND MARYLAND AVE E IN ST PAUL	850,000	250,000	0	0	600,000	MNDOT	AQ2
2023		Local	2726-80AC4	BI	**AC**STONE ARCH BRIDGE #27004 - HISTORIC BRIDGE OVER THE MISSISSIPPI RIVER IN MPLS - REPAIR PED/BIKE BRIDGE- PE WORK (AC PAYBACK 4 OF 4)	60,000	60,000	0	0	0	MNDOT	S19
2023		Local	TRS-TCMT-23E	BR	**PRS**HELMO AVE IN OAKDALE AND BIELENBERG DRIVE IN WOODBURY- CONSTRUCT NEW BRIDGE 82875 OVER I94	6,050,000	4,400,000	0	0	1,650,000	MET COUNCIL MT	A30
2023		MN 101	141-272-013	MC	37TH AVE NE (MSAS 101 AND 272) FROM STINSON BLVD (CSAH 27) TO CENTRAL AVE (MN65) IN MPLS, COLUMBIA HEIGHTS AND ST ANTHONY- RECONSTRUCT ROADWAY, SIGNALS, 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		MN 41	1008-96	RS	MN41, FROM 0.23 MI N PIONEER TRAIL IN CHASKA TO MN5 (ARBORETUM BLVD) IN CHANHASSEN - MILL AND OVERLAY, SIGNAL REPLACEMENT, DRAINAGE, ADA	1,916,000	1,396,000	0	349,000	171,000	MNDOT	S10
2023		MN 5	6229-37	RS	MN 5, 0.3 MI E OF MENDOTA ST IN ST PAUL TO THE N JCT MN120 (CENTURY AVE) IN MAPLEWOOD - MILL AND OVERLAY, REPAIR/ REPLACE DRAINAGE, ADA AND TRAVELER SAFETY IMPROVEMENTS AND ON MN 36 AT EDGERTON INTERCHANGE AND WHITE BEAR AVE INTERCHANGE IN MAPLEWOOD CONSTRUCT STORMWATER TREATMENT PONDS (ASSOCIATE TO 6229-37S)	9,449,000	6,962,400	0	1,740,600	746,000	MNDOT	S10
2023		MN 55	2751-58	BR	**ELLE**MN55, BASSETT CREEK TUNNEL UNDER MN55 IN MPLS - REMOVE REMAINDER OF BRIDGE 94277 TUNNEL (BRIDGE ALREADY REPLACED WITH NEW BRIDGE 27311), GRADING, BITUMINOUS SURFACING, DRAINAGE AND UTILITIES	2,574,064	1,374,918	0	343,730	855,416	MNDOT	NC
2023		MN 65	2710-57	AM	MN65, CENTRAL AVE NE INTERSECTION WITH 5TH ST, HENNEPIN AVE, AND 1ST ST AND ON MN 47, UNIVERSITY AVE NE INTERSECTION WITH HENNEPIN AVE AND 1ST ST IN MPLS-BIKE FACILITY, SIGNAL AND ADA (ASSOCIATE TO 027-652-042)	1,820,000	1,456,000	0	364,000	0	MNDOT	AQ2
2023		MSAS 123	227-123-001	RC	**AC**MSAS 123, FROM 43RD AVE TO 47TH ST NE IN ST MICHAEL, RECONSTRUCT (TIED PROJECT SAP 227-122-003) (PAYBACK IN 2026)	1,715,115	0	1,372,092	0	343,023	St Michael	S10
2023		MSAS 143	189-143-001	MC	**PRS**MSAS 143 (RUSH CREEK BLVD) FROM CSAH 30 (CR 30) TO MN 610 IN MAPLE GROVE-CONSTRUCT NEW FOUR-LANE DIVIDED HIGHWAY, NEW BRIDGE #27R09 AND 27W13 OVER I94, SIGNAL IMPROVEMENTS, SIDEWALK, MULTI-USE TRAIL (ASSOCIATE TO 2771-120 AND 2771-120N)	28,811,000	7,000,000	0	0	21,811,000	MAPLE GROVE	A30
2023		MSAS 158	164-158-028	BR	MSAS 158 (KELLOGG/3RD ST) FROM BROADWAY ST TO 0.04 MI W OF MARIA AVE IN ST PAUL - REPLACE BRIDGE NOS. 62080 AND 62080A WITH NEW BRIDGE 62666 INCLUDING APPROACH ROADWAYS AND INTERSECTIONS	67,737,180	7,000,000	0	0	60,737,180	SAINT PAUL	S19
2023		MSAS 425	141-425-008	MC	MSAS 425 (HENNEPIN AVE) FROM DOUGLAS AVE TO LAKE ST IN MPLS- RECONSTRUCT ROADWAY, SIDEWALK, TRAFFIC SIGNALS, STREETSCAPING, BUS RAPID TRANSIT STATIONS, AND BR 27599 MAINTENANCE	35,215,000	7,550,000	0	0	27,665,000	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		US 10	002-596-026	MC	**AC**PRS**US 10 AT CSAH 56 (RAMSEY BLVD NW) IN RAMSEY - CONSTRUCT INTERCHANGE OVER US 10 AND BNSF RAILWAY, AND ADJACENT FRONTAGE ROADS (\$2.5M MATCH IS UNDER 0202-116A) (ASSOCIATE TO 002-596-026F, 002-596-026G, 0202-116, 0202-116A) (AC PROJECT, PAYBACK IN FY25)	21,500,000	0	10,000,000	0	11,500,000	ANOKA COUNTY	A30
2023		US 10	0202-116	MC	**PRS**US 10 AT CSAH 56 (RAMSEY BLVD NW) AND CSAH 57 (SUNFISH LK BLVD NW) IN RAMSEY - CONSTRUCT INTERCHANGE OVER US 10 AND BNSF RAILWAY, AND ADJACENT FRONTAGE ROADS (ASSOCIATE TO 002-596-026, 002-596-026F, 002-596-026G, 0202-116A)	4,000,000	3,200,000	0	800,000	0	MNDOT	A30
2023		US 169	2772-115	BR	US169, AT CSAH 9 (ROCKFORD RD/42ND AVE) FROM 0.1 MILES WEST OF NATHAN LANE TO GETTYSBURG AVE IN PLYMOUTH/NEW HOPE - REPLACE BRIDGE #27551 (NEW BR #27416) AND RECONSTRUCT INTERCHANGE, RECONSTRUCT PAVEMENT, SIGNALS AND TRAILS (ASSOCIATE TO 027-609-042)	10,169,000	8,135,200	0	2,033,800	0	MNDOT	S19
2023		US 169	7005-130	TM	**ITS**US 169, FROM MN41 (CHESTNUT BLVD) TO CANTERBURY DOWNS BLVD AND ON MN41 (CHESTNUT BLVD) FROM US169 TO MN RIVER IN SHAKOPEE- TRAFFIC MANAGEMENT SYSTEM (OTHER IS OPERATING FUNDS)	875,000	640,000	0	225,000	10,000	MNDOT	S7
2024		999	880M-PM-24	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2024	7,400,000	6,025,080	0	1,374,920	0	MNDOT	NC
2024		999	880M-STP-24	MC	METRO ATP SETASIDE FOR SURFACE TRANSPORTATION BLOCK GRANT PROGRAM PROJECTS YET TO BE SELECTED FOR FY 2024	6,075,000	4,500,000	0	0	1,575,000	MNDOT	NC
2024		999	8825-773	SC	DISTRICTWIDE - AT MN110 AND US52 (OAKHILL RD N), MN95 (ST CROIX TRAIL N) AT WILLIAM O'BRIEN STATE PARK ENTRANCE, MN95 (ST CROIX TRAIL N) AT MN97 (SCANDIA TRAIL N) AND MN610 AT MISSISSIPPI RIVER CROSSING - REPLACE LIGHTING	350,000	284,970	0	65,030	0	MNDOT	S18
2024		999	8825-820	TM	METROWIDE - REPLACE DYNAMIC MESSAGE SIGNS AND CABLES	925,000	753,135	0	171,865	0	MNDOT	S7

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 10	010-610-056	MC	**PRS**CSAH 10 (ENGLER BLVD) AT MN 41 IN CHASKA - RECONSTRUCTION OF CSAH 10 TO FOUR-LANE DIVIDED SECTION WITH ROUNDABOUTS AT BAVARIA RD AND PARK RIDGE DR AND RECONSTRUCTION OF MN 41 WITH TURN LANE IMPROVEMENTS (ASSOCIATE TO 1008-106)	9,216,960	7,000,000	0	0	2,216,960	CARVER COUNTY	A30
2024		CSAH 11	019-611-013	SC	CSAH 11 AND BURNSVILLE PARKWAY IN BURNSVILLE - CONSTRUCT ROUNDABOUT AND MULTI USE TRAIL	1,890,000	1,400,000	0	0	490,000	DAKOTA COUNTY	E3
2024		CSAH 13	071-613-012AC	MC	**AC**SHERBURNE CSAH 13, LINE AVE TO TYLER ST IN ELK RIVER, CONSTRUCT ROUND-A-BOUT (PAYBACK IN 2024)(ASSOCIATED SP 204-020-007)	1,031,000	1,031,000	0	0	0	SHERBURNE COUNTY	E3
2024		CSAH 5	027-605-033	RC	CSAH 5 (MINNETONKA BLVD) FROM THE MN 100 NB RAMPS TO FRANCE AVE IN ST LOUIS PARK - RECONSTRUCTION, SIGNAL UPGRADES, ADA, APS, STREETScape, BIKE/PED IMPROVEMENTS	11,185,560	7,000,000	0	0	4,185,560	HENNEPIN COUNTY	S10
2024		CSAH 9	027-609-042AC	BR	**AC**CSAH 9 OVER US 169 FROM 0.1 MILES WEST OF NATHAN LANE TO GETTYSBURG AVE IN PLYMOUTH/NEW HOPE - REPLACE BRIDGE #27551 (NEW BRIDGE #27416) AND RECONSTRUCT INTERCHANGE, RECONSTRUCT PAVEMENT, SIGNALS AND TRAILS (ASSOCIATE TO 2772-115) (AC PAYBACK 1 OF 1)	6,888,000	6,888,000	0	0	0	HENNEPIN COUNTY	S10
2024		CSAH 9	070-609-010	MC	**AC**PRS**CSAH 9 (QUAKER AVE), MN 282 (2ND ST W), AND US 169 (JOHNSON MEMORIAL DR) IN JORDAN - CONSTRUCT INTERCHANGE (ASSOCIATE TO 070-609-010R) (AC PROJECT, PAYBACK IN FY25)	16,400,000	0	7,000,000	0	9,400,000	SCOTT COUNTY	A30
2024		Local	2726-81	BI	STONE ARCH BRIDGE OVER MISSISSIPPI RIVER IN MPLS - REPAIR PED/BIKE BRIDGE 27004 (AMOUNT IN OTHER IS MRSI FUNDS; \$1.39M OF FEDERAL IS SOFT MATCH)	13,200,000	11,950,000	0	0	1,250,000	MNDOT	AQ2
2024		Local	7101-66	LP	US 10, RECONSTRUCT YALE COURT NW & TWIN LAKES RD TO INTERSECTION WITH US 10 IN ELK RIVER (ASSOCIATED TO 204-133-005, 204-143-001)	6,240,000	2,000,000	0	1,000,000	3,240,000	SHERBURNE COUNTY	S10
2024		MN 101	2736-46	RS	MN101 (W 192ND AVE), FROM MN 5 (W 78TH ST) TO TOWNLINE RD IN CHANHASSEN/EDEN PRAIRIE - MILL AND OVERLAY, DRAINAGE AND ADA IMPROVEMENTS	1,799,000	1,464,746	0	334,254	0	MNDOT	S10

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2024		MN 51	6215-114	RS	MN51 (SNELLING AVE), FROM GRAND AVE TO ST CLAIR AVE IN ST PAUL - BITUMINOUS MILL AND OVERLAY AND ADA IMPROVEMENTS	1,848,000	1,307,605	0	298,395	242,000	MNDOT	S10
2024		MN 65	106-010-020	MC	**PRS**MN 65 (CENTRAL AVE NE) AT 99TH AVE IN BLAINE-GRADE SEPARATION, IMPROVE FRONTAGE ROAD CONFIGURATIONS	32,184,000	10,000,000	0	0	22,184,000	BLAINE	A30
2024	MSAS 108	157-108-035AC2	RC	**AC**PRS**MSAS 108 (77TH ST) FROM BLOOMINGTON AVE TO LONGFELLOW AVE IN RICHFIELD-CONSTRUCT 77TH ST EXTENSION UNDER MN 77, CONSTRUCT MN 77 BRIDGE OVER 77TH ST, AND RECONSTRUCT MN 77 RAMPS (AC PAYBACK 2 OF 2)	4,200,000	4,200,000	0	0	0	0	RICHFIELD	A30
2024	MSAS 158	164-158-025AC	BR	**AC**MSAS 158, FROM W 7TH ST TO MARKET ST IN ST PAUL - RECONSTRUCT BRIDGE #90378, RETAINING WALLS, AND APPROACH ROADWAYS, AND SIGNAL REPLACEMENTS (AC PAYBACK 1 OF 1)	7,000,000	7,000,000	0	0	0	0	SAINT PAUL	S10
2024	N/A	TRS-TCMT-24E	PL	METROWIDE: REGIONAL TRAVEL BEHAVIOR INVENTORY AND REGIONAL MODEL DEVELOPMENT. HOUSEHOLD TRAVEL SURVEY, TRANSIT ON BOARD SURVEYS, SPECIAL GENERATOR SURVEY, DATA PURCHASE, REGIONAL MODEL DEVELOPMENT AND UPDATE (TRANSFER TO FTA)	1,466,000	733,000	0	0	733,000	0	MET COUNCIL	O1
2024	US 212	010-596-013	SC	**AC**US 212 AT CSAH 51 (CR 51) IN BENTON TOWNSHIP-CONSTRUCTION OF A REDUCED CONFLICT INTERSECTION (ASSOCIATE TO 010-596-013F AND 1013-77) (AC PROJECT, PAYBACK IN FY25)	9,089,300	0	3,500,000	0	5,589,300	0	CARVER COUNTY	E1
2024	US 61	6221-107P	RS	US61 (ARCADE ST), FROM E 7TH ST TO 0.2 MI S ROSELAWN AVE IN MAPLEWOOD AND ON MN5 FROM E END BRIDGE 62703 TO MINNEHAHA AVE IN ST PAUL - BITUMINOUS MILL AND OVERLAY, DRAINAGE, PEDESTRIAN/ADA IMPROVEMENTS (ASSOCIATE TO 6221-107)	11,935,000	8,427,200	0	2,106,800	1,401,000	0	MNDOT	S10
2025	999	880M-PM-25	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2025	5,000,000	4,071,000	0	929,000	0	0	MNDOT	NC
2025	999	8825-710	TM	METROWIDE - REPLACE DYNAMIC MESSAGE SIGNS	925,000	753,135	0	171,865	0	0	MNDOT	S7

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2025		CSAH 103	110-020-041	MC	**PRS**CSAH 103 (W BROADWAY AVE) FROM 0.07 MILES N OF 85TH AVE TO 0.11 MILES N OF 93RD AVE AND CSAH 30 (93RD AVE) FROM 0.07 MILES W OF CSAH 103 (W BROADWAY AVE) TO 0.25 MILES E OF CSAH 103 (W BROADWAY 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
2025		CSAH 153	027-753-021	RC	CSAH 153 (LOWRY AVE NE) FROM 0.05 MILES WEST OF CSAH 23 (MARSHALL ST NE) TO 0.03 MILES WEST OF WASHINGTON ST NE (CSAH 152) IN MPLS - RECONSTRUCTION, SIGNAL UPGRADES, ADA, APS, STREETScape, BIKE/PED IMPROVEMENTS	9,924,860	7,000,000	0	0	2,924,860	HENNEPIN COUNTY	S10
2025		CSAH 17	082-596-008	MC	**PRS**CSAH 17 (LAKE ELMO AVE) AT TH 36 IN GRANT AND LAKE ELMO- CONSTRUCT INTERCHANGE	38,206,443	10,000,000	0	0	28,206,443	WASHINGTON COUNTY	A30
2025		CSAH 36	086-636-009	MC	RECONSTRUCT WRIGHT CSAH 36 FROM I-94 WB OFF RAMP TO PALMGREN LANE NE	3,000,000	2,000,000	0	0	1,000,000	WRIGHT COUNTY	S10
2025		CSAH 5	027-605-032	RC	CSAH 5 (FRANKLIN AVE) FROM 0.05 MILES WEST OF BLAISDELL AVE TO 0.03 MILES WEST OF CHICAGO AVE, EXCLUDING I35W BRIDGE IN MPLS - RECONSTRUCTION, SIGNAL UPGRADES, ADA, APS, STREETScape, BIKE/PED IMPROVEMENTS	15,160,200	7,000,000	0	0	8,160,200	HENNEPIN COUNTY	S10
2025		CSAH 9	070-609-010AC	MC	**AC**PRS**CSAH 9 (QUAKER AVE), MN 282 (2ND ST W), AND US 169 (JOHNSON MEMORIAL DR) IN JORDAN - CONSTRUCT INTERCHANGE (AC PAYBACK 1 OF 1)	7,000,000	7,000,000	0	0	0	SCOTT COUNTY	A30
2025		I 35	7080-56	TM	**ITS**I35, FROM CR 46/162ND ST IN LAKEVILLE TO 260TH ST IN NEW MARKET-TRAFFIC MANAGEMENT SYSTEM	1,000,000	900,000	0	100,000	0	MNDOT	S7
2025		MN 121	2728-52	RS	MN 121, FROM 0.5 MI N OF I35W (PED BRIDGE OVER LYNDALE) TO W 58TH ST IN MPLS - BITUMINOUS MILL AND OVERLAY, SIGNALS, DRAINAGE AND ADA	1,540,000	1,008,000	0	230,000	302,000	MNDOT	S10
2025		MN 3	164-010-081	RC	ROBERT STREET, FROM I94 BRIDGE APPROACH PANEL TO THE MISSISSIPPI RIVER BRIDGE APPROACH PANEL IN ST PAUL - RECONSTRUCT ROADWAY, ADA, LANDSCAPING, DRAINAGE, INSTALL SIGNALS, LIGHTING (ASSOCIATE TO 6217-51)	8,750,000	7,000,000	0	0	1,750,000	SAINT PAUL	S10

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2025		MN 3	6217-51	AM	MN3, ROBERT ST FROM MISSISSIPPI RIVER BRIDGE TO E 11TH ST IN ST PAUL - JURISDICTIONAL TRANSFER TO ST PAUL (\$5.32M IS JURISDICTIONAL TRANSFER TARGET) (ASSOCIATE TO 164-010-081)	14,610,000	11,895,462	0	2,714,538	0	MNDOT	NC
2025		MN 47	0205-110	DR	MN47 (UNIVERSITY AVE), FROM 37TH AVE IN COLUMBIA HEIGHTS TO US10 IN COON RAPIDS - REPAIR/REPLACE DRAINAGE (ASSOCIATE TO 0205-110S)	416,000	338,707	0	77,293	0	MNDOT	NC
2025		MN 47	0206-67	RS	MN47 (UNIVERSITY AVE), FROM CREE ST TO ANOKA/ISANTI COUNTY LINE IN ST FRANCIS - MILL AND OVERLAY AND ADA	2,662,000	2,167,400	0	494,600	0	MNDOT	S10
2025		MN 5	010-596-014	MC	**PRS**MN 5 (ARBORETUM BLVD) FROM PARK DR TO ARBORETUM DR IN VICTORIA AND CHANHASSEN-TWO-LANE TO FOUR-LANE CONVERSION, SIGNALS, MEDIAN CHANNELIZATION, BIKE TRAILS, ADA, PED UNDERPASS	14,784,000	10,000,000	0	0	4,784,000	CARVER COUNTY	A30
2025		MN 913A	1901-195	RS	MN913A (SIBLEY MEMORIAL HWY) FROM JCT MN13 TO JCT MN13 IN MENDOTA HEIGHTS - MILL AND OVERLAY AND DRAINAGE	1,987,000	1,617,815	0	369,185	0	MNDOT	S10
2025		MN 97	8201-21	RS	MN97 (SCANDIA TRAIL N), FROM 0.24 MI E I35 TO US61 (FOREST BLVD N) IN FOREST LAKE - RECONSTRUCT PAVEMENT, TURN LANES, LIGHTING, TRAIL (ASSOCIATE TO 8201-21S)	8,353,000	6,688,653	0	1,526,347	138,000	MNDOT	S10
2025		US 10	002-596-026AC	MC	**AC**PRS**US 10 AT CSAH 56 (RAMSEY BLVD NW) IN RAMSEY - CONSTRUCT INTERCHANGE OVER US 10 AND BNSF RAILWAY, AND ADJACENT FRONTAGE ROADS (AC PAYBACK 1 OF1)	10,000,000	10,000,000	0	0	0	ANOKA COUNTY	A30
2025		US 212	010-596-013AC	SC	**AC**US 212 AT CSAH 51 (CR 51) IN BENTON TOWNSHIP-CONSTRUCTION OF A REDUCED CONFLICT INTERSECTION (AC PAYBACK 1 OF 1)	3,500,000	3,500,000	0	0	0	CARVER COUNTY	E1
2026		999	880M-PM-26	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2026	5,000,000	4,071,000	0	929,000	0	MNDOT	NC
2026		999	880M-STP-26	MC	METRO ATP SETASIDE FOR SURFACE TRANSPORTATION BLOCK GRANT PROGRAM PROJECTS YET TO BE SELECTED FOR FY 2026	81,801,450	65,441,160	0	0	16,360,290	MNDOT	NC
2026		999	8825-1013	TM	METROWIDE - REPLACE DYNAMIC MESSAGE SIGNS	925,000	753,135	0	171,865	0	MNDOT	S7

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2026		MN 252	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
2026		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
2026		MN 252	110-010-010	MC	**PRS**MN 252 AT BROOKDALE DR FROM HUMBOLDT AVE TO WEST RIVER RD IN BROOKLYN PARK - CONSTRUCT INTERCHANGE AND CONSTRUCT TRAIL ON NORTH AND SOUTH SIDES	33,215,015	10,000,000	0	0	23,215,015	BROOKLYN PARK	A30
2026		MN 3	6217-50	RS	MN3 (ROBERT ST), FROM ANNAPOLIS ST E TO MISSISSIPPI RIVER IN ST PAUL - PAVEMENT REHAB, SIDEWALK REPLACEMENT AND ADA IMPROVEMENTS	13,529,000	10,621,239	0	2,423,761	484,000	MNDOT	S10
2026		MN 5	1002-122	BT	MN5 (ARBORETUM RD), AT STIEGER LK LN AND 78TH AVE IN VICTORIA- INTERSECTION IMPROVEMENTS, DRAINAGE (ASSOCIATE TO 1002-122S)	550,000	314,281	0	71,719	164,000	MNDOT	E2
2026		MN 50	1923-48	RS	MN50 (240TH ST), FROM US52 (EMERY AVE/ROCHESTER BLVD) IN HAMPTON TO US61 IN DOUGLAS TOWNSHIP - MEDIUM BITUMINOUS MILL AND OVERLAY	6,568,000	5,347,666	0	1,220,334	0	MNDOT	S10
2026		MN 51	6216-142	RS	MN51 (SNELLING AVE N), FROM NORTH END OF BRIDGE OVER MN36 IN ROSEVILLE TO 0.1 MI N OF GREY FOX RD IN ARDEN HILLS - BITUMINOUS MILL AND OVERLAY, GUARDRAIL AND ADA	6,477,000	5,194,596	0	1,185,404	97,000	MNDOT	S10
2026		MSAS 123	227-123-001AC	RC	**AC**MSAS 123, FROM 43RD AVE TO 47TH ST NE IN ST MICHAEL, RECONSTRUCT (TIED PROJECT SAP 227-122-003) (PAYBACK 1 OF 1)	1,372,092	1,372,092	0	0	0	St Michael	S10
2026		N/A	TRS-TCMT-26	PL	METROWIDE: REGIONAL TRAVEL BEHAVIOR INVENTORY AND REGIONAL MODEL DEVELOPMENT. HOUSEHOLD TRAVEL SURVEY, TRANSIT ON BOARD SURVEYS, SPECIAL GENERATOR SURVEY, DATA PURCHASE, REGIONAL MODEL DEVELOPMENT AND UPDATE (TRANSFER TO FTA)	1,700,000	850,000	0	0	850,000	MET COUNCIL	O1
2026		US 61	6221-112	BT	US61, FROM MN5 (7TH ST E) TO KELLOGG BLVD IN ST PAUL - TRAIL, CURB AND GUTTER, PED RAMPS	616,000	501,547	0	114,453	0	MNDOT	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:
				Totals		738,984,570		28,760,092		312,282,578		
							373,820,142		24,121,758			

Twin Cities Metropolitan Area
 2023 - 2026 Transportation Improvement Program

TABLE A-4
Demo/High Priority Projects

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

Twin Cities Metropolitan Area
2023 - 2026 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:
2023	I 35E		6280-407	SC	I35E, AT CSAH 21 IN LITTLE CANADA - SIGNAL REPLACEMENT ON E AND W RAMP	784,000	297,000	0	33,000	454,000	MNDOT	E2
2023	I 35W		2782-352	RD	**PRS**I35W, FROM MN RIVER BRIDGE TO 0.1 MI S OF W 82ND ST IN BLOOMINGTON - BITUMINOUS MILL AND OVERLAY, CONSTRUCT AUXILIARY LANE AND ACCELERATION LANE, DRAINAGE AND ADA IMPROVEMENTS	12,776,000	11,498,400	0	1,277,600	0	MNDOT	A30
2023	I 394		2789-165	SC	I394, ON I394 RAMP, AND ON WASHINGTON AVE AND 3RD AVE IN MPLS - INTERSECTION MODIFICATION AND INSTALL LEFT TURN LANE, ADA IMPROVEMENTS, DRAINAGE (ASSOCIATE TO 2789-165S)	192,000	172,800	0	19,200	0	MNDOT	E1
2023	I 494		2785-424	MC	**PRS**C0C3**CHAP 3**I494, EB FROM EAST BUSH LK RD TO MN77, WB FROM MN77 TO I35W AND NB I35W TO WB I494 IN BLOOMINGTON, RICHFIELD AND EDINA - IMPROVE MOBILITY, RECONSTRUCT I35W/I494 INTERCHANGE, REHAB PAVEMENT, REPLACE BRIDGES 6850, 6851, 9077, 9079 AND 9080 (ASSOCIATE TO 2785-424C, 2785-424G, 107-010-013)	253,016,667	76,550,000	0	0	176,466,667	MNDOT	A30
2023	I 494		2785-433N	BI	I494, BETWEEN PILOT KNOB RD IN EAGAN AND 24TH AVE IN BLOOMINGTON - REHAB BRIDGES 9217E, 9217W, 19825, 27765 AND 27767, CONCRETE PAVEMENT REHAB, BITUMINOUS SHOULDER RECONSTRUCTION, HIGHWAY LIGHTING REPLACEMENT, RECONSTRUCT PEDESTRIAN TRAIL, DRAINAGE REPAIRS (ASSOCIATE TO 2785-433)	44,330,000	39,897,000	0	4,433,000	0	MNDOT	S19
2023	I 94		2781-485	BI	I94, ON PLYMOUTH AVE OVER I94 IN MPLS - PIER INFILL WALLS, REDECK BRIDGE 27796	8,787,000	7,728,300	0	858,700	200,000	MNDOT	S19
2023	I 94		8282-132	RC	**AC**B2020**I94, FROM MN120 (CENTURY AVE) IN OAKDALE TO ST CROIX RIVER IN LAKELAND - CONCRETE OVERLAY, TMS, DRAINAGE, SIGNING, LIGHTING, GUARDRAIL, NOISEWALL, HUDSON FRONTAGE RD RESURFACING, MEDIAN BARRIER AND ADA IMPROVEMENTS (ASSOCIATE TO 8282-132F) (AC PROJECT, PAYBACK IN FY24)	103,839,000	28,131,500	65,323,600	0	10,383,900	MNDOT	S10
2023	I 94		8282-136	RB	I94, AT ST CROIX REST AREA IN W LAKELAND TWP - BUILDING AND SITE RECONSTRUCTION	6,111,111	5,500,000	0	611,111	0	MNDOT	S15

TABLE A-5
National Highway Performance Program Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023	I	94	8282-145	RC	**ELLE**B2020**I94, FROM MN 120 IN OAKDALE TO ST CROIX RIVER IN LAKELAND - BITUMINOUS SHOULDERS, TMS, DRAINAGE, BITUMINOUS CROSS OVERS	9,161,000	8,244,900	0	0	916,100	MNDOT	S19
2023	MN	100	2735-202	SC	MN100, FROM MN55 (OLSON MEMORIAL HWY) IN GOLDEN VALLEY TO I694 IN BROOKLYN CENTER- SIGN REPLACEMENT	582,000	465,600	0	116,400	0	MNDOT	O8
2023	MN	252	2748-68	SC	MN252, FROM I694 IN BROOKLYN CENTER TO MN610 IN BROOKLYN PARK- REMOVE FREE RIGHT TURN IN SW CORNER OF 66TH AVE, INSTALL ADVANCED WARNING FLASHER AT 85TH AVE, ROADSIDE SAFETY	371,000	296,800	0	74,200	0	MNDOT	E2
2023	MN	36	6212-181	SC	MN36, AT FAIRVIEW INTERCHANGE IN ROSEVILLE - RECONSTRUCT RAMPS, DRAINAGE, PAVEMENT, CONCRETE MEDIAN, ADA IMPROVEMENTS AND SIGNALS	3,732,000	2,286,400	0	571,600	874,000	MNDOT	S10
2023	MN	55	1909-106	BI	MN55/62, OVER MINNESOTA RIVER IN MENDOTA HEIGHTS - REPLACE RAILING ON BRIDGE #4190 AND LIGHTING	9,795,000	7,836,000	0	1,959,000	0	MNDOT	S18
2023	MN	610	2771-120N	AM	**PRS**MN610 WB TO EB I94 IN MAPLE GROVE-CONSTRUCT INTERCHANGE (ASSOCIATE TO 189-143-001 AND 2771-120)	6,000,000	5,400,000	0	600,000	0	MNDOT	A30
2023	MN	65	0207-120	BI	MN65 (CENTRAL AVE), AT ANOKA-CSAH 10 IN SPRING LAKE PARK - REHAB BRIDGES 9263 AND 9264	2,001,000	1,600,800	0	400,200	0	MNDOT	S19
2023	MSAS	194	164-194-033	RS	MSAS 194 (SHEPHERD RD) OVER MISSISSIPPI RIVER RAVINE, NEAR OTTO IN ST PAUL - REHAB BRIDGES 62512 AND 62512A	1,000,520	500,000	0	0	500,520	SAINT PAUL	S19
2023	US	169	2772-127	SC	US169, AT HENNEPIN-CSAH 3 (EXCELSIOR BLVD) IN HOPKINS - SIGNAL REPLACEMENT ON E AND W RAMPS	638,000	253,600	0	63,400	321,000	MNDOT	E2
2023	US	212	1013-101	RC	US 212, FROM 0.14 MI W OF CSAH 36 (W LAKE ST) IN COLOGNE TO 0.7 MI E CSAH 36 (E LAKE ST) IN COLOGNE - BITUMINOUS SHOULDER MILL AND OVERLAY, CONCRETE PAVEMENT REHAB, REHAB BRIDGES 10021 AND 10022, DRAINAGE AND GUARDRAIL (ASSOCIATE TO 1013-101S)	9,560,000	7,648,000	0	1,912,000	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:
2023		US 52	1906-71	RS	US52, FROM 0.2 ML N OF CR 86 (280TH ST/ROCHESTER BLVD) IN HAMPTON TWP TO 0.2 ML N OF CSAH 42 (145TH ST) IN ROSEMOUNT - CONCRETE SURFACING, DRAINAGE, CABLE MEDIAN GUARDRAIL, AND REPAIR BR# 19033 AND 9675	65,000,000	52,000,000	0	13,000,000	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		CSAH 23	019-623-034	RS	CSAH 23 FROM CSAH 42 TO 138TH ST IN APPLE VALLEY - RESURFACING	1,950,000	1,200,000	0	0	750,000	DAKOTA COUNTY	S19
2024		CSAH 32	019-632-049	RS	CSAH 32 (CLIFF RD) FROM MN13 TO I35E IN EAGAN - RESURFACING	1,200,000	712,000	0	0	488,000	DAKOTA COUNTY	S19
2024		I 35E	6280-415	SC	I35E, BETWEEN VICTORIA ST AND UNIVERSITY AVE IN ST PAUL- SIGN REPLACEMENT	524,000	471,600	0	52,400	0	MNDOT	O8
2024		I 35E	6280-416	SC	I35E, BETWEEN MARIE AVE IN MENDOTA HEIGHTS AND VICTORIA ST IN ST PAUL- SIGN REPLACEMENT	331,000	297,900	0	33,100	0	MNDOT	O8
2024		I 694	0285-69	SC	I694, FROM EAST RIVER ROAD TO 0.16 MI W MN65 (CENTRAL AVE) IN FRIDLEY - REPLACE LIGHTING	842,000	757,800	0	84,200	0	MNDOT	S18
2024		I 94	8281-06	AM	I94, HUDSON BR OVER ST CROIX IN LAKELAND AND HUDSON- REPAIR BRIDGES 82800 AND 9400 (WI LET)	2,000,000	1,800,000	0	200,000	0	MNDOT	S19
2024		I 94	8282-132AC	RC	**AC**I94, FROM MN120 (CENTURY AVE) IN OAKDALE TO ST CROIX RIVER IN LAKELAND - CONCRETE OVERLAY, TMS, DRAINAGE, SIGNING, LIGHTING, GUARDRAIL, NOISEWALL, HUDSON FRONTAGE RD RESURFACING, MEDIAN BARRIER AND ADA IMPROVEMENTS (AC PAYBACK 1 OF 1)	65,323,600	65,323,600	0	0	0	MNDOT	S10
2024		MN 5	2732-112	SC	MN5, AT POST ROAD IN MENDOTA HEIGHTS - REPLACE LIGHTING	431,000	350,920	0	80,080	0	MNDOT	S18
2024		MN 55	2723-144	RS	MN 55 (OLSON MEMORIAL HWY), FROM OLD ROCKFORD RD IN PLYMOUTH TO 0.1 MI EAST GENERAL MILLS BLVD IN GOLDEN VALLEY - PAVEMENT REHAB, REPAIR BRIDGE CULVERTS 6732 AND 6745, AND ADD TURN LANE (ASSOCIATE TO 2723-144S)	15,452,000	12,293,606	0	2,805,394	353,000	MNDOT	S10
2024		MN 62	1918-119	RS	MN62, BETWEEN MN13 AND 0.2 MI E OF I35E IN MENDOTA HEIGHTS - CPR, BITUMINOUS MILL AND OVERLAY, BITUMINOUS OVERLAY	5,172,000	4,154,863	0	948,137	69,000	MNDOT	S10

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2024		MN 65	0208-165	RS	MN65 (CENTRAL AVE), FROM CSAH 10 (MOUNDS VIEW BLVD) TO 217TH AVE IN EAST BETHEL - PAVEMENT REHAB AND REPLACE BRIDGES 6817 AND 9417 OVER COON CREEK, ADA, SIGNAL REPLACEMENT, CABLE MEDIAN BARRIER FROM BUNKER LAKE RD TO 237TH (ASSOCIATE TO 0208-165S)	37,886,000	30,245,087	0	6,901,913	739,000	MNDOT	S19
2024		US 169	2772-125	BR	US 169, AT 36TH AVE IN NEW HOPE/PLYMOUTH - REPLACE BRIDGE 27550	6,063,000	4,936,495	0	1,126,505	0	MNDOT	S19
2024		US 169	7009-85	RS	US 169 (JOHNSON MEMORIAL HWY), FROM MN 21 (BROADWAY ST N) TO 0.54 MI W CSAH 15 (MARYSTOWN RD) IN SHAKOPEE - MILL AND OVERLAY, CONCRETE PAVEMENT REHAB, ACCESS MODIFICATIONS (ASSOCIATE TO 7009-85S)	10,268,000	8,360,206	0	1,907,794	0	MNDOT	E3
2024		US 52	1928-79	SC	US 52, BETWEEN N JUNCTION MN55 (COURTHOUSE BLVD) AND I494 IN INVER GROVE HEIGHTS - SIGN REPLACEMENT	268,000	218,206	0	49,794	0	MNDOT	O8
2025		999	880M-GR-25	SC	DISTRICTWIDE SETASIDE FOR GUARDRAIL REPLACEMENT - FY 2025	1,900,000	1,710,000	0	190,000	0	MNDOT	NC
2025		999	880M-MO-25	MC	DISTRICTWIDE SETASIDE FOR MOBILITY PROJECTS - FY 2025	50,000,000	45,000,000	0	5,000,000	0	MNDOT	NC
2025		I 35W	1981-140	RS	**AC**I35W, FROM JCT I35E/35W TO 0.08 MI N CLIFF RD IN BURNSVILLE - RESURFACE CONCRETE PAVEMENT, REPLACE BRIDGE 6583 OVER CLIFF RD AND ADA IMPROVEMENTS AND ON MN13 AT I35W REPLACE BRIDGES 9779 AND 9780 (AC PROJECT, PAYBACK IN FY2026)	80,402,000	58,605,200	13,600,000	8,022,800	174,000	MNDOT	S19
2025		I 394	2789-170	SC	I394, FROM I494 IN MINNETONKA TO 0.25 MI E US 169 IN GOLDEN VALLEY- SIGN REPLACEMENT	616,000	554,400	0	61,600	0	MNDOT	O8
2025		I 494	1985-162	SC	I494, FROM DAKOTA/WASHINGTON COUNTY BORDER IN S ST PAUL TO ARGENTA TR IN INVER GROVE HTS- SIGN REPLACEMENT, OVERLAY EXTRUDED SIGN PANELS, ADD/REMOVE SIGNS AS NEEDED	472,000	424,800	0	47,200	0	MNDOT	O8
2025		I 94	6282-216	BI	I94, FROM WESTERN AVE TO MOUNDS BLVD AND I35E FROM 10TH ST TO JACKSON ST IN ST PAUL- REPAIR BRIDGES 62703, 62706, 62889, 62877, 62898, 62888, 62891, 62894, 62893; REPLACE SUPERSTRUCTURE ON BRIDGES 9631 AND 9632 (TIE TO 6282-224)	16,241,000	14,616,900	0	1,624,100	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:
2025	I 94		6282-224	BI	I94, AT MARION ST IN ST PAUL - REHAB BRIDGE #62878 (MARION/CSAH 56 OVER I-94 & EB RAMP), SIGNAL REPLACEMENT, ADA IMPROVEMENTS	2,304,000	1,693,800	0	188,200	422,000	MNDOT	E2
2025	MN 316		1926-23	RS	MN316 (RED WING BLVD), FROM S JCT US61 IN WELCH TWP TO TUTTLE IN HASTINGS-BITUMINOUS MILL AND OVERLAY (ASSOCIATE TO 1926-23S)	6,174,000	5,026,871	0	1,147,129	0	MNDOT	S10
2025	MN 36		6212-192	RS	**ELLE**PRS**MN36, FROM JCT WITH I35W IN ROSEVILLE TO JUST E EDGERTON IN MAPLEWOOD/LITTLE CANADA-BITUMINOUS MILL AND OVERLAY AND AUXILIARY LANE EXTENSION AND RAMP RECONSTRUCTION AT I35W SB/CLEVELAND AVE TO MN36 EB	12,352,000	10,056,998	0	2,295,002	0	MNDOT	A30
2025	MN 55		1910-57	SC	MN55 (W 8TH ST/145TH ST E), AT PLEASANT DR AND WESTVIEW DR IN HASTINGS-SIGNAL REPLACEMENT AND ADA IMPROVEMENTS	1,381,000	749,878	0	171,122	460,000	MNDOT	E2
2025	MN 55		2752-43	RS	MN55 (OLSON MEMORIAL PKWY), FROM 0.2 MI W OF MN100 IN GOLDEN VALLEY TO W END OF BRIDGE OVER BNSF TRACKS IN MPLS-BITUMINOUS MILL AND OVERLAY, CONSTRUCT TRAIL AND TURN LANE RECONSTRUCTION AT DAHLBERG DR	3,337,000	2,634,751	0	601,249	101,000	MNDOT	S10
2025	MN 65		0207-125	DR	MN65 (CENTRAL AVE), FROM 37TH AVE NE IN COLUMBIA HEIGHTS TO US10 IN BLAINE - REPAIR/REPLACE DRAINAGE (ASSOCIATE TO 0207-125S)	524,000	426,641	0	97,359	0	MNDOT	NC
2025	US 169		2772-126	SC	US169, AT CSAH 5 (MINNETONKA BLVD) IN ST LOUIS PARK -SIGNAL REPLACEMENTS, REMOVE FREE RIGHT AND CONSTRUCT SIDEWALK	1,055,000	578,082	0	131,918	345,000	MNDOT	E2
2025	US 169		2772-132	SC	US169, AT BETTY CROCKER DR IN GOLDEN VALLEY AND PLYMOUTH - SIGNAL REPLACEMENT, ADA, GUARDRAIL REPLACEMENT AND NEW SIDEWALK/PED AND BIKE LANE	1,013,000	559,355	0	127,645	326,000	MNDOT	E2
2025	US 61		8207-65	SC	US61 (S LAKE ST), AT 11TH AVE IN FOREST LAKE -SIGNAL REPLACEMENT, DRAINAGE AND ADA IMPROVEMENTS	897,000	493,405	0	112,595	291,000	MNDOT	E2
2025	US 61		8207-66	SC	US61 (S LAKE ST), AT 8TH AVE IN FOREST LAKE -SIGNAL REPLACEMENT, DRAINAGE AND ADA IMPROVEMENTS	817,000	419,313	0	95,687	302,000	MNDOT	E2

TABLE A-5
National Highway Performance Program Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2025		US 8	1308-27	RS	US 8 (LAKE BLVD), FROM JCT I35 IN FOREST LK TO 0.1 MI W OF WYOMING AVE IN CHISAGO CITY - BITUMINOUS MILL AND OVERLAY, CONCRETE PAVEMENT AND DRAINAGE REPAIR, CONSTRUCT POND, LEFT TURN LANE ON US8 (LAKE BLVD) 0.1 MI W TO HAZEL AVE, INSTALL WEIGH IN MOTION AND ENFORCEMENT SITES, TRAIL CONNECTION , SIDEWALK, ACCESS CLOSURES, ADA IMPROVEMENTS (ASSOCIATE TO 1308-27S)	13,427,000	10,362,000	0	3,065,000	0	MNDOT	S10
2026	999		880M-GR-26	SC	DISTRICTWIDE SETASIDE FOR GUARDRAIL REPLACEMENT - FY 2026	2,100,000	1,890,000	0	210,000	0	MNDOT	NC
2026	999		880M-MO-26	MC	DISTRICTWIDE SETASIDE FOR MOBILITY PROJECTS - FY 2026	50,000,000	45,000,000	0	5,000,000	0	MNDOT	NC
2026	999		880M-PED-26	BI	DISTRICTWIDE SETASIDE FOR PEDESTRIAN BRIDGE - FY2026	1,500,000	1,350,000	0	150,000	0	MNDOT	NC
2026	999		880M-SM-26	RC	DISTRICTWIDE SETASIDE FOR SPOT MOBILITY PROJECTS - FY 2026	14,300,000	12,870,000	0	1,430,000	0	MNDOT	NC
2026	I 35E		6280-419	RC	I35E, FROM N EXIT OF SHEPARD RD TO MN 5 (W 7TH ST) IN ST PAUL - REPLACE CONCRETE PAVEMENT, REPLACE BRIDGE 9534 OVER SHEPARD RD	11,416,000	10,274,400	0	1,141,600	0	MNDOT	S10
2026	I 35W		1981-140AC	RS	**AC**I35W, FROM JCT I35E/35W TO 0.08 MI N CLIFF RD IN BURNSVILLE - RESURFACE CONCRETE PAVEMENT, REPLACE BRIDGE 6583 OVER CLIFF RD AND ADA IMPROVEMENTS AND ON MN13 AT I35W REPLACE BRIDGES 9779 AND 9780 (AC PAYBACK 1 OF 1)	13,600,000	13,600,000	0	0	0	MNDOT	S19
2026	I 35W		2782-366	SC	I35W, AT W 98TH ST IN BLOOMINGTON - SIGNAL REPLACEMENT, ADA RAMPS/SIDEWALKS (ASSOCIATE TO 2782-366S)	830,000	352,800	0	39,200	438,000	MNDOT	E2
2026	I 394		2789-137	SC	I394, AT CSAH 73 AT NORTH RAMP IN MINNETONKA - SIGNAL REPLACEMENT, ADA	645,000	350,100	0	38,900	256,000	MNDOT	E2
2026	I 394		2789-174	BI	I394, FROM PENN AVE TO I94 (BRIDGE #27831 OVER DUNWOODY BLVD) IN MPLS, REHAB 14 BRIDGES, DRAINAGE, LIGHTING, SIDEWALK, ADA AND ON I94 AT THE I394 AND I94 INTERCHANGE REHAB TWO BRIDGES	47,421,000	42,500,700	0	4,722,300	198,000	MNDOT	S19
2026	I 394		2789-176	SC	I394, FROM GENERAL MILLS BLVD IN GOLDEN VALLEY TO KENWOOD PKWY IN MPLS - REPLACE LIGHTING	1,652,000	1,486,800	0	165,200	0	MNDOT	S18
2026	I 394		2789-182	SC	I394, FROM 0.25 MI E OF US 169 IN GOLDEN VALLEY TO THEODORE WIRTH PKWY IN MPLS - SIGN REPLACEMENT	655,000	589,500	0	65,500	0	MNDOT	O8
2026	I 494		1986-47	DR	I494 AND MN RIVER IN EAGAN - DRAINAGE REPAIR, RECONSTRUCT BEAVER POND	1,575,000	1,417,500	0	157,500	0	MNDOT	NC

TABLE A-5
National Highway Performance Program Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2026	I	94	8282-147	DR	I94, FROM E OF MN95 (STAGECOACH TRAIL N) TO ST CROIX RIVER IN LAKELAND - REPAIR DRAINAGE	1,131,000	1,017,900	0	113,100	0	MNDOT	NC
2026	MN	280	6242-83	RS	**AC**MN280, FROM JUNCTION WITH I94 IN ST PAUL TO THE JUNCTION WITH I35W IN ROSEVILLE, CONCRETE PAVEMENT REHABILITATION, MILL AND OVERLAY, GUARDRAIL, AND REHAB 13 BRIDGES (ASSOCIATE TO 6242-83S) (AC PROJECT, PAYBACK IN FY27)	31,026,000	17,791,576	7,000,000	5,657,424	577,000	MNDOT	S10
2026	MN	77	1929-50	RS	**AC**MN77 (CEDAR), FROM 138TH ST (CSAH 23) IN BLOOMINGTON TO DAKOTA/HENNEPIN COUNTY LINE IN APPLE VALLEY - UNBONDED CONCRETE OVERLAY ON SOUTH SEGMENT AND MEDIUM MILL AND OVERLAY ON NORTH SEGMENT (AC PROJECT, PAYBACK IN FY27)	43,838,000	27,650,561	8,000,000	8,135,439	52,000	MNDOT	S10
2026	US	12	2713-129	RS	**AB**INNO**AC**US12 (WAYZATA BLVD), FROM 0.5 MI W SHORELINE DR IN ORONO TO 0.5 MI E I494 IN MINNETONKA - PAVEMENT REHAB, LIGHTING, DRAINAGE IMPROVEMENTS, ADA, PIER PROTECTION BRIDGES 27129 AND 27130 (AC PROJECT, PAYBACK IN FY27)	50,854,000	13,910,866	30,000,000	6,900,134	43,000	MNDOT	S10
2026	US	169	2772-134	SC	US169, AT CEDAR LK RD EAST RAMP IN ST LOUIS PARK AND WEST RAMP IN MINNETONKA - SIGNAL REPLACEMENT, ADA AND DRAINAGE	843,000	361,505	0	82,495	399,000	MNDOT	E2
2026	US	61	6222-190	SC	US61, AT CSAH 96 (LAKE AVE) IN WHITE BEAR LAKE- SIGNAL REPLACEMENT, ADA AND DRAINAGE	894,000	557,727	0	127,273	209,000	MNDOT	E2
2026	US	61	6222-191	SC	US61, AT CR B IN MAPLEWOOD- SIGNAL REPLACEMENT, ADA AND DRAINAGE	407,000	253,216	0	57,784	96,000	MNDOT	E2
Totals						1,202,985,898		123,923,600		197,204,187		
							779,566,928		102,291,183			

Twin Cities Metropolitan Area
2023 - 2026 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:
2023	I 494		107-010-013	MC	**AC**SPPF**PRS**I494 AND I35W IN BLOOMINGTON AND RICHFIELD - CONSTRUCT INTERCHANGE (ASSOCIATE TO 2785-424, 2785-424C, 2785-424G) (AC PROJECT, PAYBACK IN FY25)	12,333,333	0	11,100,000	0	1,233,333	BLOOMINGTON	A30
2023	I 94		8282-132F	RC	**AC**PRS**SPPF**I94, FROM I94/494/694 IN OAKDALE TO WASHINGTON COUNTY HWY 19 (WOODBURY DR) IN WOODBURY - CONSTRUCT EB AUXILIARY LANE (ASSOCIATE TO 8282-132) (AC PROJECT, PAYBACK IN FY24)	8,000,000	4,200,000	3,000,000	800,000	0	MNDOT	A30
2023	US 10		002-596-026F	MC	**AC**PRS**SPPF**US 10 AT CSAH 56 (RAMSEY BLVD NW) AND CSAH 57 (SUNFISH LK BLVD NW) IN RAMSEY - CONSTRUCT INTERCHANGE OVER US 10 AND BNSF RAILWAY, AND ADJACENT FRONTAGE ROADS (\$2.5M MATCH IS UNDER 0202-116A) (ASSOCIATE TO 002-596-026, 002-596-026G, 0202-116, 0202-116A) (AC PROJECT, PAYBACK IN FY25)	10,000,000	0	10,000,000	0	0	ANOKA COUNTY	A30
2024	CSAH 32		178-020-032	RC	**SPPF**CSAH 32 (117TH ST) FROM CSAH 71 (RICH VALLEY BLVD) TO MN 52/CSAH 32 (117TH ST) INTERCHANGE IN INVER GROVE HEIGHTS - RECONSTRUCT, PAVEMENT PRESERVATION, MEDIAN, ACCESS IMPROVEMENTS, RAILROAD CROSSINGS, MULTI-USE TRAIL	10,000,000	8,000,000	0	0	2,000,000	INVER GROVE HEIGHTS	S4
2024	I 94		8282-132FAC	RC	**AC**PRS**SPPF**I94, FROM I94/494/694 IN OAKDALE TO WASHINGTON COUNTY HWY 19 (WOODBURY DR) IN WOODBURY - CONSTRUCT EB AUXILIARY LANE (AC PAYBACK 1 OF 1)	3,000,000	3,000,000	0	0	0	MNDOT	A30
2024	US 212		010-596-013F	SC	**AC**SPPF**US 212 AT CSAH 51 (CR 51) IN BENTON TOWNSHIP-CONSTRUCTION OF A REDUCED CONFLICT INTERSECTION (ASSOCIATE TO 010-596-013 AND 1013-77) (AC PROJECT, PAYBACK IN FY25)	9,375,000	0	7,500,000	0	1,875,000	CARVER COUNTY	E1
2025	I 494		107-010-013AC	MC	**AC**PRS**SPPF**I494 AND I35W IN BLOOMINGTON AND RICHFIELD - CONSTRUCT INTERCHANGE (AC PAYBACK 1 OF 1)	11,100,000	11,100,000	0	0	0	BLOOMINGTON	A30
2025	US 10		002-596-026FAC	MC	**AC**PRS**SPPF**US 10 AT CSAH 56 (RAMSEY BLVD NW) AND CSAH 57 (SUNFISH LK BLVD NW) IN RAMSEY - CONSTRUCT INTERCHANGE OVER US 10 AND BNSF RAILWAY, AND ADJACENT FRONTAGE ROADS (AC PAYBACK 1 OF 1)	10,000,000	10,000,000	0	0	0	ANOKA COUNTY	A30

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2025		US 212	010-596-013FAC	SC	**AC**SPPF**US 212 AT CSAH 51 (CR 51) IN BENTON TOWNSHIP-CONSTRUCTION OF A REDUCED CONFLICT INTERSECTION (AC PAYBACK 1 OF 1)	7,500,000	7,500,000	0	0	0	CARVER COUNTY	E1
2026		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 (ASSOCIATE TO 109-010-007)	12,500,000	10,000,000	0	0	2,500,000	BROOKLYN CENTER	A30
Totals						93,808,333		31,600,000		7,608,333		
							53,800,000		800,000			

Twin Cities Metropolitan Area
2023 - 2026 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:
2023		999	010-030-010	SH	ON MULTIPLE ROADS IN CARVER COUNTY - INSTALL ENHANCED PAVEMENT MARKINGS	925,226	785,570	0	0	139,656	CARVER COUNTY	S7
2023		999	070-030-012	SH	VARIOUS LOCATIONS COUNTY WIDE: INSTALL 40-50 MI OF GROUND IN REFLECTIVE LANE LINES AND PAVEMENT MARKINGS, INSTALL STREET LIGHTS AT LEAST 10 RURAL INTERSECTIONS	1,243,000	1,017,000	0	0	226,000	SCOTT COUNTY	S11
2023		CSAH 1	002-601-057	SH	CSAH 1 (COON RAPIDS BLVD) AT MISSISSIPPI BLVD IN COON RAPIDS - RECONSTRUCT SIGNAL SYSTEM	550,000	450,000	0	0	100,000	ANOKA COUNTY	E2
2023		CSAH 15	082-615-045	SH	**AC**CSAH 15 (MANNING AVE), CSAH 12 (75TH ST N) IN GRANT, TO 120TH ST IN MAY TOWNSHIP, TO 240TH ST IN SCANDIA - INSTALL CENTERLINE MUMBLE STRIPS AND WET REFLECTIVE STRIPING (AC PROJECT, PAYBACK IN FY26)	129,026	0	111,657	0	17,369	WASHINGTON COUNTY	S8
2023		CSAH 17	027-617-033	SH	CSAH 17 (FRANCE AVE) FROM AMERICAN BLVD IN BLOOMINGTON TO 76TH ST IN EDINA - ADA, APS, OFF ROAD TRAIL OR SIDEWALK, MEDIANS, TRAFFIC SIGNALS, SIGNING, PAVEMENT MARKINGS, PAVEMENT WORK, DRAINAGE	2,500,000	1,800,000	0	0	700,000	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	CARVER COUNTY	E3
2023		CSAH 35	002-635-012	SH	CSAH 35 (OLD CENTRAL) AT GARDENA AVE IN FRIDLEY - CONSTRUCT ROUNDABOUT	1,650,000	1,350,000	0	0	300,000	ANOKA COUNTY	E3
2023		CSAH 40	010-640-016	SH	**AC**CSAH 40 (CR 40), MN 25 TO CSAH 52 (CR 52) IN SAN FRANCISCO TOWNSHIP - SHOULDER WIDENING, FULL DEPTH RECLAMATION, BLUFF STABILIZATION, SAFETY EDGE, MUMBLE STRIPS, AND WET REFLECTIVE GROUND IN PAVEMENT MARKINGS (AC PROJECT, PAYBACK IN FY24)	9,182,856	0	2,000,000	0	7,182,856	CARVER COUNTY	S19
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 - RECONSTRUCT, STRIPING, LIGHTING, MEDIAN AND RRFB	495,000	405,000	0	0	90,000	HENNEPIN COUNTY	E1

TABLE A-7
Highway Safety Improvement Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023		CSAH 6	019-673-011	SH	CR 6 (THOMPSON AVE) FROM MN3 (ROBERT ST) TO WATERLOO AVE AND CSAH 73 (OAKDALE AVE) FROM CR4 (BUTLER AVE) TO CSAH 9 (WENTWORTH AVE) IN WEST ST PAUL - CONSTRUCT ROUNDABOUT AND MILL AND OVERLAY	2,200,000	1,395,000	0	0	805,000	DAKOTA COUNTY	E1
2023		CSAH 66	141-020-127	SH	CSAH 66 (BROADWAY ST NE) AT WASHINGTON ST, AT MONROE ST, AT FILMORE ST, AND AT BUCHANNAN ST NE IN MPLS - REBUILD SIGNALS, ADA, CURB EXTENSIONS	1,378,000	1,170,000	0	0	208,000	MINNEAPOLIS	E2
2023		CSAH 83	002-683-006	SH	**AC**CSAH 83 (ARMSTRONG BLVD) AT ALPINE DR IN CITY OF RAMSEY - CONSTRUCT ROUNDABOUT (AC PROJECT, PAYBACK IN FY24)	1,650,000	1,187,230	162,770	0	300,000	ANOKA COUNTY	E3
2023		I 394	2789-165S	SH	I394, ON I394 RAMPS, WASHINGTON AVE AND 3RD AVE IN MPLS - INTERSECTION MODIFICATION AND INSTALL LEFT TURN LANE, ADA IMPROVEMENTS, DRAINAGE (ASSOCIATE TO 2789-165)	1,295,000	938,700	0	104,300	252,000	MNDOT	E1
2023		Local	10-00125	SR	TCWR RR, REPLACE EXISTING SIGNAL SYSTEM AT MUN 235, W 78TH ST, CHANHASSEN, CARVER COUNTY	200,000	180,000	0	0	20,000	MNDOT	S8
2023		Local	127-319-006	SH	53RD AVE FROM TH 65 (CENTRAL AVE) TO 0.21 M W OF TH 65 (CENTRAL AVE) IN FRIDLEY AND COLUMBIA HEIGHTS - EXTEND CENTER MEDIAN, CONSTRUCT TURNABOUT	1,014,000	730,800	0	0	283,200	FRIDLEY	S9
2023		MN 101	1010-11	SR	BNSF RR, UPGRADE EXISTING SIGNAL SYSTEM AT MN 101, CHANHASSEN, CARVER COUNTY	455,000	455,000	0	0	0	MNDOT	S8
2023		MN 21	7002-53	SH	MN21, AT THE INTERSECTION OF OLD HWY 169 BLVD (CSAH 66)/SAWMILL RD IN JORDAN - ROUNDABOUT AND TRAILS	1,889,000	918,000	0	102,000	869,000	MNDOT	E1
2023		MN 5	6229-37S	SH	**AC**MN 5, 0.3 MI E OF MENDOTA ST IN ST PAUL TO THE N JCT MN120 (CENTURY AVE N) IN MAPLEWOOD - REPLACE TRAFFIC SIGNALS AND ADA UPGRADES AT FOREST, EARL, RUTH AND JOHNSON PARKWAY (ASSOCIATE TO 6229-37) (ATP HSIP ORIGINALLY AWARDED UNDER 164-010-075) (AC PROJECT, PAYBACK IN FY24)	1,275,000	67,500	1,080,000	67,500	60,000	MNDOT	E2
2023		MN 55	1910-56S	SH	**ELLE**MN55 (COURTHOUSE BLVD), AT DOYLE PATH IN ROSEMOUNT - INSTALL EB LEFT TURN LANE AND WB ACCELERATION AND RIGHT TURN LANE (ASSOCIATE TO 1910-56)	1,669,000	1,502,100	0	166,900	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:
2023		MSAS 101	106-101-010	SH	**AC**MSAS 101, 99TH AVE AND BALTIMORE ST IN BLAINE - CONSTRUCT ROUNDABOUT (AC PROJECT, PAYBACK IN FY26)	1,768,000	0	1,530,000	0	238,000	BLAINE	AQ2
2023		MSAS 123	10-00124	SR	TCWR RR, REPLACE EXISTING SIGNAL SYSTEM AT MSAS 123, MARKET BLVD, CHANHASSEN, CARVER COUNTY	200,000	180,000	0	0	20,000	MNDOT	S8
2023		MSAS 415	27-00329	SR	PGR RR, REPLACE EXISTING SIGNAL SYSTEM AT MSAS 415, LYNDALE AVE S, BLOOMINGTON, HENNEPIN COUNTY	250,000	225,000	0	0	25,000	MNDOT	S8
2023		US 169	2750-97	SH	US 169 FROM 85TH ST IN BROOKLYN PARK TO WEST RIVER RD IN CHAMPLIN- INSTALL CABLE MEDIAN BARRIER	1,540,000	1,386,000	0	154,000	0	MNDOT	S9
2023		US 169	7007-51S	SH	US 169 FROM MN 19 IN BLAKELY TOWNSHIP TO 0.6 MI N MN 25 IN BELLE PLAINE- INSTALL CABLE MEDIAN BARRIER, CLOSE OR MODIFY ACCESS OR MEDIAN (ASSOCIATE TO 7007-51)	4,121,000	3,708,900	0	412,100	0	MNDOT	S9
2023		US 212	1013-101S	SH	US 212, FROM CSAH 36 (LAKE ST) W JCT IN COLOGNE TO E JCT IN DAHLGREN TWP- INSTALL CABLE MEDIAN BARRIER (ASSOCIATE TO 1013-101)	543,000	488,700	0	54,300	0	MNDOT	S9
2024		999	107-030-009	SH	98TH ST AT XERXES AVE; LYNDALE AVE AT 96TH ST; AND OLD SHAKOPEE ROAD AT 3RD AVE IN BLOOMINGTON - PEDESTRIAN SAFETY IMPROVEMENTS, LED LIGHTING, ADA UPGRADES	397,440	331,200	0	0	66,240	BLOOMINGTON	AQ2
2024		999	141-030-051	SH	3RD AVE S AT 18TH ST E; 26TH ST W AT DUPONT AVE S AND EMERSON AVE S; AND 28TH ST AT DUPONT AVE AND EMERSON AVE IN MPLS - ADA AND TRAFFIC VISIBILITY IMPROVEMENTS	1,944,000	1,620,000	0	0	324,000	MINNEAPOLIS	AQ2
2024		999	141-030-053	SH	LASALLE AVE AT GRANT ST, 15TH ST, AND GROVELAND ST; AND ON NICOLLET AVE AT GRANT ST, 15TH ST, AND 18TH ST IN MPLS - REBUILD SIGNALS, ADA, CURB EXTENSIONS	2,160,000	1,800,000	0	0	360,000	MINNEAPOLIS	E2
2024		CSAH 32	62-00221	SR	BNSF RR, REPLACE EXISTING SIGNAL SYSTEM AT CSAH 32, ENERGY PARK DRIVE, ST PAUL, RAMSEY COUNTY	300,000	222,000	0	0	78,000	MNDOT	S8
2024		CSAH 40	010-640-016AC	SH	**AC**CSAH 40 (CR 40), MN 25 TO CSAH 52 (CR 52) IN SAN FRANCISCO TOWNSHIP - SHOULDER WIDENING, FULL DEPTH RECLAMATION, BLUFF STABILIZATION, SAFETY EDGE, MUMBLE STRIPS, AND WET REFLECTIVE GROUND IN PAVEMENT MARKINGS (AC PAYBACK 1 OF 1)	2,000,000	2,000,000	0	0	0	CARVER COUNTY	S19

TABLE A-7
Highway Safety Improvement Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2024		CSAH 52	027-652-043	SH	CSAH 52 (HENNEPIN AVE) AT 10TH AVE SE AND AT 11TH AVE SE IN MPLS - REMOVE CHANNELIZED RIGHT TURN ISLAND, MODIFY RAISED MEDIAN, SIGNAL MODS, ADA UPGRADES, FYA'S	1,641,600	1,368,000	0	0	273,600	MINNEAPOLIS	E3
2024		CSAH 53	062-653-016	SH	**PRS**CSAH 53 (DALE ST), COMO AVE IN ST PAUL TO MN 36 NORTH RAMP IN ROSEVILLE - CONVERT 4-LANE SECTION TO 3-LANE SECTION	3,807,052	2,000,000	0	0	1,807,052	RAMSEY COUNTY	A30
2024		CSAH 78	070-678-004	SH	CSAH 78 (CHESTNUT BLVD) AT CSAH 69 (OLD BRICK YARD RD) IN LOUISVILLE TOWNSHIP, JACKSON TOWNSHIP, AND SHAKOPEE - CONSTRUCT ROUNDABOUT	1,914,840	1,595,700	0	0	319,140	SCOTT COUNTY	E4
2024		CSAH 83	002-683-006AC	SH	**AC**CSAH 83 (ARMSTRONG BLVD) AT ALPINE DR IN CITY OF RAMSEY - CONSTRUCT ROUNDABOUT (AC PAYBACK 1 OF 1)	162,770	162,770	0	0	0	ANOKA COUNTY	E3
2024		I 35W	1981-147	SH	I35W, MN 13 TO I35E IN BURNSVILLE - INSTALL CONTINUOUS STREET LIGHTING	818,000	736,200	0	81,800	0	MNDOT	S18
2024		MN 47	127-010-022	SH	MN 47 (UNIVERSITY AVE NE) AT OSBORNE RD AND ON TH 47 (UNIVERSITY AVE NE), 53RD AVE TO 85TH AVE IN FRIDLEY - ENHANCED LIGHTING AT PED CROSSINGS, LIGHTING AT BUS STOPS, CONCRETE SIDEWALK	2,336,688	1,947,240	0	0	389,448	FRIDLEY	AQ2
2024		MN 5	6229-37SAC	SH	**AC**MN 5, 0.3 MI E OF MENDOTA ST IN ST PAUL TO THE N JCT MN120 (CENTURY AVE) IN MAPLEWOOD - REPLACE TRAFFIC SIGNALS AND ADA UPGRADES AT FOREST, EARL, RUTH AND JOHNSON PARKWAY (ATP HSIP ORIGINALLY AWARDED UNDER 164-010-075) (AC PAYBACK 1 OF 1)	1,080,000	1,080,000	0	0	0	MNDOT	E2
2024		MN 51	6215-117S	SH	**PRS**MN 51 FROM MONTREAL AVE TO FORD PARKWAY IN ST PAUL - 4 TO 3 LANE CONVERSION, ADA, SIGNAL, INTERSECTION REVISION AND SHARED USE PATH (ASSOCIATE TO 6215-117)	1,268,000	1,141,200	0	126,800	0	MNDOT	A30
2024		MN 55	2723-144S	SH	MN 55 (OLSON MEMORIAL HWY), FROM OLD ROCKFORD RD IN PLYMOUTH TO 0.1 MI E OF GENERAL MILLS BLVD IN GOLDEN VALLEY - INTERSECTION SAFETY IMPROVEMENTS AND REPLACE TRAFFIC SIGNALS AT VARIOUS LOCATIONS (ASSOCIATE TO 2723-144)	2,650,000	2,385,000	0	265,000	0	MNDOT	S9
2024		MN 65	0208-165S	SH	MN65 (CENTRAL AVE), FROM BUNKER LAKE BLVD IN HAM LAKE TO 237TH IN EAST BETHEL - CABLE MEDIAN BARRIER (ASSOCIATE TO 0208-165)	2,012,000	1,810,800	0	201,200	0	MNDOT	S9

TABLE A-7
Highway Safety Improvement Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2024		MSAS 101	27-00330	SR	BNSF RR, REPLACE EXISTING SIGNAL SYSTEM AT MSAS 101, ZACHARY LANE, MAPLE GROVE, HENNEPIN COUNTY	300,000	222,000	0	0	78,000	MNDOT	E2
2024		MSAS 105	19-00153	SR	PGR RR, REPLACE EXISTING SIGNAL SYSTEM AT MSAS 105, HOLYOKE AVE, LAKEVILLE, DAKOTA COUNTY	250,000	225,000	0	0	25,000	MNDOT	S8
2024		MSAS 108	192-108-028AC	SH	**AC**PRS**LAKE RD, COURTLY RD TO PIONEER DR IN WOODBURY - CONVERT 4-LANE SECTION TO 3-LANE SECTION, MILL AND OVERLAY, SIGNAL, ADA (AC PAYBACK 1 OF 1)	725,033	725,033	0	0	0	WOODBURY	A30
2024		US 169	7009-85S	SH	US 169 (JOHNSON MEMORIAL HWY), FROM MN 21 (BROADWAY ST N) TO BLUFF DR IN SHAKOPEE - ACCESS MODIFICATIONS (ASSOCIATE TO 7009-85)	710,000	639,000	0	71,000	0	MNDOT	E3
2025		999	027-030-055	SH	CSAH 52 (NICOLLET AVE) AT 67TH ST IN RICHFIELD; CSAH 66 (GOLDEN VALLEY RD) AT NOBLE AVE AND CSAH 66 (GOLDEN VALLEY RD) AT HIDDEN LAKES PARKWAY IN GOLDEN VALLEY - FYA'S, ADA, APS, AND COUNTDOWN TIMERS	2,123,000	1,737,000	0	0	386,000	HENNEPIN COUNTY	AQ2
2025		999	880M-SHL-25	SH	METRO ATP SETASIDE FOR HIGHWAY SAFETY IMPROVEMENT PROGRAM PROJECTS YET TO BE SELECTED FOR FY 2025	3,513,061	3,161,755	0	0	351,306	MNDOT	NC
2025		CSAH 10	010-610-055	SH	**PRS**CSAH 10 (WACONIA PKWY) AT WACONIA PARKWAY IN WACONIA - CONSTRUCT ROUNDABOUT	2,150,983	1,759,895	0	0	391,088	CARVER COUNTY	A30
2025		CSAH 13	1902-88	SH	MN 13 AT CSAH 8 (WACHTLER AVE) IN MENDOTA HEIGHTS - CONSTRUCT ROUNDABOUT	1,280,000	1,152,000	0	128,000	0	MNDOT	E3
2025		CSAH 156	27-00331	SR	SOO RR, REPLACE EXISTING SIGNAL SYSTEM AT CSAH 156, WINNETKA AVE N, NEW HOPE, HENNEPIN COUNTY	300,000	270,000	0	0	30,000	MNDOT	E2
2025		CSAH 18	198-020-039	SH	CSAH 18 (CROSSTOWN BLVD) AT MSAS 124 (NIGHTINGALE ST) IN ANDOVER - CONSTRUCT ROUNDABOUT	2,325,400	1,902,600	0	0	422,800	ANDOVER	E3
2025		CSAH 22	002-622-041	SH	CSAH 22 (VIKING BLVD) AT CSAH 7 (RUM RIVER BLVD) IN OAK GROVE - CONSTRUCT ROUNDABOUT	1,650,000	1,350,000	0	0	300,000	ANOKA COUNTY	E3
2025		CSAH 32	27-00332	SR	PGR RR, REPLACE EXISTING SIGNAL SYSTEM AT CSAH 32, PENN AVE S, BLOOMINGTON, HENNEPIN COUNTY	200,000	180,000	0	0	20,000	MNDOT	E2
2025		I 394	2789-171S	SH	I394, FROM LOUISIANA AVE TO XENIA AVE/PARK PLACE IN GOLDEN VALLEY/ST LOUIS PARK- CONSTRUCT AUX LANE (ASSOCIATE TO 2789-171)	3,307,000	2,976,300	0	330,700	0	MNDOT	S19

TABLE A-7
Highway Safety Improvement Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2025		Local	086-070-023	SH	INSTALL COUNT-DOWN TIMERS AND CONFIRMATION LIGHTS AT VARIOUS WRIGHT COUNTY URBAN INTERSECTIONS	485,500	436,950	0	0	48,550	WRIGHT COUNTY	AQ2
2025		Local	141-342-008	SH	LYNDALE AVE AT 36TH AVE, AT 26TH AVE, AT 24TH AVE, AND AT 18TH AVE N IN MPLS - REBUILD SIGNALS, ADA, CURB EXTENSIONS	1,540,000	1,260,000	0	0	280,000	MINNEAPOLIS	AQ2
2025		Local	27-00334	SR	PGR RR, REPLACE EXISTING SIGNAL SYSTEM AT M 278, QUEEN AVE S, BLOOMINGTON, HENNEPIN COUNTY	200,000	180,000	0	0	20,000	MNDOT	E2
2025		MN 13	1901-186S	SH	MN 13, LYNN AVE IN SAVAGE TO NICOLLET AVE IN BURNSVILLE - INSTALL CABLE MEDIAN BARRIER (ASSOCIATE TO SP 1901-186)	544,000	489,600	0	54,400	0	MNDOT	S9
2025		MN 3	1921-107S	SH	MN 3 (S ROBERT TRAIL) AND 142ND ST IN ROSEMOUNT - CONSTRUCT ROUNDABOUT (ASSOCIATE TO 1921-107)	1,230,000	1,107,000	0	123,000	0	MNDOT	E3
2025		MN 316	1926-23S	SH	MN316 (RED WING BLVD), VARIOUS LOCATIONS IN RAVENNA TWP - BITUMINOUS SHOULDER WIDENING (ASSOCIATE TO 1926-23)	48,000	43,200	0	4,800	0	MNDOT	S19
2025		MN 47	0205-110S	SH	MN47 (UNIVERSITY AVE), FROM 37TH AVE IN COLUMBIA HEIGHTS TO US10 IN COON RAPIDS - PEDESTRIAN SAFETY IMPROVEMENTS (ASSOCIATE TO 0205-110)	575,000	517,500	0	57,500	0	MNDOT	AQ2
2025		MN 65	0207-125S	SH	MN65 (CENTRAL AVE), FROM 37TH AVE NE IN COLUMBIA HEIGHTS TO US10 IN BLAINE - PEDESTRIAN SAFETY IMPROVEMENTS (ASSOCIATE TO 0207-125)	575,000	517,500	0	57,500	0	MNDOT	AQ2
2025		MN 97	8201-21S	SH	MN97 (SCANDIA TRAIL N), FROM W OF EVERTON AVE N TO US61 (FOREST BLVD N) IN FOREST LAKE - TURN LANES, LIGHTING (ASSOCIATE TO 8201-21)	2,496,000	2,246,400	0	249,600	0	MNDOT	E2
2025		MSAS 119	10-00126	SR	TCWR RR, REPLACE EXISTING SIGNAL SYSTEM AT MSAS 119, GREAT PLAINS BLVD, CHANHASSEN, CARVER COUNTY	250,000	225,000	0	0	25,000	MNDOT	E2
2025		MSAS 411	27-00333	SR	PGR RR, REPLACE EXISTING SIGNAL SYSTEM AT MSAS 411, W 102ND ST, BLOOMINGTON, HENNEPIN COUNTY	200,000	180,000	0	0	20,000	MNDOT	S8
2025		US 8	1308-27S	SH	US 8 (LAKE BLVD) IN WYOMING TOWNSHIP - CONSTRUCT LEFT TURN LANE AT HAZEL AVE AND CLOSE 250TH ST (ASSOCIATE TO 1308-27)	605,000	544,500	0	60,500	0	MNDOT	E1
2026		999	880M-SHL-26	SH	METRO ATP SETASIDE FOR HIGHWAY SAFETY IMPROVEMENT PROGRAM PROJECTS YET TO BE SELECTED FOR FY 2026	14,620,381	13,158,343	0	0	1,462,038	MNDOT	NC

TABLE A-7
Highway Safety Improvement Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2026		CSAH 15	082-615-045AC	SH	**AC**CSAH 15 (MANNING AVE), CSAH 12 (75TH ST N) IN GRANT, TO 120TH ST IN MAY TOWNSHIP, TO 240TH ST IN SCANDIA - INSTALL CENTERLINE MUMBLE STRIPS AND WET REFLECTIVE STRIPING (AC PAYBACK 1 OF 1)	111,657	111,657	0	0	0	WASHINGTON COUNTY	S8
2026		I 35W	2782-366S	SH	I35W, AT W 98TH ST IN BLOOMINGTON - REMOVE FREE RIGHT (ASSOCIATE TO 2782-366)	63,000	56,700	0	6,300	0	MNDOT	E3
2026		MN 280	6242-83S	SH	MN280, AT BROADWAY IN LAUDERDALE CLOSE MEDIAN AND AT KOSATA AVE AND RAMPS WITH ENERGY PARK DR IN ST PAUL INSTALL SIGNALS (ASSOCIATE TO 6242-83)	1,737,000	1,217,700	0	135,300	384,000	MNDOT	E2
2026		MN 5	1002-122S	SH	MN5 (ARBORETUM RD), AT STIEGER LK LN AND 78TH AVE IN VICTORIA- ADA IMPROVEMENTS, GUARDRAIL (ASSOCIATE TO 1002-122)	919,000	820,800	0	91,200	7,000	MNDOT	E2
2026		MSAS 101	106-101-010AC	SH	**AC**MSAS 101, 99TH AVE AND BALTIMORE ST IN BLAINE - CONSTRUCT ROUNDABOUT (AC PAYBACK 1 OF 1)	1,530,000	1,530,000	0	0	0	BLAINE	AQ2
2026		US 212	1012-27	SH	US212, FROM CSAH 131 TO REFORM ST IN NORWOOD YOUNG AMERICA - INSTALL CABLE MEDIAN BARRIER AND CONSTRUCT RCI AT W RAILROAD ST, CSAH 31, US212 EQUIPMENT ACCESS AND CSAH 131	2,352,000	2,116,800	0	235,200	0	MNDOT	S9
Totals						112,876,913		4,884,427		19,704,343		
							84,947,243		3,340,900			

Twin Cities Metropolitan Area
2023 - 2026 Transportation Improvement Program

TABLE A-8
Miscellaneous Federal Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	AC \$	Other Fed \$	State \$	Other \$	Agency:	AQ:
2023	I	494	2785-424C	MC	**PRS**CRRSAA**I494, EB FROM EAST BUSH LK RD TO MN77, WB FROM MN77 TO I35W AND NB I35W TO WB I494 IN BLOOMINGTON, RICHFIELD AND EDINA - IMPROVE MOBILITY, RECONSTRUCT I35W/I494 INTERCHANGE, REHAB PAVEMENT, REPLACE BRIDGES 6850, 6851, 9077, 9079 AND 9080 (ASSOCIATE TO 2785-424, 2785-424G, 107-010-013)	16,650,000		16,650,000	0	0	MNDOT	A30
2023	I	494	2785-424G	MC	**PRS**INFRA**I494, EB FROM EAST BUSH LK RD TO MN77, WB FROM MN77 TO I35W AND NB I35W TO WB I494 IN BLOOMINGTON, RICHFIELD AND EDINA - IMPROVE MOBILITY, RECONSTRUCT I35W/I494 INTERCHANGE, REHAB PAVEMENT, REPLACE BRIDGES 6850, 6851, 9077, 9079 AND 9080 (ASSOCIATE TO 2785-424, 2785-424C, 107-010-013)	60,000,000		60,000,000	0	0	MNDOT	A30
2023	I	494	2785-433	BI	**CRRSAA**I494, BETWEEN PILOT KNOB RD IN EAGAN AND 24TH AVE IN BLOOMINGTON - REHAB BRIDGES 9217E, 9217W, 19825, 27765 AND 27767, CONCRETE PAVEMENT REHAB, BITUMINOUS SHOULDER RECONSTRUCTION, HIGHWAY LIGHTING REPLACEMENT, RECONSTRUCT PEDESTRIAN TRAIL, DRAINAGE REPAIRS (ASSOCIATE TO 2785-433N)	17,670,000		17,670,000	0	0	MNDOT	S19
2023	Local		164-080-019	PL	**RAISE**RONDO AREA STREET IMPROVEMENTS STUDY IN ST PAUL	1,400,000		1,400,000	0	0	SAINT PAUL	O1
2023	US 10		002-596-026G	MC	**INFRA**PRS**US 10 AT CSAH 56 (RAMSEY BLVD NW) AND CSAH 57 (SUNFISH LK BLVD NW) IN RAMSEY - CONSTRUCT INTERCHANGE OVER US 10 AND BNSF RAILWAY, AND ADJACENT FRONTAGE ROADS (\$10M MATCH IS UNDER 0202-116A) (ASSOCIATE TO 002-596-026, 002-596-026F, 0202-116, 0202-116A)	40,000,000		40,000,000	0	0	ANOKA COUNTY	A30
2024	CSAH 9		070-609-010R	MC	**RAISE**PRS**CSAH 9 (QUAKER AVE), MN 282 (2ND ST W), AND US 169 (JOHNSON MEMORIAL DR) IN JORDAN - CONSTRUCT INTERCHANGE (ASSOCIATE TO 070-609-010)	10,000,000		8,000,000	0	2,000,000	SCOTT COUNTY	A30
2024	Local		141-597-001	BR	**AC**ON PILLSBURY AVE S OVER MIDTOWN GREENWAY IN MPLS- REHAB/REPLACE HISTORIC BRIDGE L8909 (AC PROJECT, PAYBACK IN FY25)	1,469,200		429,200	0	1,040,000	MINNEAPOLIS	S19

TABLE A-8
Miscellaneous Federal Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	AC \$	Other Fed \$	State \$	Other \$	Agency:	AQ:
2024		MN 51	6215-117	SC	**PRS** MN 51 FROM MONTREAL AVE TO FORD PARKWAY IN ST PAUL - 4 TO 3 LANE CONVERSION, ADA, SIGNAL, INTERSECTION REVISION AND SHARED USE PATH (ASSOCIATE TO 6215-117S) (\$1M AID GRANT)	2,088,000		1,000,000	250,000	838,000	MNDOT	A30
2024		US 61	6221-107	RS	**RAISE**PRS**US61 (ARCADE ST) FROM E 7TH ST TO 0.2 MI S ROSELAWN AVE IN MAPLEWOOD AND ON MN5 FROM E END BRIDGE 62703 TO MINNEHAHA AVE IN ST PAUL - LANE REDUCTIONS, PEDESTRIAN/ADA IMPROVEMENTS, SIGNAL REPLACEMENTS AND TREE TRENCHES (ASSOCIATE TO 6221-107P)	7,500,000		6,000,000	1,500,000	0	MNDOT	S10
2025		Local	141-597-001AC	BR	**AC**ON PILLSBURY AVE S OVER MIDTOWN GREENWAY IN MPLS-REHAB/REPLACE HISTORIC BRIDGE L8909 (AC PAYBACK 1 OF 1)	3,730,800		3,730,800	0	0	MINNEAPOLIS	S19
2026		Local	141-597-002	BR	10TH AVE S OVER MIDTOWN GREENWAY IN MPLS-REPLACE BRIDGE L8915	6,300,000		5,040,000	0	1,260,000	MINNEAPOLIS	S19
Totals						166,808,000		159,920,000		5,138,000		
									1,750,000			

Twin Cities Metropolitan Area
2023 - 2027 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:
2023		999	880M-CA-23	CA	DISTRICTWIDE SETASIDE-EXTERNAL CONSULTANT-FY 2023	31,267,000	0	0	31,267,000	0	MNDOT	NC
2023		999	880M-PD-23	CA	DISTRICTWIDE SETASIDE -INTERNAL PROGRAM DELIVERY-FY 2023	8,405,000	0	0	8,405,000	0	MNDOT	O1
2023		999	880M-PM-23	PM	DISTRICTWIDE SETASIDE FOR PREVENTIVE MAINTENANCE PROJECTS - FY 2023	558,000	0	0	558,000	0	MNDOT	NC
2023		999	880M-RB-23	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPE PARTNERSHIPS - FY 2023	30,000	0	0	30,000	0	MNDOT	NC
2023		999	880M-RW-23	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2023	25,347,000	0	0	25,347,000	0	MNDOT	NC
2023		999	880M-RX-23	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2023	7,400,000	0	0	7,400,000	0	MNDOT	NC
2023		999	880M-SA-23	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENT AND COST OVERRUNS - FY 2023	19,037,000	0	0	19,037,000	0	MNDOT	NC
2023		999	880M-SS-23	MA	DISTRICTWIDE SETASIDE FOR SYSTEM SUPPORT - FY2023	6,005,000	0	0	6,005,000	0	MNDOT	NC
2023		999	8825-1012	PM	DISTRICTWIDE CONCRETE PAVEMENT REHAB WITH DIAMOND GRINDING	4,100,000	0	0	4,100,000	0	MNDOT	S10
2023		999	8825-1038	RX	**IDIQ**DISTRICTWIDE BRIDGE FLOOD SEAL, IDIQ MINIMUM \$600K, MAXIMUM \$4M, CONTRACT EXPIRATION DATE: 12/31/2024	600,000	0	0	600,000	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		I 494	8285-112	PM	NB I494 EXIT RAMP TO LAKE RD IN WOODBURY - PAVEMENT AND DRAINAGE REHABILITATION	326,000	0	0	326,000	0	MNDOT	S10
2023		I 94	2781-526	LP	I94, AT DOWLING AND I94 RAMPS IN MPLS - SIGNAL IMPROVEMENT AND BIKE LANE	257,800	0	0	257,800	0	MNDOT	E2
2023		I 94	2781-535	RB	I94, FROM WILLIAMS AVE TO WARWICK ST IN MPLS - LANDSCAPING	100,000	0	0	100,000	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	AQ
2023		I 94	8282-142	RB	I94, ST CROIX WEIGH STATION IN LAKELAND-CONSTRUCT INSPECTION PIT	1,400,000	0	0	1,400,000	0	MNDOT	E5
2023		I 94	8282-149	RB	I94, ST CROIX WEIGH STATION IN STILLWATER-INSTALL MANAGEMENT SYSTEM AND WIM SORTER	70,000	0	0	70,000	0	MNDOT	S7

TABLE A-9
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023		MN 100	2734-56	AM	MN100, SB OFF RAMP TO VERNON AVE (CSAH 158) IN EDINA - REALIGN RAMP (ASSOCIATE TO 027-758-006)	300,000	0	0	300,000	0	MNDOT	S19
2023		MN 101	8608-35	LP	MN 101, INTERSECTION SIGNAL IMPROVEMENTS, FLASHING LEFT TURN IMPROVEMENTS AT WRIGHT CSAH 36,38,42	150,000	0	0	150,000	0	OTSEGO	E2
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 5	1002-123	LP	MN 5, CLOSE ACCESS POINTS AT CRIMSON BAY RD AND CONSTRUCT LINK TO 78TH ST IN CHANHASSEN	710,000	0	0	710,000	0	MNDOT	S3
2023		MN 55	1909-109	AM	MN 55, WATERS DR FRONTAGE ROAD, PARALLEL TO MN 55 FROM MN 13 TO WATERS DR IN MENDOTA HTS - JURISDICTIONAL TRANSFER	192,000	0	0	192,000	0	MNDOT	NC
2023		MN 55	1910-56	DR	**ELLE**MN55 (COURTHOUSE BLVD), AT DOYLE PATH IN ROSEMOUNT - DRAINAGE REPAIRS (ASSOCIATE TO 1910-56S)	31,000	0	0	31,000	0	MNDOT	NC
2023		MN 610	2771-120	MC	**TED**PRS**MN610 WB TO EB I94 IN MAPLE GROVE-CONSTRUCT INTERCHANGE (ASSOCIATE TO 189-143-001 AND 2771-120N)	5,000,000	0	0	5,000,000	0	MAPLE GROVE	A30
2023		MN 62	2775-31	AM	MN62, AT THE INTERSECTION OF EB EXIT RAMP TO BLOOMINGTON AVE IN MPLS -REPLACE DRAINAGE	336,000	0	0	336,000	0	MNDOT	NC
2023		MN 65	0208-170	LP	**PRS**MN 65, CONSTRUCT NEW FRONTAGE ROAD FROM 171ST ST TO CROSSTOWN BLVD (CSAH 18) IN HAM LAKE	710,000	0	0	710,000	0	MNDOT	A30
2023		MN 95	8208-48	LP	MN95 AT CSAH 28 (110TH ST) APPROACH IMPROVEMENT IN DENMARK TOWNSHIP	710,000	0	0	710,000	0	MNDOT	E3
2023		MN 96	8211-44	AM	MN96 (DELLWOOD RD), FROM MN244 (DELLWOOD AVE) TO MN95 (BROADWAY ST N) IN WASHINGTON COUNTY- JURISDICTIONAL TRANSFER (FUNDING IN BOTH FY23 AND FY24)	10,230,000	0	0	7,320,000	2,910,000	MNDOT	NC
2023		US 10	0202-121	LP	**PRS**US10 FRONTAGE ROAD (RIVERDALE DR) EXTENSION BETWEEN BOWERS DR AND LLAMA ST IN CITY OF RAMSEY	782,000	0	0	782,000	0	MNDOT	A30
2023		US 10	0215-86	RB	US10, FROM 0.25 MI E OF FERRY ST TO BRIDGE 9717 OVER BNSF IN ANOKA - LANDSCAPING	75,000	0	0	75,000	0	MNDOT	NC
2023		US 169	2772-130	NO	US 169, NB US169 BETWEEN BASS LK RD TO 62ND AVE IN NEW HOPE -	1,966,000	0	0	1,778,000	188,000	MNDOT	O3

TABLE A-9
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023		US 169	7007-51	DR	US 169 FROM MN 19 IN BLAKELY TOWNSHIP TO 0.6 MI N MN 25 IN BELLE PLAINE- DRAINAGE REPAIRS (ASSOCIATE TO 7007-51S)	209,000	0	0	209,000	0	MNDOT	S9
2024		999	880M-CA-24	CA	DISTRICTWIDE SETASIDE-EXTERNAL CONSULTANT-FY 2024	25,000,000	0	0	25,000,000	0	MNDOT	NC
2024		999	880M-LPP-24	LP	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	8,615,000	0	0	8,615,000	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-RB-24	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPE AND LANDSCAPE PARTNERSHIPS - FY 2024	530,000	0	0	530,000	0	MNDOT	NC
2024		999	880M-RW-24	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2024	14,870,000	0	0	14,870,000	0	MNDOT	NC
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	22,370,000	0	0	22,370,000	0	MNDOT	NC
2024		999	880M-SS-24	MA	DISTRICTWIDE SETASIDE FOR SYSTEM SUPPORT - FY2024	5,106,000	0	0	5,106,000	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		I 35W	6284-188	RB	I35W, FROM CR C (NE29TH AVE) IN ROSEVILLE TO SUNSET AVE IN BLAINE - LANDSCAPING	220,000	0	0	220,000	0	MNDOT	NC
2024		I 94	2780-106	RB	I94, AT ELM CREEK REST AREA IN MAPLE GROVE - CONSTRUCT/REPLACE ADA PEDESTRIAN FACILITIES	750,000	0	0	750,000	0	MNDOT	AQ2
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	AQ
2024		MN 13	7001-134	TM	MN13, BETWEEN MN101 IN SAVAGE AND I35W IN BURNSVILLE - SIGNS FOR BUS SHOULDERS, REINFORCE CATCH BASINS	248,000	0	0	248,000	0	MNDOT	O8
2024		MN 41	1008-106	MC	**TED**MN41 (CHESTNUT ST) AND CSAH 10 (ENGLER BLVD) IN CHASKA- RECONSTRUCTION (ASSOCIATE TO 010-610-056)	3,000,000	0	0	3,000,000	0	CARVER COUNTY	S10

TABLE A-9
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2024		MN 55	2724-130	SC	MN55 (HIAWATHA), INTERSECTION OF MN55 (HIAWATHA) RAMPS AND LAKE ST IN MPLS - RECONSTRUCT INTERSECTION (ASSOCIATE TO 027-603-075)	500,000	0	0	500,000	0	MNDOT	S10
2024		MN 62	2763-60	NO	MN62 WESTBOUND FROM EAST OF RED FOX CT TO BREDESEN PARK IN EDINA - NOISEWALL AND DRAINAGE REPAIRS	1,043,000	0	0	939,000	104,000	MNDOT	NC
2024		MN 95	8210-117	RB	MN95 (ST CROIX TRAIL), FROM 0.14 MILES TO 0.31 MILES NORTH OF PILAR RD IN SCANDIA - LANDSCAPING	25,000	0	0	25,000	0	MNDOT	NC
2024		MN 96	8211-44A	AM	MN96 (DELLWOOD RD), FROM MN244 (DELLWOOD AVE) TO MN95 (BROADWAY ST N) IN WASHINGTON COUNTY- JURISDICTIONAL TRANSFER (FUNDING IN BOTH FY23 AND FY24)	2,270,000	0	0	2,270,000	0	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	3,618,000	0	0	3,618,000	0	MNDOT	S19
2025		999	880M-CA-25	CA	DISTRICTWIDE SETASIDE-EXTERNAL CONSULTANT-FY 2025	22,000,000	0	0	22,000,000	0	MNDOT	NC
2025		999	880M-LPP-25	LP	DISTRICTWIDE SETASIDE FOR LOCAL PARTNERSHIP PROGRAM - FY 2025	4,000,000	0	0	4,000,000	0	MNDOT	NC
2025		999	880M-PD-25	CA	DISTRICTWIDE SETASIDE - INTERNAL PROGRAM DELIVERY-FY 2025	8,830,000	0	0	8,830,000	0	MNDOT	O1
2025		999	880M-PED-25	BI	DISTRICTWIDE SETASIDE FOR PEDESTRIAN BRIDGE - FY2025	1,500,000	0	0	1,500,000	0	MNDOT	NC
2025		999	880M-RB-25	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPE PARTNERSHIPS - FY 2025	30,000	0	0	30,000	0	MNDOT	NC
2025		999	880M-RW-25	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2025	10,000,000	0	0	10,000,000	0	MNDOT	NC
2025		999	880M-RX-25	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2025	8,000,000	0	0	8,000,000	0	MNDOT	NC
2025		999	880M-SA-25	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS AND COST OVERRUNS - FY 2025	20,400,000	0	0	20,400,000	0	MNDOT	NC
2025		999	880M-SS-25	MA	DISTRICTWIDE SETASIDE FOR SYSTEM SUPPORT - FY2025	4,611,000	0	0	4,611,000	0	MNDOT	NC
2025		999	8825-825	TM	METROWIDE-TRAFFIC SIGNAL LOOP REPLACEMENTS	50,000	0	0	50,000	0	MNDOT	S7
2025		999	8825-906	TM	METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000	0	0	75,000	0	MNDOT	S7
2025		I 394	2789-171	DR	I394, FROM LOUISIANA AVE TO XENIA AVE/PARK PLACE IN GOLDEN VALLEY/ST LOUIS PARK- REPAIR/REPLACE DRAINAGE (ASSOCIATE TO 2789-171S)	12,000	0	0	12,000	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:
2025		MN 13	1901-186	DR	MN 13, LYNN AVE IN SAVAGE TO NICOLLET AVE IN BURNSVILLE - REPAIR OR REPLACE DRAINAGE (ASSOCIATE TO SP 1901-186S)	8,000	0	0	8,000	0	MNDOT	NC
2025		MN 13	7001-135	RB	MN13, AT INTERSECTIONS OF DAKOTA AVE, YOSEMITE AVE AND VERNON AVE IN SAVAGE - LANDSCAPING	125,000	0	0	125,000	0	MNDOT	NC
2025		MN 3	1921-107	DR	MN 3 (S ROBERT TRAIL) AND 142ND ST IN ROSEMOUNT - ADA AND DRAINAGE (ASSOCIATE TO 1921-107S)	77,000	0	0	77,000	0	MNDOT	AQ2
2025		MN 5	6229-38	RB	MN5, FROM MENDOTA ST (EAST 7TH) IN ST PAUL TO MCKNIGHT RD IN MAPLEWOOD - LANDSCAPING	275,000	0	0	275,000	0	MNDOT	NC
2025		MN 55	1909-105	BT	MN 55, FROM CR 28/ARGENTA TRAIL TO COURTHOUSE BLVD IN INVER GROVE HEIGHTS- NEW TRAIL	108,000	0	0	108,000	0	MNDOT	AQ2
2025		MN 62	2774-28	NO	MN62 EB FROM APPROXIMATELY XERXES AVE TO RUSSELL AVE IN RICHFIELD - CONSTRUCT NOISEWALL AND DRAINAGE REPAIRS	2,474,000	0	0	2,246,000	228,000	MNDOT	O3
2025		MN 95	8209-112	TM	MN95 (ST CROIX TRAIL N), AND I94 INTERCHANGE, NE QUADRANT, PARK AND POOL LOT IN LAKELAND - REPLACE AND UPGRADE CAMERA SYSTEM	18,000	0	0	18,000	0	MNDOT	S7
2025		US 52	1928-90	RB	US52, 0.57 MI NORTH OF SOUTHVIEW BLVD INTERCHANGE IN INVER GROVE HEIGHTS - REHAB AND ADD TIRE DETECTION SYSTEM TO METTLER-TOLEDO WEIGH IN MOTION DETECTION SYSTEM	400,000	0	0	400,000	0	MNDOT	NC
2026		999	880M-CA-26	CA	DISTRICTWIDE SETASIDE-EXTERNAL CONSULTANT-FY 2026	22,500,000	0	0	22,500,000	0	MNDOT	NC
2026		999	880M-LPP-26	LP	DISTRICTWIDE SETASIDE FOR LOCAL PARTNERSHIP PROGRAM - FY 2026	4,300,000	0	0	4,300,000	0	MNDOT	NC
2026		999	880M-PD-26	CA	DISTRICTWIDE SETASIDE - INTERNAL PROGRAM DELIVERY-FY 2026	9,100,000	0	0	9,100,000	0	MNDOT	O1
2026		999	880M-RB-26	RB	DISTRICTWIDE SETASIDE FOR LANDSCAPE AND LANDSCAPE PARTNERSHIPS - FY 2026	100,000	0	0	100,000	0	MNDOT	NC
2026		999	880M-RW-26	RW	DISTRICTWIDE SETASIDE FOR RIGHT OF WAY - FY 2026	12,000,000	0	0	12,000,000	0	MNDOT	NC
2026		999	880M-RX-26	RX	DISTRICTWIDE SETASIDE FOR ROAD REPAIR - FY 2026	8,000,000	0	0	8,000,000	0	MNDOT	NC
2026		999	880M-SA-26	SA	DISTRICTWIDE SETASIDE FOR SUPPLEMENTAL AGREEMENTS AND COST OVERRUNS - FY 2026	22,500,000	0	0	22,500,000	0	MNDOT	NC
2026		999	880M-SS-26	MA	DISTRICTWIDE SETASIDE FOR SYSTEM SUPPORT - FY2026	5,313,000	0	0	5,313,000	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:
2026	999		8825-1014	TM	METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000	0	0	75,000	0	MNDOT	S7
2026	999		8825-976	TM	METROWIDE-TRAFFIC SIGNAL LOOP REPLACEMENTS	50,000	0	0	50,000	0	MNDOT	S7
2026	MN 149		1917-53	BT	MN149 (DODD RD) AT EMERSON AVE W IN MENDOTA HTS - SCHOOL/PEDESTRIAN CROSSING IMPROVEMENTS	44,000	0	0	44,000	0	MNDOT	AQ2
2026	MN 47		0206-79	RB	MN47 (ST FRANCIS BLVD), FROM 227TH AVE TO 233RD AVE IN ST FRANCIS - LANDSCAPING	50,000	0	0	50,000	0	MNDOT	NC
2026	US 169		7008-118	RB	US169, AT MN282/CR9 INTERCHANGE IN JORDAN - LANDSCAPING	150,000	0	0	150,000	0	MNDOT	NC
2026	US 52		1928-89	NO	US52 SB FROM APPROXIMATELY MENDOTA RD E TO 49TH ST E IN INVER GROVE HEIGHTS - CONSTRUCT NOISEWALL AND DRAINAGE REPAIRS	1,347,000	0	0	1,220,000	127,000	MNDOT	O3
Totals						396,286,695	0	0		3,557,000		
							0		392,729,695			

Twin Cities Metropolitan Area
2023 - 2026 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:
2023		US 10	0202-116A	MC	**B2021**PRS**US 10 AT CSAH 56 (RAMSEY BLVD NW) AND CSAH 57 (SUNFISH LK BLVD NW) IN RAMSEY - CONSTRUCT INTERCHANGE OVER US 10 AND BNSF RAILWAY, AND ADJACENT FRONTAGE ROADS (ASSOCIATE TO 002-596-026, 002-596-026F, 002-596-026G, 0202-116)	16,000,000	0	0	0	16,000,000	MNDOT	A30
2024		US 212	1013-77	SC	**CHAP 5**US 212 AT CSAH 51 (CR 51) IN BENTON TOWNSHIP-CONSTRUCTION OF A REDUCED CONFLICT INTERSECTION (ASSOCIATE TO 010-596-013 AND 010-596-013F)	25,000,000	0	0	0	25,000,000	MNDOT	E1
2026		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
Totals						137,000,000	0	0	0	137,000,000		

Twin Cities Metropolitan Area
2023 - 2026 Transportation Improvement Program

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-23	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS BUS ACQUISITION	22,765,426	0	18,212,341	0	4,553,085	MET COUNCIL MTS	T10
2023	Transit		TRF-TCMT-23A	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS REGIONAL FLEET CAPITAL COST OF CONTRACTING	3,750,000	0	3,000,000	0	750,000	MET COUNCIL MTS	NC
2023	Transit		TRF-TCMT-23AA	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL ASSET PROTECTION EQUIPMENT FOR FACILITIES: CARD SYSTEMS, VIDEO CAMERAS, DVD DRIVES, ALARMS, LOCKS	780,000	0	624,000	0	156,000	MET COUNCIL MT	T5
2023	Transit		TRF-TCMT-23AC	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL OPERATIONS COMMUNICATIONS AND CONTROL CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION, ADVANCE SCHEDULE PLANNING SOFTWARE, CUSTOMER REAL-TIME SOFTWARE	25,000	0	20,000	0	5,000	MET COUNCIL MT	T5
2023	Transit		TRF-TCMT-23AE	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS ACQUISITION	89,595,511	0	71,676,409	0	17,919,102	MET COUNCIL MT	T10
2023	Transit		TRF-TCMT-23B	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M BUS ACQUISITION	656,616	0	525,293	0	131,323	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	2,700,000	0	2,160,000	0	540,000	MET COUNCIL MT	T8
2023	Transit		TRF-TCMT-23K	B9	SECT 5307: TWIN CITIES MET COUNCIL MT FACILITIES ENERGY ENHANCEMENTS AND NEW ENERGY INITIATIVES	1,319,545	0	1,055,636	0	263,909	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	1,800,024	0	1,440,019	0	360,005	MET COUNCIL MT	T5
2023	Transit		TRF-TCMT-23S	B9	**PRS**SECT 5307: TWIN CITIES MET COUNCIL MT HENNEPIN CORRIDOR BUS RAPID TRANSIT ARTERIAL LINE CONSTRUCTION AND OTHER NON-VEHICLE	8,550,000	0	6,840,000	0	1,710,000	MET COUNCIL MT	A30
2023	Transit		TRF-TCMT-23V	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES ADDITIONS OR IMPROVEMENT: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS	1,825,000	0	1,460,000	0	365,000	MET COUNCIL MT	T7

TABLE A-11
Transit Section 5307

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2023	Transit		TRF-TCMT-23X	B9	SECT 5307: TWIN CITIES MET COUNCIL MT PREVENTIVE MAINTENANCE	10,000,000	0	8,000,000	0	2,000,000	MET COUNCIL MT	NC
2024	Transit		TRF-TCMT-24AA	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS ACQUISITION	75,116,684	0	60,093,347	0	15,023,337	MET COUNCIL MT	T10
2024	Transit		TRF-TCMT-24AB	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HEYWOOD CAMPUS EXPANSION DESIGN, ENGINEERING AND CONSTRUCTION	11,000,000	0	8,800,000	0	2,200,000	MET COUNCIL MT	T8
2024	Transit		TRF-TCMT-24C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT FACILITIES ENERGY ENHANCEMENTS AND NEW ENERGY INITIATIVES	1,339,806	0	1,071,845	0	267,961	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	2,775,000	0	2,220,000	0	555,000	MET COUNCIL MT	T5
2024	Transit		TRF-TCMT-24H	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS BUS ACQUISITION	41,375,068	0	33,100,054	0	8,275,014	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	671,063	0	536,850	0	134,213	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	2,175,000	0	1,740,000	0	435,000	MET COUNCIL MT	T7
2024	Transit		TRF-TCMT-24N	B9	SECT 5307 TWIN CITIES MET COUNCIL MT PREVENTIVE MAINTENANCE	10,000,000	0	8,000,000	0	2,000,000	MET COUNCIL MT	NC
2024	Transit		TRF-TCMT-24T	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY IMPROVEMENT: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT, ELECTRIC BUS INFRASTRUCTURE	3,925,305	0	3,140,244	0	785,061	MET COUNCIL MT	T8
2024	Transit		TRF-TCMT-24X	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL ASSET PROTECTION EQUIPMENT FOR FACILITIES: CARD SYSTEMS, VIDEO CAMERAS, DVD DRIVES, ALARMS, LOCKS	300,000	0	240,000	0	60,000	MET COUNCIL MT	T5
2024	Transit		TRF-TCMT-24Y	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL OPERATIONS COMMUNICATIONS AND CONTROL CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION, ADVANCE SCHEDULE PLANNING SOFTWARE, CUSTOMER REAL-TIME SOFTWARE	148,000	0	118,400	0	29,600	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:
2025	Transit		TRF-TCMT-25C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT FACILITIES ENERGY ENHANCEMENTS AND NEW ENERGY INITIATIVES	869,455	0	695,564	0	173,891	MET COUNCIL MT	T8
2025	Transit		TRF-TCMT-25D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION	4,859,441	0	3,887,553	0	971,888	MET COUNCIL MT	T5
2025	Transit		TRF-TCMT-25G	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS REGIONAL FLEET CAPITAL COST OF CONTRACTING	3,750,000	0	3,000,000	0	750,000	MET COUNCIL MTS	NC
2025	Transit		TRF-TCMT-25H	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS BUS ACQUISITION	48,004,926	0	38,403,941	0	9,600,985	MET COUNCIL MTS	T10
2025	Transit		TRF-TCMT-25J	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M BUS ACQUISITION	685,826	0	548,661	0	137,165	MET COUNCIL MTS	T10
2025	Transit		TRF-TCMT-25K	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES ADDITIONS OR IMPROVEMENT: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS	1,825,000	0	1,460,000	0	365,000	MET COUNCIL MT	T7
2025	Transit		TRF-TCMT-25M	B9	SECT 5307: TWIN CITIES MET COUNCIL MT PREVENTIVE MAINTENANCE	10,000,000	0	8,000,000	0	2,000,000	MET COUNCIL MT	NC
2025	Transit		TRF-TCMT-25Q	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY IMPROVEMENT: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT, ELECTRIC BUS INFRASTRUCTURE	12,445,565	0	9,956,452	0	2,489,113	MET COUNCIL MT	T8
2025	Transit		TRF-TCMT-25U	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL ASSET PROTECTION EQUIPMENT FOR FACILITIES: CARD SYSTEMS, VIDEO CAMERAS, DVD DRIVES, ALARMS, LOCKS	400,000	0	320,000	0	80,000	MET COUNCIL MT	T5
2025	Transit		TRF-TCMT-25V	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL OPERATIONS COMMUNICATIONS AND CONTROL CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION, ADVANCE SCHEDULE PLANNING SOFTWARE, CUSTOMER REAL-TIME SOFTWARE	173,000	0	138,400	0	34,600	MET COUNCIL MT	T5
2025	Transit		TRF-TCMT-25X	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS ACQUISITION	79,880,135	0	63,904,108	0	15,976,027	MET COUNCIL MT	T10
2026	Transit		TRF-TCMT-26B	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
2026	Transit		TRF-TCMT-26C	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS BUS ACQUISITION	62,110,160	0	49,688,128	0	12,422,032	MET COUNCIL MTS	T10
2026	Transit		TRF-TCMT-26D	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M BUS ACQUISITION	700,914	0	560,731	0	140,183	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:
2026	Transit		TRF-TCMT-26H	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS ACQUISITION	96,429,630	0	77,143,704	0	19,285,926	MET COUNCIL MT	T10
2026	Transit		TRF-TCMT-26J	B9	SECT 5307: TWIN CITIES MET COUNCIL MT PREVENTIVE MAINTENANCE	10,000,000	0	8,000,000	0	2,000,000	MET COUNCIL MT	NC
2026	Transit		TRF-TCMT-26L	B9	SECT 5307: TWIN CITIES MET COUNCIL MT FACILITIES ENERGY ENHANCEMENTS AND NEW ENERGY INITIATIVES	912,929	0	730,343	0	182,586	MET COUNCIL MT	T8
2026	Transit		TRF-TCMT-26M	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION	3,200,000	0	2,560,000	0	640,000	MET COUNCIL MT	T5
2026	Transit		TRF-TCMT-26P	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES ADDITIONS OR IMPROVEMENT: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS	1,975,000	0	1,580,000	0	395,000	MET COUNCIL MT	T7
2026	Transit		TRF-TCMT-26S	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY IMPROVEMENT: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT, ELECTRIC BUS INFRASTRUCTURE	12,716,431	0	10,173,145	0	2,543,286	MET COUNCIL MT	T8
2026	Transit		TRF-TCMT-26U	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL ASSET PROTECTION EQUIPMENT FOR FACILITIES: CARD SYSTEMS, VIDEO CAMERAS, DVD DRIVES, ALARMS, LOCKS	300,000	0	240,000	0	60,000	MET COUNCIL MT	T5
2026	Transit		TRF-TCMT-26V	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL OPERATIONS COMMUNICATIONS AND CONTROL CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION, ADVANCE SCHEDULE PLANNING SOFTWARE, CUSTOMER REAL-TIME SOFTWARE	148,000	0	118,400	0	29,600	MET COUNCIL MT	T5
Totals						651,479,460		521,183,568		130,295,892		
							0		0			

Twin Cities Metropolitan Area
2023 - 2026 Transportation Improvement Program

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-23D	B3	**PRS** SECT 5309: SOUTHWEST LIGHT RAIL TRANSIT(GREEN LINE EXTENSION) NEW START FFGA APPROPRIATION	214,600,921	0	100,000,000	0	114,600,921	MET COUNCIL MT	A30
2024		Transit	TRF-TCMT-24V	B3	**PRS**SECT 5309: SOUTHWEST LIGHT RAIL TRANSIT (GREEN LINE EXTENSION) NEW START FFGA APPROPRIATION	214,600,921	0	100,000,000	0	114,600,921	MET COUNCIL MT	A30
2025		Transit	TRF-TCMT-25A	B3	**PRS**SECT 5309: METRO BLUE LINE EXTENSION (BOTTINEAU LIGHT RAIL TRANSIT) NEW START FFGA APPROPRIATION	204,081,633	0	100,000,000	0	104,081,633	MET COUNCIL MT	A30
2025		Transit	TRF-TCMT-25E	B3	**PRS**SECT 5309: GOLD LINE BUS RAPID TRANSIT LINE NEW START FFGA APPROPRIATION	248,529,000	0	142,822,730	0	105,706,270	MET COUNCIL MT	A30
2025		Transit	TRF-TCMT-25S	B3	**PRS**SECT 5309: SOUTHWEST LIGHT RAIL TRANSIT (GREEN LINE EXTENSION) NEW START FFGA APPROPRIATION	214,600,921	0	100,000,000	0	114,600,921	MET COUNCIL MT	A30
2025		Transit	TRF-TCMT-25Z	B3	**PRS**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
2026		Transit	TRF-TCMT-26	B3	**PRS**SECT 5309: SOUTHWEST LIGHT RAIL TRANSIT (GREEN LINE EXTENSION) NEW START FFGA APPROPRIATION	214,600,921	0	100,000,000	0	114,600,921	MET COUNCIL MT	A30
2026		Transit	TRF-TCMT-26A	B3	**PRS**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
2026		Transit	TRF-TCMT-26W	B3	**PRS**SECT 5309: GOLD LINE BUS RAPID TRANSIT LINE NEW START FFGA APPROPRIATION	165,686,000	0	95,215,153	0	70,470,847	MET COUNCIL MT	A30
Totals						1,880,781,950		938,037,883		942,744,067		
							0			0		

Twin Cities Metropolitan Area
2023 - 2026 Transportation Improvement Program

TABLE A-13
Transit Section 5310

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2023	Transit		TRF-0051-23	NB SECT 5310: SCOTT COUNTY MOBILITY MANAGEMENT 1/1/24 - 12/31/25	840,000	0	672,000	0	168,000	MNDOT	T10
2025	Transit		TRF-0051-25	NB SECT 5310: SCOTT COUNTY MOBILITY MANAGEMENT 1/1/26 - 12/31/27	865,200	0	692,160	0	173,040	MNDOT	T1
2023	Transit		TRF-0260-23	NB SECT 5310: MIDWEST SPECIAL SERVICES INC-1 (CLASS 400) VEHICLE REPLACEMENT AND 1 (CLASS 500) VEHICLE REPLACEMENT	263,000	0	210,400	0	52,600	MNDOT	T10
2024	Transit		TRF-0260-24	NB SECT 5310: MIDWEST SPECIAL SERVICES INC- 3 REPLACEMENT LESS THAN 30 FOOT (CLASS 400) BUSES	303,000	0	242,400	0	60,600	MNDOT	T10
2025	Transit		TRF-0260-25	NB SECT 5310: MIDWEST SPECIAL SERVICES INC- 3 REPLACEMENT LESS THAN 30 FOOT (CLASS 400) BUSES	312,000	0	249,600	0	62,400	MNDOT	T10
2024	Transit		TRF-1703-24	NB SECT 5310: ACHIEVE SERVICES INC- 1 REPLACEMENT LESS THAN 30 FOOT (CLASS 400) BUS	101,000	0	80,800	0	20,200	MNDOT	T10
2025	Transit		TRF-1703-25	NB SECT 5310: ACHIEVE SERVICES INC- 1 REPLACEMENT LESS THAN 30 FOOT (CLASS 400) BUS	104,000	0	83,200	0	20,800	MNDOT	T10
2023	Transit		TRF-1767-23	NB SECT 5310: RISE INC- 3 (CLASS 400) VEHICLE REPLACEMENT	294,000	0	235,200	0	58,800	MNDOT	T10
2024	Transit		TRF-1767-24	NB SECT 5310: RISE INC- 2 REPLACEMENT LESS THAN 30 FOOT (CLASS 400) BUSES	202,000	0	161,600	0	40,400	MNDOT	T10
2025	Transit		TRF-1767-25	NB SECT 5310: RISE INC -2 REPLACEMENT LESS THAN 30 FOOT (CLASS 400) BUSES	312,000	0	249,600	0	62,400	MNDOT	T10
2024	Transit		TRF-2428-24	NB SECT 5310: DARTS, ONE-EXPANSION LESS THAN 30 FOOT (CLASS 400) BUS	101,000	0	80,800	0	20,200	MNDOT	T10
2025	Transit		TRF-2428-25	NB SECT 5310: DARTS - 1 EXPANSION LESS THAN 35 FOOT (CLASS 500) BUS	188,000	0	150,400	0	37,600	MNDOT	T10
2023	Transit		TRF-9056-23	NB SECT 5310: NEWTRAX-MOBILITY MANAGEMENT 1/1/24 - 12/31/25	502,000	0	401,600	0	100,400	MNDOT	T10
2023	Transit		TRF-9056-23A	NB SECT 5310: NEWTRAX INC - 6 (CLASS 400) VEHICLE REPLACEMENT AND 2 (CLASS 400) VEHICLE EXPANSION	784,000	0	627,200	0	156,800	MNDOT	T10
2024	Transit		TRF-9056-24	NB SECT 5310: NEWTRAX INC - 6 REPLACEMENT LESS THAN 30 FOOT (CLASS 400) BUSES AND 2 EXPANSION LESS THAN 30 FOOT (CLASS 400)	808,000	0	646,400	0	161,600	MNDOT	T10
2025	Transit		TRF-9056-25	NB SECT 5310: NEWTRAX INC - 6 REPLACEMENT LESS THAN 30 FOOT (CLASS 400) BUSES AND 2 EXPANSION LESS THAN 30 FOOT (CLASS 400)	832,000	0	665,600	0	166,400	MNDOT	T10
2025	Transit		TRF-9056-25A	NB SECT 5310: NEWTRAX INC MOBILITY MANAGEMENT 1/1/26 - 12/31/27	517,060	0	413,648	0	103,412	MNDOT	T10

TABLE A-13
Transit Section 5310

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2026		Transit	TRF-9110-26	NB	SECT 5310: MN TRANSIT CAPITAL; INCLUDING LARGE URBAN TRANSIT BUSES, MOBILITY MANAGEMENT, AND ITS PROJECTS	2,256,250	0	1,805,000	0	451,250	MNDOT	T10
2023		Transit	TRF-9117-23	NB	SECT 5310: DAKOTA COUNTY MOBILITY MANAGEMENT 1/1/24 - 12/31/25	793,900	0	635,120	0	158,780	MNDOT	T10
2025		Transit	TRF-9117-25	NB	SECT 5310: DAKOTA COUNTY MOBILITY MANAGEMENT 1/1/26 - 12/31/27	817,717	0	654,174	0	163,543	MNDOT	T10
2023		Transit	TRF-9127-23	NB	SECT 5310: WASHINGTON COUNTY MOBILITY MANAGEMENT 1/1/24 - 12/31/25	637,800	0	510,240	0	127,560	MNDOT	T10
2025		Transit	TRF-9127-25	NB	SECT 5310: WASHINGTON COUNTY MOBILITY MANAGEMENT 1/1/26 - 12/31/27	656,934	0	525,547	0	131,387	MNDOT	T10
2023		Transit	TRF-9134-23	NB	SECT 5310: ANOKA COUNTY MOBILITY MANAGEMENT 1/1/24 - 12/31/25	315,500	0	252,400	0	63,100	MNDOT	T10
2025		Transit	TRF-9134-25	NB	SECT 5310: ANOKA COUNTY MOBILITY MANAGEMENT 1/1/26 - 12/31/27	324,965	0	259,972	0	64,993	MNDOT	T10
2023		Transit	TRF-9135-23	NB	SECT 5310: HENNEPIN COUNTY MOBILITY MANAGEMENT 1/1/24 - 12/31/25	345,000	0	276,000	0	69,000	MNDOT	T10
2025		Transit	TRF-9135-25	NB	SECT 5310: HENNEPIN COUNTY MOBILITY MANAGEMENT 1/1/26 - 12/31/27	355,350	0	284,280	0	71,070	MNDOT	T10
Totals						13,831,676		11,065,341		2,766,335		
							0		0			

Twin Cities Metropolitan Area
2023 - 2026 Transportation Improvement Program

TABLE A-14
Transit Section 5337

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2023		Transit	TRF-TCMT-23AB	GR	SECT 5337: TWIN CITIES MET COUNCIL MT RAIL MISCELLANEOUS EQUIPMENT REHAB RENOVATE (VIDEO, TRAIN OPERATOR TECH, SYSTEMS TECH, SECURITY, TRACK TECHNOLOGY AND EQUIPMENT)	300,000	0	240,000	0	60,000	MET COUNCIL MT	T9
2023		Transit	TRF-TCMT-23F	GR	SECT 5337: TWIN CITIES MET COUNCIL MT ASSOCIATED CAPITAL MAINTENANCE BUS	139,925	0	111,940	0	27,985	MET COUNCIL MT	T1
2023		Transit	TRF-TCMT-23G	GR	SECT 5337: TWIN CITIES MET COUNCIL MT BUS ACQUISITION	10,330,066	0	8,264,053	0	2,066,013	MET COUNCIL MT	T10
2023		Transit	TRF-TCMT-23J	GR	SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT	3,425,000	0	2,740,000	0	685,000	MET COUNCIL MT	T8
2023		Transit	TRF-TCMT-23N	GR	SECT 5337: TWIN CITIES MET COUNCIL MT RAIL VEHICLE OVERHAUL AND MAINTENANCE	6,147,250	0	4,917,800	0	1,229,450	MET COUNCIL MT	T3
2023		Transit	TRF-TCMT-23P	GR	SECT 5337: TWIN CITIES MET COUNCIL MT CAPITAL LEASE TIRES	3,299,029	0	2,639,223	0	659,806	MET COUNCIL MT	T5
2023		Transit	TRF-TCMT-23W	GR	SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES MAINTENANCE AND REHAB: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS	300,000	0	240,000	0	60,000	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	6,972,000	0	5,577,600	0	1,394,400	MET COUNCIL MT	T9
2024		Transit	TRF-TCMT-24	GR	SECT 5337: TWIN CITIES MET COUNCIL MT ASSOCIATED CAPITAL MAINTENANCE BUS	1,347,966	0	1,078,373	0	269,593	MET COUNCIL MT	T1
2024		Transit	TRF-TCMT-24AC	GR	SECT 5337: TWIN CITIES MET COUNCIL MT RAIL MISCELLANEOUS EQUIPMENT REHAB RENOVATE (VIDEO, TRAIN OPERATOR TECH, SYSTEMS TECH, SECURITY, TRACK TECHNOLOGY AND EQUIPMENT)	617,096	0	493,677	0	123,419	MET COUNCIL MT	T9
2024		Transit	TRF-TCMT-24B	GR	SECT 5337: TWIN CITIES MET COUNCIL MT BUS ACQUISITION	2,305,830	0	1,844,664	0	461,166	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	3,050,000	0	2,440,000	0	610,000	MET COUNCIL MT	T8

TABLE A-14
Transit Section 5337

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2024	Transit		TRF-TCMT-24Q	GR	SECT 5337: TWIN CITIES MET COUNCIL MT RAIL VEHICLE OVERHAUL AND MAINTENANCE	5,099,750	0	4,079,800	0	1,019,950	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	8,578,350	0	6,862,680	0	1,715,670	MET COUNCIL MT	T9
2024	Transit		TRF-TCMT-24U	GR	SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT	3,900,000	0	3,120,000	0	780,000	MET COUNCIL MT	T8
2024	Transit		TRF-TCMT-24W	GR	SECT 5337: TWIN CITIES MET COUNCIL MT CAPITAL LEASE TIRES	3,453,109	0	2,762,487	0	690,622	MET COUNCIL MT	T5
2025	Transit		TRF-TCMT-25	GR	SECT 5337: TWIN CITIES MET COUNCIL MT ASSOCIATED CAPITAL MAINTENANCE BUS	4,847,435	0	3,877,948	0	969,487	MET COUNCIL MT	T1
2025	Transit		TRF-TCMT-25L	GR	SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES MAINTENANCE AND REHAB: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS	5,150,000	0	4,120,000	0	1,030,000	MET COUNCIL MT	T8
2025	Transit		TRF-TCMT-25N	GR	SECT 5337: TWIN CITIES MET COUNCIL MT RAIL VEHICLE OVERHAUL AND MAINTENANCE	3,190,000	0	2,552,000	0	638,000	MET COUNCIL MT	T3
2025	Transit		TRF-TCMT-25P	GR	SECT 5337: TWIN CITIES MET COUNCIL MT RAIL SYSTEM REHAB: TRACK REHAB REPAIR, MISCELLANEOUS MAINTENANCE, CATENARY, POWER SYSTEMS	594,068	0	475,254	0	118,814	MET COUNCIL MT	T9
2025	Transit		TRF-TCMT-25R	GR	SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT	3,200,000	0	2,560,000	0	640,000	MET COUNCIL MT	T9
2025	Transit		TRF-TCMT-25T	GR	SECT 5337: TWIN CITIES MET COUNCIL MT CAPITAL LEASE TIRES	3,578,147	0	2,862,518	0	715,629	MET COUNCIL MT	T5
2025	Transit		TRF-TCMT-25Y	GR	SECT 5337: TWIN CITIES MET COUNCIL MT RAIL MISCELLANEOUS EQUIPMENT REHAB RENOVATE (VIDEO, TRAIN OPERATOR TECH, SYSTEMS TECH, SECURITY, TRACK TECHNOLOGY AND EQUIPMENT)	150,000	0	120,000	0	30,000	MET COUNCIL MT	T9
2026	Transit		TRF-TCMT-26E	GR	SECT 5337: TWIN CITIES MET COUNCIL MT ASSOCIATED CAPITAL MAINTENANCE BUS	1,287,064	0	1,029,651	0	257,413	MET COUNCIL MT	T1
2026	Transit		TRF-TCMT-26F	GR	SECT 5337: TWIN CITIES MET COUNCIL MT BUS ACQUISITION	5,383,731	0	4,306,985	0	1,076,746	MET COUNCIL MT	T10

TABLE A-14
Transit Section 5337

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2026		Transit	TRF-TCMT-26K	GR	SECT 5337: TWIN CITIES MET COUNCIL MT CAPITAL LEASE TIRES	3,753,376	0	3,002,701	0	750,675	MET COUNCIL MT	T5
2026		Transit	TRF-TCMT-26N	GR	SECT 5337: TWIN CITIES MET COUNCIL MT RAIL VEHICLE OVERHAUL AND MAINTENANCE	2,650,000	0	2,120,000	0	530,000	MET COUNCIL MT	T3
2026		Transit	TRF-TCMT-26Q	GR	SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES MAINTENANCE AND REHAB: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS	3,925,000	0	3,140,000	0	785,000	MET COUNCIL MT	T8
2026		Transit	TRF-TCMT-26R	GR	SECT 5337: TWIN CITIES MET COUNCIL MT RAIL SYSTEM REHAB: TRACK REHAB REPAIR, MISCELLANEOUS MAINTENANCE, CATENARY, POWER SYSTEMS	611,171	0	488,937	0	122,234	MET COUNCIL MT	T9
2026		Transit	TRF-TCMT-26T	GR	SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT	1,200,000	0	960,000	0	240,000	MET COUNCIL MT	T8
2026		Transit	TRF-TCMT-26X	GR	SECT 5337: TWIN CITIES MET COUNCIL MT RAIL MISCELLANEOUS EQUIPMENT REHAB RENOVATE (VIDEO, TRAIN OPERATOR TECH, SYSTEMS TECH, SECURITY, TRACK TECHNOLOGY AND EQUIPMENT)	150,000	0	120,000	0	30,000	MET COUNCIL MT	T9
Totals						98,935,363	0	79,148,291	0	19,787,072		

Twin Cities Metropolitan Area
2023 - 2026 Transportation Improvement Program

TABLE A-15
Transit Section 5339

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2023	Transit		TRF-TCMT-23AD	BB	SECT 5339: TWIN CITIES MET COUNCIL MT BUS ACQUISITION	21,785,771	0	17,428,617	0	4,357,154	MET COUNCIL MT	T10
2024	Transit		TRF-TCMT-24Z	BB	SECT 5339: TWIN CITIES MET COUNCIL MT BUS ACQUISITION	7,334,664	0	5,867,731	0	1,466,933	MET COUNCIL MT	T10
2025	Transit		TRF-TCMT-25W	BB	SECT 5339: TWIN CITIES MET COUNCIL MT BUS ACQUISITION	7,371,336	0	5,897,069	0	1,474,267	MET COUNCIL MT	T10
2026	Transit		TRF-TCMT-26G	BB	SECT 5339: TWIN CITIES MET COUNCIL MT BUS ACQUISITION	7,408,194	0	5,926,555	0	1,481,639	MET COUNCIL MT	T10
Totals						43,899,965		35,119,972		8,779,993		
							0		0			

Twin Cities Metropolitan Area
2023 - 2065 Transportation Improvement Program

TABLE A-16
WISCONSIN

2023-2026 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			
						2023	2024	2025	2026	Total	Federal	State	Local	Total
No projects in the Wisconsin part of the Urbanized Area.														

Appendix B

Conformity Documentation Of the 2023-2026 Transportation Improvement Program to the 1990 Clean Air Act Amendments

Prepared May 6, 2021

Air Quality Conformity

Clean Air Act Conformity Determination

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

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

The analysis described in the appendix has resulted in a Conformity Determination that the 2023-2026 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 2023-2026 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 2023-2026 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 2023-2026 Transportation Improvement Program, or;
 - listed in the Transportation Policy Plan (Appendix C), or;
 - identified for Wright County.

Each project was assigned to a horizon year (open by January of 2030 or 2040, though none are assigned 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-25A, TRF-TCMT-26A)
- METRO Green Line Extension (TRF-TCMT-23D, TRF-TCMT-24V, TRF-TCMT-25S, TRF-TCMT-26)
- METRO Gold Line dedicated BRT (**TRF-TCMT-24B**, TRF-TCMT-25E, TRF-TCMT-26W)
- METRO Rush Line dedicated BRT (TRF-TCMT-25Z)
- 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)
- E- Line; Arterial BRT along Hennepin, France, 4th, and University from Southdale Transit Center to Westgate Station (**TRS-TCMT-21A**, **TRS-TCMT-23B**, TRF-TCMT-23S)
- F- Line; Arterial BRT along Central Ave from downtown Minneapolis to Northtown Transit Center (**TRS-TCMT-25B**)
- G- Line; Arterial BRT along Rice and Robert from Northern Dakota County Service Center to Little Canada Transit Center (Not yet in TIP)

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; 2785-424C; 2785-424G)

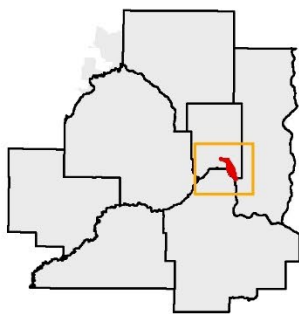
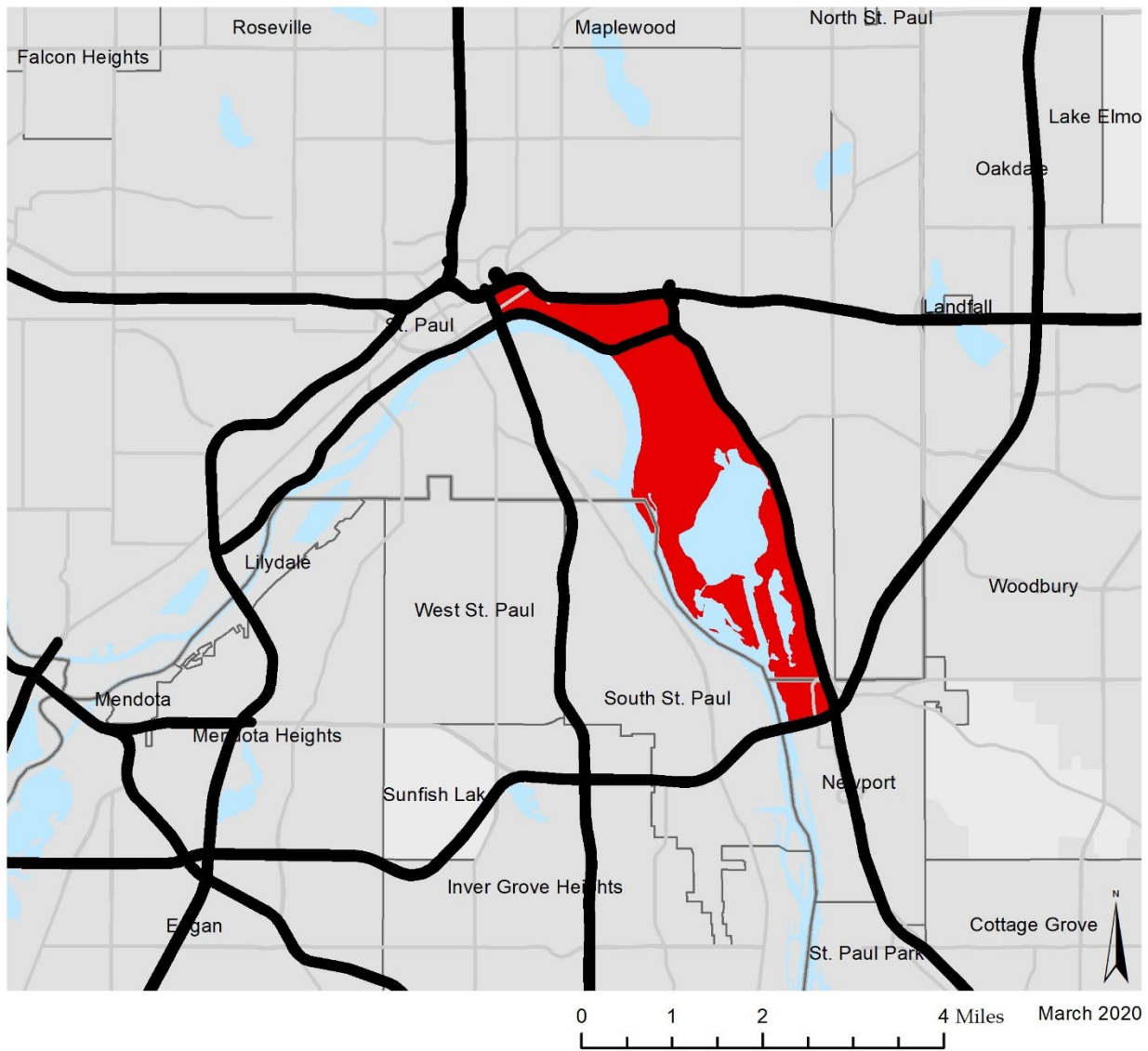
- MN 252/I-94 – Convert MN 252 from an arterial to a freeway and add lanes where necessary to reach 2 general purpose and MnPASS in each direction, add MnPASS lanes in each direction along I-94 from I-694 to Dowling Avenue (2748-65)
- MN 252 at CSAH 109 in Brooklyn Park – grade separation, retaining walls, traffic signals (027-709-029)
- CSAH 26 from TH 55 in Eagan to MN 3 in Inver Grove Heights – expand from 2-lane to divided 4-lane roadway (019-626-026)
- CSAH 51 from Shepard Road to West 7th St in St. Paul – Lexington Parkway extension (**062-651-067**)
- CSAH 103 from 85th Ave to 93rd Ave in Brooklyn Park – reconstruct, 2-lane to 4-lane conversion, turn lanes (**110-020-041**)
- US 10/169 from Anoka/Ramsey City limits to Green Haven Rd/Main St interchange in Anoka – Construct grade-separated intersections at Fair Oak Ave and Thurston Ave, reconstruct Main St interchange (0202-108, 0202-108A, **103-010-018**, 103-010-018F)
- Wright CSAH 19 from Chestnut Ave SE to Ash Ave NE in St. Michael – roadway expansion (086-619-035)
- CSAH 11 (Foley Blvd) from CSAH 1 (East River Rd) to 0.14 miles north of CSAH 3 (Coon Rapids Blvd) in Coon Rapids – Reconstruct roadway and construct overpass over BNSF tracks (**002-611-036**)
- MN 13 from 0.5 mi N of MN 901B/MN 13 to Quentin Ave in Savage – Construct interchange and frontage roads, construct bridges (**070-596-015**, 070-596-015F, 7001-128)
- MN 13, from Scott-CSAH 17 in Spring Lake Township to CR 64 in Cedar Lake Township – Left turn lanes (7001-123S)
- MN 252 at 66th Ave N in Brooklyn Center – Construct interchange, convert to freeway, close intersection at 70th Ave (**109-010-007**, 109-010-007F)
- MN 41 from S of the Minnesota River Bridge to Walnut St in Chaska – Reconstruct, turn lanes, ADA improvements, Signal improvements, improve intersection at CSAH 61 (196-010-017)
- MSAS 108 (77th St) from Bloomington Ave to Longfellow Ave in Richfield – Construct 77th St extension under MN 77, construct MN 77 bridge over 77th St, and reconstruct MN 77 ramps (2758-82, **157-108-035**)
- Twin Lakes Rd from 0.1 mi south of 167th Ave/US 10, extend Twin Lakes Rd to 171st Ave, construct new alignment of Yale Court NW in Elk River (204-133-005)
- US 169 – convert arterial to freeway from US 10 to 197th Avenue (7106-87)
- US 212 from CSAH 11 to CSAH 36 in Dahlgren Township – Reconstruct and expand from a 2-lane to a 4-lane divided highway, reduced conflict intersection (**010-596-012**, 010-596-012F, 1013-79)
- MN 5 (Arboretum Blvd) in Victoria and Chanhassen – Two-lane to 4-lane conversion, signals, median, bike trails, ADA, pedestrian underpass (**010-596-014**)
- US 10 in Ramsey – construct interchanges over US 10 and BNSF at CSAH 56 and CSAH 57, frontage roads (**002-596-026**, 002-596-026F, 002-596-026G, 0202-116, 0202-116A)
- CSAH 10 in Chaska – Construct to 4-lane divided with roundabouts at Bavaria Rd and Park Ridge Dr, turn improvements at MN 41 (**010-610-056**)

- CSAH 53 (Dale Street) in St Paul – Conversion from 4-lane to 3-lane from Como Ave to North Ramp of MN 36 in Roseville **(062-653-016)**
- US 169 in Jordan – Construct interchange at CSAH 9, MN 282 **(070-609-010; 070-609-010R)**
- Helmo Ave in Oakdale, Bielenberg Dr in Woodbury – New Bridge over I94 **(TRS-TCMT-23E)**
- CSAH 17 (Lake Elmo Ave) at TH 36 in Grant / Lake Elmo – Construct Interchange **(082-596-008)**
- MN 65 at 99th Ave in Blaine – Grade Separation, improve frontage road **(106-010-020)**
- I-494 and I-35W – Construct Interchange (107-010-013)
- MN 252 at Brookdale Dr from Humboldt Ave to West River Rd in Brooklyn Park – Construct interchange and trails **(110-010-010)**
- MSAS 143 from CSAH 30 to MN 610 in Maple Grove-construct new four-lane divided highway (CSAH 610), new bridge over I-94, signal improvements, sidewalk, multi-use trail **(189-143-001)**
- Lake Rd, Woodlane Dr to pioneer Dr in Woodbury - convert 4-lane section to 3-lane section (192-108-028)
- CSAH 10 at Waconia Parkway in Waconia – Construct Roundabout **(010-610-055)**
- US10 frontage road extension in Ramsey (0202-121)
- MN 65 front road in Ham Lake (0208-170)
- MN 610 interchange in Maple Grove (2771-120; 2771-120N)
- MN 36 Auxiliary lane extension (6212-192)
- MN 51 4-lane-to-3-lane conversion from Montreal Ave to Ford Pkwy in St. Paul (6215-117; 6215-117S)
- I-94 auxiliary lane from I94/494/694 in Oakdale to Washington County Highway 19 (8282-132F)
- I-35W – construct MnPASS Lanes from MN 36 to Lexington Avenue (Not yet in TIP)
- I-94 – construct MnPASS Lanes from Cedar Avenue to Marion Street (Not yet in TIP)
- I-35W – add a southbound MnPASS lane from MN 36 through University Avenue SE (Not yet in TIP)
- Carver Highway 212 Rural Freight Safety Project (Not yet in TIP)
- I35W – Auxiliary lane and acceleration lane, drainage, bituminous mill and overlay, ADA improvements from MN River Bridge to 0.1 mi S of W 82nd St in Bloomington (2782-352)

Horizon Year 2040

No projects identified

PM₁₀ Area



 PM₁₀ Area

Figure B-1: PM₁₀ Maintenance Area

Letter from MPCA

To be inserted.

Letter from MPCA

To be inserted.

Exempt Projects

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

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

Projects that Do Not Impact Regional Emissions **Safety**

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

Transit

- T-1: Operating assistance to transit agencies
- T-2: Purchase of support vehicles
- T-3: Rehabilitation of transit vehicles
- T-4: Purchase of office, shop, and operating equipment for existing facilities
- T-5: Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)

- T-6: Construction or renovation of power, signal and communications systems
- T-7: Construction of small passenger shelters and information kiosks
- T-8: Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals and ancillary structures)
- T-9: Rehabilitation or reconstruction of track structures, track and trackbed in existing rights-of-way
- T-10: Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
- T-11: Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771

Air Quality

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

Other

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

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

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

Channelization projects include left and right turn lanes and continuous left turn lanes as well as those turn movements that are physically separated. Signalization projects include reconstruction of existing

signals as well as installation of new signals. Signal preemption projects are exempt from hot-spot analysis. A final determination of the intersections that require an analysis by the project applicant rests with the U.S. DOT as part of its conformity determination for an individual project.

Projects Exempt from Regional Emissions Analyses

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

Non-Classifiable Projects

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

Traffic Signal Synchronization

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

Regionally Significant Projects

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

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

APPENDIX C

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

Conditions for Using a Streamlined Amendment Process

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

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

Process

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



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Action Transmittal

Transportation Advisory Board



Meeting Date: May 19, 2022

Date: May 12, 2022

Action Transmittal: 2022-25

2022 Regional Solicitation Qualifying Review

To: TAC Funding & Programming Committee

Prepared By: Bethany Brandt-Sargent, Senior Planner (651-602-1725)
Elaine Koutsoukos, TAB Coordinator (651-602-1717)
Steve Peterson, Manager of Highway Programs and TAB/TAC Process (651-602-1819)

Recommended Motion

That the TAC Funding & Programming Committee approves all submitted Regional Solicitation applications that meet the qualifying requirements and conditionally approve (17527) Brooklyn Park's Highway 252 and Humboldt Avenue/ 81st Avenue Pedestrian Bridge, contingent on federal funding eligibility as determined by FHWA.

Background and Purpose

Metropolitan Council staff reviewed the qualifying criteria and policy consistency for all project applications submitted in the 2022 Regional Solicitation. Under the TAB policies, the qualifying review decision ends with the TAC Funding & Programming Committee and does not continue to TAC or TAB.

Staff Analysis

Only one application was identified as having a potential qualifying issue: (17527) Brooklyn Park Highway 252 and Humboldt Avenue/81st Avenue Pedestrian Bridge. This project is part of a larger project alternative, which is currently in the process of an environmental impact statement. The Federal Highway Administration has been requested to make an eligibility determination.

Routing

To	Action Requested	Date Completed
TAC Funding & Programming Committee	Adopt	May 21, 2022

Page #s	Application Category	Submitted	Federal Amount	Match Amount	Project Total
1	Traffic Management Technologies	4	\$9,122,400	\$2,280,600	\$11,403,000
2	Spot Mobility and Safety	10	\$21,767,426	\$5,441,957	\$27,209,383
3	Strategic Capacity	11	\$96,817,600	\$139,517,791	\$236,335,391
4	Roadway Reconstruction/ Modernization	31	\$179,359,169	\$136,323,741	\$315,682,910
6	Bridges	5	\$20,289,365	\$17,822,341	\$38,111,706
-	Arterial Bus Rapid Transit	1	\$25,000,000	\$6,250,000	-
7	Transit Expansion	7	\$38,230,703	\$146,708,532	\$184,939,236
8	Transit Modernization	6	\$22,831,839	\$5,682,960	\$28,514,799
9	Travel Demand Management	7	\$2,996,769	\$749,192	\$3,745,961
10	Unique Projects	4	\$4,541,100	\$2,441,525	\$6,982,625
11	Multiuse Trails and Bicycle Facilities	49	\$144,909,865	\$54,797,896	\$199,707,761
14	Pedestrian Facilities	10	\$15,671,480	\$17,041,573	\$32,713,053
15	Safe Routes to School	10	\$7,379,790	\$3,243,618	\$10,623,408
Total Applications:		155	\$588,917,507	\$538,301,726	\$1,095,969,232

Traffic Management Technologies

#	ID	Applicant	Project Name	Federal Amount	Match Amount	Project Total
1	17491	St. Paul	Maryland Avenue Traffic Signal Enhancements	\$2,322,400	\$580,600	\$2,903,000
2	17609	State of Minnesota	2026 Cabinet and Controller Upgrade with Signal Optimization	\$2,400,000	\$600,000	\$3,000,000
3	17633	Carver County	Carver County Traffic Signal Technologies and ITS Corridor Enhancements	\$2,000,000	\$500,000	\$2,500,000
4	17654	Minneapolis	City of Minneapolis ITS Upgrades and Enhancements	\$2,400,000	\$600,000	\$3,000,000
Total Applications: 4				\$9,122,400	\$2,280,600	\$11,403,000

#	ID	Applicant	Project Name	Federal Amount	Match Amount	Project Total
1	17517	Anoka County	Anoka/Ramsey CSAH 49 (Hodgson Rd) and Anoka CSAH 32/Ramsey CSAH 1 (County Rd J/Ash St) Roundabout Project	\$3,239,106	\$809,777	\$4,048,883
2	17524	Anoka County	CSAH 21 (Centerville Rd) at CSAH 32 (Ash St) Roundabout Project	\$1,110,400	\$277,600	\$1,388,000
3	17571	Hennepin County	CSAH 9 (Rockford Rd) Spot Mobility and Safety Project	\$1,624,000	\$406,000	\$2,030,000
4	17572	Hennepin County	CSAH 61 (Hemlock Ln) Spot Mobility and Safety Project	\$1,856,000	\$464,000	\$2,320,000
5	17577	Minneapolis	26th and Hiawatha Safety Improvements Project	\$1,329,600	\$332,500	\$1,662,100
6	17634	Carver County	Highway 11 Intersection Improvement Project	\$3,040,000	\$760,000	\$3,800,000
7	17636	Carver County	Highway 5/Highway 11 Intersection Safety and Access Improvement	\$2,400,000	\$600,000	\$3,000,000
8	17672	Brooklyn Park	US Hwy 169 at 109th Avenue N Intersection Improvements	\$2,494,800	\$623,700	\$3,118,500
9	17674	Brooklyn Park	Hennepin CSAH 103 at 109th Avenue N Intersection Improvements	\$2,917,520	\$729,380	\$3,646,900
10	17727	Dakota County	CSAH 46/CSAH 85 Roundabout	\$1,756,000	\$439,000	\$2,195,000
Total Applications: 10				\$21,767,426	\$5,441,957	\$27,209,383

#	ID	Applicant	Project Name	Federal Amount	Match Amount	Project Total
1	17495	Ramsey County	I-35E/County Road J Interchange Replacement and County Road J Improvements	\$10,000,000	\$4,549,729	\$14,549,729
2	17515	Anoka County	TH 65 Interchanges to serve CSAH 12 (109th Avenue) and 105th Avenues in Blaine	\$10,000,000	\$31,963,662	\$41,963,662
3	17523	Anoka County	Anoka CSAH 12 (109th Avenue NE) Expansion Project	\$10,000,000	\$5,260,000	\$15,260,000
4	17564	Coon Rapids	TH 610 and East River Road Interchange Reconstruction	\$10,000,000	\$20,053,000	\$30,053,000
5	17578	Burnsville	Minnesota Highway 13 & Nicollet Avenue Mobility Improvement Project	\$10,000,000	\$22,185,000	\$32,185,000
6	17597	Brooklyn Park	Hennepin CSAH 30 from Xylon Ave to CSAH 103	\$2,521,600	\$630,400	\$3,152,000
7	17616	Dakota County	CSAH 46 Expansion Safety and Mobility Project	\$10,000,000	\$30,000,000	\$40,000,000
8	17617	Dakota County	185th Street Expansion Project	\$6,880,000	\$1,720,000	\$8,600,000
9	17637	Carver County	Highway 5 Lake Minnewashta and Arboretum Access and Mobility Improvement	\$10,000,000	\$18,715,000	\$28,715,000
10	17638	Carver County	Highway 5 Victoria Mobility and Safety Improvement	\$10,000,000	\$2,587,000	\$12,587,000
11	17639	Carver County	Highway 10 Mobility and Access Corridor Improvement	\$7,416,000	\$1,854,000	\$9,270,000
Total Applications: 11				\$96,817,600	\$139,517,791	\$236,335,391

Roadway Reconstruction/ Modernization

#	ID	Applicant	Project Name	Federal Amount	Match Amount	Project Total
1	17444	Hennepin County	CSAH 5 (Franklin Ave) Reconstruction Project	\$3,088,000	\$772,000	\$3,860,000
2	17445	Hennepin County	CSAH 22 (Lyndale Ave) Reconstruction Project	\$7,000,000	\$6,550,000	\$13,550,000
3	17446	Hennepin County	CSAH 152 (Cedar Ave) Reconstruction Project	\$5,536,000	\$1,384,000	\$6,920,000
4	17480	Edina	Trunk Highway 100/Hennepin CSAH 158 (Vernon Avenue) Interchange Reconstruction Project	\$4,213,200	\$1,053,300	\$5,266,500
5	17492	Dakota County	CSAH 26 (Lone Oak Road) Reconstruction, Trail and Lane Conversion Project	\$4,740,000	\$1,200,000	\$5,940,000
6	17504	Edina	Hennepin CSAH 158 (Vernon Avenue) Roadway Modernization and Multi-Modal Improvement Project	\$2,812,379	\$703,095	\$3,515,474
7	17508	Hennepin County	CSAH 32 (Penn Ave) Reconstruction Project	\$7,000,000	\$9,420,000	\$16,420,000
8	17509	Hennepin County	CSAH 12 (Dayton River Rd) Rehabilitation Project	\$7,000,000	\$5,310,000	\$12,310,000
9	17514	Anoka County	Anoka CSAH 11 (Northdale Boulevard NW) Reconstruction Project	\$6,193,600	\$1,548,400	\$7,742,000
10	17519	Anoka County	CSAH 9 (Lake George Blvd) Reconstruction/Modernization Project	\$4,790,400	\$1,197,600	\$5,988,000
11	17521	Anoka County	Anoka CSAH 17 (Lexington Ave) Reconstruction Project	\$7,000,000	\$6,273,600	\$13,273,600
12	17576	Maple Grove	Highway 169 and County Road 130 Interchange Reconstruction	\$7,000,000	\$7,635,000	\$14,635,000
13	17580	Rogers	TH 101/I-94 Diverging Diamond Interchange Upgrade	\$6,780,000	\$1,695,000	\$8,475,000
14	17586	St. Louis Park	Cedar Lake Road and Louisiana Avenue Improvements	\$7,000,000	\$4,985,000	\$11,985,000
15	17590	Richfield	W 76th St Modernization	\$2,230,000	\$690,000	\$2,920,000
16	17598	Dakota County	CSAH 42 Roadway Modernization in Apple Valley from Redwood Drive to 147th Street	\$6,540,000	\$1,639,345	\$8,179,345
17	17618	St. Paul	Cretin Avenue Reconstruction	\$7,000,000	\$2,027,605	\$9,027,605
18	17622	St. Paul	Wabasha Street Reconstruction (7th Street to 11th Street)	\$5,337,600	\$1,334,400	\$6,672,000

Roadway Reconstruction/ Modernization

#	ID	Applicant	Project Name	Federal Amount	Match Amount	Project Total
19	17623	St. Paul	Minnehaha Avenue Reconstruction (Payne Avenue to E 7th Street)	\$5,224,640	\$1,306,160	\$6,530,800
20	17624	St. Paul	Fairview Avenue Reconstruction	\$6,500,042	\$1,625,010	\$8,125,052
21	17640	Carver County	Highway 10 Chaska Corridor Reconstruction Improvement	\$5,448,000	\$1,362,000	\$6,810,000
22	17665	Anoka	TH 47 (St Francis Blvd) Corridor Improvements	\$4,951,600	\$1,305,400	\$6,257,000
23	17666	Ramsey County	Rice Street Reconstruction	\$7,000,000	\$29,700,000	\$36,700,000
24	17677	Minneapolis	E 35th and 36th Streets Reconstruction	\$7,000,000	\$20,218,820	\$27,218,820
25	17682	Waconia	TH 5 Phase 2 Reconstruction	\$7,000,000	\$4,275,900	\$11,275,900
26	17706	Crystal	W. Broadway Avenue and Douglas Drive Roundabout Modernization Project	\$3,250,536	\$812,634	\$4,063,170
27	17710	Shakopee	Marystown Road Corridor	\$3,723,172	\$930,793	\$4,653,965
28	17715	Dakota County	CSAH 46 Modernization Project	\$7,000,000	\$3,450,000	\$10,450,000
29	17718	Washington County	CR 19A/100th St Realignment	\$7,000,000	\$12,125,000	\$19,125,000
30	17725	Minneapolis	7th Street North - 10th Street North to East Lyndale Avenue North	\$7,000,000	\$1,821,250	\$8,821,250
31	17728	Washington County	TH 120 (Century Avenue) Reconstruction and Modernization	\$7,000,000	\$1,972,429	\$8,972,429
Total Applications: 31				\$179,359,169	\$136,323,741	\$315,682,910

#	ID	Applicant	Project Name	Federal Amount	Match Amount	Project Total
1	17450	Hennepin County	CSAH 1 (Pioneer Trl) Bridge Replacement Project	\$4,760,000	\$1,190,000	\$5,950,000
2	17451	Hennepin County	CSAH 10 (Bass Lake Rd) Bridge Replacement Project	\$1,040,000	\$260,000	\$1,300,000
3	17452	Hennepin County	CSAH 4 (Eden Prairie Rd) Bridge Replacement Project	\$5,552,000	\$1,388,000	\$6,940,000
4	17496	Ramsey County	Old Highway 8 Bridge Replacement	\$1,937,365	\$484,341	\$2,421,706
5	17650	Minneapolis	Nicollet Avenue South over Minnehaha Creek - Bridge Rehab	\$7,000,000	\$14,500,000	\$21,500,000
Total Applications: 5				\$20,289,365	\$17,822,341	\$38,111,706

#	ID	Applicant	Project Name	Federal Amount	Match Amount	Project Total
1	17605	Minnesota Valley Transit Authority	Shakopee to Brooklyn Center Express	\$4,297,912	\$1,074,478	\$5,372,391
2	17606	Minnesota Valley Transit Authority	Express to Rice/University	\$2,812,780	\$703,195	\$3,515,975
3	17625	Metro Transit	Route 3 Service Improvement	\$6,720,011	\$1,680,003	\$8,400,014
4	17692	Washington County	I-494 Park & Ride Structure	\$7,000,000	\$14,679,457	\$21,679,457
5	17693	SouthWest Transit	Golden Triangle Mobility Hubs	\$4,800,000	\$1,200,000	\$6,000,000
6	17694	SouthWest Transit	SW Prime North Expansion	\$5,600,000	\$1,400,000	\$7,000,000
7	17722	Metro Transit	METRO Green Line LRT Extension	\$7,000,000	\$125,971,399	\$132,971,399
Total Applications: 7				\$38,230,703	\$146,708,532	\$184,939,236

#	ID	Applicant	Project Name	Federal Amount	Match Amount	Project Total
1	17497	Metro Transit	Blue Line Lake St/Midtown Station Renovation	\$7,000,000	\$1,750,000	\$8,750,000
2	17603	Minnesota Valley Transit Authority	Technology, ADA Enhancements	\$500,000	\$100,000	\$600,000
3	17604	Minnesota Valley Transit Authority	AVTS Modernization (Phase II)	\$4,000,000	\$1,000,000	\$5,000,000
4	17615	Metro Transit	38th Street Station Modernization	\$5,136,000	\$1,284,000	\$6,420,000
5	17655	Minneapolis	5th Street Transit Center	\$1,989,439	\$497,360	\$2,486,799
6	17701	Apple Valley	Apple Valley Red Line BRT 147th St. Station Skyway	\$4,206,400	\$1,051,600	\$5,258,000
Total Applications: 6				\$22,831,839	\$5,682,960	\$28,514,799

#	ID	Applicant	Project Name	Federal Amount	Match Amount	Project Total
1	17506	Move Minnesota	15 Minute Cities of Saint Paul	\$444,971	\$111,243	\$556,214
2	17563	Metro Transit	Metro Transit Wayfinding Project	\$400,000	\$100,000	\$500,000
3	17602	Minnesota Valley Transit Authority	Transit Connection Specialist	\$228,000	\$57,000	\$285,000
4	17679	Metro Transit	Residential Pass Implementation Project	\$500,000	\$125,000	\$625,000
5	17705	Dakota County Regional Chamber of Commerce	Dakota County Transportatin Managment Orgianzation	\$500,000	\$125,000	\$625,000
6	17707	HOURECAR	Multifamily EV Carshare Pilot Project	\$499,244	\$124,811	\$624,055
7	17724	Bicycle Alliance of Minnesota	Learn to Ride Expansion	\$424,554	\$106,138	\$530,692
Total Applications: 7				\$2,996,769	\$749,192	\$3,745,961

#	ID	Applicant	Project Name	Federal Amount	Match Amount	Project Total
1	17547	Move Minnesota	'True Impacts of Transportation' Public Education Campaign	\$768,100	\$192,025	\$960,125
2	17596	Metro Transit	Regional Mobility Hubs	\$1,600,000	\$400,000	\$2,000,000
3	17635	St. Paul	EV Spot Network Strategic Expansion	\$1,440,000	\$382,500	\$1,822,500
4		Met Council	Travel Behavior Inventory	\$733,000	\$1,467,000	\$2,200,000
Total Applications: 4				\$4,541,100	\$2,441,525	\$6,982,625

Multiuse Trails and Bicycle Facilities

#	ID	Applicant	Project Name	Federal Amount	Match Amount	Project Total
1	17448	Hennepin County	CSAH 23 (Marshall St NE) Bikeway Project	\$4,912,000	\$1,228,000	\$6,140,000
2	17449	Hennepin County	CSAHs 33 & 35 (Park Ave & Portland Ave) Bikeway Project	\$5,500,000	\$2,660,000	\$8,160,000
3	17473	Three Rivers Park District	Nine Mile Creek Regional Trail - 11th Avenue Reconstruction	\$760,000	\$190,000	\$950,000
4	17526	Brooklyn Park	Rush Creek Regional Trail Grade Separation at Hennepin CSAH 103	\$1,057,600	\$264,400	\$1,322,000
5	17527	Brooklyn Park	Highway 252 and Humboldt Avenue ? 81st Avenue Pedestrian Bridge	\$3,144,000	\$786,000	\$3,930,000
6	17530	Three Rivers Park District	Lake Independence Regional Trail- Old Crystal Bay Road Reconstruction	\$2,070,000	\$517,500	\$2,587,500
7	17531	Three Rivers Park District	Medicine Lake Regional Trail- Reconstruction of 3.75 miles in Plymouth	\$2,883,000	\$720,833	\$3,603,833
8	17532	Three Rivers Park District	Shingle Creek Regional Trail: Noble Parkway N Reconstruction	\$1,254,000	\$313,500	\$1,567,500
9	17537	Three Rivers Park District	Eagle Lake Regional Trail - TH 55 to Lake Minnetonka Regional Trail	\$3,060,333	\$765,083	\$3,825,416
10	17539	Three Rivers Park District	Shingle Creek Regional Trail - Centennial and Palmer Lake Parks Realignment and Reconstruction	\$2,462,240	\$615,560	\$3,077,800
11	17541	Three Rivers Park District	CP Rail Regional Trail- Bloomington/ Edina Construction	\$4,665,840	\$1,166,460	\$5,832,300
12	17556	Scott County	Merriam Junction Regional Trail	\$5,500,000	\$7,650,000	\$13,150,000
13	17565	Three Rivers Park District	Bassett Creek Regional Trail - Golden Valley Reconstruction and Expansion	\$2,604,640	\$651,169	\$3,255,809
14	17566	Three Rivers Park District	Dakota Rail - Luce Line Connector	\$2,741,333	\$685,333	\$3,426,666
15	17568	Dakota County	Delaware Avenue (CSAH 63) Trail and Sidewalk Connections	\$541,600	\$135,400	\$677,000
16	17573	St. Paul	Point Douglas Regional Trail Phase 1 Construction	\$5,500,000	\$1,375,000	\$6,875,000
17	17575	Three Rivers Park District	Bryant Lake Regional Trail Construction	\$5,500,000	\$1,375,000	\$6,875,000
18	17579	Minneapolis Parks & Recreation Board	East Bank Trail Gap Improvements	\$2,560,000	\$640,000	\$3,200,000

Multiuse Trails and Bicycle Facilities

#	ID	Applicant	Project Name	Federal Amount	Match Amount	Project Total
19	17582	Ramsey County	Phase 1 Bruce Vento Regional Trail Extension	\$4,000,000	\$3,000,000	\$7,000,000
20	17589	Richfield	73rd St Trail and Bridge Modernization	\$5,500,000	\$3,700,000	\$9,200,000
21	17595	Anoka County	CSAH 2 (44th Avenue) Bridge Bike/Ped Trail Project	\$2,015,200	\$503,800	\$2,519,000
22	17599	Plymouth	Station 73 Transit and Eagle Lake to Bryant Lake Regional Trail Improvement Project	\$5,500,000	\$3,994,800	\$9,494,800
23	17614	Minneapolis	2nd St North Bikeway	\$4,000,000	\$1,000,000	\$5,000,000
24	17627	St. Paul	Capital City Bikeway Buildout: Phase 3 Kellogg Blvd (W. 7th to John Ireland)	\$5,500,000	\$3,935,913	\$9,435,913
25	17629	St. Paul	Capital City Bikeway Buildout: Saint Peter St (10th St to Rice St)	\$5,500,000	\$2,864,855	\$8,364,855
26	17631	Carver County	MN River Bluffs Regional Trail	\$1,688,320	\$422,080	\$2,110,400
27	17632	Carver County	Ravine Trail	\$4,573,840	\$1,143,460	\$5,717,300
28	17646	Oakdale	Multiuse Trail Bridge adjacent to 40th Street bridge over I694	\$924,000	\$231,000	\$1,155,000
29	17648	Bloomington	Normandale Boulevard Multiuse Trail	\$4,550,000	\$1,139,021	\$5,689,021
30	17651	Minneapolis	Northside Greenway Phase 1	\$4,188,954	\$1,047,238	\$5,236,192
31	17652	Lakeville	Lake Marion Greenway - Lakeville West Segment	\$2,852,110	\$713,028	\$3,565,138
32	17653	Burnsville	Lake Marion Greenway Trail Gap - Sunset Pond Park to Williams Drive	\$1,094,673	\$273,668	\$1,368,341
33	17658	Eden Prairie	Flying Cloud Drive Trail	\$3,271,000	\$820,000	\$4,091,000
34	17663	Anoka	Anoka Rum River Regional Trail 4th Ave BNSF Railroad Crossing and Trail Connection	\$556,000	\$150,000	\$706,000
35	17680	Inver Grove Heights	Inver Grove Heights Babcock Trail	\$419,040	\$104,760	\$523,800
36	17687	Farmington	North Creek Greenway Regional Trail - Downtown Farmington to 199th Street W	\$1,305,600	\$326,400	\$1,632,000

Multiuse Trails and Bicycle Facilities

#	ID	Applicant	Project Name	Federal Amount	Match Amount	Project Total
37	17688	Three Rivers Park District	West Mississippi River Regional Trail: TH169 to Douglas Dr. N Construction (North Segment)	\$3,000,000	\$750,000	\$3,750,000
38	17689	Three Rivers Park District	West Mississippi River Regional Trail: Douglas Dr. N to 109th Ave. Construction (South Segment)	\$2,932,160	\$733,040	\$3,665,200
39	17690	Three Rivers Park District	Crow River Regional Trail: Lake Rebecca Park Reserve to Bridge Street (Crow River) Construction	\$1,000,000	\$250,000	\$1,250,000
40	17711	Dakota County	Minnesota River Regional Greenway - Fort Snelling State Park UP Rail Overpass	\$3,777,940	\$944,485	\$4,722,425
41	17712	Dakota County	River to River Greenway - Valley Park Trail & TH 149 Underpass	\$1,372,800	\$343,200	\$1,716,000
42	17713	Dakota County	Lebanon Greenway TH 149 Trail	\$817,380	\$204,345	\$1,021,725
43	17714	Dakota County	Veterans Memorial Greenway Trail and Bridge	\$2,800,000	\$700,000	\$3,500,000
44	17719	Lakeville	Dodd Blvd (CSAH 9) Multiuse Trail and Greenway Grade Separation Project	\$2,426,400	\$606,600	\$3,033,000
45	17720	Woodbury	Woodbury Gold Line Station Trail & Pedestrian Connection	\$963,920	\$240,980	\$1,204,900
46	17721	Minneapolis	Downtown Minneapolis 9th and 10th St Bikeways	\$4,511,942	\$1,127,985	\$5,639,927
47	17730	South St. Paul	Bryant Avenue Pedestrian Bridge	\$4,145,600	\$1,036,400	\$5,182,000
48	17732	Washington County	Hardwood Creek Regional Trail Extension	\$526,400	\$131,600	\$658,000
49	17736	Dakota County	Rosemount CSAH 42 Trail and Underpass	\$2,480,000	\$620,000	\$3,100,000
Total Applications: 49				\$144,909,865	\$54,797,896	\$199,707,761

Pedestrian Facilities

#	ID	Applicant	Project Name	Federal Amount	Match Amount	Project Total
1	17447	Hennepin County	CSAH 23 (Marshall St NE) Pedestrian Project	\$1,528,000	\$382,000	\$1,910,000
2	17503	Minneapolis	42nd Street pedestrian improvements	\$1,623,480	\$405,870	\$2,029,350
3	17570	Hennepin County	CSAH 3 (Lake St) Pedestrian Project	\$2,000,000	\$2,300,000	\$4,300,000
4	17600	St. Paul	Arlington Avenue Sidewalk Infill	\$920,000	\$230,000	\$1,150,000
5	17628	St. Paul	Payne Avenue Pedestrian Safety Improvements - Phalen Blvd to Maryland Ave	\$1,200,000	\$300,000	\$1,500,000
6	17657	Victoria	78th Street Pedestrian Overpass	\$2,000,000	\$1,204,000	\$3,204,000
7	17670	Dakota County	Cedar Avenue Pedestrian Bridge at 140th Street - Apple Valley	\$2,000,000	\$871,833	\$2,871,833
8	17726	Washington County	CSAH 5 Pedestrian Facility	\$400,000	\$100,000	\$500,000
9	17733	Minneapolis	1st Avenue North pedestrian improvements	\$2,000,000	\$10,683,100	\$12,683,100
10	17734	Minneapolis	Elliot Park Neighborhood Pedestrian Improvements	\$2,000,000	\$564,770	\$2,564,770
Total Applications: 10				\$15,671,480	\$17,041,573	\$32,713,053

#	ID	Applicant	Project Name	Federal Amount	Match Amount	Project Total
1	17494	Ramsey County	Koehler Road/Edgerton Street (CSAH 14) Trail	\$557,654	\$139,413	\$697,067
2	17507	St. Paul	Chelsea Heights Elementary Pedestrian Improvements	\$1,000,000	\$440,000	\$1,440,000
3	17558	Minneapolis	South & Folwell Safe Routes to School Improvements	\$1,000,000	\$378,850	\$1,378,850
4	17559	Minneapolis	Whittier Safe Routes to School	\$1,000,000	\$317,030	\$1,317,030
5	17588	Richfield	73rd St SRTS Connection (Centennial Elementary)	\$635,000	\$175,000	\$810,000
6	17647	Bloomington	Valley View Schools Area SRTS Improvements	\$398,000	\$100,040	\$498,040
7	17664	New Hope	Meadow Lake Elementary Safe Routes to School	\$363,617	\$90,904	\$454,521
8	17697	Dakota County	Delaware Avenue (CSAH 63) Trail Gap and School Safety Improvements	\$600,000	\$150,000	\$750,000
9	17729	South St. Paul	Marie Avenue SRTS	\$1,000,000	\$1,246,000	\$2,246,000
10	17731	Chaska	Engler Boulevard Trail Gap	\$825,520	\$206,380	\$1,031,900
Total Applications: 10				\$7,379,790	\$3,243,618	\$10,623,408

2022 REGIONAL SOLICITATION

Traffic Management Technologies Project Submittals



MARYLAND AVENUE TRAFFIC SIGNAL MODERNIZATION

PROJECT ELEMENTS AND BENEFITS

The Maryland Avenue Traffic Signal Modernization project would reconstruct traffic signals, install fiber-optic interconnect, and install traffic cameras along Maryland Avenue in the City of Saint Paul. Maryland Avenue (CSAH 31) is classified as an A Minor Arterial in the project area. The proposed elements of the project and some of the benefits of each include:

- Reconstruction of four traffic signals along Maryland Avenue at Earl Street, Forest Street, Johnson Parkway and Hazelwood Street.
 - With an average age of 47 years, taken from the last major revision, these signals are consistent maintenance issues, and require significant staff time and materials to maintain operation.
 - Replacement of the signals will allow for the implementation of improved safety treatments and increased efficiency. The new signals will provide overhead indications for all approaches, audible pedestrian push buttons, countdown timers, and twelve-inch indications.
- Replacement of aging fiber-optic interconnect along Maryland Avenue between Dale Street (CSAH 53) and White Bear Avenue (CSAH 65), and upgrade of traffic signal controllers where needed. The fiber-optic cable along this corridor was installed in 1996 and has surpassed its useful life.
 - Replacement of interconnect will allow the City to continue to remotely monitor and modify the operation of these signals, providing more rapid response to outages and improved ability to adjust settings.
 - Replacement of fiber-optic interconnect will allow for the continued coordination of closely spaced signals along this corridor, reducing stops and delay while improving safety.
 - Replacement of the legacy 170 traffic signal controllers will allow for the use of signal performance measures, responsive traffic signal control, and many other benefits.
- Installation of traffic cameras at multiple locations in the area.
 - The ability to remotely observe traffic conditions, combined with the other improvements, will allow for real-time monitoring and adjustment of traffic operations and management of events and incidents.
 - Cameras will be integrated with the City's existing system, allowing for access by Saint Paul Police and Public Works.

APPLICATION DETAILS

APPLICANT

Mike Klobucar	651.266.6208
City of Saint Paul	mike.klobucar@ci.stpaul.mn.us
Department of Public Works	

PROJECT COST

Total project cost: \$2,903,000	Federal request amount: \$2,322,400
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Project Summary

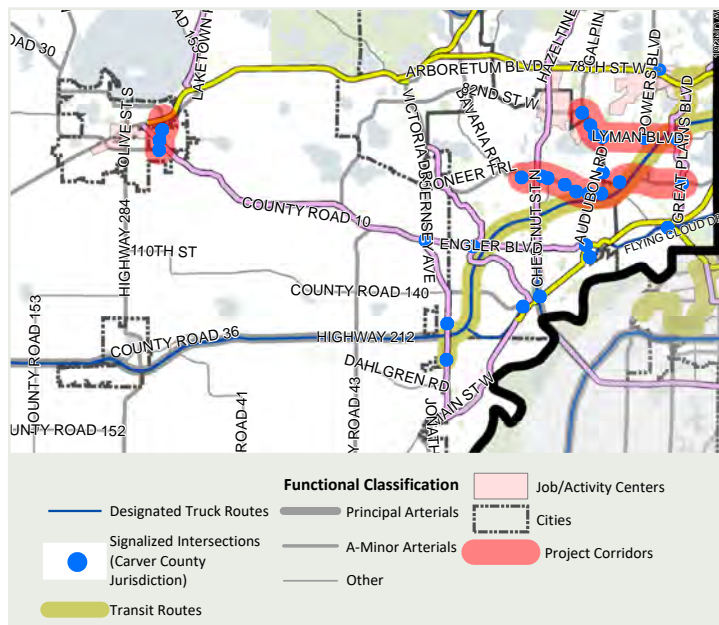
Traffic Signal Technologies and ITS Corridor Enhancements

Applicant: Carver County
April 14, 2022

Project Overview

Carver County uses traffic signals to support safe and efficient multimodal transportation for County residents, businesses, employees, and visitors. The County is requesting a federal grant to upgrade obsolete and add to existing traffic management and intelligent transportation systems (ITS) throughout Carver County, with a focus on CSAH 18-Lyman Boulevard (Chanhassen/Chaska), CSAH 14-Pioneer Trail (Chanhassen/Chaska), CSAH 59-Main Street (Waconia), and other intersections. The project scope will include:

- A new Advanced Traffic Management System (ATMS)
- Central signal system software with expanded remote access and operations
- Upgraded traffic signal controllers and cabinets
- Conflict monitors
- Upgraded timing plans, coordination, and video detection systems
- ITS devices including CCTV cameras
- Communications and fiber optic cable upgrades & connections



Project Area

Project Benefits

The roadway system management project will provide a more responsive, efficient, future-minded, and smart traffic control system. The project will:

- Link and improve coordination, operation, and interoperability of County-owned signals and with other jurisdictions
- Reduce traffic-related crashes, minimize travel time, and better support incident management and special events
- Support environmental sustainability and air quality by improving traffic flow
- Include innovative treatments such as flashing yellow arrows and vehicle detection at traffic signals consistent with Regional ITS Architecture and best practices
- Improve bicycle and pedestrian access and safety by installing accessible pedestrian signals



Existing Carver County Traffic Signal

Project Schedule

- **Design:** Summer 2022-Summer 2025
- **Right-of-way:** Not anticipated
- **Bidding:** Fall 2025-Winter 2025
- **Construction:** Spring-Fall 2026

Requested Federal Amount

\$2,000,000

Total Project Cost

\$2,500,000

CONTACT:

Angie Stenson, Sr. Transportation Planner

Carver County Public Works

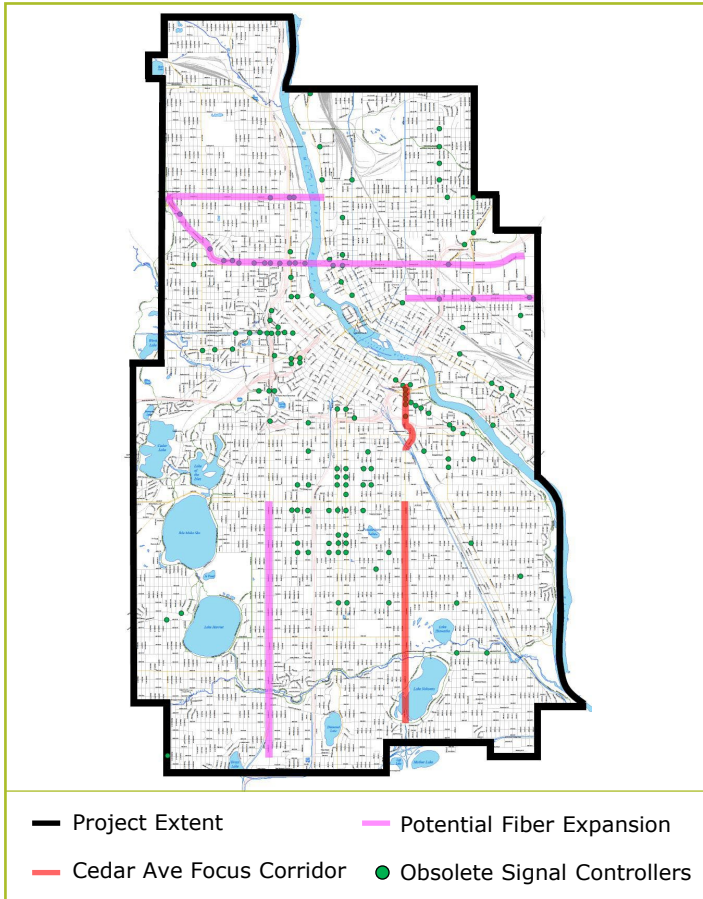
952.466.5273

astenson@co.carver.mn.us

<https://www.co.carver.mn.us/departments/public-works/projects-studies/traffic-signal-technologies-project-plan>

Minneapolis ITS Upgrades and Enhancements

PROJECT MAP:



EXISTING CONDITION PHOTO:



PROJECT BENEFITS:

- Improves operational efficiency for all modes of travel
- Improves safety for all users
- Improves functionality of Minneapolis ITS Network
- Prepares the city for connected vehicle technology

APPLICANT:

City of Minneapolis

PROJECT AREA:

- Minneapolis Citywide
- Focus Corridor: Cedar Avenue

CITY WHERE PROJECT IS LOCATED:

Minneapolis

COUNTY WHERE PROJECT IS LOCATED:

Hennepin

REQUESTED AWARD AMOUNT:

\$2,400,000

TOTAL PROJECT COST:

\$3,000,000

PROJECT DESCRIPTION:

The proposed project will upgrade and enhance existing traffic management and intelligent transportation systems (ITS) in areas throughout the city of Minneapolis. The City of Minneapolis is collaborating with Hennepin County, MnDOT, and Metro Transit to enhance the city's traffic control system, with a focus on Cedar Avenue. The City's ITS currently serves roadway users throughout the metro area, providing services such as arterial dynamic message signs (DMS), realtime surveillance cameras (CCTV), and transit signal priority (TSP) capabilities. Upgrades to ITS, such as expanded remote access and operations, installing new traffic signal controllers and cabinets, conflict monitors, video detection system, Accessible Pedestrian Signals (APS), additional CCTV devices, vehicle-to-infrastructure (V2I) devices, improvements to the Traffic Management Center (video server, video wall), dedicated short range communications (DSRC) radio or 5G cellular communications (high-volume wireless data transmission), and investing in fiber optic cable to increase bandwidth and reliability, will result in a nimble traffic control system that supports Minneapolis' Smart Cities initiatives and has the ability to adapt to daily and non-recurring traffic events. Once implemented, ITS enhancements will improve interfacing among the Police, Public Works, and Public Safety officials, integrating traffic monitoring with safety. In this way, upgrades will help keep the city's street and highway network functioning efficiently and with more flexibility and multipurpose use.

The focus on Cedar Avenue will improve operations on a key multimodal arterial connecting south Minneapolis to downtown, increasing safety and efficiency for transit, freight, bicycle, pedestrian, and general traffic. The focus area is separated into two segments to blend with Hennepin County's proposed reconstruction project along Cedar Avenue from 24th St E to Lake St E. The ITS improvements proposed within this application could be successfully integrated with Hennepin County's project regardless of either project's final delivery timeline.

SUMMARY:

PROJECT NAME: 2026 Signal Equipment Replacement and Signal Optimization

APPLICANT: MnDOT METRO DISTRICT – Mike Fairbanks (Signal Operations Engineer)

ROUTES: Cabinet replacements will occur throughout the MnDOT Metro District. The signal optimization project will occur on TH 65 from 40th St. in Columbia Heights to TH 10 in Blaine

LOCATIONS: This project will take place on many roadways within the MnDOT Metro District. A sample of locations include TH 3 in Eagan/Rosemount, TH 5 in Chanhassen, TH 61 in Hugo, and TH 62 in Mendota Heights. This list includes various ramp intersections with local roads which have recently been turned back to MnDOT (TH 35W @ Lexington, TH 35W @ Lake Drive, TH 610 @ Broadway, TH 610 @ Zane, TH 610 @ Noble and TH 100 @ Duluth Street).

TOTAL PROJECT COST: \$3,000,000 which includes \$2,400,000 Federal Funding and \$600,000 in State Funding match. Of the \$3,000,000 – (\$400,000) will be used for Mobilization and Traffic Control, (\$60,000) will be used for signal optimization, and the remaining \$2,540,000 will be used to buy new signal system equipment [approximately 70 intersections].

PROJECT DESCRIPTION: This project will sustainably upgrade the current TS1 Cabinets and Non-Ethernet compatible Controllers throughout the MnDOT Metro District. These technological expansion upgrades will allow MnDOT to become CAV (Connected and Automated Vehicle) ready for future deployments of that emerging technology. The technological expansion upgrades will also allow MnDOT to seamlessly connect the remaining infrastructure to their Automated Traffic Management System (Kinetics) program allowing the Metro District to use High Resolution Data to better manage the Arterial Corridors. These signal systems technological expansion upgrades are located throughout the Metro District.

In addition, this project will utilize the current MnDOT ATMS (Kinetics) to do signal optimization along the TH 65 corridor from the city of Columbia Heights to Blaine. This optimization will be done in concert with Met Transit to obtain the best TSP (Transit Signal Priority) available for the corridor.

PROJECT BENEFITS: Safety and Security – To provide a more reliable transportation system by preserving and maintaining the roadway system through the replacement of obsolete roadside infrastructure.

Access to Destinations – This project ensures that the roadside infrastructure is compatible with other technologies like TSP (Transit Signal Priority) or emerging technologies like CAVx ethernet communications. The project also provides a reliable roadside infrastructure for pedestrians and bikes to provide access across arterial roadways. Lastly, the project provides equipment capable of being remotely controlled by the ATMS (Advanced Traffic Management System) which can be used to provide real-time signal timing changes as needed for all users.

2022 REGIONAL SOLICITATION

Spot Mobility and Safety Project Submittals





Project Name: Anoka/Ramsey CSAH 49 (Hodgson Road) at Anoka CSAH 32/Ramsey CSAH 1 (CR J/Ash Street) Roundabout Project
Project Location: City of Lino Lakes, Anoka County and City of Shoreview, Ramsey County
Geographic Limits: 1.1 Miles, intersection of CSAH 49 at CSAH 32

Applicant: Anoka County Highway Department
Funding Category: Spot Mobility and Safety
Estimated Project Total: \$4 Million
Requested Amount: \$3.2 Million

Existing Conditions

The intersection at CSAH 49 and CSAH 32 connects two minor arterials (A-Minor Expanders) on the border of Shoreview and Lino Lakes. The residential retail node is currently undergoing redevelopment of the NW quadrant of the intersection, converting the property from a vacant asphalt lot to a senior housing complex with 230 units and future commercial sites. In addition to the new development, the project area has a mix of moderate density residential, businesses, parks and open spaces.

Project Description

The project provides an opportunity to redesign the intersection to improve safety and mobility for all road users and address the existing skew of the CSAH49/CSAH 32 intersection. The project will improve safety for turning movements, improve drainage, and provide safe pedestrian accommodations.

Plans for the roadway project area include a new multi-use trail in the northwest quadrant (from Woodridge Lane to CSAH 49 and north on CSAH 49). The new trail would connect to the existing trail on the south side of CSAH 32 and expand the non-motorized accommodations in the project area.

Issues to be Addressed

- Traffic congestion and delays
- Poor mobility for all roadway users
- Inadequate pedestrian and bicycling options and facilities
- Poor drainage
- Access management

CSAH 49 at CSAH 32 Project Location City of Lino Lakes, Anoka County & City of Shoreview, Ramsey County



These facilities will provide better access to local recreational facilities such as Bucher Park (0.25 miles), Baldwin Lake (0.75 miles) and Turtle Lake (1 mile). CSAH 32 and Ware Rd (0.25 miles east of CSAH 49) are part of the North-south RBTN Tier 2 alignment, emphasizing the regional commitment to bicycle access through this area. ADA-compliant pedestrian accommodations at the intersection will also provide better accommodations for people with disabilities.

✓ Proposed Improvements

- New single-lane roundabout at CSAH 49 and CSAH 32
- Paved shoulders leading into roundabout
- New multi-use trail from Woodridge Ln to CSAH 49 and north on CSAH 49 in Lino Lakes
- Expanded trail connections
- ADA-compliant pedestrian accommodations

✓ Project Benefits

- Improved safety and mobility
- Improved connectivity
- Improved safety and accessibility for pedestrian and bicyclists

Project Name: CSAH 21 (Centerville Road) at CSAH 32 (Ash Street) Roundabout Project
Project Location: City of Lino Lakes, Anoka County
Geographic Limits: Intersection of CSAH 21 (Centerville Road) and CSAH 32 (Ash Street)

Applicant: Anoka County Highway Department
Funding Category: Spot Mobility and Safety
Estimated Project Total: \$1.4 Million
Requested Amount: \$1.1 Million

Existing Conditions

CSAH 21 (Centerville Road) is a north-south roadway that intersects with CSAH 32 (Ash Street), an east-west roadway, at a T-intersection. Both roadways are functionally classified as A-Minor Arterial Expanders. CSAH 21 has a 50-mph posted speed limit in the project area, and CSAH 32 has a 45-mph posted speed limit in the project area.

CSAH 21 runs parallel to I-35E on the west side and provides access to commercial and residential properties to the south and several residential properties to the north. Access to I-35E exists approximately 0.5-miles to the southeast, which provides connections to the regional transportation system. There are currently no non-motorized facilities within the project area nor any active transit stops.

Issues to be Addressed

- Traffic congestion
- High crash rates
- Inadequate pedestrian and bicycling options and facilities
- Poor drainage

Proposed Improvements

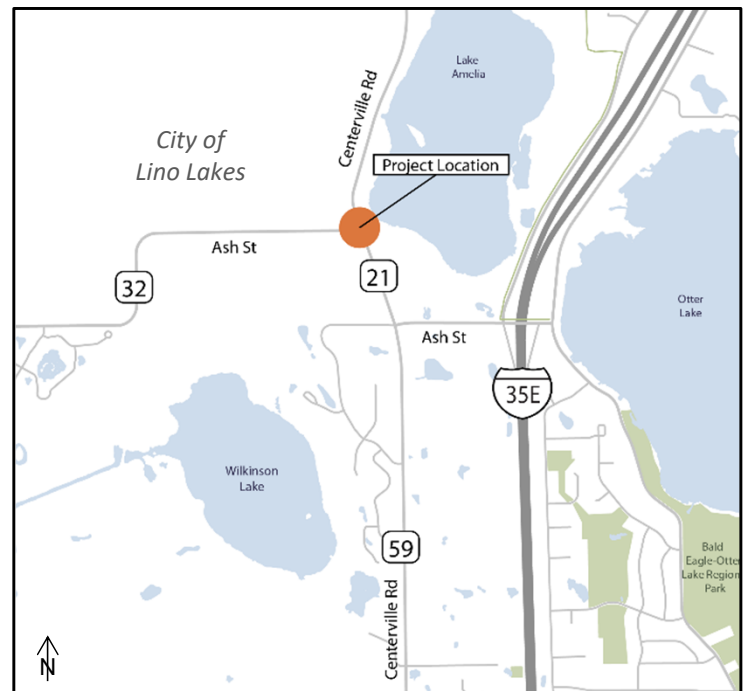
- New single-lane roundabout
- Paved shoulders leading into roundabout

Project Benefits

- Improved safety and mobility
- Improved safety and accessibility for pedestrian and bicyclists
- Improved drainage

CSAH 21 (Centerville Road) at CSAH 32 (Ash Street) Project Location

City of Lino Lakes, Anoka County



Project Description

The project will convert the existing minor-stop controlled intersection at CSAH 21 (Centerville Road) at CSAH 32 (Ash Street) to a single lane roundabout. This improvement includes wide 6-foot paved shoulders on CSAH 21 and CSAH 32 leading into the roundabout. The improvement is being coordinated with a larger nearby project being led by Ramsey County that seeks to improve the interchange at I-35E/County Road J.

Based on 2019-2021 historical crash data, the intersection's crash rate exceeds the MnDOT average crash rate. This data indicates the intersection having a sustained crash problem. As future traffic demands continue to increase, the roundabout controlled intersection will look to reduce the current crash rate and improve overall safety for all users.

The roundabout will also be designed to include ADA-compliant curb ramps and pedestrian refuge medians to connect with future sidewalk or trail facilities as CSAH 21 is part of the RBTN Tier 2 alignment.

CSAH 9 (Rockford Rd) Spot Mobility & Safety Project

Attachment 01 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name

CSAH 9 (Rockford Rd) Spot Mobility & Safety Project

City(ies)

Plymouth

Commissioner District(s)

2 7

Capital Project Number

CP 2220400

Project Category

Safety

Scoping Manager

Emily Buell

Scoping Form Revision Dates

4/9/2022

Project Summary

Safety improvements at the intersection of Rockford Road (CSAH 9) and Northwest Boulevard (CSAH 61) in the City of Plymouth.

Roadway History

The existing intersection of Rockford Road (CSAH 9) at Northwest Boulevard (CSAH 61) experiences a relatively high number of crashes when compared to similar intersections throughout the county. The predominant crash types at this intersection are left-turn and rear-end related. The existing design includes channelized right-turn islands in all four quadrants that present sight distance challenges for right-turning vehicles. In addition, relatively long crossing distances are required for people walking and biking through the intersection since both Rockford Road (CSAH 9) and Northwest Boulevard (CSAH 61) are 4-lane roadways; creating a sense of discomfort for multimodal users.

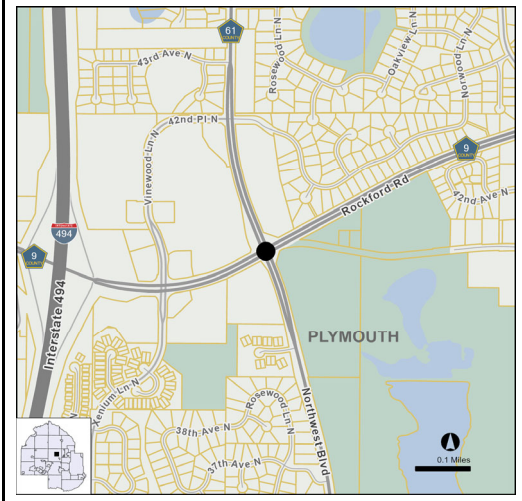
Project Description and Benefits

The proposed project will improve accessibility, mobility, and safety by implementing the following project elements that aim to address crash themes.

- Elimination of channelized right-turn islands
- Improved alignment of the left-turn lanes along Rockford Road (CSAH 9)
- Replacement and upgrading of the existing traffic signal system
- Upgrading of ADA accommodations to current design standards
- Modification to trail alignments on each approach (as necessary)

Project Risks & Uncertainties

Project Map



Project Timeline

Scoping: Q1 2022 - Q4 2023

Design: Q1 2024 - Q4 2025

R/W Acquisition: Q1 2025 - Q4 2025

Bid Advertisement: Q1 2026

Construction: Q2 2026 - Q4 2026

Project Delivery Responsibilities

Preliminary Design: Consultant

Final Design: Consultant

Construction Services: Consultant

Project Budget -	Project Level
Construction: \$	1,560,000
Cost Estimate Year:	2022
Construction Year:	2026
Annual Inflation Rate:	2.0%
Inflated Construction: \$	1,690,000
Design Services: \$	250,000
R/W Acquisition: \$	-
Other (Utility Burial): \$	-
Construction Services: \$	170,000
Contingency: \$	470,000
Total Project Budget: \$	2,580,000

Funding Notes

This project is eligible for federal funding through the Metropolitan Council's Regional Solicitation due to the two roadways' functional classification as A-Minor Arterials.

CSAH 61 (Hemlock Ln) Spot Mobility & Safety Project

Attachment 01 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name

CSAH 61 (Hemlock Ln) Spot Mobility & Safety Project

City(ies)

Maple Grove

Commissioner District(s)

7

Capital Project Number

CP 2220500

Project Category

Spot Mobility and Safety

Scoping Manager

Emily Buell

Scoping Form Revision Dates

4/9/2022

Project Summary

Safety improvements at the intersection of Hemlock Lane (CSAH 61) and Elm Creek Boulevard (CSAH 130) in the City of Maple Grove.

Roadway History

The existing intersection of Hemlock Lane (CSAH 61) and Elm Creek Boulevard (CSAH 130) experiences a relatively high number of crashes when compared to similar intersections throughout the county. The predominant crash type at this intersection is rear-end related. The existing design includes channelized right-turn islands in all four quadrants that present sight distance challenges for right-turning vehicles. In addition, relatively long crossing distances are required for people walking, rolling, and biking through the intersection.

Project Description and Benefits

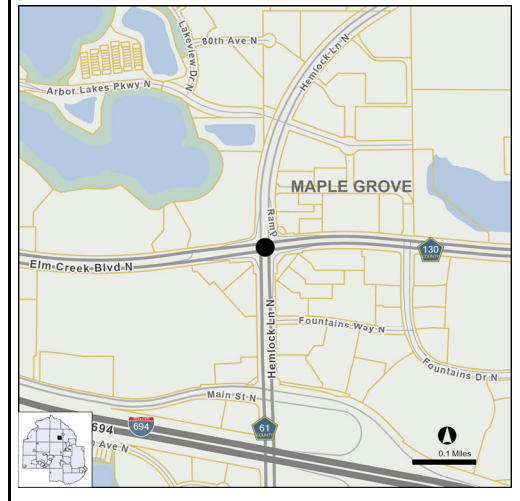
The proposed project will improve accessibility, mobility, and safety by implementing the following project elements that aim to address crash themes:

- Elimination of two channelized right-turn islands and introduction of smart channel design at the remaining two quadrants to slow vehicles
- Remove unnecessary buffer space surrounding right-turn islands
- Replacement and upgrading of the existing traffic signal system
- Upgrade of ADA accommodations to current design standards
- Modification of trail and sidewalk alignments on approaches (as necessary)

Project Risks & Uncertainties

Coordination to engage the public will be discussed among key stakeholders, including the City of Maple Grove

Project Map



Project Timeline

Scoping: Q1 2022 - Q4 2023

Design: Q1 2024 - Q4 2025

R/W Acquisition: Q1 2025 - Q4 2025

Bid Advertisement: Q1 2026

Construction: Q2 2026 - Q4 2026

Project Delivery Responsibilities

Preliminary Design: Consultant

Final Design: Consultant

Construction Services: Consultant

Project Budget -	Project Level
Construction: \$	1,780,000
Cost Estimate Year:	2022
Construction Year:	2026
Annual Inflation Rate:	2.0%
Inflated Construction: \$	1,930,000
Design Services: \$	290,000
R/W Acquisition: \$	-
Other (Utility Burial): \$	-
Construction Services: \$	190,000
Contingency: \$	540,000
Total Project Budget: \$	2,950,000

Funding Notes

This project is eligible for federal funding through the Metropolitan Council's Regional Solicitation due to the two roadways' functional classification as A-Minor Arterials.

26th and Hiawatha Safety Improvements

26th St E and Hiawatha Ave (TH55)

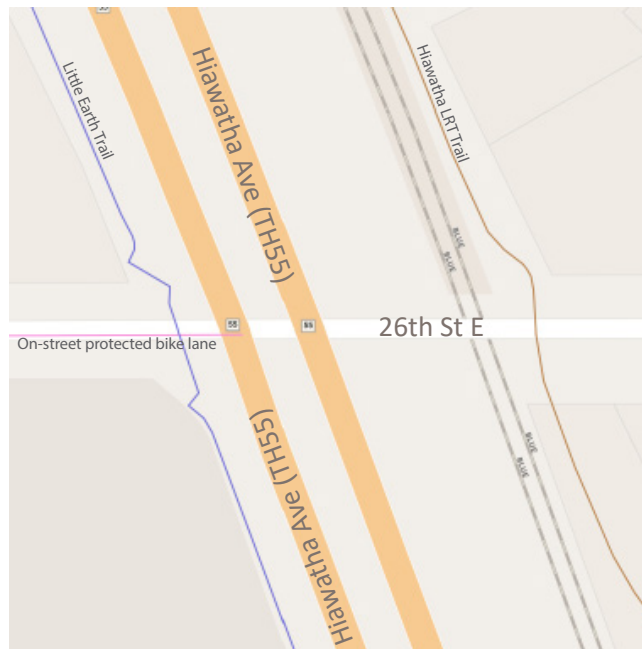
Project Description

The proposed project includes the intersection reconstruction of 26th Street East and Hiawatha Avenue (Trunk Highway 55) to improve the safety, accessibility, mobility and travel experience for all users. This intersection provides access to residential, recreational, industrial and commercial areas, and plays an important role in the regional transportation needs for all travel modes.

Both corridors are part of the pedestrian, bicycle and freight priority networks in the City's Transportation Action Plan, and Hiawatha Avenue is designated as a 10-ton truck route. There is an existing multi-modal trail and sidewalk on both sides of Hiawatha Ave, and sidewalks along 26th Street. There is a protected bikeway on 26th Street and an existing bikeway gap between the start of this facility and the Hiawatha LRT trail.

This intersection is extremely crash prone and is identified in the City's Vision Zero Crash Study as experiencing the 2nd most vehicle crashes and the most bicycle crashes within city limits. The intersection is the first at-grade intersection for motorists traveling southbound from downtown Minneapolis, I-94 or 35W, and the last at-grade intersection before northbound motorists enter the interstate system.

Project Area



Project Benefits

This project will address the existing and future safety issues through but not limited to the following improvements:

- Slow approaching traffic by bumping out curb lines, removing free right turns and porkchops.
- Providing advanced warning of signal changes for approaching motorists through advanced signage and signal heads over each lane.
- Eliminating a bicycle network gap by constructing a westbound trail connection between the Hiawatha LRT trail and the existing 26th Street protected bikeway.
- Improve pedestrian infrastructure, including accessible pedestrian signals, high visibility crosswalks and improved lighting.

Existing Conditions

Average Number of Daily Users

26th and Bloomington (2015) Sabo Bridge over Hiawatha (2018)



390 pedestrians



40 pedestrians



160 bicyclists



2670 bicyclists

Hiawatha Trail east of Hiawatha/28th (2017)



110 pedestrians



1060 bicyclists

Source: Minneapolis Bicycle & Pedestrian Counts and Minneapolis Public Works, Metro Transit.

Average Number of Daily Vehicles



36,000 - 43,500 motor vehicles (Hiawatha 2020)

7,200 - 8,400 on (26th St E 2020)

Source: MNDOT



Image of intersection

Contact:

Kelsey Fogt // Transportation Planner // Minneapolis Public Works // 612-790-7132 // kelsey.fogt@minneapolismn.gov

Est. Project Cost: \$1,662,100

Funding Requested: \$1,329,600



Highway 10/11 Intersection Improvements

Carver County

Primary Contact:

Angie Stenson
Sr. Transportation Planner
11360 Hwy 212, Suite 1, Cologne,
MN 55322
612.360.7422
astenson@co.carver.mn.us



Application Category:

Roadways including Multimodal
Elements – **Spot Mobility**



Corridor Fast Facts:

- Intersection serves half of the county population
- Highway 11 volumes anticipated to double in the next 20 years
- Project decreases over 50% peak hour congestion

Project Description

This project at Highway 11 (Jonathan Carver Parkway/Victoria Drive) and Highway 10 (Engler Boulevard) installs a permanent signal system accompanied with geometric expansions on all four legs of the intersection. Geometric improvement includes the expansion of Highway 11 to a four-lane divided urban section with dual left-turn lanes on the north leg and a second eastbound lane through the intersection, adding capacity to Highway 10 turn lanes.

Regional Significance: This intersection serves connection between the cities of Chaska, Waconia, Victoria and Carver. Centrally located, the rural area has been experiencing development pressures with near-term and continued development over the next 20 years.

The Issues: The Highway 10/11 intersection on the border of the Cities of Victoria and Chaska is has significant crash and congestion issues impacting the movement of goods and people throughout the region. Operational issues create queues a quarter mile long on multiple legs during both peak hours; these queues are particularly problematic eastbound, as maximum queues are encroaching an at-grade railroad crossing. A temporary wood pole signal system that was installed in 2013 to address safety concerns with the two-way stop control at the intersection. Since its installation, reductions in fatal and severe injury crashes have been observed; demonstrating the priority need for a permanent system with ADA compliant facilities.



Funding Information:

Requested Award Amount:
\$3,040,000
Local Match: \$760,000
Construction Total: \$3,800,000

Project Benefits

Proposed improvements will increase corridor safety, address congestion and operational issues, and provide safe pedestrian/bicycle crossings of Highways 10/11. The project will address existing safety and mobility issues at the intersection and upgrade Highway 11 to the adopted vision. With development pressures, pedestrian demand is highly anticipated. The Highway 10 corridor is an RBTN Tier 2 corridor linking the region and proposed improvements will provide for a supportive trail crossing.



Match \$ Sources:

- Carver County

Part of a Bigger Picture

Studies recently completed on the Highway 10 and 11 corridors have identified this intersection as a high priority for regional mobility. This project is the first step in several infrastructure investments and development opportunities along both highways of which all project partners are committed to. This project as proposed fits the vision for the corridor and will guide future investments and development.





Highway 5/Highway Intersection Safety and Access Improvements Carver County

Primary Contact:

Angie Stenson
Sr. Transportation Planner
11360 Hwy 212, Suite 1, Cologne,
MN 55322
612.360.7422
astenson@co.carver.mn.us



Project Location:

TH 5 at CSAH 11
Victoria, MN



Application Category:

Roadways including Multimodal
Elements – **Spot Mobility**



Intersection Fast Facts:

- Project decreases over 66% peak hour congestion
- Project reduces all crashes by over 70%



Funding Information:

Requested Award Amount:
\$2,400,000
Local Match: \$600,000
Project Total: \$3,000,000



Match \$ Sources:

- Carver County
- City of Victoria
- Trunk Highway Funds

Project Description

This project at Highway 5 (Arboretum Boulevard) and Highway 11 (Victoria Drive) installs a single-leg roundabout accompanied by pedestrian facilities, intersection lighting, and private access closures and relocations within the City of Victoria.

Regional Significance: This intersection serves connection between Trunk Highways 5 and 7 in the west metro. This link carries significant commuter traffic during the week and recreational traffic on the weekends due to the many area parks and lakes. The cities of Chaska, Waconia, Victoria and Carver. Development pressures and expansion of Downtown Victoria will further drive the importance of this key intersection within central Carver County.

The Issues: The Highway 5/11 intersection within the City of Victoria has been experiencing significant crash and congestion issues for years and an agreed upon and fundable solution proved to be challenging. Due to area growth, operations and safety issues have further degraded and action must be taken. Commuter traffic during the AM peak hour results in heavy southbound left and eastbound through traffic. These heavy conflicting movements, combined with high posted speed limits result in unacceptable delays on Highway 11. These delays often leave drivers frustrated and become willing to accept smaller and riskier gaps in Highway 5 traffic to enter the Trunk Highway, resulting in elevated crash rates. Several fatal and serious injury crashes have occurred at this intersection within the last decade.



Project Benefits

Proposed improvements will provide increased safety by eliminating the opportunity for dangerous right angle and left turn crash types and by calming traffic on both corridors, serving as a gateway to Downtown Victoria east of the project location. Private accesses are closed, restricted, and relocated throughout the project area, eliminating conflict points within the functional area of the intersection. Operations during the peak hours is also improved with all movements experiencing reduced delay. Pedestrian facilities are introduced allowing for comfortable crossing of Highways 5 and 11. These facilities will accommodate future extension of the pedestrian network on Highway 5 which is designated as a RBTN Tier 1 corridor.

Part of a Bigger Picture

A study of Highway 5 in the area identified a vision for the corridor which includes a roundabout at this intersection to best improve safety and operations, as well as meet the future needs for development and pedestrian access. This project as proposed fits the adopted vision for the corridor and will fit with future infrastructure investments and support development opportunities.



Project Name: US Hwy 169 & 109th Ave N Intersection Improvements

Applicant: City of Brooklyn Park

Project Location: US Hwy 169 & 109th Ave N

Total Project Cost: \$3,118,500

Requested Federal Award Amount: \$2,494,800

Local Match: \$623,700

Project Description:

The City of Brooklyn Park is proposing improvements at the intersection of US Highway 169 (US 169) and 109th Ave N. The proposed project would enhance mobility and safety for motorists and non-motorists. US 169 is a principal arterial. 109th Ave N is a B Minor Arterial that serves as the border between Brooklyn Park and Champlin. The proposed project will improve local and regional access to businesses and residents in both cities. Additional turn lanes on each of the four intersection legs would reduce congestion, improve safety, and improve mobility for motorists and non-motorists. The traffic signal would also be upgraded. The project would also provide improved bicycle and pedestrian experiences through reconstructed sidewalk, new trail, and improved crossings at US 169. All non-motorized facilities constructed as part of the proposed project will be ADA compliant.

Project Benefits:

- Reduce risk of crashes and conflicts between bike/peds and vehicles
- Improve mobility and accessibility to local and regional destinations for motorists and non-motorists
- Alleviate congestion through additional dedicated turn lanes
- Upgrade traffic signal, including ADA compliant components

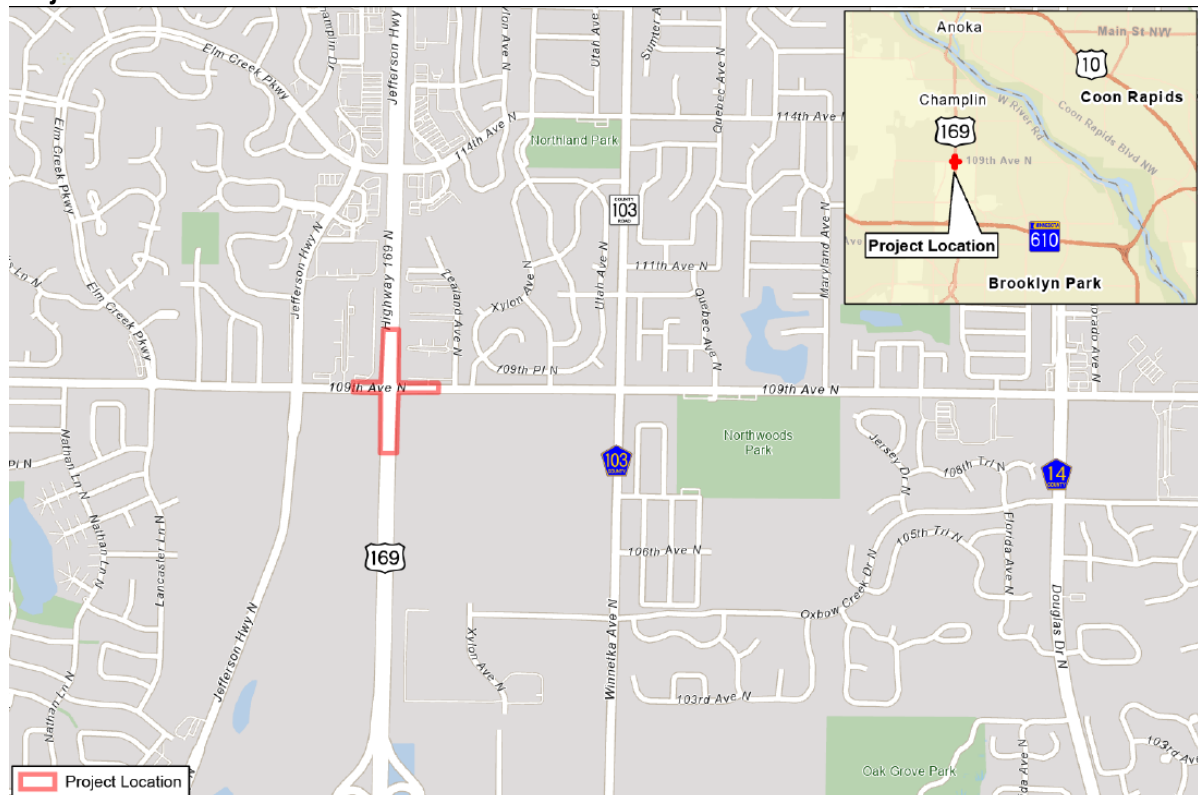
Project Benefits (cont'd):

- Enhance the transportation network to enable safe and efficient delivery of goods and services

Key Connections:

- NorthPark Business Park (southeast intersection quadrant)
- Recreational areas (i.e. Northwoods Park)
- Commercial and industrial clusters along US 169

Project Area:



Project Name: CSAH 103/Winnetka Ave N & 109th Ave N Improvements

Applicant: City of Brooklyn Park

Project Location: County State Aid Highway (CSAH) 103/ Winnetka Ave N & 109th Ave N

Total Project Cost: \$3,646,900

Requested Federal Award Amount: \$2,917,520

Local Match: \$729,380

Project Description:

The City of Brooklyn Park is proposing improvements at the intersection of CSAH 103/Winnetka Ave N and 109th Ave N. Located on the border of the cities of Brooklyn Park and Champlin, the proposed project would enhance mobility and safety for motorists and non-motorists. Winnetka Ave N, a minor arterial that parallels US 169, serves as an alternative north-south route that connects Brooklyn Park and Champlin. Additional turn lanes on the intersection's south and west legs would help reduce congestion, improve safety, and improve mobility for motorists using the intersection. The traffic signal at the intersection would also be replaced. The proposed project would improve bicyclist and pedestrian experiences through reconstructed shared use paths and additional marked crosswalks. All non-motorized facilities constructed as part of the proposed project would be ADA compliant.

Project Benefits:

- Upgrade traffic signal, including ADA compliant components
- Reduce risk of crashes and conflicts between bike/peds and vehicles
- Alleviate congestion through additional dedicated turn lanes
- Improve mobility and accessibility to local and regional destinations for motorists and non-motorists

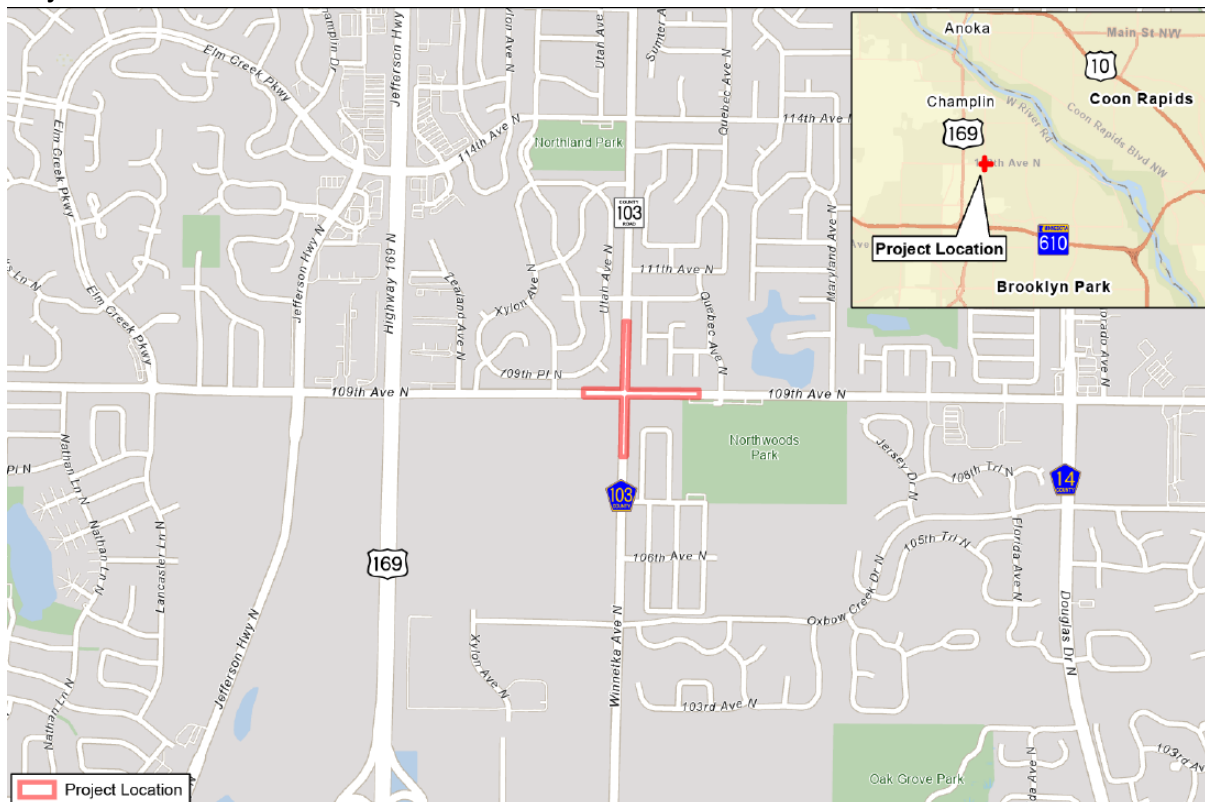
Project Benefits (cont'd):

- Safe and efficient transportation network to deliver goods and services

Key Connections:

- NorthPark Business Park (southeast intersection quadrant)
- Recreational areas (i.e. Northwoods Park, Northland Park, etc.)
- Commercial and industrial clusters along US 169

Project Area:



Project Overview

Dakota County is proposing to reconstruct the intersection of County State Aid Highway (CSAH) 46 and CSAH 85 in Vermillion and Nininger Townships. The purpose of the project is to improve safety and operations at the intersection.

Work on the project is anticipated to include:

- Construction of a roundabout at the intersection
- Drainage improvements
- Lighting at the roundabout

Project Benefits

The reconstruction of the intersection at CSAH 46 and CSAH 85 will provide several benefits to the corridor and the area. The proposed project will:

- Improve safety of the intersection by reducing conflict points
- Improve drainage

Project Funding

- Based on Dakota County 2022-2026 Capital Improvements Program
- Estimated Costs
 - Design = \$200,000
 - Right of Way = \$150,000
 - Construction = \$2,200,000
 - Total Project Cost = \$2,550,000

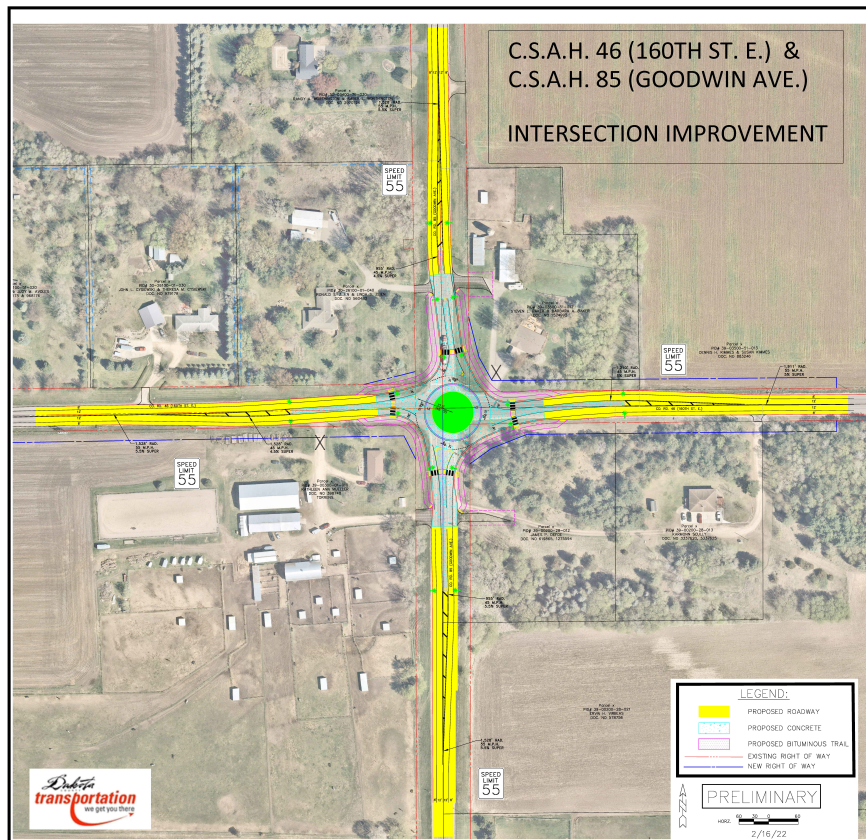
Project Schedule

- Design – 2022
- Right of Way acquisition – 2023
- Construction – 2024

For More Information

Jacob Rezac, Dakota County Project Manager
952-891-7981

jacob.rezac@co.dakota.mn.us



2022 REGIONAL SOLICITATION

Strategic Capacity Project Submittals



I-35E/County Road J Interchange Replacement and CR J Improvements - Strategic Capacity (Roadway Expansion)

Applicant:	Ramsey County
Project Location:	I-35E/CR J Interchange & CR J: Centerville Road to Otter Lake Road
Total Project Cost:	\$14,549,729
Requested Federal Dollars:	\$10,000,000
Local Match Dollars:	\$4,549,729

Project Description:

Reconstruction of the existing I-35E and County Road J interchange and County Road J from Centerville Road to Otter Lake Road. Ramsey County is leading the project in cooperation with Anoka County, the City of Lino Lakes, the City of North Oaks, White Bear Township and MnDOT. Preliminary design and preparation of the required federal environmental document are underway with a 2024 construction letting planned.

Project Benefits:

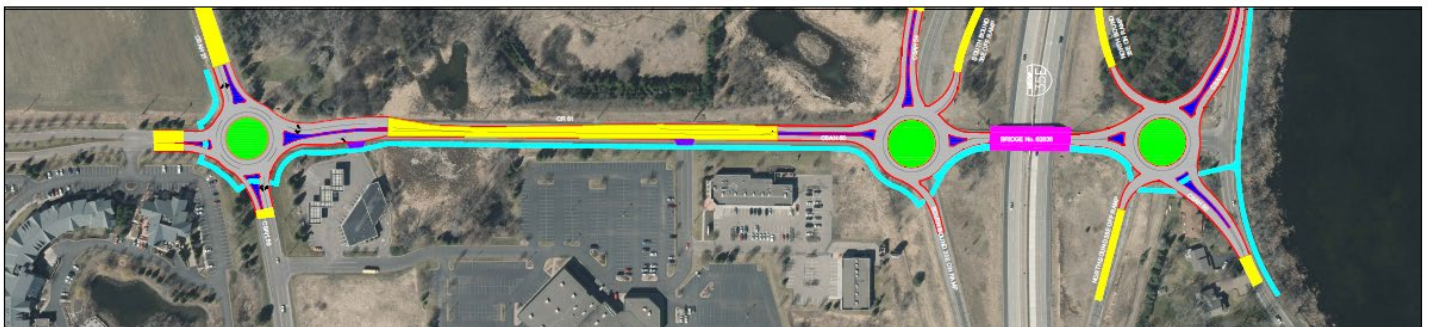
Traffic Operations: The project will replace four all-way stop control/signal control intersections with three roundabouts along County Road J at Centerville Road, the 20th Avenue/West Ramps and the Otter Lake Road/East Ramps. This will improve I-35E/County Road J interchange peak hour operations and operations of the I-35E/CSAH 4 interchange three miles to the north.

Access: Addition of I-35E entrance and exit ramps to the north of County Road J will provide improved response times for emergency response vehicles to Waverly Gardens retirement community, reduced travel times for truck freight traffic serving the industrial park located just southwest of the interchange and enhanced economic development opportunities for nearby undeveloped land.

Safety: Construction of roundabouts along with new I-35E exit and entrance ramps north of County Road J will reduce crashes at both the I-35E/County Road J interchange and the I-35E/CSAH 14 interchange. The project will also address a currently unsafe condition of peak hour traffic queues along the northbound I-35E exit ramp to County Road J backing up into the I-35E through lane.

Multimodal: There are no existing bicycle or pedestrian facilities in the project area. Construction of a multiuse trail on the south side of County Road J along with the addition of ADA improvements and center median refuges will negate the need for bikers and walkers to walk along the roadway shoulder, providing a much safer and comfortable multimodal user experience.

Roadway & Bridge: The project will replace a 0.47 mile segment of Country Road J; an aging facility that was constructed in 1935. The project will also correct a vertical curve on the bridge that inhibits sight distance.



I-35E/County Road J Preliminary Conceptual Design Layout

TH 65 Interchanges to serve CSAH 12 (109th Avenue) and 105th Avenues in Blaine

Trunk Highway (TH) 65 is a principal arterial located in the Twin Cities metropolitan area in Anoka County. As the only continuous north/south corridor of its size and capacity in Anoka County, TH 65 is a vital link for traffic traveling between the Twin Cities urban core and northern suburban and exurban communities. At the project location, TH 65 is currently a four-lane divided highway with the following characteristics:

- Classified as a principal arterial with a primary function of providing mobility, while also providing access to adjacent land uses
- Posted speed limit is 55 miles per hour (mph)
- Signalized intersection with 109thth and 105thth Aves NE with no restricted turn movements
- Serves approximately 50,000 vehicles per day and is forecasted to serve approximately 60,000 vehicles per day in 2045

The proposed project includes grade separated crossings at 105th Avenue and CSAH 12 and conversion of TH 65 to a limited access facility. The improvements would reduce congestion and improve pedestrian and bicycle access across TH 65, a major barrier for residents. The need for the project was identified as part of the Metropolitan Council's Principal Arterial Conversion Study.

A Planning and Environmental Linkages (PEL) study resulted in the development of four alternatives for this section of TH 65. The National Environmental Policy Act (NEPA) review phase of the project began in early 2022 and will select a preferred alternative from the four proposed alternatives. Given analysis of alternatives for the NEPA process, it is likely Alternative 1A (Figure 1) will be selected as the preferred alternative due to the similar benefits it provides at a lower cost compared to other alternatives. Alternative 1A was used in the development of Anoka County's Regional Solicitation application given its likelihood of selection as the preferred alternative. Features of Alternative 1A include:

- Bridges carrying TH 65 traffic above grade at 105th and 109th Avenues allowing local traffic, cyclists, and pedestrians to cross TH 65 more comfortably and without traffic signal delay.
- Frontage roads on both sides of TH 65 with separated pedestrian and bicycle facilities allowing for more direct north-south travel in the corridor for local traffic.

Funding Opportunity:
Roadway Expansion

Applicant: Anoka County

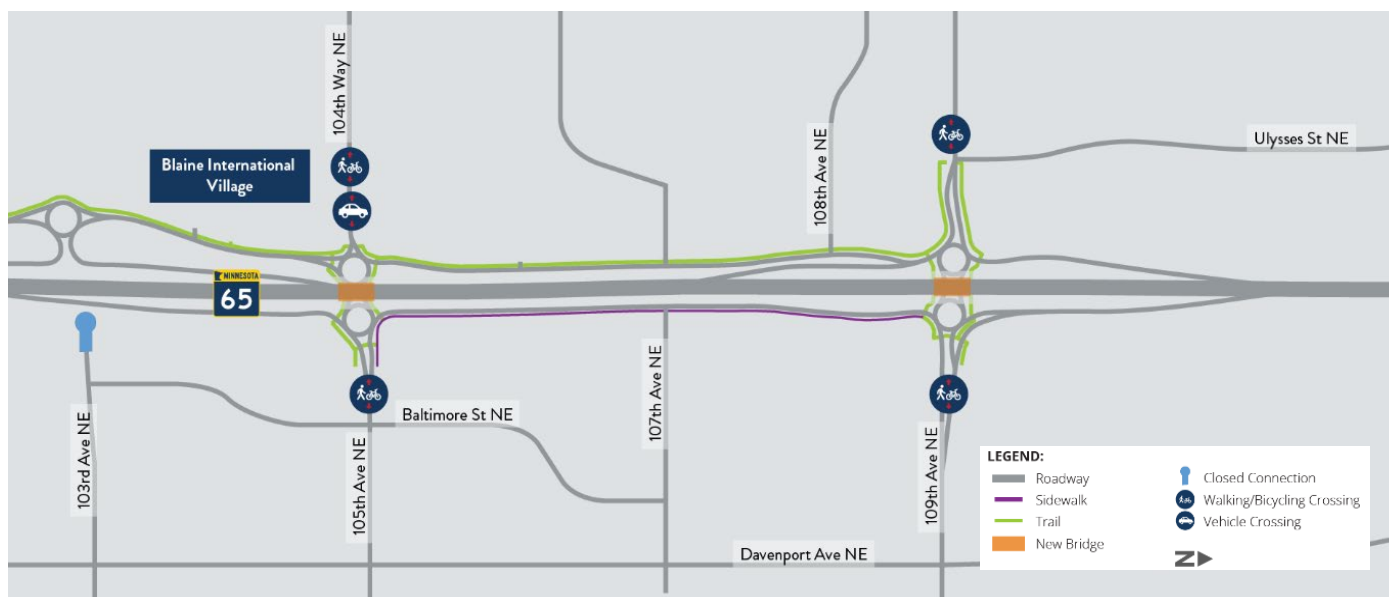
Location: Blaine, MN

Project Limits: 103rd
Ave NE to 113th Ave NE

Total Project Cost:
\$42,000,000

**Requested Award
Amount:** \$10,000,000

Figure 1. TH 65 Alternative 1A Improvements at CSAH 12 (109th Ave) and 105th Ave



Project Name: CSAH 12 (109th Avenue NE)

Expansion to a 4-Lane Divided Facility

Project Location: City of Blaine, Anoka County

Geographic Limits: 2.3 miles - CSAH 52 (Radisson Road NE) to CSAH 17 (Lexington Avenue NE)

Applicant: Anoka County Highway Department

Funding Category: Roadway Strategic Capacity

Estimated Project Total: \$15.3 Million

Requested Amount: \$10 Million

Existing Conditions

CSAH 12 (109th Avenue NE), an “A” Minor Arterial Expander route that provides an important east-west transportation connection in Anoka County, is a 2-lane undivided roadway today. Non-motorized facilities in the project area are non-existent.

Traffic volumes on CSAH 12 have been increasing and are expected to continue to increase in the future as the area continues to grow (8,000 Current AADT, 10,000 2040 AADT). Existing and future traffic volumes are such that congestion is and will continue to negatively impact the ability of the corridor to move traffic. Safety is also a concern at several intersections and along some segments of the corridor.

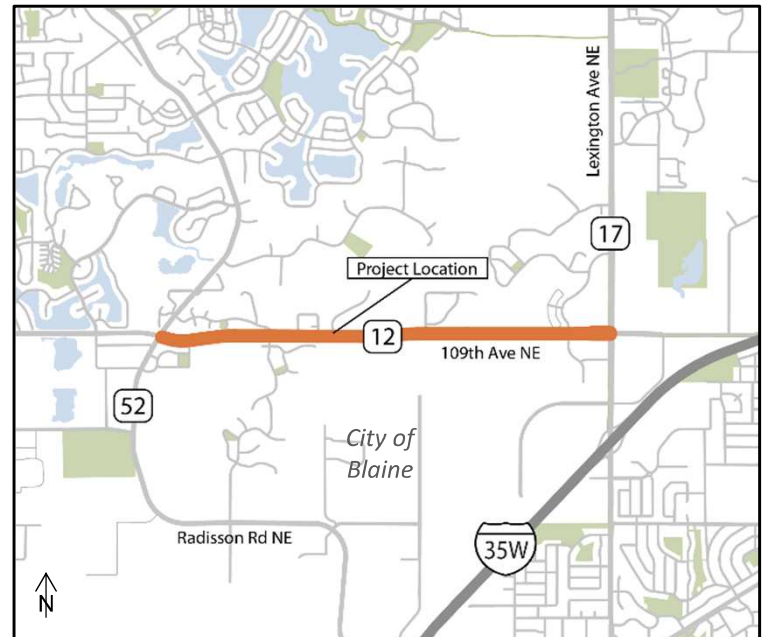
Project Description

This project includes expanding 2.3 miles of CSAH 12 (109th Avenue NE) from 2 to 4 travel lanes between CSAH 52 (Radisson Road NE) and CSAH 17 (Lexington Avenue). The improved roadway section will include a center raised median and match the configuration on the western limits, addressing traffic bottleneck concerns.

The project will close an existing gap in the non-motorized network by constructing a continuous 6-foot ADA-compliant sidewalk on the north side and a 10-foot ADA-compliant multi-use trail on the south side. The corridor is located along a Tier 2 RBTN alignment, which denotes a strong demand for bicycle travel and represents an opportunity to enhance local economic development and business retention. The proposed multi-modal facilities will ensure that CSAH 12’s multimodal function, safety and person-throughput are enhanced. Signals will be upgraded to provide ADA-compliant features and APS push buttons.

CSAH 12 (109th Ave NE) Project Location

City of Blaine, Anoka County



Issues to be Addressed

- Traffic congestion
- High crash rate
- Inadequate bicycle and pedestrian facilities



Proposed Improvements

- Expansion to a 4-lane divided roadway with
- 8-ft paved shoulders
- Turn lanes at major intersections
- New sidewalk on north side
- New multi-use trail on south side



Project Benefits

- Improved mobility
- Improved travel safety for motorists, pedestrians, and bicyclists
- Improved connectivity between residential, commercial and recreational areas

Project Summary

Project Name: TH 610 and East River Road Interchange Reconstruction

Applicant: City of Coon Rapids

Project Location: TH 610 and East River Road (CSAH 1) Interchange between the Mississippi River and Coon Rapids Boulevard in Coon Rapids, Anoka County

Total Project Cost: \$30,053,000

Requested Federal Dollars: \$10,000,000

Project Map:



Before Photo:



Project Description: The project will complete the transportation system by providing a full-access interchange at TH 610 and East River Road with a westbound off-ramp loop and a folded eastbound on-ramp with TH 610 auxiliary lanes between East River Road and Coon Rapids Boulevard. In addition, multimodal improvements include the construction of a new 10-foot trail along the East River Road corridor.

Project Benefits: The TH 610 and East River Road interchange reconstruction will provide the following benefits:

- Improved travel times and safer access for transit users, residents, and businesses within the project area.
- A more direct route for regional trips and emergency response teams originating and destined for this area.
- Improved traffic congestion and safety issues at the TH10 and Foley Boulevard interchange.
- Safer transit operations with a connection to East River Road and the closure of the westbound on-ramp to TH 610.
- An interconnected trail and sidewalk system with access to the Foley Park & Ride facility and other local and regional trails.

Highway 13 and Nicollet Avenue Intersection Grade Separation



Project Name: Minnesota Highway 13 & Nicollet Avenue Mobility Improvement Project

Applicant: City of Burnsville, Minnesota

Location: Dakota County

Application Category: Roadway Strategic Capacity

Funding Information:

Requested Award Amount: \$10M

Local Match: \$22.8M

Project Total: \$32.8M (2026 dollars)

Additional Funding Sources:

- Pursuing \$25M RAISE Grant
- \$2.6M commitment from City of Burnsville & Dakota County

Primary Contact:

Jen Desrude
City Engineer
952-895-4544
jen.desrude@burnsvillemn.gov

Project Description

The City of Burnsville, Minnesota is pursuing funds to grade separate the intersection of Minnesota Highway 13 and Nicollet Avenue, the northern entrance to the Burnsville Heart of the City District, a mixed-use transit-oriented area with a growing number of jobs, residents, and commercial opportunities.

This grade separation is one part of a greater suite of mobility and safety improvements along Highway 13 between the cities of Savage and Burnsville. As a whole, these improvements will have widespread benefits for traffic safety, mobility, and accessibility for transit, pedestrians, bicyclists, and other traffic along the corridor. The Highway 13 and Nicollet Avenue intersection today is plagued with safety and operational issues, and the project would address these issues via the following design elements:

A grade separated crossing for Nicollet Avenue over Highway 13 and a new offset traffic signal to manage access between Highway 13 and Nicollet Avenue

A grade-separated crossings for cyclists and pedestrians between the MVTa Transit Station and Metro Orange Line Station

Direct access to Northbound I-35W access from Nicollet Avenue

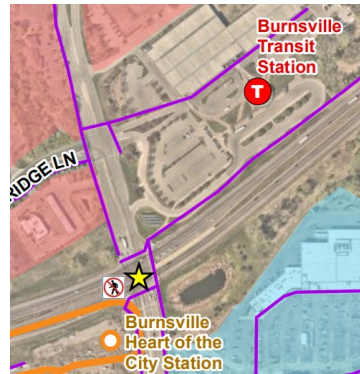
Project Benefits

This project would provide a grade-separated, multi-modal crossing of Highway 13 that will improve safety and operations for all road users. The improvements would also significantly decrease congestion and delay at the intersection, greatly benefitting MVTa and Orange Line transit operations. The grade separated shared use path would remove a major barrier to accessing jobs, transit stations, and services in the area, and significantly improve bikeability and walkability.



Regional Significance/Context

The project location is at the northern gateway to Burnsville's Heart of the City District, near an area of concentrated poverty. The intersection stands at odds with the district's priority on investments that support community, transit, and active lifestyles. The intersection is a barrier to accessing transit service, and congestion and delays impact transit reliability. Burnsville has long terms plans for more high-density TOD-style development in the region. Disruptions along Highway 13 impact freight operations downstream at the Ports of Savage.



Project Development and Status

This project was identified through the MnDOT Highway 13 Corridor Study, \$2.1M study to identify solutions to operational and safety issues along the corridor. Through this study, a hybrid environmental assessment for the proposed redesign of the intersection has already been completed, and community engagement has begun. Interest in a redesign is high, and community members are interested in improvements that prioritize safety, accessibility, and reduce congestions and delays. The project is pursuing funding through a RAISE Grant and Regional Solicitation



Learn more at: <https://burnsvillemn.gov/13Nicollet>



Hennepin CSAH 30 from Xylon Ave to CSAH 103

City of Brooklyn Park



Project Name: Hennepin CSAH 30 from Xylon Ave to CSAH 103

Applicant: City of Brooklyn Park

Route: CSAH 30 (93rd Ave N) – Xylon Ave to W Broadway Ave (CSAH 103)

Location: Brooklyn Park, Hennepin County, MN

Application Category: Roadway – Strategic Capacity

Funding Information:

Requested Award Amount: \$2,521,600

Local Match: \$630,400

Project Total: \$3,152,000

Additional Funding Sources:

- Hennepin County
- City of Brooklyn Park

Primary Contact:

Jeff Holstein, PE, PTOE

City Transportation Engineer

8300 Noble Ave N, Brooklyn Park MN 55443

763-493-8102

Jeff.holstein@brooklynpark.org

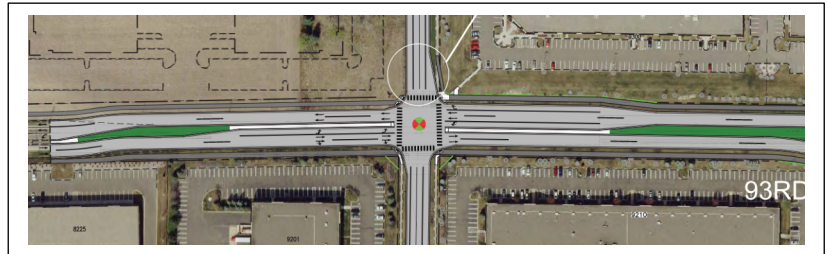
Project Description

The CSAH 30 (93rd Avenue N) from Xylon Ave to CSAH 103 (W Broadway Ave) project reconstructs, expands, and modernizes nearly 0.3 miles of existing two-lane rural roadway to feature a four-lane urban divided section with multi-use trail on both sides of the A-Minor Reliever which carries over 10,000 vehicles per day. The project is one of many identified improvements in preparation for and in conjunction with the Metro Blue Line Extension project within the City of Brooklyn Park. The proposed light rail line, serving 5 communities in the northwest metro area, will feature five stations within Brooklyn Park, one of which will be located just east of the 93rd Ave N project limits at the intersection with (CSAH 103) W Broadway Ave.

Turn lane, center median, drainage, traffic signal, and pedestrian/bicyclist improvements will modernize the roadway, making it safer and more efficient for all users, resulting in a more maintainable, resilient, and sustainable piece of infrastructure for the region.

Project Benefits

In addition to supporting the goals of the future Metro Blue Line Extension, the project will fix poor pavement, improve the substandard truck turning radii at the Winnetka Ave N intersection, and add capacity to serve heavy truck traffic generated by the growing commercial and industrial development that is a major employment center for the region. Additionally, the project will add pedestrian facilities, filling in an existing trail gap between Winnetka Ave and CSAH 103 (W Broadway Ave) which is identified as an RBTN Tier 2 corridor. The existing signal at Winnetka Ave N is a wood-pole system which has exceeded its service life, is routinely struck by turning trucks and is not ADA compliant. A new signal system will be installed with APS components and the latest traffic signal technologies.



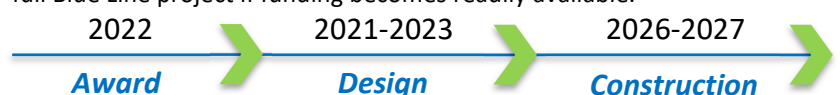
Regional Significance/Context

The project will complement the recent construction of the CSAH 30 (93rd Ave N)/TH 169 interchange by extending a four-lane urban typical section further to the east. Furthermore, the project is tied to the Metro Blue Line Extension and the 93rd Avenue Station. Adequate pedestrian facilities are required to carry non-motorized trips to and from the proposed station which serves key last/first mile connections to many surrounding business, residential, and commercial areas. This segment of CSAH 30 also serves as an important reliever route to current and future congestion along TH 610.



Project Development and Status

The Metro Blue Line Extension has reached a 90% plan production level, but further plan progress has been paused to identify and vet alternative route alignments within the communities of Minneapolis, Robbinsdale, Crystal, and Golden Valley. Project leadership has made it clear that no changes will be made to the Brooklyn Park CSAH 103 & CSAH 30 section of the route. The CSAH 30 (93rd Ave N) project can be built in advance of the full Blue Line project if funding becomes readily available.





County State Aid Highway 46 Expansion

Applicant: Dakota County

Project Location: CSAH 46 from TH 3 through the CSAH 46/TH 52 interchange to CR 48, cities of Coates and Rosemount and Empire Township, MN

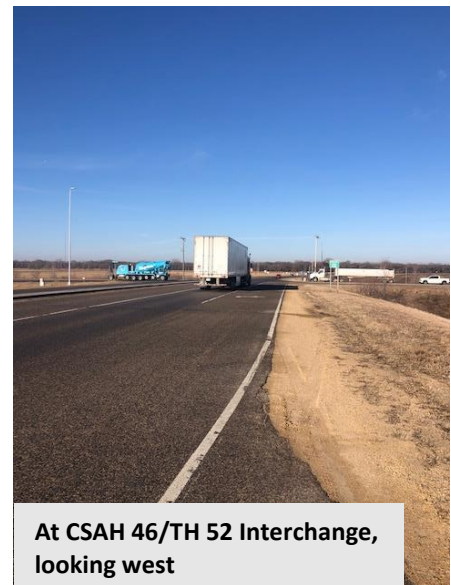
Project Costs:

- Total construction cost: \$40,000,000
- Requested Award Amount/Match Amount: \$10,000,000 / \$30,000,000 (CSAH, Sales & Use Tax, Local)

Project Description

In an effort to plan for continued safety and mobility along the CSAH 46 corridor within the cities of Coates and Rosemount and Empire Township. Dakota County, the cities of Coates and Rosemount, and Empire Township partnered on preliminary design of the CSAH 46 expansion to a divided 4-lane from TH 3 through the CSAH 46/TH 52 interchange and pavement preservation work from the eastern ramp to County Road 48 (160th Street). The purpose of the project is to address deficiencies in capacity noted in 2019 as shown in the County's 2040 Transportation Plan and anticipated to worsen over the next 20 years. The CSAH 46 corridor is a regional east-west corridor that connects Lakeville to Hastings. The CSAH 46/TH 52 ramps have experienced right angle crashes and those crashed are anticipated to occur in the no build situation.

The proposed project will expand CSAH 46 to a divided 4-lane roadway with a raised center median, construct a trail along the north side of CSAH 46, construct a grade separated crossing of CSAH 46 for the future Vermillion Highlands Greenway, construct roundabouts at both of the CSAH 46/TH 52 interchange ramps, and implement access management strategies from TH 3 to the CSAH 46/TH 52 interchange. The project also includes pavement preservation work from the east ramp of the CSAH 46/TH 52 interchange to County Road 48 (160th Street).



At CSAH 46/TH 52 Interchange, looking west

Project Benefits

The expansion of CSAH 46 will provide several benefits to this east-west regional corridor and the surrounding community. The proposed project will:

- Improve safety and mobility for all users
- Reconstruct the CSAH 46/TH 52 interchange ramps into roundabouts to improve safety and reduce potential right angle crashes
- Accommodate future increases in traffic including freight vehicles
- Provide safe, equitable non-motorized facilities that connect users to local and regional destinations
- Implement access management strategies
- Provide 4-lane CSAH 46 between CR 5 (west of I-35 in Lakeville) to TH 52 in Coates

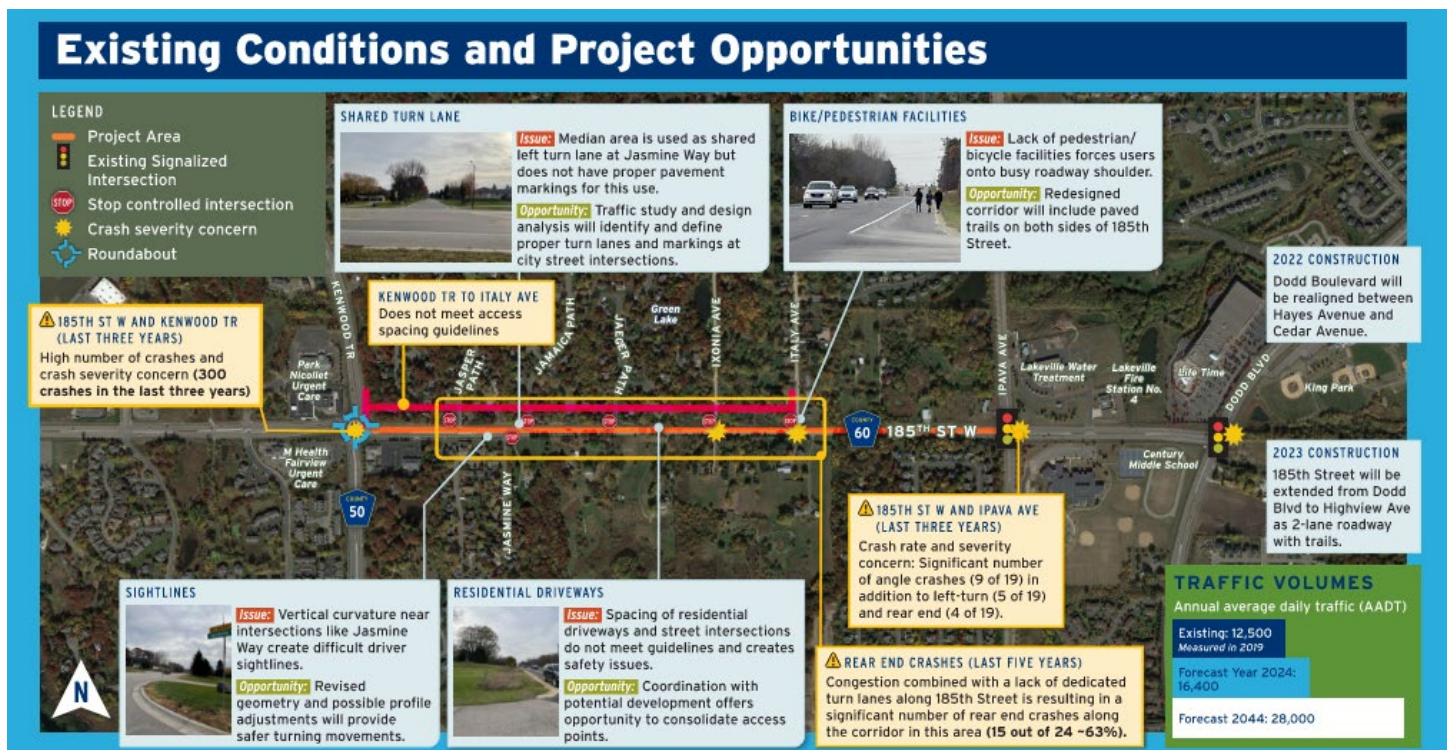
Dakota County 185th Street Expansion Project

Dakota County and the City of Lakeville are working together to redesign CSAH 60 (185th Street) to improve mobility and safety for all roadway users. CSAH 60 is an A Minor Arterial that plays a key role in the transportation network for the City, County, and the region. The improvement is a full corridor reconstruction and completion of the trail network between CSAH 50 (Kenwood Trail) and Ipava Avenue, with minor roadway work between Ipava Avenue and Dodd Blvd.

This segment of CSAH 60 is different than the redeveloped and modern segment to the west and near-future developments planned to the east. The existing two-lane highway has a rural section with a trail on only portions of the corridor. Numerous access points, poor sightlines, and a lack of dedicated turn lanes in the face of increased traffic volumes all contribute to safety issues observed along the corridor. The two-lane cross-section on this segment presents a constraint to local and regional mobility and is the last segment to be improved or constructed to complete the regional arterial connection between I-35W on the west and Cedar Avenue/CSAH 23 on the west.

The primary objectives of this project are to design a roadway that provides for increasing traffic levels, provide multimodal and pedestrian connectivity to fix gaps in the existing trail network, provide a safe facility for everyone, and engage all parts of the community to ensure the solutions meet their needs. Of particular emphasis is providing safe access for school children to Century Middle School, located at the southeast corner of 185th Street and Ipava Avenue. This user demographic is one of the clearest examples of an at-risk population (school children) whose needs are important to consider in the project.

By removing the constricted two-lane cross-section in this segment of 185th Street and modernizing the roadway, the project will improve cross-town traffic flow and will provide improved access to I-35W and Cedar Avenue, both of which are major commuter corridors to metro area jobs. People who walk and bike for transportation, recreation, and health are the other demographic who will benefit substantially from the project, which will fill in the gaps in the trail network on this road segment and in so doing, complete the multimodal facility along CSAH 60 identified in Dakota County's 2040 Comprehensive Plan.



Highway 5 Mobility & Lake Minnewashta Causeway Bridge Project



Applicant, Location, & Route:

Carver County, Highway 5 in the City of Chanhassen -east of Minnewashta Pkwy to west of TH 41



Application Category:

Strategic Capacity



Funding Information:

Requested: \$10M

Local Match: \$18.7M

Project Total: \$28.7M



Other Funding Sources:

Carver County Transportation Sales Tax, Congressionally Directed Spending \$2M Award

Project Description

Highway 5 is a busy (27,000 vehicles/day) 2-lane undivided A-Minor Expander roadway with a critical index above the statewide average. During peak periods and Minnesota Landscape Arboretum events, traffic backs up several miles and turning onto TH 5 is very difficult due to speeds and traffic volume, resulting in risky decision making and dangerous conditions. This project includes expansion (2- to 4-lane conversion) to mitigate current system failures. To the west of this project, Phase 1 of Highway 5 is fully funded for a 4-lane expansion from Park Rd/Kochia Dr to just east of Minnewashta Pkwy. Fully funding this segment allows both projects to be constructed as one large project to:

- Maximize safety and reliability – eliminates the scenario of a 2-lane gap that would underperform
- Minimize disruption and number of years of construction that will occur on Highway 5



Investment Results

- 70% delay reduction
- Accommodates up to 50,000 vehicles per day
- Efficient, safe, and reliable mobility for all users
- A solution that respects the environment and reconnects Lake Minnewashta

Other Information

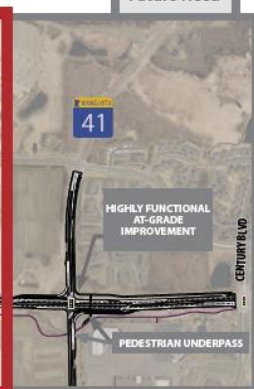
Carver County is the fastest growing county in Minnesota. The completion of the Highway 5 four-lane expansion project is critical to support planned growth in jobs and housing in the region. This project is an element of the Arboretum Area Transportation Plan study (AATP). The AATP has addressed additional mobility and safety issues in this area and will identify future projects that build on current and past improvements to TH 5.



Fully funded \$29M project to expand Highway 5 to a 4-lane roadway in 2025

Current request to address remaining 2-lane system gap

Future Need





Highway 5 Victoria Mobility & Safety Improvement Project

Carver County

Primary Contact:

Angie Stenson
Sr. Transportation Planner
612.360.7422
astenson@co.carver.mn.us



Application Category:

Roadways including Multimodal Elements
– **Strategic Capacity**



Corridor Fast Facts:

- One of 20 developed improvements along Highway 5 between Victoria and Chanhassen
- Project provides two improved connections to the Lake Minnetonka Regional Trail
- Improvements may reduce crashes within the project area by over 60%



Funding Information:

Requested Award Amount:
\$10,000,000
Local Match: \$2,587,000
Project Total: \$12,587,000



Match \$ Sources:

- Carver County
- City of Victoria
- Trunk Highway Funds

Project Description

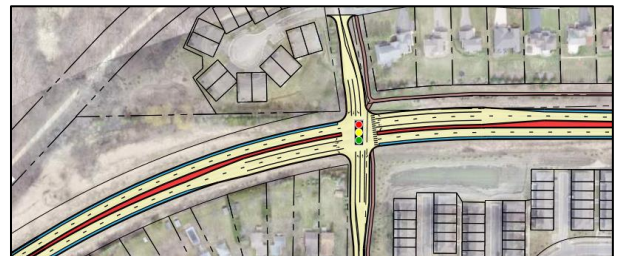
The Highway 5 Victoria Mobility and Safety Improvement project expands Trunk Highway 5 to a four-lane urban section within the City of Victoria. Proposed improvements include the expansion of Highway 5 between Kochia Lane/Park Drive and Stieger Lake Lane, a new traffic signal and turn lane improvements at the Kochia Lane/Park Drive intersection, the conversion of 78th Street and Stieger Lake Lane intersections to right-in/right-out, and substantial pedestrian and multimodal improvements and connections

Highway 5 provides a primary artery connecting the cities of Waconia, Victoria, and Chanhassen within Carver County and serves as a major commuter route to job centers along the route and to the core Twin Cities metropolitan area. Highway 5 is the premier east-west route within Carver County, the fastest growing County by population in the state in recent years. Growing traffic volumes has increased congestion within the area causing a bottleneck effect through the Victoria area. Increased Highway 5 traffic has also degraded the safety of the corridor, with fatal and serious injury crashes occurring in recent years. Lack of pedestrian facilities along and across Highway 5 forms a barrier between residential areas south of the highway and downtown Victoria north of the highway.

Project Benefits

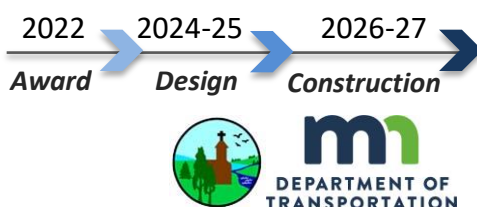
This segment of Highway 5 is approaching its throughput capacity and experiencing delays in the peak hours. Forecasted development and traffic growth, not only in the immediate project area but also in the surrounding cities, will only exacerbate the operations and safety issues experienced today.

Proposed improvements will offer immediate relief for existing and long-term capacity concerns for regional growth. Proposed multimodal trail facilities will fill existing gaps and dead ends in the network providing a more cohesive system and provide meaningful connections. Controlled crossing of highway 5 via a new traffic signal at Kochia Lane/Park Drive and an enhanced pedestrian crossing system with median refuge island will remove the barrier the highway currently poses on nearby pedestrians. These multimodal enhancements will promote ease of mobility to downtown Victoria and the Lake Minnetonka Regional Trail.



Part of a Bigger Picture

A study of Highway 5 in the area identified a vision for the corridor which includes an expansion of Highway 5 throughout the area as well as intersection, access, and multimodal improvements to best improve safety and operations, as well as meet the future needs for development and pedestrian access. This project as proposed fits the adopted vision for the corridor and will fit with future infrastructure investments and support development opportunities.



Primary Contact:

Angie Stenson
Sr. Transportation Planner
612.360.7422
astenson@co.carver.mn.us



Application Category:

Roadways including Multimodal Elements
– Strategic Capacity



Corridor Fast Facts:

- 2040 growth scenarios show 40,000 veh/day on Highway 10
- Project adds over 1.5 miles of regional trail
- Improvements increase average arterial travel speeds by 5 mph significantly reducing congestion during peak periods

Project Description

The Highway 10 Mobility and Access project will reconstruct Highway 10 between Chaska Creek and stopping just east of the Twin Cities Western Rail at-grade crossing. Proposed improvements include the expansion of Highway 10, and legs of Highway 11, from a two-lane undivided rural section to a four-lane divided urban section, and multi-use trail facilities throughout where none exist today. The intersection of Highway 10 and Creek Road will be reconstructed as a Reduced Conflict Intersection (RCI). The intersection of Highways 10 and 11 will be reconstructed with added turn lanes and include a new traffic signal and improved pedestrian facilities.

Highways 10 and 11 are classified as an A-Minor Arterial connecting the cities of Chaska, Victoria, Waconia and Carver, as well as providing access to US 212. Highway 10 is also one of only three major thoroughfares running east-west through Carver County. Highway 11 is a vital north-south regional link between the cities of Victoria and Carver to Highway 10, Trunk Highway 5 and to US 212. Due to significant residential growth in these communities in recent years, this project need is identified in multiple planning documents and studies as a priority improvement to support local and regional mobility as development continues and the population of Carver County continues to grow. Creek Road, intersecting with the project near the east extents, serves as an alternate route to downtown Chaska and has seen notable industrial development in the last year, causing a significant increase in freight traffic.



Funding Information:

Requested Award Amount:
\$7,416,000
Local Match: \$1,854,000
Project Total: \$9,270,000

Project Benefits

This segment of Highway 10, and its intersection with Highway 11, are currently overcapacity and experiencing delays in the peak hours. Forecasted development and traffic growth, not only in the immediate project area but also in the surrounding cities, will only exacerbate the operations and safety issues experienced today.

Proposed improvements will offer immediate relief for existing and long-term capacity concerns for regional growth. Proposed multimodal trail facilities will fill an existing gap in a Tier 2 RBTN alignment along Highway 10 and connect into an existing regional Tier 2 RBTN alignment along Highway 11. This will providing active transportation options for a quickly developing regional area and the adjacent future commercial growth parcels surrounding the Highway 10 and 11 intersection.



Match \$ Sources:

- Carver County
- City of Chaska
- City of Victoria



Part of a Bigger Picture

The Highway 10 Corridor Study identified this segment as the crucial area for near-term improvements to move the increasing traffic volumes through the region. The expansion is identified as a key improvement in multiple planning documents and is the first step in the ultimate vision of Highway 10 become the premier east-west multi-modal artery in Carver County responding to increased development pressure throughout the area.

2022 REGIONAL SOLICITATION

Roadway Reconstruction and Modernization Project Submittals



CSAH 5 (Franklin Ave) Reconstruction Project

Attachment 01 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name

CSAH 5 (Franklin Ave) Reconstruction Project

City(ies)

Minneapolis

Commissioner District(s)

3

Capital Project Number

2210900

Scoping Manager

Emily Buell

Project Category

Reconstruction

Scoping Form Revision Dates

3/30/2022

Project Summary

Reconstruct Franklin Avenue (CSAH 5) from Lyndale Ave (CSAH 22) to 250' west of Blaisdell Ave in Minneapolis.

Roadway History

The existing roadway (last reconstructed in the 1960s) is nearing the end of its useful life and warrants replacement. Routine maintenance activities are no longer cost effective in preserving assets. The current roadway is a 4-lane undivided configuration with no turn lanes provided. This design has resulted in a relatively high number of crashes, specifically left-turn and rear-end related. No dedicated accommodations for people biking exist along this segment of Franklin Avenue (CSAH 5). Although sidewalks are provided along both sides, they do not provide a positive user experience. Not only are sidewalks located immediately adjacent to the roadway, but they also include a number of obstructions (such as utility poles, fire hydrants, and signal poles) within the walking path. Many pedestrian ramps do not meet current ADA standards and pose challenges for those with limited mobility.

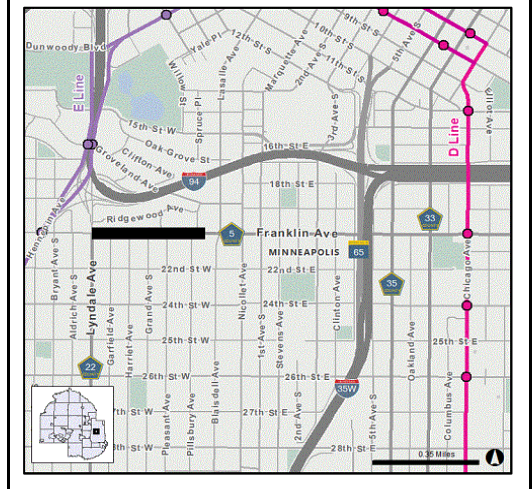
Project Description and Benefits

The proposed project will include new pavement, curb, storm water utilities, sidewalk, ADA accommodations, and traffic signals. Further investigation will take place as part of the design process to determine the feasibility of dedicated accommodations for people biking as part of this project. Additionally, it is anticipated that proven traffic calming strategies (such as raised medians, curb extensions, and streetscaping) will be introduced to improve the crossing experience and manage vehicle speeds.

Project Risks & Uncertainties

- This project is phase 2 of 2 along Franklin Ave led by Hennepin County.
- Additional coordination will be needed with the City of Minneapolis' Franklin Ave reconstruction project to the west, and Hennepin County's Lyndale Ave (CSAH 22) reconstruction project

Project Map



Project Timeline

Scoping: Q1 2019 - Q2 2021

Design: Q3 2021 - Q4 2024

R/W Acquisition: Q3 2023 - Q4 2024

Bid Advertisement: Q2 2025

Construction: Q3 2025 - Q4 2026

Project Delivery Responsibilities

Preliminary Design: Consultant

Final Design: Consultant

Construction Services: Consultant

Project Budget -	Project Level
Construction: \$	2,970,000
Cost Estimate Year:	2022
Construction Year:	2026
Annual Inflation Rate:	2.0%
Inflated Construction: \$	3,210,000
Design Services: \$	480,000
R/W Acquisition: \$	1,080,000
Other (Utility Burial): \$	-
Construction Services: \$	320,000
Contingency: \$	960,000
Total Project Budget: \$	6,050,000

Funding Notes

- Eligible for federal funding through the Metropolitan Council's Regional Solicitation given the functional classification of CSAH 5 (A-Minor Arterial)

CSAH 22 (Lyndale Ave) Reconstruction Project

Attachment 1 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name

CSAH 22 (Lyndale Ave) Reconstruction Project

City(ies)

Minneapolis

Commissioner District(s)

3

Capital Project Number

CP 2052300

Project Category

Reconstruction

Scoping Manager

Emily Buell

Scoping Form Revision Dates

4/5/2022

Project Summary

Reconstruct Lyndale Avenue (CSAH 22) from 300 ft north of Lake Street (CSAH 3) to Franklin Avenue (CSAH 5) in the City of Minneapolis.

Roadway History

The existing roadway (last reconstructed in 1934) is nearing the end of its useful life and warrants replacement. Routine maintenance activities (such as overlays and crackseals) are no longer cost effective in preserving assets. The current roadway environment consists of a 4-lane undivided configuration with no turn lanes provided for people driving. This design has resulted in a high number of crashes, specifically left-turn and rear-end related. On-street parking is currently permitted on both sides of the roadway throughout all times of day. Sidewalks exist on both sides of the roadway, separated by a boulevard, that provide relatively good accommodations for people walking along Lyndale Avenue (CSAH 22). However, crossing Lyndale Avenue (CSAH 22) is somewhat difficult for people walking, specifically at non-signalized intersections, as the current design typically results in relatively poor yielding rates by people driving. In addition, many of the intersections include pedestrian ramps that do not meet current ADA design standards, with traffic signals lacking Accessible Pedestrian Signals (APS), posing as challenges for people with limited mobility.

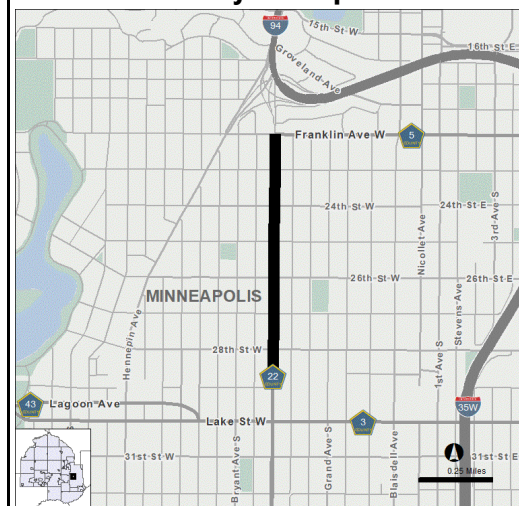
Project Description and Benefits

The proposed project will include new assets, including: pavement, curb, storm water structures, sidewalk, and traffic signals. The new roadway environment will be determined as part of the design process after extensive public engagement and environmental analysis. However, it is anticipated that specific crossing enhancements for people walking (such as curb extensions, raised medians, and crossing beacons) will be considered as this area experiences high pedestrian activity. In addition, the feasibility of dedicated turn lanes at intersections for people driving will be evaluated in an effort to address known crash patterns. This project is Phase 3 (of 3) of capital improvements along the Lyndale Avenue (CSAH 22) corridor in South Minneapolis (initial phases include Capital Projects 2933800 and 2984200).

Project Risks & Uncertainties

Additional coordination needed between the Lyndale Ave (CSAH 22) reconstruction project, the Franklin Ave (CSAH 5) reconstruction project, and the City of Minneapolis' Franklin Ave reconstruction project.

Project Map



Project Timeline

Scoping: Q3 2021 - Q2 2022

Design: Q3 2022 - Q4 2024

R/W Acquisition: Q1 2025 - Q4 2025

Bid Advertisement: Q1 2026

Construction: Q2 2026 - Q4 2027

Project Delivery Responsibilities

Preliminary Design: Consultant

Final Design: Consultant

Construction Services: Consultant

Project Budget -

Project Level

Construction:	\$	10,420,000
Cost Estimate Year:		2022
Construction Year:		2026
Annual Inflation Rate:		2.0%
Inflated Construction:	\$	11,280,000
Design Services:	\$	1,690,000
R/W Acquisition:	\$	1,030,000
Other (Utility Burial):	\$	-
Construction Services:	\$	1,130,000
Contingency:	\$	3,130,000
Total Project Budget:	\$	18,260,000

Funding Notes

This project is eligible for funding through the Metropolitan Council's Regional Solicitation per the roadway's designation as an A-Minor Arterial.

CSAH 152 (Cedar Ave) Reconstruction Project

Attachment 01 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name

CSAH 152 (Cedar Ave) Reconstruction Project

City(ies)

Minneapolis

Commissioner District(s)

4

Capital Project Number

CP 2220200

Project Category

Reconstruction

Scoping Manager

Emily Buell

Scoping Form Revision Dates

3/31/2022

Project Summary

Reconstruct Cedar Avenue (CSAH 152) from 150 ft north of Lake Street (CSAH 3) to 24th Street in the City of Minneapolis.

Roadway History

The existing roadway (last reconstructed in the 1960s) is nearing the end of its useful life and warrants replacement. Routine maintenance activities are no longer cost effective in preserving assets. The current roadway consists of a 2-lane undivided configuration with no turn lanes, and parking. Although sidewalks are provided along both sides of the roadway, they do not provide a positive user experiences and crossing CSAH 152 (Cedar Avenue) also serves as a barrier for people walking and rolling. This roadway provides key first mile/last mile transit connections, key east/west enhanced city bikeways, and important community services.

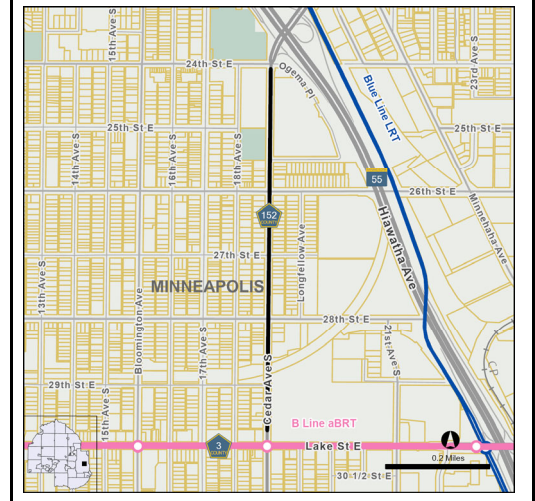
Project Description and Benefits

The proposed project will include new pavement, curb, storm water utilities, sidewalk, ADA accommodations, and traffic signals. It is anticipated that proven traffic calming strategies (such as raised medians, curb extensions, and streetscaping) will be introduced to improve the crossing experiences for people walking and to manage vehicle speeds. This project provides an opportunity to coordinate with the Minneapolis Park and Recreation Board for nearby park improvements; Metro Transit for a future arterial bus rapid transit (ABRT) line along the corridor; and, the City of Minneapolis as part of their Little Earth Transportation Study and Phillips Traffic Safety Improvements.

Project Risks & Uncertainties

Additional coordination will be needed with Metro Transit, the Minneapolis Park and Recreation Board, and City of Minneapolis for nearby transit, placemaking, and safety improvements.

Project Map



Project Timeline

Scoping: Q1 2022 - Q1 2023

Design: Q2 2023 - Q4 2025

R/W Acquisition: Q1 2024 - Q4 2025

Bid Advertisement: Q1 2026

Construction: Q2 2026-Q4 2027

Project Delivery Responsibilities

Preliminary Design: Consultant

Final Design: Consultant

Construction Services: Consultant

Project Budget -	Project Level
Construction: \$	5,320,000
Cost Estimate Year:	2022
Construction Year:	2026
Annual Inflation Rate:	2.0%
Inflated Construction: \$	5,760,000
Design Services: \$	860,000
R/W Acquisition: \$	1,010,000
Other (Utility Burial): \$	-
Construction Services: \$	580,000
Contingency: \$	1,730,000
Total Project Budget: \$	9,940,000

Funding Notes

Eligible for federal funding through the Metropolitan Council's Regional Solicitation given the function classification of A-Minor Arterial.

TH 100 and CSAH 158 (Vernon Ave) Interchange

Roadway Modernization



City of Edina

Estimated Project Total: \$5.3 Million

Requested Amount: \$4.2 Million

Project Name: Trunk Highway 100/Hennepin CSAH 158 (Vernon Avenue) Interchange

Project Location: City of Edina, Hennepin County, MN

Applicant: City of Edina

Funding Category: Roadway Modernization

Project Description:

The project will reconstruct a 0.2-mile section of CSAH 158 from Grange Road to Arcadia Avenue. The existing bridge over TH 100 will be reconfigured and the on- and off-ramps will be reconstructed to create a Diverging Diamond Interchange (DDI). DDIs are similar to standard diamond interchanges with the exception that traffic crosses over at either end of the bridge. This design works extremely well for interchanges with high turning volumes as the left turn movements operate similar to free rights.

Pedestrian access over the bridge will be provided by a wide, barrier-protected median that connects to new sidewalks on either side of the bridge. This project will improve safety and mobility for all users, eliminate redundant access ramps and will not require replacing the existing bridge.

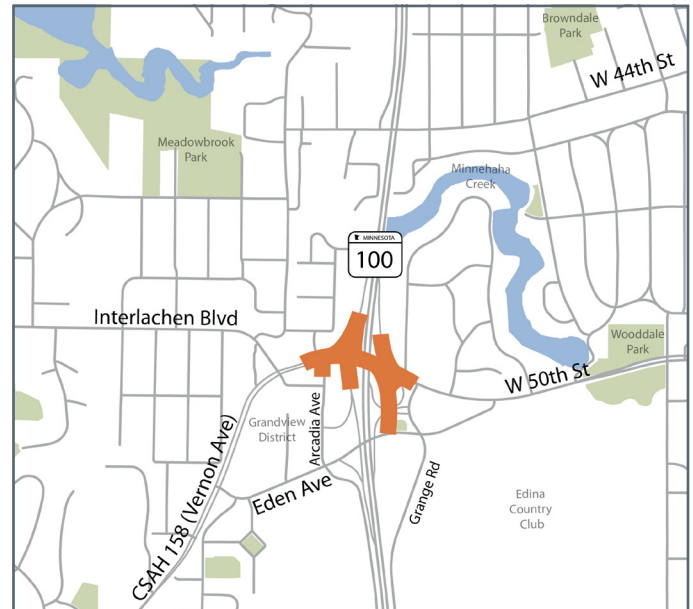


Existing CSAH 158 (Vernon Ave) bridge over TH 100 is a 4-lane divided roadway with sidewalk on the north side.

Existing Conditions:

CSAH 158 (Vernon Avenue) is functionally classified as an A-Minor Arterial Reliever. The CSAH 158 Bridge over TH 100 carries a divided four-lane roadway with a sidewalk on the north side meant to serve pedestrians and cyclists.

Over 22,000 vehicles travel over this bridge daily, which is projected to increase to 24,000 vehicles per day by 2040. The size of the sidewalk and the lack of separation from heavy traffic make this bridge uncomfortable for many pedestrians, creating a significant barrier within the Grandview commercial district. Additionally, the interchange with TH 100 is a complicated and redundant system of six unique access ramps that connect to four different streets within the district.



TH 100 / CSAH 158 (Vernon Ave)

Interchange Project Area

Edina, MN

Issues to be Addressed:

- Inadequate bicycle/pedestrian options
- Unsafe crossing locations
- Accessibility concerns
- Roadway safety and capacity
- Safety for heavy left-turn volumes onto TH 100
- Redundant access ramps

Project Benefits:

- Rehabilitate deficient roadway pavement and drainage infrastructure
- New separated shared-use paths
- Consolidate access ramps from 6 to 2
- Controlled crossing locations at signalized ramps
- Improved connectivity between residential and commercial areas in district
- Traffic calming due to proposed geometric changes
- Lighting enhancements

CSAH 26 (Lone Oak) Reconstruction, Trail and Lane Conversion Project

Attachment 1 | Project Narrative



Project Name

CSAH 26 (Lone Oak Rd) Reconstruction, Trail and Lane Conversion Project

City

Eagan

Commissioner District

3 - Halverson

County Project Number

26-66 & 26-67

City Project Number

22-220052

Construction Year

2025/2026

Project Location



West Section



East Section



Project Summary

Reconstruction of the CSAH 26 (Lone Oak Road) corridor from TH 13 to CSAH 31 (Pilot Knob) and a four to three lane conversion from CSAH 31 to the TH 35E interchange area in the City of Eagan.

Roadway History

The existing roadway from TH13 to CSAH 31 was last **reconstructed in 1955** and nearing the end of its service life and **does not include continuous bike or pedestrian facilities**. The existing roadway east of CSAH 31 was reconstructed in 1992, but is **overbuilt** for the current and future traffic volumes and includes a signal at Eagandale approaching the end of its service life.

Project Benefits

- ◆ Preservation and modernization of existing transportation, stormwater and pedestrian and bicycle infrastructure
- ◆ Lane reduction to reduce crash risks, crossing distances, speed differential and improved access
- ◆ School travel safety including new trails and an enhanced mid-block crossing
- ◆ Resolving a Tier 1 RBTN gap with new trail connections to the MN River Greenway Trailhead and school

Funding Request

Requested Federal Dollar:	\$4,740,000
Local Match:	\$1,200,000
Total Project Cost	\$5,940,000

CSAH 158 (Vernon Avenue) - Villa Way to Interlachen Blvd

Roadway Modernization



City of Edina
Est. Project Total: \$3.5 Million
Requested Amount: \$2.8 Million

Project Name: CSAH 158 (Vernon Avenue) Roadway Modernization and Multi-Modal Improvement Project
Project Location: City of Edina, Hennepin County, MN
Applicant: City of Edina
Funding Category: Roadway Modernization

Project Description:

The project will reconstruct a 0.5-mile section of CSAH 158 (Vernon Avenue) from Villa Way to Interlachen Boulevard (MSAS 177).

The project will convert the 4-lane roadway to 2-lanes with turn lanes. The available right-of-way space will be reallocated to provide off-street, buffered shared-use paths adjacent to CSAH 158 between Villa Way and Interlachen Blvd and on-street bicycle lanes between Villa Way and south of 53rd Street.



Existing Conditions:

CSAH 158 is an A-Minor Arterial Reliever roadway with a 30 MPH posted speed limit. The roadway carries over 12,000 vehicles per day and is expected to carry up to 15,000 vehicles per day by 2040. The 4-lane divided roadway is adequately designed for vehicles, but lacks in pedestrian, bicycle and transit infrastructure. Existing sidewalks are narrow, provide no buffer between the vehicle travel lanes, and the many obstructions and deficiencies limit accessibility for all users. Additionally, the on-street bicycle lanes end at W 53rd Street and the existing transit stops are not very accessible or comfortable.

Issues to be Addressed:

- Inadequate bicycle/pedestrian options
- Accessibility concerns
- Crossing safety
- Vehicle speeds and safety
- Deficient roadway pavement



CSAH 158 (Vernon Ave) Project Area
Edina, MN

Project Benefits:

- Reconstruct deficient roadway pavement and drainage infrastructure
- New separated shared-use paths on both sides of CSAH 158
- Buffered on-street bike lanes between Villa Way and south of 53rd Street
- Dedicated transit bus bays
- Shortened crossing distances
- 2-stage crossing at Edin Ave
- Improved connectivity between residential and commercial areas in district
- Traffic calming due to proposed geometric changes
- Lighting enhancements

CSAH 32 (Penn Ave) Reconstruction Project

HENNEPIN COUNTY
MINNESOTA

Attachment 01 | Project Narrative

Project Name

CSAH 32 (Penn Ave) Reconstruction Project

City(ies)

Richfield

Commissioner District(s)

5

Capital Project Number

CP 2120700

Project Category

Reconstruction

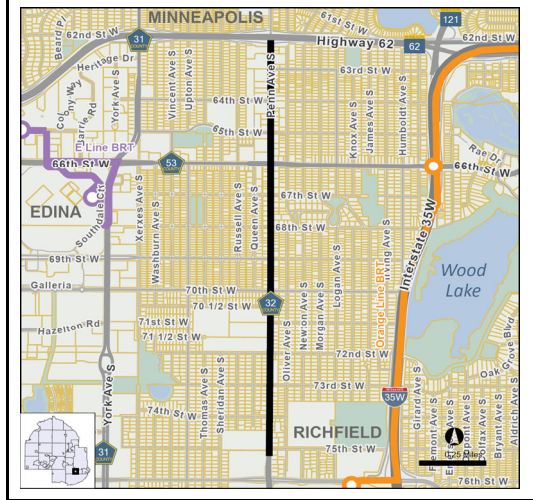
Scoping Manager

Emily Buell

Scoping Form Revision Dates

4/8/2022

Project Map



Project Summary

Reconstruct CSAH 32 (Penn Avenue) from approximately 125' south of 75th Street to the Crossotown (TH 62) eastbound ramps in the City of Richfield.

Roadway History

The existing roadway (last reconstructed in 1964) is nearing the end of its useful life and warrants replacement. Routine maintenance activities are no longer cost effective in preserving assets. Segments of the curb have experienced settling, diminishing their ability to collect water and define the roadway edge. In addition, much of the corridor lacks a consistent boulevard space, making it uncomfortable for people who walk and roll.

Project Timeline

Scoping: Q1 2022 - Q4 2023

Design: Q1 2024 - Q4 2026

R/W Acquisition: Q1 2025 - Q4 2026

Bid Advertisement: Q1 2027

Construction: Q2 2027 - Q4 2028

Project Delivery Responsibilities

Preliminary Design: Consultant

Final Design: Consultant

Construction Services: Consultant

Project Description and Benefits

The proposed project will improve the accessibility, mobility, and safety for people walking, using transit, biking, and driving through the implementation of complete streets best practices. The project will include the replacement of deteriorated pavement, traffic signals, curb, and storm sewer structures. Specific safety improvements include the installation of curb extensions and raised medians to calm traffic and improve the experience for people crossing. Multimodal elements such as dedicated bicycle facilities, sidewalk, ADA upgrades, and streetscaping will improve the user experience for people walking, using transit, and biking.

Project Budget -

Project Level

Construction: \$ 12,630,000

Cost Estimate Year: 2022

Construction Year: 2027

Annual Inflation Rate: 2.0%

Inflated Construction: \$ 13,940,000

Design Services: \$ 2,090,000

R/W Acquisition: \$ 2,210,000

Other (Utility Burial): \$ -

Construction Services: \$ 1,390,000

Contingency: \$ 4,180,000

Total Project Budget: \$ 23,810,000

Project Risks & Uncertainties

Funding Notes

This project is eligible for federal funding through the Metropolitan Council's Regional Solicitation because of the roadway's functional classification as an A-Minor Arterial (Reliever).

CSAH 12 (Dayton River Rd) Rehabilitation Project

Attachment 1 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name

CSAH 12 (Dayton River Rd) Rehabilitation Project

City(ies)

Champlin Dayton

Commissioner District(s)

7

Capital Project Number

CP 2210404

Project Category

Rehabilitation Project

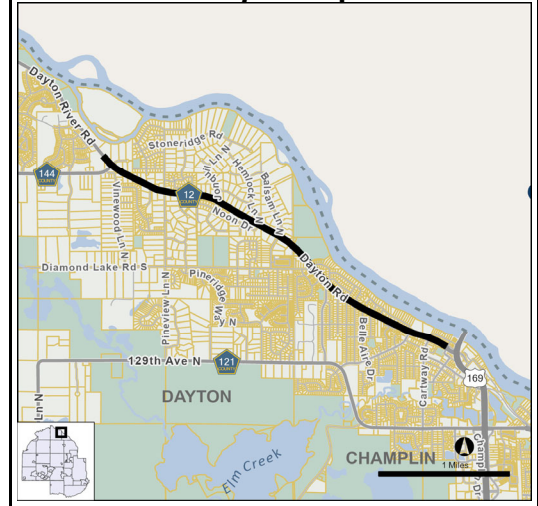
Scoping Manager

James Weatherly

Scoping Form Revision Dates

4/6/2022

Project Map



Project Summary

Rehabilitation of Dayton River Road (CSAH 12) to extend the roadway's useful life by approximately 20 years including associated ADA, multimodal and safety improvements.

Roadway History

The existing roadway (last reconstructed in 1953 and 1991) is in need of a significant preservation effort. Routine maintenance activities are no longer cost effective in preserving assets. The current roadway includes a rural environment that primarily consists of a two-lane roadway with bypass lanes. The absence of dedicated turn lanes results in user discomfort and safety concerns for all users along the roadway, specifically those walking and biking. A multi-use trail partially exists along one side of the roadway. This corridor runs parallel to the Mississippi River Regional Trail.

Project Timeline

Scoping: Q1 2022 - Q4 2023

Design: Q1 2024 - Q4 2025

R/W Acquisition: Q1 2025 - Q4 2025

Bid Advertisement: Q1 2026

Construction: Q2 2026 - Q4 2026

Project Delivery Responsibilities

Preliminary Design: Consultant

Final Design: Consultant

Construction Services: Consultant

Project Description and Benefits

It is anticipated that the proposed project will upgrade the corridor to a suburban design along the trail side to better suit the surrounding residential land uses. Project elements will likely include new pavement, curb, storm water structures, and trails. Specific intersection designs will be reviewed during the design process to determine the need and feasibility of dedicated turn lanes. The elimination of bypass lanes will improve the safety and mobility for all corridor users.

Project Budget -

Project Level

Construction: \$ 9,470,000

Cost Estimate Year: 2022

Construction Year: 2026

Annual Inflation Rate: 2.0%

Inflated Construction: \$ 10,250,000

Design Services: \$ 1,540,000

R/W Acquisition: \$ 220,000

Other (Utility Burial): \$ -

Construction Services: \$ 1,030,000

Contingency: \$ 3,070,000

Total Project Budget: \$ 16,110,000

Project Risks & Uncertainties

Funding Notes

Eligible for federal funding through the Metropolitan Council's Regional Solicitation because of the roadway's functional classification.



CSAH 11 (Northdale Boulevard NW) Reconstruction/Modernization

GEOGRAPHIC LIMITS: 1.9 miles. From CSAH 78 (Hanson Boulevard) to CSAH 11 (Foley Boulevard)

PROJECT LOCATION: City of Coon Rapids, Anoka County

APPLICANT: Anoka County Highway Department

FUNDING REQUEST: \$6,193,600

TOTAL PROJECT COST: \$7,742,000

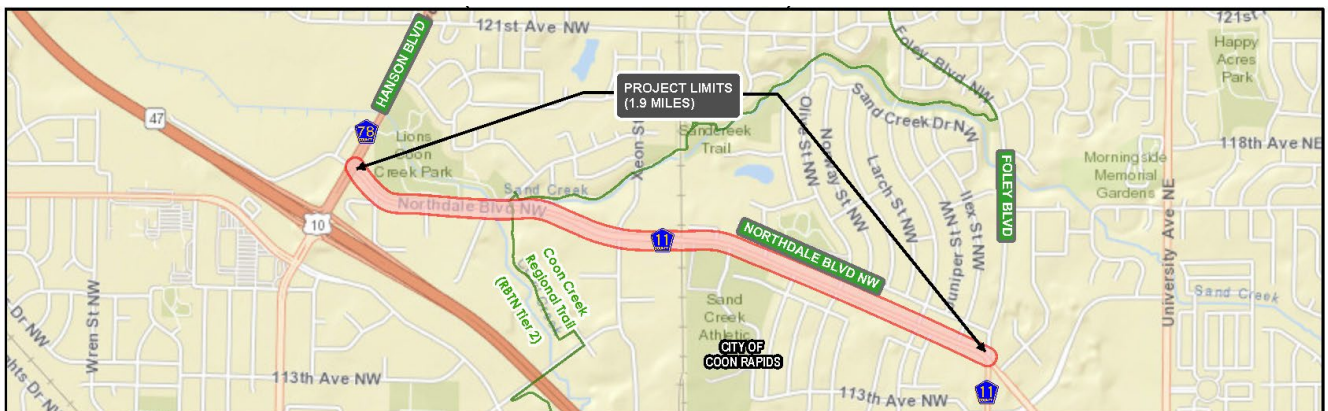
PROJECT DESCRIPTION

CSAH 11, an A Minor Arterial Expander that provides an important east-west transportation connection in Anoka County, is mostly a two-lane undivided roadway today. Traffic volumes on CSAH 11 have been increasing and are expected to continue to increase in the future as the area continues to grow (11,100 Current AADT, 12,400 2040 AADT). Existing and future traffic volumes are such that congestion is and will continue to negatively impact the ability of the corridor to move traffic. Safety is also a concern at several intersections and along some segments of the corridor.

This project will reconstruct a 1.9-mile section of CSAH 11 as a two-lane divided roadway with turn lane improvements. This project will increase corridor capacity by providing additional turn lanes and access modifications. Additional turn lanes will reduce queuing in through lanes due to turning vehicles. Lengthening turn lanes will also reduce queues lengths and increase safety by removing vehicles waiting to turn from through lanes. Access modifications will primarily be in the form of converting a select number of full access intersections to right-in/right-out access only with the construction of raised center medians. These improvements will also improve freight traffic flows along this important Tier 3 freight corridor.

Non-motorized accommodations in the project area are mostly non-existent. The project will close an existing gap in the non-motorized network by constructing a continuous six-foot ADA-compliant sidewalk on the north side of CSAH 11 and a continuous 10-foot ADA-compliant multi-use trail on the south side. Separated facilities will ensure that CSAH 11's multimodal function, safety and person-throughput are enhanced. The project will also upgrade intersections with ADA-compliant pedestrian ramps, countdown timers, APS push buttons and high visibility durable pavement markings.

The Coon Creek Regional Trail (an important RBTN Tier 2 corridor) currently intersects CSAH 11 at-grade near Xeon Boulevard. This project will address the regional trail's unsafe mid-block crossing. Motorists currently do not have any advanced notice of this unmarked trail crossing and the dense foliage in the area, combined with the posted traffic speeds, make an already unsafe condition worse. This project will relocate the regional trail crossing to the signalized intersection of Xeon Street and close the 0.3-mile gap between the planned north and south regional trail alignment. This will provide a much safer crossing for all users.





CSAH 9 (George Lake Boulevard NW) Reconstruction/Modernization

GEOGRAPHIC LIMITS: 1.5 miles. From CSAH 58 (181ST Avenue NW) to CSAH 22 (Viking Boulevard NW)

PROJECT LOCATION: City of Oak Grove, Anoka County

APPLICANT: Anoka County Highway Department

FUNDING REQUEST: \$4,790,400

TOTAL PROJECT COST: \$5,988,000

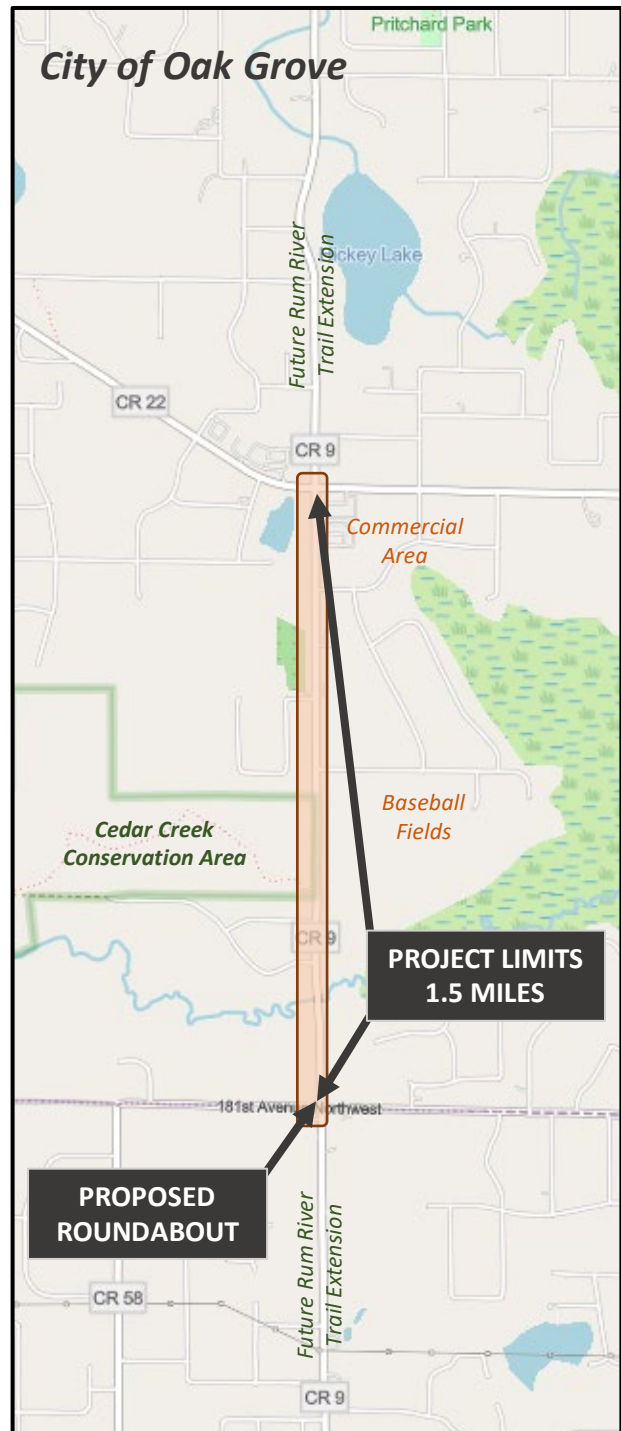
PROJECT DESCRIPTION

The project will reconstruct a 1.5-mile section of CSAH 9, an A Minor Arterial Connector, as a two-lane undivided roadway with turn lane improvements and a roundabout at the intersection of CSAH 58. CSAH 9 operates at 55 mph and serves 10,600 vehicles per day. Traffic volumes on CSAH 9 have been increasing and are expected to continue to increase in the future as the area continues to grow. The 2040 Lane Use Map identifies this location as a main commercial growth corridor because of the visibility, accessibility, and traffic volumes offered by adjoining streets.

This project will increase corridor capacity by providing additional turn lanes and access modifications. Additional turn lanes will reduce queuing in through lanes and eliminate weaving movements around turning vehicles. A single-lane roundabout at CSAH 58 will eliminate traffic queues and better accommodate truck turning movements. A new intersection at 188th Ave will provide a controlled access point into the existing baseball fields and restaurant. Driveway aprons that are poorly designed or exhibit deterioration will be replaced or realigned to better accommodate local delivery trucks and improve sightlines.

Non-motorized accommodations in the project area are currently non-existent. The project will close a gap in the non-motorized network by constructing an 8-foot shoulder on the east and west sides of CSAH 9. The roundabout at CSAH 58 will include trail facilities, ADA-compliant pedestrian ramps, high visibility durable pavement markings, median island pedestrian refuge areas, and advanced notice signage to alert vehicles of the upcoming pedestrian crossing.

Anoka County and Oak Grove plan to extend the Rum River Regional Trail north along CSAH 9. There is documented need for dedicated pedestrian and bicycle facilities along the project corridor. Bicyclists accessing Cedar Creek Conservation Area or Rum River Central Regional Park often use the narrow highway shoulders to travel to and from the parks. The construction of the expanded shoulder will increase access to both parks, meeting a major county goal of equitable access to parks and trails.



Project Name: CSAH 17 (Lexington Avenue)
Reconstruction Project

Project Location: City of Ham Lake, Anoka
County

Geographic Limits: 2.9 miles – CSAH 116
(Bunker Lake Blvd) to CR 60 (Constance Blvd E)

Applicant: Anoka County Highway Department

Funding Category: Roadway Modernization

Estimated Project Total: \$13.3 Million

Requested Amount: \$7 Million

Existing Conditions

Traffic volumes on CSAH 17 have been increasing and are expected to continue to increase in the future as the area continues to grow (8,600 Current AADT, 10,000 2040 AADT). Existing and future traffic volumes are such that congestion is and will continue to negatively impact the ability of the corridor to move traffic. Safety is also a concern at several intersections and along some segments of the corridor. Non-motorized facilities in the project area are non-existent.

Project Description

The project will reconstruct a 2.9-mile section of CSAH 17 (Lexington Avenue) from CSAH 116 (Bunker Lake Boulevard) to CR 60 (Constance Boulevard E) as a 2-lane divided roadway in the City of Ham Lake. The project will convert the rural section of CSAH 17 to an urban section with curb/gutter and improved stormwater elements.

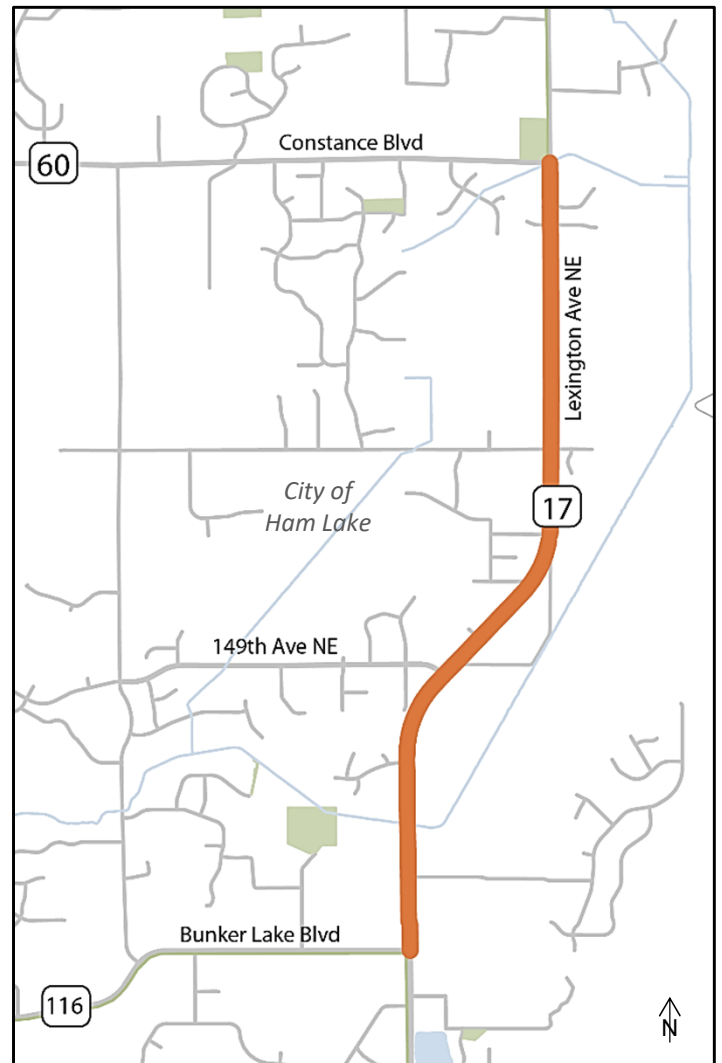
The proposed improvements would address the crash patterns and safety concerns by separating the directions of traffic with a raised center median, provide dedicated turn lanes at several key intersections, and construct 8-ft shoulders. The 8-ft paved shoulders will be available for multimodal trips, including bicycling and walking.



Issues to be Addressed

- Narrow shoulders
- High crash rates and crash severity
- Vehicle, pedestrian, and bicycle safety
- Inadequate bicycle and pedestrian facilities

CSAH 17 (Lexington Ave) Project Location City of Ham Lake, Anoka County



Proposed Improvements

- Reconstruct into a 2-lane divided highway
- Improved turn lanes
- 8-ft paved shoulders – improved pedestrian/bicycle facilities



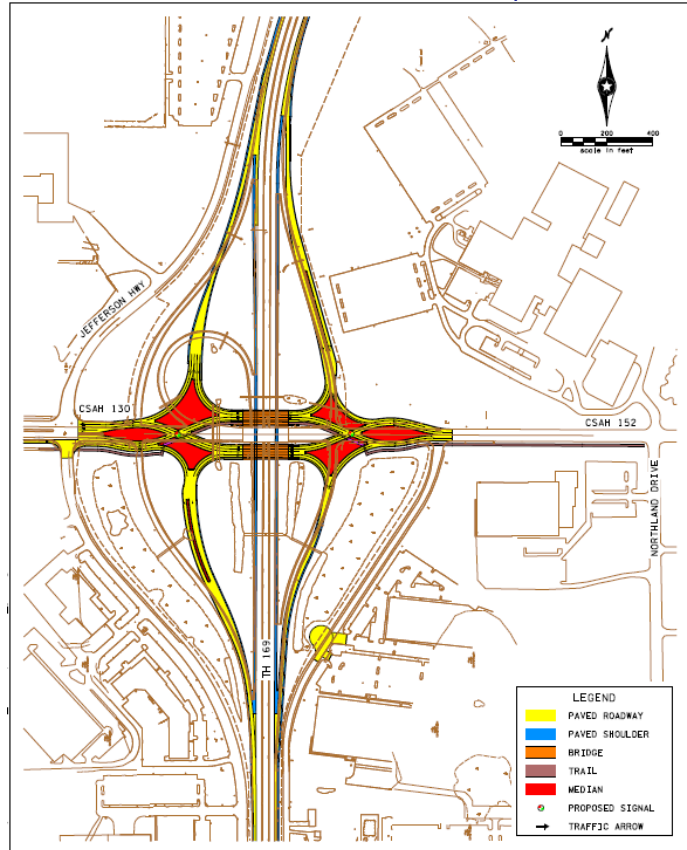
Project Benefits

- Improved mobility and connectivity
- Improved travel safety for motorists, pedestrians, and bicyclists

2022 Metropolitan Council Regional Solicitation Highway 169 and County Road 130 Interchange Reconstruction - Project Summary



Location Map:



Project Name: Highway 169 and County Road 130 Interchange Reconstruction

Applicant: City of Maple Grove

Contact: John Hagen, PE, PTOE,
Transportation Operations Engineer

Email/Phone: jhagen@maplegrovern.mn.gov
(763) 494-6364

Project Details:

- Total Project Cost = \$13,795,000
- Requested Award Amount = \$7,000,000
- Construction Dates: Begin by June 2025
- Consistent with local & regional plans
- Preliminary plans completed
- No Right of way acquisition required

Project Description:

The proposed interchange improvements include the reconstruction and widening of the bridge over TH 169 to provide a diverging diamond interchange (DDI) with geometrically realigned ramps. There will be four westbound lanes and three eastbound lanes with the multi-use trail on the CSAH 130 bridge. Existing traffic signals will also be replaced at the TH 169 east and west ramp intersections. The DDI configuration will improve the overall capacity and safety of the interchange.

The interchange project will also include accommodations for bicyclists and pedestrians to provide a safe connection over TH 169 between Maple Grove and Brooklyn Park. A 10-foot multiuse trail will be added on the south side between Northland Drive and Jefferson Highway/Kilmer Lane. The proposed trail will connect the existing trails along CSAH 130 in Maple Grove to Brooklyn Park while closing a RBTN gap. Painted crosswalks and pedestrian signing will provide better visibility to motorists, creating a safe crossing for trail users. Pedestrian signals will be upgraded to countdown timers, and pushbuttons and ramps will meet ADA standards.

Project Benefits:

- Provide a more efficient interchange to accommodate existing and future traffic volumes
- Provide a reliable alternate route to the I-94 freeway facility during congested periods
- Provide a safer multimodal transportation system for all modes
- Enhance pedestrian and bicycle travel by linking the Maple Grove and Brooklyn Park trail systems
- Improve access to employment opportunities in Maple Grove and Brooklyn Park
- Improve access to accommodate freight traffic to and from the Gravel Mining Area



Project Summary

TH 101/I-94 Diverging Diamond Interchange Upgrade

Applicant – City of Rogers

Project Location – TH 101 at I-94 in Rogers, Hennepin County

Total Project Cost – \$8,475,000

Requested Federal Dollars - \$6,780,000

Project Description:

The project includes the reconstruction of the TH 101 and I-94 diamond interchange to a diverging diamond interchange. This will provide safer operations along TH 101, a critical non-freeway Principal Arterial with its connection to a major regional facility, I-94, a freeway Principal Arterial.

The interchange reconstruction also includes replacing a 0.4-mile segment of 10-foot trail on the east side of TH 101 with shorter crossing distances at the ramp intersections. As part of this project, the new signals will include countdown timers at the TH 101 ramp intersections for safer crossings. The two-phase traffic signal will operate more efficiently and reduce the overall vehicular delay by accommodating high turning volumes. In addition, all sidewalk replacement, crosswalks, lighting, traffic signal, and curb ramps will be constructed to meet ADA standards.

Summary of Benefits:

- Addresses the unsafe weaving issues, congestion, and long queues by providing better lane designation and two lanes of traffic onto the eastbound on-ramp in place of the single on-ramp loop.
- Provides improved roadway geometrics to accommodate the dominant turn moves and reduces the need for lane changes within a short distance.
- Reduces the potential for rear-end and side-swipe crashes due to weaving along TH 101.
- Provides improved north-south travel flow for TH 101 motorists crossing over and connecting to I-94.
- Improves the travel experience for bicyclists and pedestrians that share the TH 101 corridor.

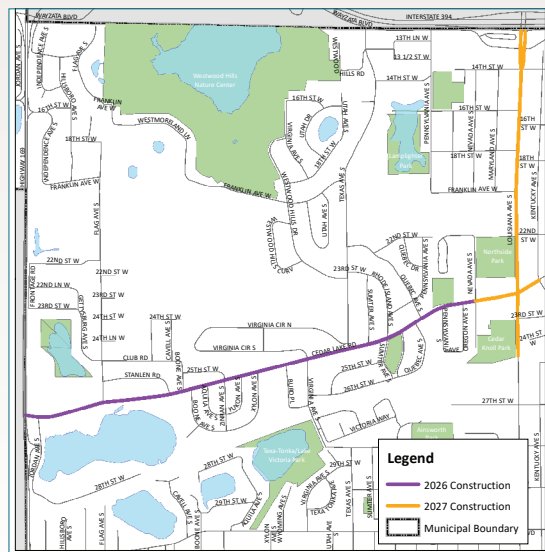
Existing Conditions: TH 101 Southbound motorists experiencing existing roadway grades to reach the eastbound on-ramp to I-94.



CEDAR LAKE ROAD and LOUISIANA AVENUE IMPROVEMENTS



2026 AND 2027 PROJECT AREAS



#RedoCedarLou

Project Benefits:

- Anticipated roundabout at Cedar Lake Road/Louisiana Avenue reduces vehicle emissions and delay
- Provides pedestrian facilities along both sides of roadway, minimizing unnecessary roadway crossing, improving pedestrian safety
- Provides protected delineated bikeway along both roadways, improving bicycle safety and reducing serious injury accidents
- Provide curb bump-outs and median refuges to improve pedestrian safety and reduce vehicle speeds
- Addresses substandard lane merges and lane configurations resulting in vehicle crashes
- Provides ADA-compliant bus loading areas at all transit stops so riders don't wait in the roadway, improving safety
- Provides bus pull-outs to improve corridor efficiency for vehicles and buses
- Provides ADA-compliant signals and necessary upgrades that improve pedestrian and vehicle safety
- Provides new LED roadway lighting to improve driving conditions and visibility for all modes of transportation at night

APPLICANT: **City of St. Louis Park**
 ROUTE: **Cedar Lake Road and Louisiana Avenue**
 CITY WHERE PROJECT IS LOCATED: **St. Louis Park**

COUNTY WHERE PROJECT IS LOCATED: **Hennepin**
 REQUESTED AWARD AMOUNT: **\$7,000,000**
 TOTAL PROJECT COST: **\$11,985,000**

Project History and Description:

Since 2015, the City of St. Louis Park has been implementing the Connect the Park initiative, a comprehensive Active Transportation Plan aimed at making more livable neighborhoods by providing convenient, safe, equitable, and environment-focused ways for residents to move around the City on a network system of sidewalks, bikeways, and trails. Cedar Lake Road and Louisiana Avenue are the most critical and complicated links remaining in the City's long-term vision.

Both roadways are A-minor arterials, serving the entire northwest quadrant of the City, including at least 600 affordable housing units, as well as combined regional traffic for over 25,000 vehicles daily since they intersect with three major freeways within the metropolitan area. Thus, both roadway corridors are unique in that they provide regional movement of goods and connections to commerce, but also provide local livable communities connecting schools, places of worship, and parks. Both Cedar Lake Road and Louisiana Avenue are in need of modernization to provide equitable opportunities for transportation to underserved populations and replace existing facilities at the end of their useful design life.

The proposed project will include the replacement of aging pavements, new sidewalks, new bikeways, ADA accommodations at intersections and transit stops, new bus pullouts, new LED street lighting, replacement of storm sewer systems and water quality BMPs for reconstructed impervious surfaces, replacement of existing traffic signals, and four signalized Rapid Rectangular Flashing Beacon pedestrian crossings. A roundabout is being evaluated at the intersection of Cedar Lake Road and Louisiana Avenue, and is anticipated to be incorporated into the project scope based on public input during the initial phases of public engagement. Additionally, proven traffic calming strategies, such as raised medians, curb extensions, and streetscaping, will be introduced to improve the crossing experience for pedestrians/bicyclists while managing vehicle speeds.





Project name: W 76th St Modernization

Applicant: City of Richfield

Project location: W 76th St (MSAS 361) from Xerxes Ave to Sheridan Ave

Total project cost: \$2,292,000

Requested federal amount: \$2,230,000

Local match: \$690,000 (23.6% local match)

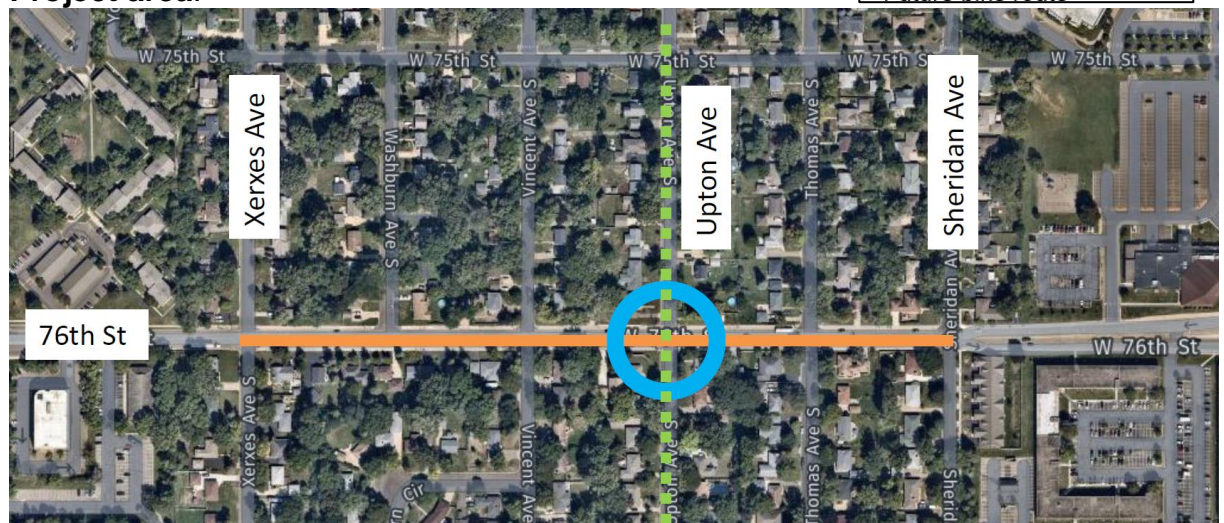
Project description:

The City of Richfield is proposing to reconstruct 76th St from Xerxes Ave to Sheridan Ave and replace the existing traffic signal at Upton Ave. 76th St will be converted from a 4 to 3 lane section with a continuous left turn lane. The road will be narrowed from 45 feet to 37 feet and will include two new 6.5 foot boulevards and updated 6-foot sidewalks. Along the corridor, new pedestrian-level lights will be installed and existing overhead electric lines buried. The new traffic signal will include leading pedestrian intervals and video bike detection. The project will create a more comfortable and safer experience for all road users, especially pedestrians, bicyclists and transit users.

Project benefits:

- Continuous left turn lane for safer vehicle turning
- Narrower road for traffic calming and shorter crossing distances
- Buried overhead electric lines
- New boulevards for trees, snow storage, and transit platforms
- New traffic signal with pedestrian and bike features

Project area:





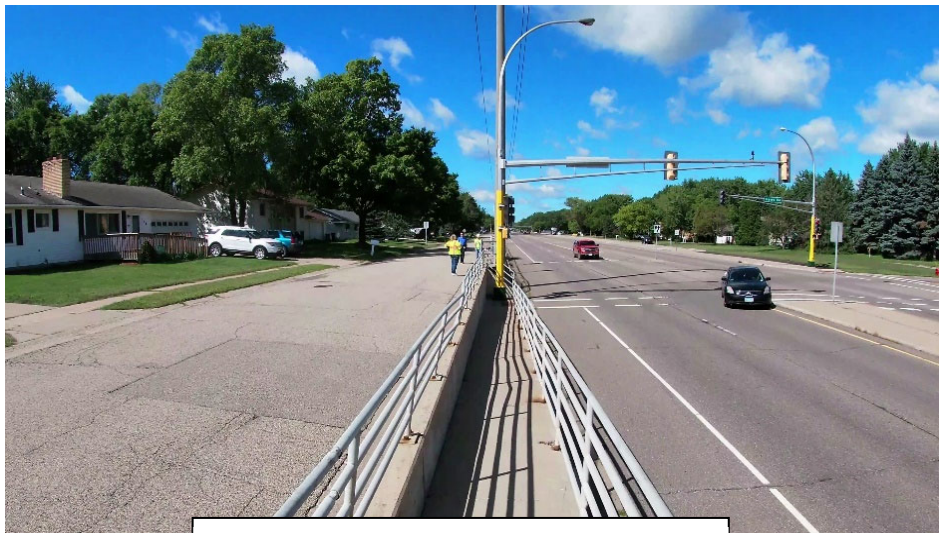
April 2022

Summary – Regional Solicitation Funding Application for CSAH 42 Roadway Modernization from Redwood Drive to 147th Street

The main elements of the proposed project include: (1) removal of the signal at Elm Dr concurrent with construction of a trail underpass nearby in Redwood Park to resolve ped/bike crossing barrier issues; (2) intersection improvements at Garden View Dr and Hayes Rd, including signal replacements; (3) partial reconstruction of CSAH 42, including new pavement and reconstruction along frontage road segments to fill trail gaps and improve the buffer for residents; and (4) median and roadway reconstruction with various design elements to address aging infrastructure, manage access, and best serve pedestrians, bicyclists, transit riders, and motorists. The intersections at both Elm Dr and 147th St will be reconstructed as non-signalized 3/4-access intersections, allowing left turns only exiting from CSAH 42 (signal to be removed at Elm Dr and full-access stop-controlled intersection at 147th St to be reconstructed to reduce conflicts and ensure no future signalization).

Background and Primary Need for the Proposed Project. The project segment is a principal arterial which exhibits poor average speed performance at 31,000 vehicles per day currently. With a 2040 forecast of 38,000 vehicles per day, design changes must be considered to provide for reasonable traffic operations and safety for all users. The segment also includes three traffic signals installed 33-34 years ago and thus at the end of their useful service lives. CSAH 42 in the area serves residential, park, community, and local business uses; but it has poor pavement quality and outdated accommodations for pedestrians, bicyclists, and transit riders. The time has come to implement long-needed improvements to serve all modes, while managing CSAH 42 to remain at four through lanes.

Project Setting and Context. The elements of the project will address a historic lack of investment in this mostly residential segment of CSAH 42, which includes Regional Environmental Justice Areas. The benefits will be integral with the many improved functions along this roadway segment. The combination of the access-management elements and other updated traffic controls will improve safety and mobility along CSAH 42 for all users. The enhanced management of access and turns will also ensure that CSAH 42 will continue to operate acceptably with four through lanes and thus eliminate any foreseeable need for roadway expansion. The concurrent trail underpass at the Redwood Park/Pool and Community Center site will address long-established concerns about safe crossings for pedestrians and bicyclists, particularly for the area's youth. It will also link parkland both north and south of CSAH 42. Other design elements will improve safety and livability for nearby residents by better managing functions along the frontage roads and by improving the use of limited space.



CSAH 42 LOOKING WEST AT HAYES ROAD

Project Name: Cretin Avenue Reconstruction

Applicant: City of Saint Paul

Project Location: Cretin Avenue – Marshall Avenue to Saint Anthony Avenue

Total Project Cost: \$9,027,605

Requested Federal Award Amount: \$7,000,000

Local Match: \$2,027,605



Project Description:

The City of Saint Paul is requesting funding for street reconstruction and pedestrian safety improvements to Cretin Avenue between Marshall Avenue and Saint Anthony Ave near I-94. The corridor is classified as an A-Minor Arterial Augmentor roadway. Planned improvements include full-depth reconstruction of pavement structure, adding a sidewalk on the west side of the street, reconstructing the existing sidewalk on the east side, pedestrian crossing improvements, full replacement of streetlights, replacement of signals, and ADA improvements. Pedestrian crossing improvements are planned at two locations where there are bus stops along the corridor – at Temple Court and Roblyn Avenue. Crossing improvements include marked crosswalks, median crossing islands, ADA compliant curb ramps, and new sidewalk bus stop pads. ADA improvements will include new curb ramps, APS buttons, and detectable warning surface/truncated domes. This project corridor also connects to the planned B Line BRT, which will have a station located at the northwest corner of Cretin Avenue and Marshall Avenue with service anticipated to begin in 2024.

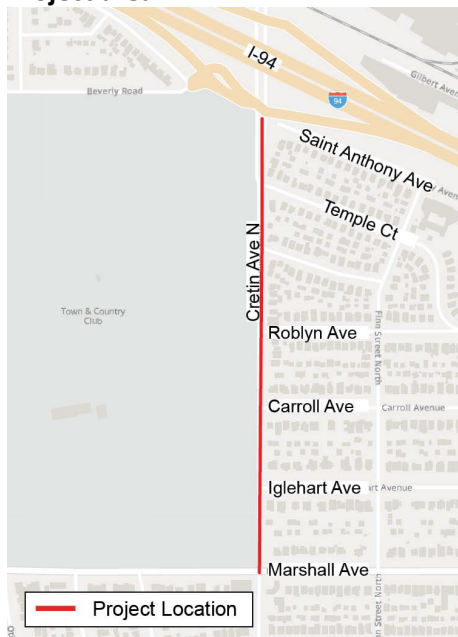
Project Benefits:

- New sidewalk on west side of street fills gap in walking network
- Improved bus stops and ADA accessibility on west side of street
- Reduced risk of crashes and conflicts between pedestrians and vehicles

Key Connections:

- Metro Transit Route 63
- I-94 located on northern end of corridor
- Connects to planned Metro Transit B Line BRT project on Marshall Avenue (Service anticipated to begin in 2024)
- New sidewalk on west side of street connects to existing sidewalks on Saint Anthony Avenue (N. extent) and Marshall Avenue (S. extent)

Project area:



Existing conditions, looking south:





SAINT PAUL
MINNESOTA

PROJECT SUMMARY

Project Name: Wabasha Street Reconstruction (7th Street to 11th Street)

Applicant: City of Saint Paul

Project Location: Wabasha Street between 7th Street and 11th Street

Total Project Cost: \$ 6,672,000

Requested Federal Dollars: \$5,337,600

Before Photo: Northbound Wabasha Street south of 11th Street



Project Description:

The Wabasha Street Reconstruction project will replace aging street infrastructure and reallocate space in the corridor to accommodate an off-road two-way bikeway facility between 7th Street and 11th Street, while improving safety for all modes of travel.

The project will include the reconstruction of deteriorating sidewalk with a landscaped boulevard between the sidewalk and bikeway to provide a more comfortable pedestrian space along both sides of the corridor. New traffic signals will be installed at the 11th Street, 10th Street, Exchange Street, and 7th Street (TH 5) intersections. Pedestrian improvements including ADA compliant ramps and sidewalks (free of obstructions), Accessible Pedestrian Signals (APS), high visibility crosswalk markings, curb extensions, and countdown timers.

Project Benefits:

- Implements the Capital City Bikeway and complete a gap in the St. Paul bicycle network
- Improves safety along the corridor for all users and abilities
- Provides improved access to the many downtown St. Paul destinations
- Enhances pedestrian travel with ADA compliant sidewalks, pedestrian-scaled lighting, and streetscaping
- Encourages biking as an alternative mode of transportation for commuting or recreational activity



SAINT PAUL
MINNESOTA

PROJECT SUMMARY

Project Name: Minnehaha Avenue Street (Payne Avenue to E 7th Street)

Applicant: City of Saint Paul

Project Location: Minnehaha Avenue between Payne Avenue and E 7th Street (TH 5)

Total Project Cost: \$ 6,530,800

Requested Federal Dollars: \$5,224,640

Before Photo:



Project Description:

The Minnehaha Avenue Reconstruction project will modify the existing four-lane undivided roadway to three lanes with on-road dedicated bike lanes and reconstructed sidewalk between Payne Avenue and E 7th Street (TH 5). Other improvements include:

- On-street dedicated bicycle lanes on each side of the roadway.
- Reconstructed sidewalks with a landscaped boulevard to separate pedestrian and vehicular traffic
- New Accessible Pedestrian Signals (APS), ADA compliant ramps, high visibility crosswalk markings and countdown timers at the Payne Avenue and Arcade Street (US 61) intersections.
- Curb bump outs and pedestrian ramps at the unsignalized intersections at Stroh Drive, Hope Street and Weide Street.

Project Benefits:

- Provides a safer route for students who walk or bike to/from school.
- Enhances pedestrian travel with ADA compliant sidewalks, pedestrian-scaled lighting, and streetscaping.
- Improves connections to transit routes along Minnehaha Avenue, Payne Avenue, and 7th Street (TH 5).
- Provides better mobility and access while calming traffic for all road users with lane reductions and intersection bump outs.

Project Overview: Fairview Avenue Reconstruction

Applicant: City of Saint Paul

Project Location: Fairview Ave (Ford Parkway to Edgumbe Rd)

Total Project Cost: \$8,125,052

Requested Federal Award Amount: \$6,500,042

Local Match: \$1,625,010



The City of Saint Paul is planning multimodal roadway improvements on Fairview Avenue between Ford Parkway and Edgumbe Road. The Fairview Avenue corridor is classified as an A-Minor Arterial Augmentor and is currently a mix of two-lane and three-lane roadway sections. The proposed project will maintain the two-lane and three-lane configurations but will make improvements including full-depth reconstruction of pavement structure, adding on-street bike lanes along the entire corridor; traffic signal revisions; reconstruct new, wider sidewalks on both sides of the street; add a grass boulevard between the roadway and the sidewalk; and make ADA improvements at intersections. ADA improvements will include new curb ramps, APS buttons, and detectable warning surfaces/truncated domes. The project connects directly to the A Line BRT corridor, which has stations located at the north end of the project corridor at Ford Parkway/Fairview Avenue. A separate City project is planned at the south extent of the project - at the intersection of Fairview Avenue/Edgumbe Road. This project, scheduled for 2022, includes expanding the Zeilingold Triangle Park, realigning and narrowing the roadways, adding a sidewalk on the west side of Edgumbe Road, reducing curb radii to reduce traffic speeds, and adding curb extensions on the eastern portion of the intersection.

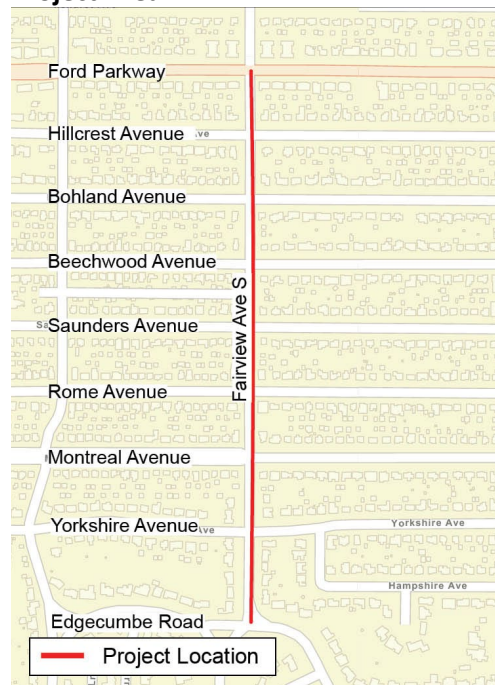
Project Benefits:

- On-street bike lanes added to fill local and regional bikeway gap
- Increased pedestrian safety and comfort through wider sidewalks and added boulevard space on both sides
- Reduces risk of crashes and conflicts between bicyclists, pedestrians, and vehicles
- Traffic signal revisions

Key Connections:

- Connections to Metro A Line BRT on Ford Parkway
- Located near the Ford redevelopment site and Highland Village, with connections via A Line BRT
- Located on a RBTN Tier 1 Alignment
- Connects to an RBTN Tier 2 Corridor on Montreal Avenue
- Nearby access to St. Catherine University

Project Area:



Existing Conditions:



Highway 10 Chaska Corridor Reconstruction Project

Carver County

Primary Contact:

Angie Stenson
Sr. Transportation Planner
11360 Hwy 212, Suite 1, Cologne, MN
55322
612.360.7422
astenson@co.carver.mn.us



Location & Route:

Highway 10 – Ridge Lane to Highway 15
Chaska, MN



Application Category:

Roadways including Multimodal Elements
– Roadway
Reconstruction/Modernization



Funding Information:

Requested Award Amount:
\$5,448,000
Local Match: \$1,362,000
Project Total: \$6,810,000



Match \$ Sources:

- Carver County
- City of Chaska



Corridor Fast Facts:

- 0.7 miles of RBTN Tier 2 Regional Trail gap filled by project
- 2 pedestrian underpasses proposed
- Connection to 3 schools and 1 community center provided



Project Description

The Highway 10 Chaska Corridor Reconstruction Project revitalizes and upgrades an existing two-lane rural highway into an urban multi-modal corridor within the heart of Chaska. The existing section has served its purpose for decades as a primary east-west route between the then rural and suburbanizing area of Carver County. Today, this area is well populated and still growing at significant rates. The outdated facility will not only be under capacity due to this forecasted growth in the coming years but lacks any real pedestrian accommodations and is identified as the primary pedestrian network gap within the City.

The project will fill this gap by constructing multi-use trail throughout the project area as well as two pedestrian underpasses crossing Highway 10 and providing connection to area parks, neighborhoods, and Downtown Chaska. The roadway will be updated to a two-lane divided urban section to improve clear zone safety, calm traffic speeds, and add urban drainage and water treatment opportunities. Intersection and pedestrian scale lighting are included at key locations as well as a rebuilt traffic signal at Highway 15.

Project Benefits/Regional Significance

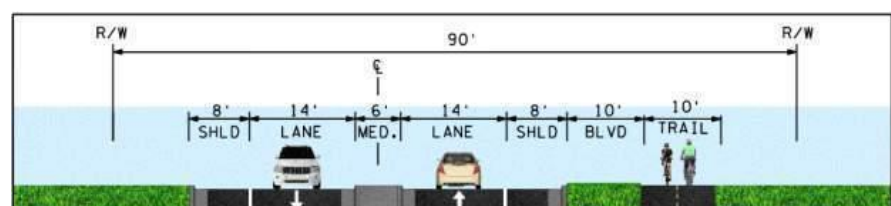
The project completes the first link of regional trail connecting the Minnesota River Bluffs Regional Trail to the planned regional trail following the Highway 10 alignment between Chaska and Waconia, with linking branches connecting Victoria and Carver to the planned network. This segment of Highway 10 carries high volumes of commuter traffic which utilizes the Highway 101 River crossing between Shakopee and Carver County and will become the first of many bottlenecks along the corridor if no improvements are made. Highway 10 is the premier east-west non-trunk highway roadway in Carver County making investment in this key section of the roadway a forward-thinking commitment.



Existing typical section – between Ravoux Rd. and Ridge Ln.

Part of a Bigger Picture

A corridor study of Highway 10 identified this segment of Highway 10 as a priority pedestrian network gap. Completing this gap has proven elusive due to topography and potential impacts as well as no identified vision. The study performed extensive outreach to all stakeholders before determining the vision for this segment of Highway 10. This vision was approved by both Carver County and the City of Chaska who have partnered in pursuit of funding to complete this important project.



Proposed typical section



TH 47 (St. Francis Blvd) Corridor Improvements Project



Applicant, Location, &

Route: City of Anoka in Anoka County, Highway 47 from 0.1 mi south of Xkimo St north to TH 47/Coolidge St NW



Application Category:

Roadways including Multimodal Elements – **Roadway Reconstruction/Modernization**



Funding Information:

Requested Award Amount:
\$4,951,600

Local Match: \$1,305,400

Project Total: \$6,527,000



Project Benefits:

- Crash reduction / safety improvements
- New traffic signal and improved side street access
- New bicycle and pedestrian shared use path, with linkage to regional parks, trails, high school and public library
- Marked/designated pedestrian crossings of TH 47 with pedestrian refuge areas
- Easier and safer left turns



Project Description

This project will focus on improving intersection operations and safety, providing a new shared use path for bicyclists and pedestrians, safe left turning movements and driveway access, and a means to accommodate future growth. Project elements consist of a new signalized intersection, side street access restrictions, a new center left turn lane, a new shared use path and marked/designated pedestrian crossings of TH 47.



Project Benefits

TH 47 is a busy (19,000+ ADT) two-lane road, and the project segment has a crash rate three times higher than the statewide average. Long queues are present along the corridor, turning from side streets is difficult, and there is no bicycle and pedestrian access. This project will improve all these factors – reducing crashes, alleviating delays, providing better access from adjacent neighborhoods, and providing new bicycle and pedestrian infrastructure to cross and travel along the highway.

Other Information

This project links directly to a recently completed Anoka County intersection improvement project at Bunker Lake Blvd/TH 47, and the MnDOT-led BNSF rail grade separation project immediately south of the project area which is scheduled for 2025 construction.

RICE STREET RECONSTRUCTION

Ramsey County



Project Name: Rice Street Reconstruction

Applicant: Ramsey County

Route: CSHA 49

Location: City of St. Paul

Application Category: Roadway
Reconstruction/Modernization

Funding Information:

Requested Award Amount: \$7,000,000

Local Match: \$29,700,000

Project Total: \$36,700,000

Additional Funding Sources:

- City of St. Paul
- Metro Transit
- St. Paul Regional Water Services

Primary Contact:

Nick Fischer, P.E.

Project Manager

651.235.6588

Nicklaus.Fischer@CO.RAMSEY.MN.US

Project Description

CSAH 49 (Rice Street) is a major transportation corridor and activity hub in Saint Paul. Rice Street connects residents, travelers, and visitors to a diverse intermingling of businesses, services and institutions. The current aged roadway has numerous safety, access, and traffic concerns. Over the last three years, Ramsey County and the City of Saint Paul have facilitated a community-driven planning for Rice Street - the Rice Street Vision Plan - to overhaul its design, use, and impacts.

The proposed project will be a full reconstruction of a two-mile segment, from Pennsylvania Ave to Wheelock Pkwy. Key improvements will include:

- A 4-3 lane conversion with a center turn lane
- A shared-use pedestrian & bicycle path
- Enhanced sidewalk conditions
- Consistent boulevard space and opportunities for new streetscape amenities
- Improved transit access, including dedicated space in anticipation for a future G Line BRT route.
- Planned utility upgrades along the entire 2-mile segment

Project Benefits

The reconstruction and redesigned Rice Street will improve safe multimodal access, including the introduction of new bike facilities, to area amenities such as locally owned commercial and employment destinations, social services, and civic institutions. It is also intended to promote economic growth and local investment, create an inviting environment, and support growing multimodal usage.



Rice Street today (top) and concept visual of future roadway typical (bottom)

Regional Significance

Rice Street provides regional connectivity from north metro communities to/from downtown St. Paul. It also hosts a suite of regional destinations, including restaurants and recreation attractions.



Concept visual of future roadway design with surrounding context

Award
2022



Design
2022-2023



Construction
2024-2026



[Ramseycounty.us/RiceStreetStudy](https://ramseycounty.us/RiceStreetStudy)

35th Street and 36th Street Reconstruction

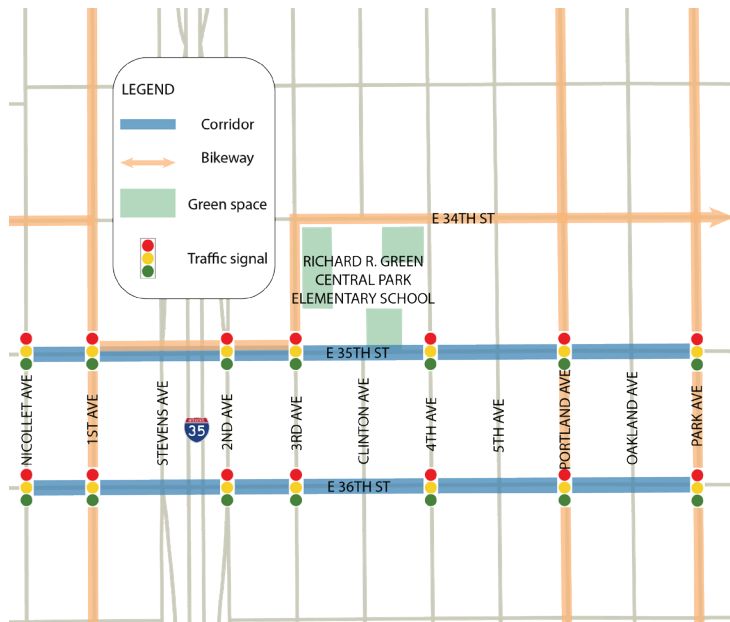
Nicollet Ave to Park Ave

Project Background

The proposed project will reconstruct E 35th and 36th Streets from Nicollet to Park Avenues. This segment of E 35th and 36th Streets provides important network connections for people walking, biking, and driving and has a land use primarily residential with some commercial at the nodes of Nicollet Avenue. The proposed project will replace deteriorating and aging infrastructure, provide safety improvements, and enhance access and mobility for all users. These corridors are also identified in the Minneapolis Vision Zero Program as High-Injury Streets.

Public Works is conducting preliminary planning work in 2022 in order to submit an application for federal transportation funding through the Metropolitan Council's Regional Solicitation.

Project Area



E 35th St

Project Scope

The Transportation Action Plan (2020), Complete Streets Policy (2021), and the City's commitment to Vision Zero (2017) provide guidance for the designs of E 35th St and E 36th St. The reconstruction project provides an opportunity for geometric changes with a design that addresses current and future needs.

- Make sidewalk and intersections accessible for all users, install durable pavement markings and crosswalks, support pedestrian activities with space for planting and furnishing zones where feasible.
- Incorporate an improved bicycle facility, E 35th St from 3rd Ave S to 1st Ave S, consistent with AAA standards
- Replace aging traffic signal and stormwater infrastructure.
- Maintain mobility and circulation for motor vehicles.

Existing Conditions

Average Number of Daily Users



220 - 240 pedestrians



360 - 400 bicyclists



14,800 - 15,600 motor vehicles

Existing conditions along the corridor include sidewalk on both sides of the street, two travel lanes, and parking lanes on either side of the street. Land use adjacent to the corridor is primarily residential with commercial nodes at Nicollet Avenue. The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, upgraded bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

	Reported Crashes	% Crashes with Injuries
	15	100
	8	100
	257	23

Reported crashes by travel mode on E 35th St between Nicollet Ave and Park Ave.

	Reported Crashes	% Crashes with Injuries
	15	93
	3	100
	415	29

Reported crashes by travel mode on E 36th St between Nicollet Ave and Park Ave.

Source: MnDOT MnCMAT (2012 - 2021)

Project Costs: \$27,218,820

Contact:

Kristian Zimmerman // Associate Transportation Planner // Minneapolis Public Works, 612-673-5011 //

kristian.zimmerman@minneapolismn.gov



TH 5 Reconstruction

CITY OF WACONIA

Project Name: TH 5 Reconstruction

Applicant: City of Waconia

Primary Contact:

Craig Eldred
Public Services Director
310 10th Street East,
Waconia, MN 55381
celdred@waconia.org
952-442-4265



Location & Route:

TH 5 from Olive St. to Main St.



Application Category:

Roadway Reconstruction/Modernization



Funding Information:

Requested Award Amount: \$7,000,000

Local Match: \$4,275,900

Total Project Cost: \$11,275,900



Additional Funding Sources:

- City of Waconia Local Funds



Project Area Fast Facts:

- 6113 jobs
- 5 schools serving 1450 students
- 10.2% of residents already walk, roll, or bike to work
- 397 units of publicly subsidized or naturally occurring affordable housing for over 1,000 residents

Project Description

The City of Waconia is seeking funds to fully reconstruct highway 5, a project that represents several decades of community effort to improve and modernize the roadway for all users. TH 5 is an A Minor Arterial, which the City will reconstruct from Olive to Main Streets. Phase 2 will finish a reconstruction effort that was first started in 2015 with the completion of Phase 1, which modernized a segment of TH 5 directly west of project limits.

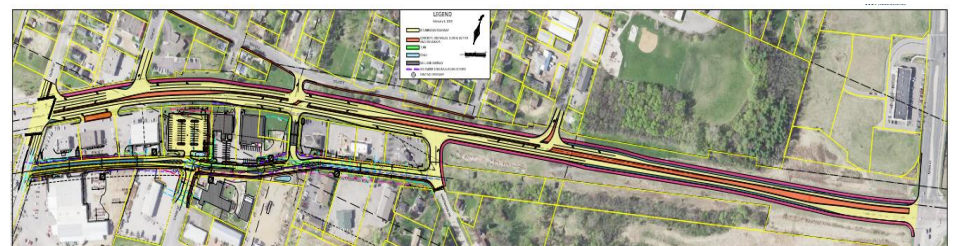
This final phase of the trunk highway project will address decades of studies recognizing Highway 5 as one of the highest crash rate corridors in Carver County (Carver County 2040 Comprehensive Plan). The project will address both safety and mobility issues by adding dedicated turn lanes, eliminating conflict points along the corridor, and reducing the severity of crashes through significant access management planning and the completion of a multiuse trail for pedestrians and cyclists. The project will bring TH 5 closer into compliance with numerous MnDOT standards as the corridor is converted from a rural to an urban section.



Benefits to the Community

Enhancements to the roadway are designed to provide safer conditions and reduce travel times through access management, eliminating left-hand turning movements onto the roadway, incorporating a median, reducing lane widths. As demonstrated in Phase 1, these improvements are expected to reduce speeds while maintaining roadway capacity. This will add to the reliability of the TH 5 corridor for those who travel it daily for work and school.

The project will significantly advance transportation goals by incorporating a multiuse trail the entire length of the Highway 5 project from Olive to Main Streets. This is a critical connection that will link Waconia Public Schools, Ridgeview's regional Health Center, and historic Downtown Waconia to Lake Waconia Regional Park and quickly developing neighborhoods in the southeast area of the city.



<https://www.waconia.org/151/Public-Services>

Project Summary

Project Name: W. Broadway Avenue and Douglas Drive Roundabout Modernization Project

Applicant: City of Crystal

Total Project Cost: \$4,063,170

Requested Federal Dollars: \$3,250,536

Project Location: W. Broadway Ave (CSAH 8) and Douglas Dr (CSAH 102) intersection

Project Description:

This project is located at the convergence of four roads, W. Broadway Avenue, Douglas Drive, Hanson Court N, and 53rd Avenue N. Both W. Broadway Avenue and Douglas Drive serve as minor arterials through the City of Crystal. The existing intersection between W. Broadway Avenue and Douglas Drive is signalized with a severe skew and has a crash rate that is 1.6 times the statewide average for similar roadways. Existing traffic volumes are 12,800 ADT (2016) and forecasted to reach 15,600 ADT by 2040. The location of the project is of critical



Existing intersection layout. Source: Google Earth

importance to the City of Crystal as the intersection serves as the southern gateway to the city's Town Center, which is home to over 500,000 square feet of commercial space.

Current crossing facilities restrict mobility and require multistage crossings, including five stages across nine lanes of traffic for southbound pedestrians on the west side of W Broadway Avenue (see photo). The proposed project will replace the existing intersection with a five-leg roundabout that eliminates the skew and feeds all four roadways. The roundabout provides two stage crossings, with a pedestrian refuge island for each leg.

Project Benefits: The W. Broadway Avenue and Douglas Drive Roundabout Project will provide the following benefits:

- Improve traffic operations from level of service F (LOS F) to (LOS A)
- Improve vehicular and pedestrian safety through lighting, geometric, and ADA upgrades
- Provide full access at Hanson Court and 53rd Avenue while discouraging cut-through traffic in the Becker neighborhood
- Facilitate a planned Three Rivers north-south trail connection (CP Regional Trail) through the intersection
- Create an opportunity for an enhanced gateway and southern focal point for Crystal Town Center contributing to community image and redevelopment
- Spur economic investment in the city and accommodate all modes of transportation.

Project Summary

Project Name – Marystown Road Corridor

Total Project Cost – \$ 4,653,965

Project Location – Municipal State-Aid Street System Road Marystown Road/Adams Street from Vierling Drive to Lusitano Street in the City of Shakopee, Scott County

Applicant – City of Shakopee

Requested Federal Dollars - \$3,723,172

Project Description –Marystown Road/Adams Street is a four-lane A-minor expander. The project reconstructs approximately 0.7 miles of roadway, replaces three existing stop-controlled intersections with roundabouts, and installs pedestrian and bicycle shared use paths and sidewalks that fill a regional system gap.

Traffic volumes will continue to rise as planned commercial and residential developments are constructed in the area. Current development includes over 1,600

housing units, and 1.1 million square feet of retail business, which is expected to bring in over 2,750 jobs into the area. Previous studies have indicated that increasing traffic volumes will cause worsening operations and level of service at intersections will fail by year 2025.

Safety concerns along the corridor are on the rise. Marystown Road is a high-speed corridor (45/55 mph) and crashes have doubled and become more severe in the latest three-year analysis period. There were 13 crashes along the corridor from 2016-2018, and 26 crashes between 2019-2021, including a serious injury crash.

Project Benefits – The Marystown Road Reconstruction project will provide the following benefits:

- The installation of roundabouts immediately improves intersection operations to level of service A, and accommodates max build out traffic volumes as the areas continues to grow
- Repurposing the TH 169 bridge to provide multiuse trail on both sides, thus connecting a gap in the trail system and enhancing safety and mobility for all users. The path connects to a Regional Bike Transportation Network (RBTN) Tier 2 alignment at 130th Street.
- Adds significantly more lighting on pedestrian network and at intersections
- Roundabouts will address severe and high-speed crashes
- Reduces posted speed limits and creates curb and gutter to delineate lanes and roadway for better vehicle guidance in inclement weather
- Provides for ADA compliant infrastructure throughout corridor
- Numerous access improvements to address current illegal maneuvers



County State Aid Highway 46 Reconstruction



Applicant: Dakota County

Project Location: CSAH 46 between General Sieben Drive and Highway 61, Hastings, MN

Project Costs:

- Total construction cost: \$10,450,000
- Requested Award Amount/Match Amount: \$7,000,000 / \$3,450,000 (CSAH, Local)

Project Description

Dakota County, in cooperation with the City of Hastings have completed a corridor study along County Road 46 between the Vermillion River crossing west of General Sieben Drive and Highway 61. The operations review and community engagement identified issues and needs along the corridor which the project partners used to develop potential solutions for the corridor. The alternatives and community input formed the study recommendations.

The City of Hastings Council and Dakota County Board of Commissioners adopted the results of the CSAH 46 corridor study and from the recommendations determined to advance a reconstruction project of CSAH 46 from Pleasant Drive to Highway 61 to modernize the corridor and address safety and mobility issues. The project includes reconstructing CSAH 46 as a divided 2-lane roadway with a raised center median; constructing single lane roundabouts at Pleasant Drive and Pine Street; replacing the existing Vermillion River bridge east of 31st Street with a wider bridge that accommodates pedestrians and bicyclists; and constructing trail along the north side of CSAH 46 from General Sieben Drive to Highway 61 and along the south side from Pleasant Drive to Pine Street.



Existing Conditions

Project Benefits

Goals for the corridor included improving corridor safety and mobility, evaluating and improving non-motorized facilities, and enhancing natural resources. The project will provide the following benefits:

- Provide safe, equitable non-motorized facilities for travelers of all abilities connecting the community with the Vermillion River greenway, natural resources, adjacent neighborhoods, and commercial nodes along Highway 61
- Reduce potential for vehicle crashes through geometric improvements including replacing bypass lanes with dedicated turn lanes
- Improved safety and mobility through access management and intersection control improvements
- Geometric improvements to encourage consistent vehicular speeds
- Replacing the load restricted, aging Bridge #19503 over the Vermillion River with a wider facility including non-motorized accommodations
- Addressing potential future capacity issues by adding turn lanes and constructing a divided roadway section

County Road 19A/100th St Realignment | Roadway Reconstruction & Modernization



Project Location

The realignment of County Road 19A and 100th Street between Innovation Rd and Jamaica Ave in the City of Cottage Grove



Funding Request

Federal: \$ 7,000,000

Local Match: \$ 12,125,000

Project Total: \$ 19,125,000



Project Goals

- ◆ Reduce delays and deficiencies
- ◆ Grade-separation of roadway & railroad crossing
- ◆ Supports short term and long term development and redevelopment
- ◆ Serves pedestrians/bicyclists and considers future transit service

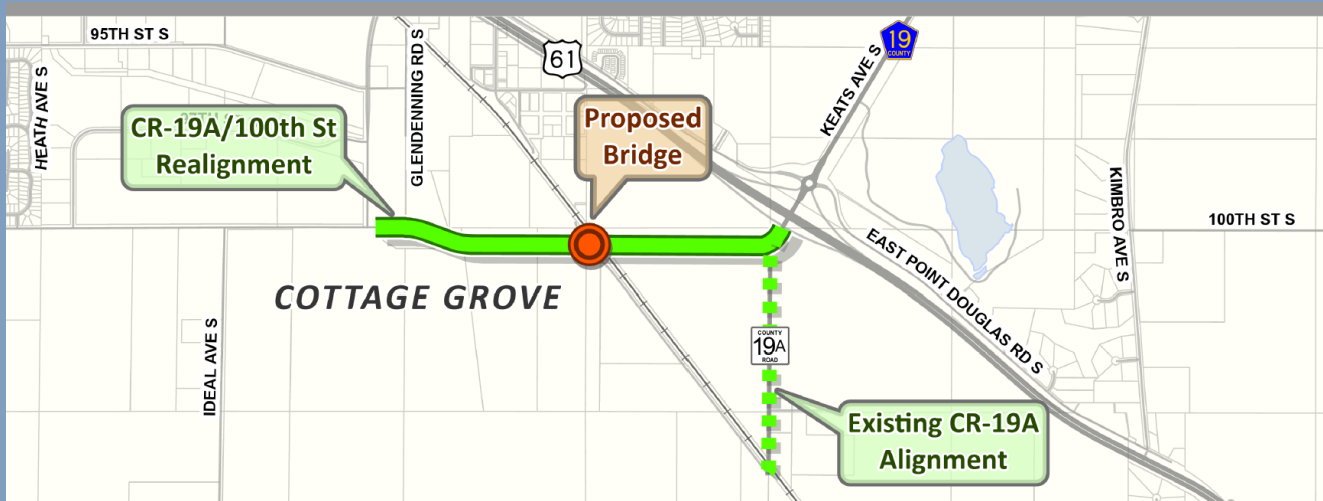
Project Summary

The proposed CR-19A/100th St Realignment will directly connect CR-19A to 100th St in the City of Cottage Grove. This proposed realignment was identified as a priority recommendation in the Southwest Arterial Study led by Washington County in 2020. The project area is currently lacking in regional transportation facilities and experiencing significant growth in industrial uses and development pressure.

The proposed project will facilitate arterial traffic flow in the region, remove at-grade railroad crossing, and construct multiuse ADA compliant trails and crossings where there is currently no bicycle or pedestrian infrastructure. This route will provide access to the future Grey Cloud Island Regional Park

Summary of Benefits

- ⇒ Improves regional accessibility and efficiency
- ⇒ Creates safer environment for all modes of transportation
- ⇒ Promotes growth and increases business demand, freight operations, and employments opportunities in the surrounding area
- ⇒ Bridges multimodal gap through construction of multiuse trails and crossings



7th Street North Improvements

2022 TAB Regional Solicitation for Federal Funding in FFYs 2026 and 2027

Project Overview

The City of Minneapolis has identified 7th Street North, between 10th Street North and East Lyndale Avenue North, as a future reconstruction candidate, driven primarily by pavement condition, multimodal connections, number of daily users, as well as an opportunity to better plan for Metro Transit's future METRO Blue Line Extension and the METRO D Line, and accommodate the METRO C Line, local and express routes.

The Transportation Action Plan (2020), Complete Street Policy (2021), and the City's commitment to Vision Zero (2017) provide guidance for the redesign of 7th Street North. The reconstruction project provides an opportunity for geometric changes with a design that addresses current and future needs. Improvements may include the following elements:

- Reduce the number of travel lanes from 4 lanes to 2 lanes
- Make sidewalk and intersections accessible for all users, install durable pavement markings and crosswalks, support pedestrian activities with space for planting and furnishing zones where feasible
- Incorporate an improved bicycle facility consistent with All Ages and Abilities (AAA) standards
- Provide space for enhanced transit stops compatible with future METRO D Line BRT service
- Replace aging traffic signal and stormwater infrastructure
- Maintain mobility and circulation for motor vehicles

Requested Federal Amount: \$7,000,000

Total Project Cost: \$8,821,250

Project Schedule

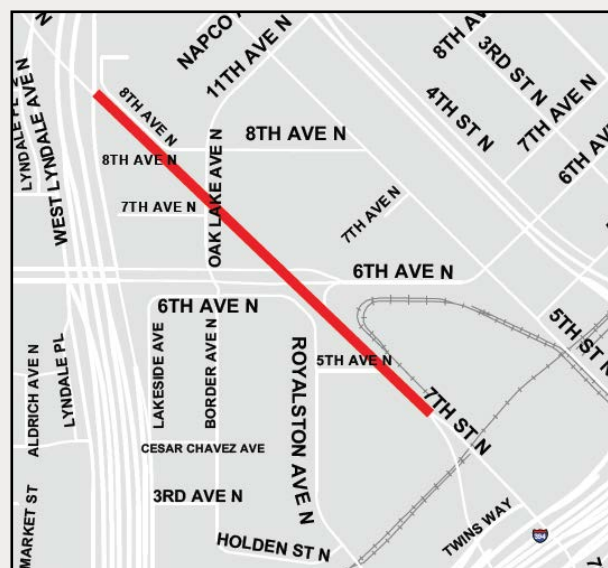


7th Street North is programmed in the City's Capital Improvement Program for reconstruction in 2027.

Contact

Becca Hughes, Senior Transportation Planner
Transportation Planning and Programming - Public Works
City of Minneapolis
612-673-3594
Rebecca.Hughes@minneapolismn.gov

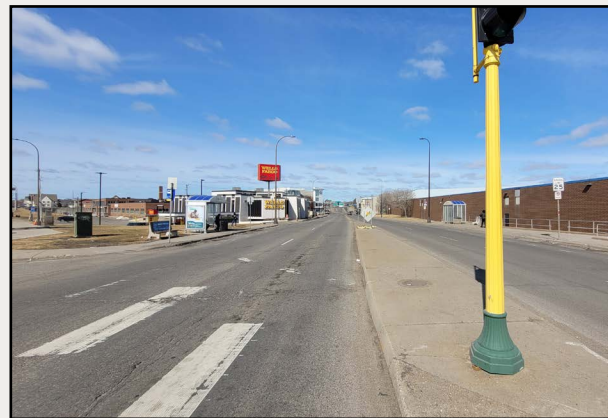
Project Area





— Project Location

Existing Conditions

7th Street North currently includes sidewalks on both sides of the street, four travel lanes, bike lanes, and a raised median or center turn lanes for select segments.



Daily Users

-  60 - 140 Pedestrians
-  110 - 160 Bicyclists
-  8,225 - 10,650 Vehicles

Source: Minneapolis Bicycle & pedestrian Counts and Minneapolis Public Works, Metro Transit and MNDOT

TH 120 (Century Avenue) | Roadway Reconstruction & Modernization



Project Location

TH 120 (Century Ave) between I-694 and CSAH 12 (Old TH 244/Co Rd E) in the cities of White Bear Lake and Mahtomedi.



Funding Request

Federal: \$ 7,000,000

Local Match: \$ 1,972,428 (22%)

Project Total: \$ 8,972,428



Project Goals

- ◆ Traffic calming and crash reduction
- ◆ Reduce traffic delay through corridor
- ◆ Fill gaps in bike/ped network
- ◆ Improve safety for non-motorized users
- ◆ Make multimodal connections to transit and regional destinations

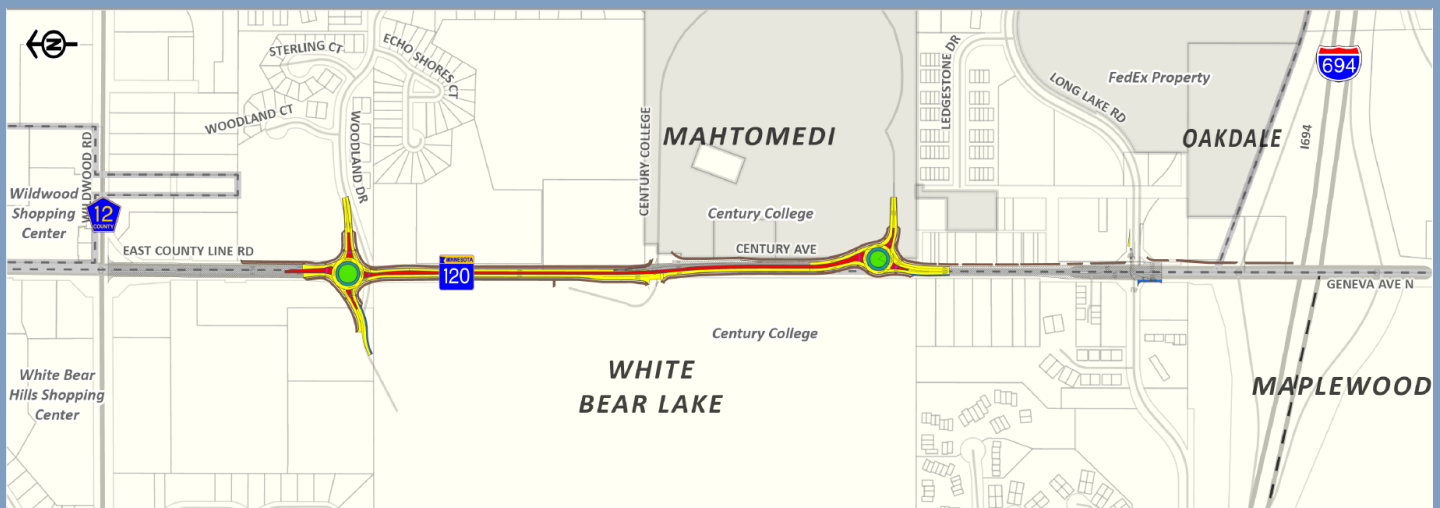
Project Summary

TH 120 (Century Avenue) currently experiences extended periods of delay and above average crash rates compared to similar roads. Bike/ped facilities in the project area are limited to non-existent, leading to unsafe conditions and discouraging healthy and affordable travel modes like walking, biking, and transit.

The proposed project features a more pedestrian friendly and traffic calming design, with new ADA accessible multiuse trails extending along both sides of Century Ave; the replacement of one limited-control and one signalized intersection with two roundabouts featuring four-way crossings and pedestrian refuge islands; and raised medians and narrowed lane-width between the roundabouts.

Summary of Project Benefits

- ⇒ Calms traffic and reduces delay and conflict points throughout the corridor
- ⇒ Creates safer environment for non-motorized users to travel along or across Century Avenue
- ⇒ Completes gaps within the existing bike/ped network
- ⇒ Improve bike/ped connections to Century College, transit stops, and other community destinations
- ⇒ Responds to a community-identified need



2022 REGIONAL SOLICITATION

Bridge Rehabilitation and Replacement Project Submittals



CSAH 1 (Pioneer Trl) Bridge Replacement Project

HENNEPIN COUNTY
MINNESOTA

Attachment 01 | Project Narrative

Project Name

CSAH 1 (Pioneer Trl) Bridge Replacement Project

City(ies)

Eden Prairie

Commissioner District(s)

5

Capital Project Number

CP 2181200

Project Category

Bridge Replacement

Scoping Manager

James Weatherly

Scoping Form Revision Dates

4/13/2022

Project Summary

Replace Bridge #27542 along Pioneer Trail (CSAH 1) over the Minnesota River Bluffs LRT Regional Trail in the City of Eden Prairie.

Roadway History

The existing bridge (built in 1975) is classified as structurally deficient based on the condition of its primary structural elements. The bridge superstructure consists of continuous steel beams that are aging, but are in relatively fair condition. The bearings supporting the superstructure are in very poor condition and restrict thermal movement. Because the bridge cannot expand and contract, the deck and beams have experienced accelerated wear and deterioration. This condition has reduced the service life of the structure. The local planning index (LPI) for this bridge is 58.

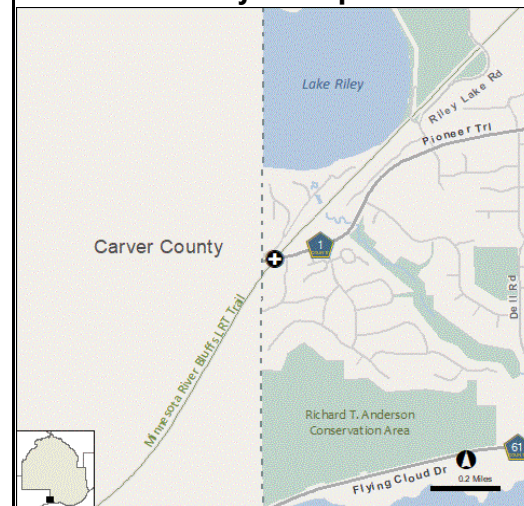
Project Description and Benefits

This project will provide a full replacement of the existing bridge. The current width is approximately 48' wide and provides one vehicle travel lane in each direction, along with a painted median and an approximately 8' wide shoulder on each side. The configuration of the new bridge will provide a dedicated space for multimodal users along the corridor as people walking and biking along the Minnesota River Bluffs LRT Regional Trail are expected to utilize this bridge as it is located near a trail entrance. It is anticipated that the new bridge will be designed to provide a 75-year (or greater) service life.

Project Risks & Uncertainties

Coordination of bridge design and construction detours will take place among the City of Eden Prairie, Carver County, and Three Rivers Park District.

Project Map



Project Timeline

Scoping: Q1 2022 - Q4 2023

Design: Q1 2024 - Q4 2025

R/W Acquisition: Q1 2025 - Q4 2025

Bid Advertisement: Q1 2026

Construction: Q2 2026 - Q4 2026

Project Delivery Responsibilities

Preliminary Design: Consultant

Final Design: Consultant

Construction Services: Consultant

Project Budget -

Project Level

Construction: \$ 4,580,000

Cost Estimate Year: 2022

Construction Year: 2026

Annual Inflation Rate: 2.0%

Inflated Construction: \$ 4,960,000

Design Services: \$ 740,000

R/W Acquisition: \$ 110,000

Other (Utility Burial): \$ -

Construction Services: \$ 500,000

Contingency: \$ 1,490,000

Total Project Budget: \$ 7,800,000

Funding Notes

This project is eligible for federal funding through the Metropolitan Council's Regional Solicitation given the bridge's current condition and the roadway's functional classification (A-Minor Arterial - Reliever).

CSAH 10 (Bass Lake Rd) Bridge Replacement Project

Attachment 01 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name

CSAH 10 (Bass Lake Rd) Bridge Replacement Project

City(ies)

Brooklyn Center Crystal

Commissioner District(s)

1

Capital Project Number

2200800

Project Category

Bridge

Scoping Manager

Emily Buell

Scoping Form Revision Dates

4/5/2022

Project Summary

Replace Bridge #91131 over Twin Lakes in the cities of Brooklyn Center and Crystal.

Roadway History

The existing bridge (built in 1967) is classified as structurally deficient based on its condition. The current design consists of a cast-in-place concrete box culvert that spans the Twin Lakes Inlet. The culvert is in relatively poor condition as the box sections have exposed rebar that are showing signs of rusting; greatly reducing their structural capacity. Routine maintenance activities are no longer cost effective in extending the useful life of this bridge, and therefore, a full replacement is recommended.

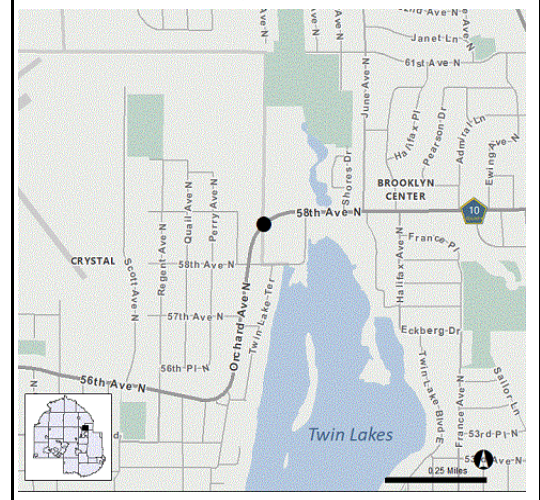
Project Description and Benefits

This project will replace the deteriorating structure with a modern pre-cast box culvert that will be designed to provide a 75-year service life. It is anticipated that any pavement, sidewalk, and drainage structures impacted by the project will be replaced in kind. Additionally, this project will include improvements, such as a bus pad for the Route 721 bus stop, as well as approximately 25 ft of sidewalk realignment and ADA improvements.

Project Risks & Uncertainties

Coordination of bridge design and construction detours will take place among Hennepin County and the cities of Brooklyn Center and Crystal.

Project Map



Project Timeline

Scoping: Q1 2022 - Q4 - 2023

Design: Q1 2024 - Q4 2025

R/W Acquisition: Q1 2025 - Q4 2025

Bid Advertisement: Q1 2026

Construction: Q2 2026 - Q4 2026

Project Delivery Responsibilities

Preliminary Design: Consultant

Final Design: Hennepin County

Construction Services: Hennepin County

Project Budget -

Project Level

Construction: \$ 1,000,000

Cost Estimate Year: 2022

Construction Year: 2026

Annual Inflation Rate: 2.0%

Inflated Construction: \$ 1,080,000

Design Services: \$ 90,000

R/W Acquisition: \$ 140,000

Other (Utility Burial): \$ -

Construction Services: \$ -

Contingency: \$ 300,000

Total Project Budget: \$ 1,610,000

Funding Notes

This project is eligible for federal funding through the Metropolitan Council's Regional Solicitation based on the structure's condition ratings and the roadway's functional classification.

CSAH 4 (Eden Prairie Rd) Bridge Replacement Project

Attachment 1 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name

CSAH 4 (Eden Prairie Rd) Bridge Replacement Project

City(ies)

Eden Prairie

Commissioner District(s)

6

Capital Project Number

CP 2181300

Project Category

Bridge Replacement

Scoping Manager

Emily Buell

Scoping Form Revision Dates

4/6/2022

Project Map



Project Summary

Replace Bridge #27502 over the Twin Cities and Western (TC&W) Railroad in the City of Eden Prairie.

Roadway History

The existing bridge (built in 1960) is classified as functionally obsolete based on its geometric constraints. The bridge superstructure consists of steel and timber beams that are in relatively fair condition. However, the bridge recently required the installation of additional beams to avoid introducing weight restrictions. The timber piers are experiencing deterioration, which is typical for a structure of this age, and will continue to degrade without continued maintenance or replacement.

Project Timeline

Scoping: Q1 2022 - Q4 2024

Design: Q1 2025 - Q4 2026

R/W Acquisition: Q1 2026 - Q4 2026

Bid Advertisement: Q1 2027

Construction: Q2 2027 - Q4 2027

Project Delivery Responsibilities

Preliminary Design: Consultant

Final Design: Consultant

Construction Services: Consultant

Project Description and Benefits

This project is anticipated to remove the existing bike/ped bridge parallel to Bridge #27502 and include multimodal facilities as part of the new bridge structure. Additional improvements along CSAH 4 (Eden Prairie Rd) between Hillcrest Ln and Baywood Ln may include the addition of a multiuse trail along the east side of the corridor and resurfacing of the existing trail along the west side of the corridor to provide logical connections for the existing trails. Furthermore, the proposed project is anticipated to include striping changes to incorporate dedicated left-turn lanes at the Hillcrest Ln and Baywood Ln intersections that improve user mobility and safety when compared to the existing bypass lanes.

Project Risks & Uncertainties

Coordination between Hennepin County, the City of Eden Prairie and TC&W Rail will need to take place as part of this project. Additionally, coordination efforts will include minimizing impacts to the traveling public, especially detours for multimodal users.

Project Budget -	Project Level
Construction: \$	5,340,000
Cost Estimate Year:	2022
Construction Year:	2027
Annual Inflation Rate:	2.0%
Inflated Construction: \$	5,900,000
Design Services: \$	890,000
R/W Acquisition: \$	110,000
Other (Utility Burial): \$	-
Construction Services: \$	590,000
Contingency: \$	1,770,000
Total Project Budget: \$	9,260,000

Funding Notes

This project is eligible for federal funding through the Metropolitan Council's Regional Solicitation based on the structure's condition ratings and the roadway's functional classification.

Old Highway 8 Bridge No. 4553 (CSAH 77) Bridge Replacement

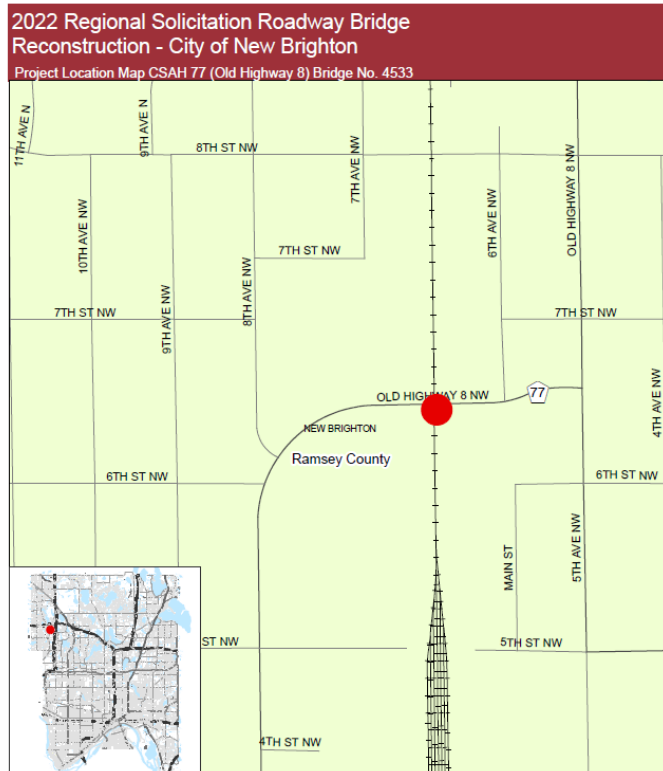
Applicant:	Ramsey County
Project Location:	Old Highway 8 Bridge over MN Commercial Railroad
Total Project Cost:	\$2,421,706
Requested Federal Dollars:	\$1,937,365
Local Match Dollars:	\$484,341

Project Description:

Replacement of Old Highway 8 Bridge (No. 4553) over the Minnesota Commercial Railroad in the City of New Brighton. The project design will include two 11 foot thru lanes, an 11 foot center two-way left turn lane, two 10 foot ADA compliant sidewalks and two 7 foot bike lanes.

Project Benefits:

The project will replace the currently Structurally Deficient Old Highway 8 Bridge that currently has two 4 ½ foot ADA non-compliant sidewalks and no shoulder or bike facilities. . The existing National Bridge Inventory (NBI) rating is 4 and the Bridge Sufficiency Rating is 47.0. Due to these conditions, the bridge is currently load restricted to 26 tons for single axel vehicles and 40 tons for double axel vehicles and semi-trucks. This load restriction also applies to Metro Transit buses.



Detail of Beam Deterioration

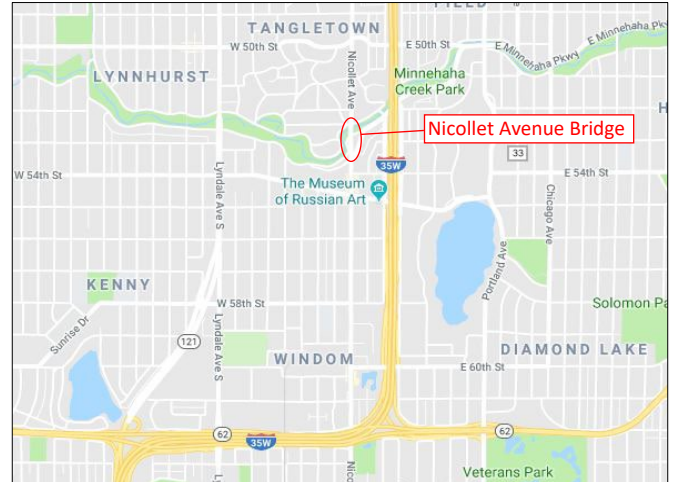


Nicollet Avenue South over Minnehaha Creek - Bridge Rehabilitation

Applicant: City of Minneapolis



Minnehaha Parkway under Nicollet Ave. Bridge



Project Location

Requested Award Amount = \$7,000,000

Project Cost = \$21,500,000

Route: MSAS 430

Location: Minneapolis, MN

Project Description

This project is for the rehabilitation of Bridge No. 90591. The 16-span bridge carries Nicollet Avenue South over Minnehaha Creek and Minnehaha Parkway in the City of Minneapolis. The roadway is classified as an A minor reliever roadway. The bridge was built in 1923, repaired in 1973, has a planning index of 47 and is structurally deficient. It is 63 ft. wide, has a total roadway width of 36 ft., and carries two 11 ft. lanes of traffic, two 7 ft. bike lanes, and two 12 ft. sidewalks.

MnDOT traffic data indicates that the AADT in 2015 was 8,900. This segment of Nicollet Avenue currently includes Metro Transit local bus Route 18 which runs from Downtown Minneapolis to South Bloomington. Metro Transit is in the planning stages of providing a future Bus Rapid Transit (BRT) line along Nicollet Avenue South including the bridge. An on-street bikeway was added to Nicollet Avenue South and Bridge 90591 in 2016.

The bridge was last inspected by the City of Minneapolis on July 7, 2021. Cracks, concrete spalls, deteriorated concrete, and exposed/rusted reinforcement were found on the underside of the deck, spandrel columns, cap beams, and pier walls. The concrete deck is in poor condition which is reflected in its NBI rating of 4. The 2021 report states, "SB lane has a spall that is 2'x5'x2" deep". The deck joint system has failed allowing salt water to penetrate through the joints and into the cap beams and spandrel columns. The 2019 report states, "Most of the underside of the deck has advanced spalls, rebar is exposed and there is section loss through the 2nd reinforcement mat". The funds from the Met Council regional solicitation will go toward repairs and rehabilitation of Bridge 90591. The bridge is eligible for listing on the National Register of Historic Places and rehabilitation is the City's preferred solution. Rehabilitation will allow this bridge to continue as an important transportation artery for over 30 more years. In general, the funds will support deck removal and replacement, spandrel column and beam removal and replacement, concrete surface repairs at the arch ribs and piers, sidewalk replacement, a new concrete railing, protected bike lanes, a new drainage system, and a new lighting system.

Project Benefit

The bridge supports Nicollet Avenue South over Minnehaha Creek and Parkway in a beautiful park setting. This portion of the parkway is heavily used, providing a scenic route for over 1000 cyclists and over 600 pedestrians per day as well as many kayakers, rafters and canoers who utilize the creek. This cost effective rehabilitation will save taxpayers millions of dollars and improve the safety conditions for drivers, bicyclists, pedestrians and kayakers. Repairing the bridge will improve the planning index and functional capacity of the bridge for increased roadway, bicycle, and pedestrian usage. Repairs will maintain the structure as an important historic resource and will improve the aesthetics of the bridge, enhancing the livability and quality of life for Minneapolis residents and all parkway/trail/creek users.

2022 REGIONAL SOLICITATION

Transit Expansion Project Submittals



Transit Expansion Shakopee to Brooklyn Center Minnesota Valley Transit Authority

Submission for Award Consideration in the 2022 Regional Solicitation Program

About MVTA

The **Minnesota Valley Transit Authority** (MVTA) is the public transportation agency for seven suburbs south of Minneapolis and Saint Paul, providing substantial services beyond these borders into adjacent counties. MVTA is the second largest public transit agency in Minnesota based on ridership, operating within the fast-growing communities and employment centers in Dakota and Scott counties. MVTA is the major transit provider for the southern metro area, operating over 170 buses and providing service seven days per week, with approximately 200 operators trained on MVTA routes.

Route Concept: Shakopee to Brooklyn Center

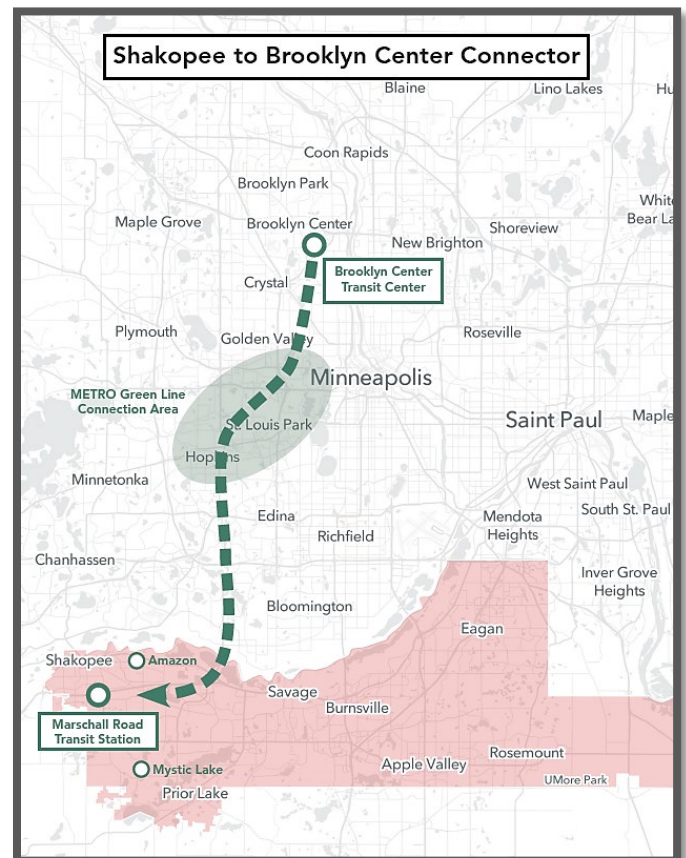
In 2020, the Minnesota Department of Administration State Demographic Center released population estimates¹ showing Scott County as the second fastest growing county by population in the state with an estimated 14.3% growth between 2010 and 2019.

As home to several large employers, including Fortune 500 companies, as highlighted on the Scott County Community Development Agency (CDA) Major Employers page², building reliable public transportation connections to and from this region would prove beneficial for local and neighboring communities alike.

Some of the notable businesses in this county include SMSC Gaming Enterprise, Amazon, Valley Fair Amusement Park, Cyberpower Systems, Inc. Canterbury Park, Mayo Clinic Health System, Shutterfly, and more.

MVTA has developed a concept to implement all-day, suburb to suburb express service between the cities of Shakopee and Brooklyn Center to provide connections to these and other employers in Scott County.

Public transportation fulfills a particular travel need, particularly when tied to employment opportunities and operated with strategic and meaningful connections in mind.



TOTAL PROJECT COST \$5,372,391
Requested Federal Funds **\$4,297,912**
Local Match Funds **\$1,074,478**

¹<https://mn.gov/admin/demography/data-by-topic/population-data/our-estimates/>

²Scott County Major Employers - Scott County CDA (scottcda.org)

Transit Expansion Express to Rice and University

Minnesota Valley Transit Authority

Submission for Award Consideration in the 2022 Regional Solicitation Program

About MVTA

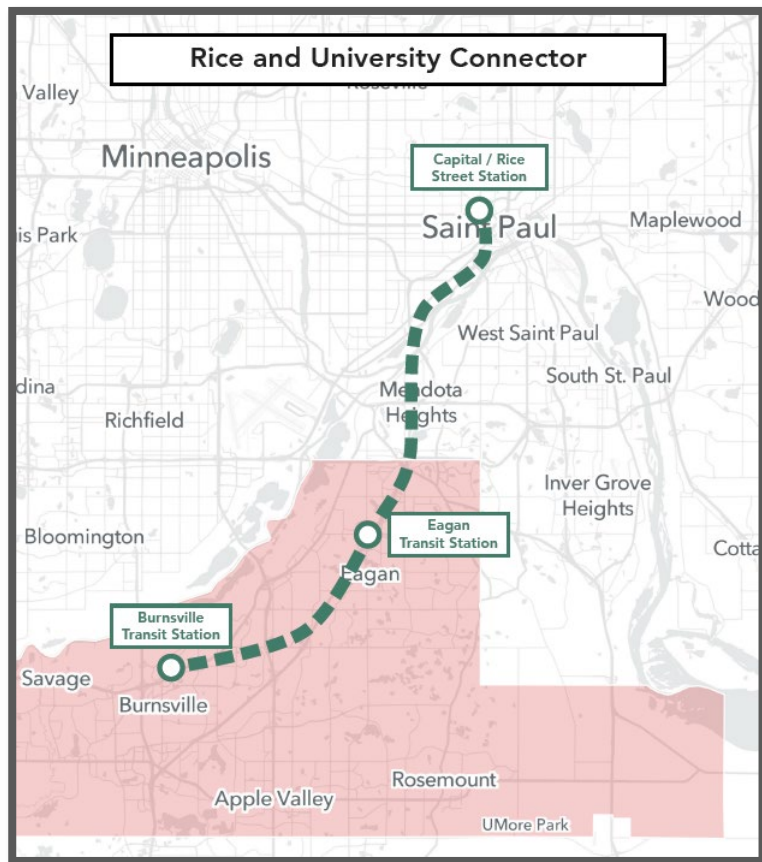
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Route Concept: Express to Rice and University

Public transportation fulfills various travel needs, especially when operated with strategic and meaningful connections in mind. MVTA has found great value in service that reaches beyond the borders of its two counties, the University of Minnesota and service to Mall of America being two prominent examples, and has now developed a concept to launch all day express service to the intersection of Rice Street and University Avenue in Saint Paul.

The proposed route would improve connections to areas surrounding Rice and University, including the Minnesota State Capitol, the Minnesota Historical Society, Bethesda Hospital, and various museums, memorials, and local restaurants. It also provides additional midday connections to downtown Saint Paul, reaching even more universities and small businesses.

MVTA is committed to providing safe, accessible, and reliable service to our communities and beyond. Along with this commitment comes a responsibility to build progressive partnerships and develop initiatives that effectively serve the public through increased accessibility and meaningful connections.



TOTAL PROJECT COST \$3,515,975
Requested Federal Funds **\$2,812,780**
Local Match Funds **\$703,195**

Route 3 Transit Service Expansion Summary

Route 3 is a Core Local route with major trip generators including downtown Minneapolis, the University of Minnesota, Como Park, and downtown Saint Paul. Route 3 operates along Washington Avenue through downtown Minneapolis before traveling through the University of Minnesota. Route 3 then operates along 15th Avenue SE to Como Avenue and through the Como and St. Anthony Park neighborhoods before splitting into two branches at Snelling Avenue. The current Route 3A branch travels to downtown Saint Paul via Como Avenue, Maryland Ave, and Rice Street. The Route 3B branch travels to downtown Saint Paul via Energy Park Drive, Front Avenue, and Rice Street.

The new Route 3A branch will no longer serve downtown Saint Paul along Rice Street. The Route 3A branch will be extended east at Rice Street to operate along Maryland Avenue, White Bear Avenue, 3rd Street and Ruth Street to the new terminus at Sun Ray Transit Center. Transfer connections to six existing bus routes and the future METRO Gold Line can be made at Sun Ray Transit Center. This new alignment will provide direct transit service between the North End and East Side neighborhoods of Saint Paul, Como Park, the University of Minnesota, and downtown Minneapolis. Riders currently traveling on the Route 3A branch to downtown Saint Paul will need to transfer at Rice Street for a timed connection with Route 62. Route 62 frequency will be upgraded along Rice Street to accommodate this new transfer; however, this improvement is separate from the Regional Solicitation grant request and will be funded from our existing budget.

Both Route 3A and 3B branches east of Snelling Avenue provide 30-minute frequency on weekdays and Saturday. These two branches merge west of Snelling Avenue to provide a combined frequency at least every 15 minutes, meeting High Frequency Network standards between Snelling Avenue and downtown Minneapolis. Both branches provide 60-minute frequency on Sunday with a combined frequency every 30 minutes west of Snelling Avenue.

The new extension of Route 3A branch service will provide 30-minute frequency on all days. Additional trips will increase frequency during peak travel demand on weekdays. The Route 3B branch will continue to operate between downtown Minneapolis, along Front Avenue and serve downtown Saint Paul. Frequency along the Route 3B branch will also be improved to every 30 minutes on Sunday; however, this improvement is separate from the Regional Solicitation grant request and will be funded from our existing budget. This extension of the Route 3A branch will increase access from the East Side and North End neighborhoods of Saint Paul to additional employment and educational opportunities. The connection with the future METRO Gold Line at Sun Ray Transit Center will also improve access to the eastern suburbs of Saint Paul.

- Total Project Cost: \$8,400,014
- Federal Amount: \$6,720,011
- Local Match Amount: \$1,680,003
- Local Match Percentage: 20.0%



A service of the Metropolitan Council

METRO Gold Line I-494 Park & Ride



Project Location

The I-494 Park & Ride structure will be located adjacent to I-494 in Woodbury at the intersection of Woodlane Drive and Guider Drive at the I-494 Park & Ride Station of the METRO Gold Line



Funding Request

- ◆ Federal: \$ 7,000,000
- ◆ Local Match: \$ 14,679,457
- ◆ Project Total: \$ 21,679,457



Project Goals

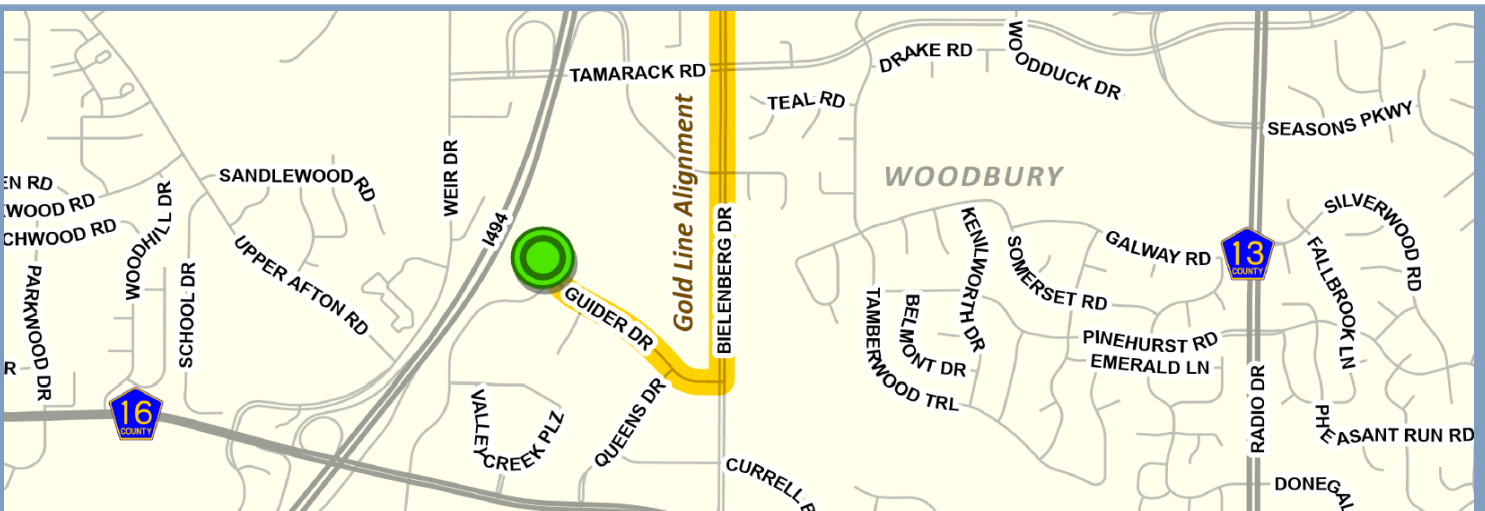
- ◆ Creation of a safe, comfortable, and active station environment
- ◆ Encourage ridership and remove barriers to transit
- ◆ Optimizing adjacent land uses

Project Summary

The METRO Gold Line is expected to begin service in 2025 and serve as a great connector for the East Metro community to the greater metropolitan transit system. I-494 Park & Ride was born out of the station area planning process for METRO Gold Line stations. Structured parking at this location will support local land use goals and transit project needs. The structure will have 3 levels with approximately 512 parking stalls. The structure is designed with a space for drop-off riders. This project includes sidewalk to access the structure which will connect to existing trails and those to be built as part of the METRO Gold Line BRT project. The BRT will operate in mixed traffic on Guider Drive from the Woodbury Theater Station to the I-494 Park & Ride Station.

Summary of Benefits

- ⇒ Leverage the significant federal and local investments in the area
- ⇒ The I-494 Station has direct pedestrian, bicycle, and transit connections to commercial areas, a county service center, and future transit-oriented development
- ⇒ Expanded Park & Ride capabilities to facilitate mode choice changes for single occupancy vehicle commuters
- ⇒ Optimizing adjacent land use development opportunities



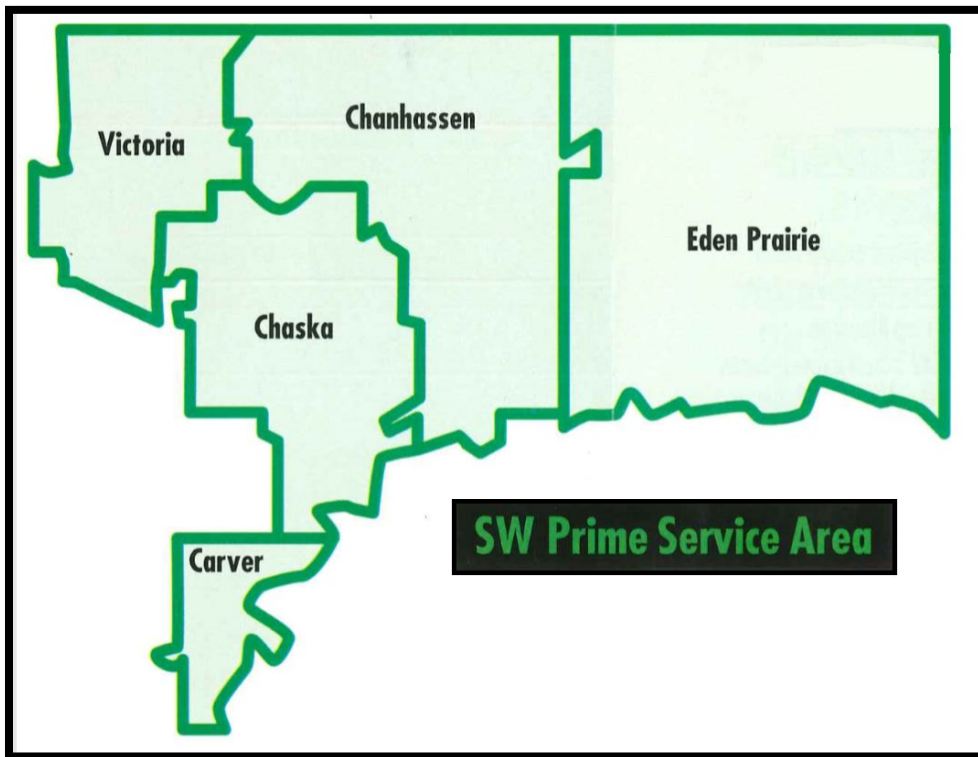
Regional Solicitation – Golden Triangle Mobility Hubs Project Summary

Description

SouthWest Transit's Mobility Hubs will be a multimodal approach to facilitate first and last mile travel within the SouthWest Transit service area with a particular focus on servicing the Golden Triangle, City West, and Town Center LRT stations currently under construction, the programmed SouthWest Transit 494 corridor service, current Minnesota Valley Transit Authority Route 498, and the planned American Boulevard Arterial BRT line. Through the expansions of the on-demand service SouthWest Prime (7 added vehicles) and the bike rental program (15 bikes/scooters), SW Ride, and the construction of a bus transfer station within the Golden Triangle, riders will have many options not only to connect to fixed route service for regional travel, but to travel within SouthWest Transit's service area with sustainable and efficient options.

Through these means, SouthWest Transit can further expand upon its current array of first and last mile options for passengers. This project is timely considering the incoming SWLRT Green Line extension. A main goal of this project is to ensure much needed first mile/last mile mobility options exist within the not so pedestrian-friendly Golden Triangle - providing LRT riders with options to travel to and from their final destinations with ease and comfort. Another goal of this project is to improve mobility options for riders who are traveling mostly within the SWT service area. Through the mentioned expansions and the construction of a bus transfer station to better facilitate regional travel, riders within the service area as well as riders traveling to and from the service via express routes or transitways will be provided numerous options to travel in a modern, efficient, and safe manner.

Service Area



Project Cost

Vehicles	\$1,050,000
Bus Transfer Station	\$2,300,000
Bike/Scooter Expansion	\$150,000
Operations	\$2,500,000
Total Project Costs	\$6,000,000

SW Prime North Expansion Service Project Summary

This SW Prime North service expansion project is requesting funds for an additional 12 SW Prime vehicles and operating dollars to implement a new SW Prime microtransit service between the existing SW Prime Service area and the communities of Minnetonka, Hopkins, Edina, Excelsior, St. Louis Park, and select business/industrial areas of Plymouth. The service that will be similar to the current SW Prime service that will allow riders, both departing or entering SouthWest Transit's service area, to be able to book on demand rides as needed without reservations, as well as, scheduled rides where the rider selects the time frame in advance they want to be picked up for their rides. The scheduled ride portion of the service will offer same-day scheduling only. SouthWest Transit will seek to partner with other transit agencies within the proposed service area (Metro Transit, and Plymouth Metrolink) so that the service may be utilized by as many riders as possible.

Highlights of the proposed service:

- The service is an expansion of the highly successful SW Prime microtransit service which offers on demand rides to and from anywhere within the city limits of Eden Prairie, Chanhassen, Chaska, Carver, and Victoria.
- The service is proposing 12 passenger/lift-equipped transit vehicles, with electric vehicles being the preference. In the event electric vehicles don't meet the needs, the alternative would be gasoline vehicles
- The service plan calls for 10 vehicles to operate the service.
- Service would mirror SW Prime service hours (Monday-Friday, 5:30am – 7:00pm and Saturday 6:00am to 5:30pm).
- The service as proposed will only service rides that originate or terminate within the SW Prime zone, but eventually the service could be opened up to allow interzone rides across all proposed service areas.
- The service will stop anywhere within the proposed service zones.
- The proposed service zones will act as SW Prime operates today, where riders book rides only at the time a ride is needed. Riders can also schedule same-day rides as needed
- Expected average arrival time per ride: 20 minutes; Expected average trip duration: 20 minutes.
- Fares for the service will be similar to SW Prime fares. The intent of the service is to eventually have it integrated with the regional fare system so that all fare media will be accepted on the service.
- Riders will be able to transfer to and from other transit services as part of the service.
- The proposed service areas provide access to over 300,000 jobs.
- Rides will be able to be booked for the service through a smartphone app, web app, over the phone, at SW Prime kiosks (coming soon), and in person at SouthWest Transit Customer Service.
- The service will ensure vehicle availability for persons with mobility needs and for persons looking to transport bikes.

Project Budget

- 12 transit vehicles: \$1,800,000
- Operating Costs: \$4,972,500
- Software and Administrative Costs: \$227,500
- **Project Total: \$7,000,000**

Project Summary

Project Name: METRO Green Line LRT Extension

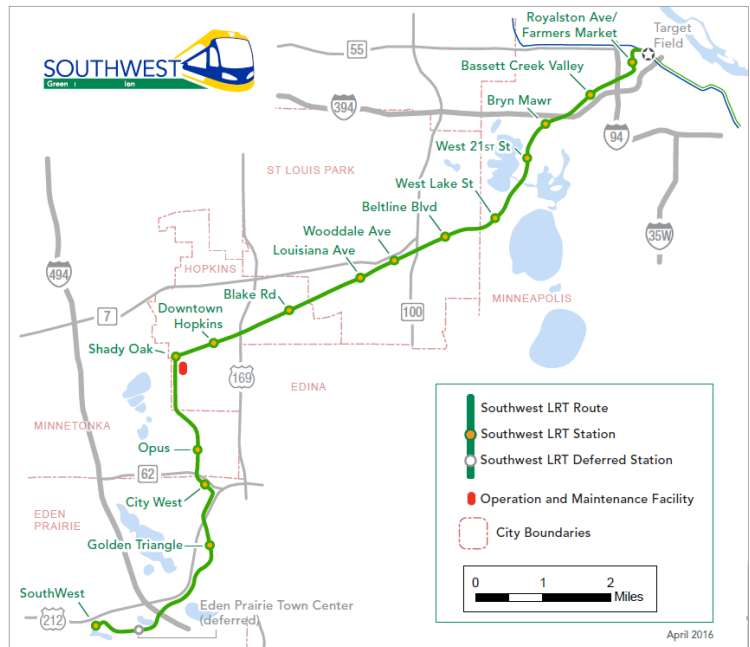
Applicant: Metro Transit

Project Locations: Minneapolis, Eden Prairie, Minnetonka, Hopkins, St. Louis Park

Total Project Cost: \$132,971,399.39

Requested Federal Dollars: \$7,000,000

Project Description: The proposed METRO Green Line Extension (Southwest LRT) project is an approximately 14.5-mile planned extension of the METRO Green Line (Central Corridor LRT) which will operate from downtown Minneapolis through the communities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie, passing in close proximity to Edina. The planned line includes 16 new stations, approximately 2,700 additional park-and-ride spaces, accommodations for passenger drop off, bicycle and pedestrian access, as well as new or reconfigured local bus routes connecting stations to nearby residential, commercial, and educational destinations.



Passengers will be able to connect to the greater METRO system, including the METRO Blue Line (Hiawatha LRT), METRO Orange Line (I-35W BRT), Northstar Commuter Rail, METRO Red Line (Cedar Ave BRT) via Blue Line, and the planned METRO Blue Line Extension (Bottineau LRT) as well as future commuter rail, planned Bus Rapid Transit systems and intercity passenger rail line at one or more of the five downtown Minneapolis stations.

Project Benefits: The expansion of the METRO Green Line LRT presents an opportunity to improve multimodal access to key destinations such as jobs, educational institutions, healthcare, affordable housing, and more. The project traverses the major workplaces of low-wage workers who live along the line and is very close to major residence areas of people who work in low-wage jobs along the line. Nearly 36,000 low-wage jobs exist within one-half mile of the planned Southwest LRT station, and nearly 7,400 low-wage workers live in these areas.

The proposed project will provide the following benefits:

- provide access to multiple modal options and new transportation services
- provide and improve access to key destinations
- improve travel times
- improve gap closures
- provide pedestrian and bicycle connections and safety improvements
- reduce vehicle dependency for daily commutes
- drive up investments and developments that will benefit low-income residents

2022 REGIONAL SOLICITATION

Transit Modernization Project Submittals



Project Name: Blue Line Lake St/Midtown Station Renovation

Applicant: Metro Transit

Requested Award Amount: \$7,000,000

Total Project Cost: \$8,750,000

Located in Minneapolis, Blue Line Lake St/Midtown Station opened in 2004 with the METRO Blue Line and features an elevated platform spanning over Lake Street, parallel to Highway 55/Hiawatha Avenue. The project scope is to renovate the station's two aging vertical circulation towers and the platform shelters to improve accessibility, enhance customer experience, and reduce the maintenance resources require to keep the station in good condition.

Due to the grade separation and high ridership, improvements to the transit buildings are necessary to ensure station accessibility is fully integrated with the changing site context. The station has the most activity along the Blue Line between downtown and the airport, averaging 2,430 daily weekday boardings and nearly 795,000 annual boardings in 2019. With consistent all-day activity, the station is an integral stop in the transit system.

In the station's original layout, the entrance to the LRT platform is set back from the street, counterintuitive, and out of public view.

Customer feedback, police reports, and staff surveys have illuminated that the design challenges at the station contribute to frequent non-transit uses, which includes perceived and real unsafe conditions.

Maintenance of the station includes daily cleaning, but the current design is prohibitive and burdensome to sustaining a state of good condition. The indoor towers provide a temperature-controlled space for the stairs, escalator, and elevator to operate, they also create narrow spaces that are harder to maintain than open-air stations that are more common in the regional system.

Renovation of Blue Line Lake St/Midtown Station is essential to meet the needs and context of the neighborhood and the riders it serves, as well as maintain a state of good repair for this regional asset.



Approach of the South Tower from Lake Street



Technology, ADA Enhancements

Minnesota Valley Transit Authority

Submission for Award Consideration in the 2022 Regional Solicitation Program

About MVTA

The **Minnesota Valley Transit Authority** (MVTA) is the second largest public transit agency in Minnesota based on ridership, providing transportation to the fast-growing communities and employment centers in seven suburbs south of Minneapolis and Saint Paul. MVTA operates within Dakota and Scott counties and extends substantial service beyond these borders into adjacent regions. As the major transit provider for Minnesota's southern metro area, enhancing and maintaining features that keep the public transportation experience safe, accessible, and reliable to all riders within the communities we serve is a top priority.

Technology, ADA Centered Initiatives

Two of the four goals outlined in MVTA's five-year Strategic Plan include 1) Service Excellence, which speaks to the agency's commitment to "improve and maintain safe, courteous, and reliable service to our customers", and 2) Innovative Solutions, declaring a dedication to "developing tailored, industry-leading transportation solutions to meet diverse customer needs".

Funding for the Technology, ADA Enhancements project would directly support these initiatives and allow MVTA to serve all demographics and abilities well by providing an accessible and reliable experience for all.

This project includes innovative elements such as e-paper and real-time signage at 53 stops and shelters, indoor interactive kiosks at four (4) MVTA transit hubs, platform displays at three (3) sites, and the implementation of bus stop beacons, smart lighting, text-to-speech buttons, annunciators, and more. These technologies enhance wayfinding and accessibility across the region. Furthermore, these tools remove barriers for transit riders of all abilities and resource levels, allowing them to access and navigate public transportation effectively and confidently.

The nature of this project is multifaceted, with each measure making significant enhancements toward more accessible public transportation in Minnesota's south metro region and creating a more equitable community overall.



TOTAL PROJECT COST \$625k

Requested Federal Funds \$500k

Local Match Funds \$125k

MODERNIZATION

Apple Valley Transit Station

Submission for Award Consideration in the 2022 Regional Solicitation Program



ABOUT MVTA

The **Minnesota Valley Transit Authority** (MVTA) is the public transportation agency for seven suburbs south of Minneapolis and Saint Paul, providing substantial services beyond these borders into adjacent counties. MVTA is the second largest public transit agency in Minnesota based on ridership, operating within the fast-growing communities and employment centers in Dakota and Scott counties. MVTA is the major transit provider for the southern metro area, operating over 170 buses and providing service seven days per week, with approximately 200 operators trained on MVTA routes.

AVTS MODERNIZATION PROJECT SUMMARY

MVTA is submitting a request for funding to complete the modernization of Apple Valley Transit Station (AVTS). Funding would be used to update safety and security measures at AVTS through enhanced technology and Crime Prevention Through Environmental Design (CPTED) initiatives, improve customer amenities, develop a designated and effective space for operator training, and redesign the Connect areas to create a dedicated zone for MVTA's micro transit service.



Enhanced Safety and Customer Amenities

Safety and security improvements would include replacement of end of life (EOL) and failed CCTV cameras, and expansion of cameras for areas with insufficient coverage. Emergency phones would be installed throughout the facility, and various Crime Prevention Through Environmental Design (CPTED) initiatives carried out. Customer amenities would consist of real-time information signage, updated bike lockers, and electric car chargers for rider vehicles.

Camera replacement will improve safety and security at the Apple Valley Transit Northbound and Southbound Stations (attached by skybridge). Figures 1 and 2 show the intentions for AVTS Camera Deployment.

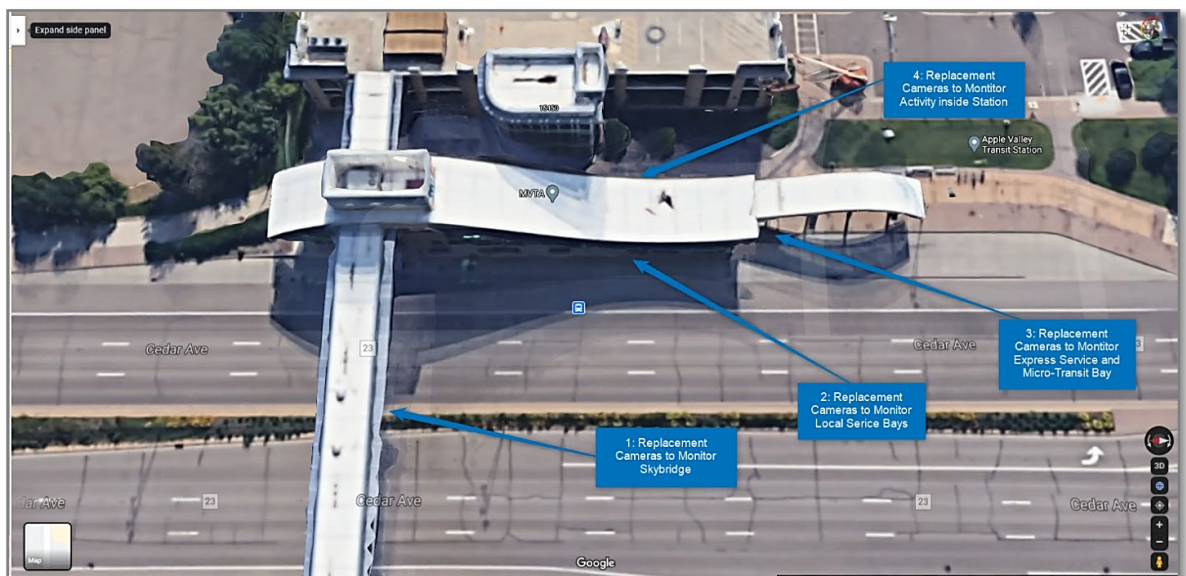


Figure 1 AVTS Camera Deployment Map, Northbound and Skybridge

38th Street Station Modernization

Metro Transit is seeking \$5,136,000 in federal funds through the Regional Solicitation process, matched with \$1,284,000 in local funds for modernization of the 38th Street Station Transit Center. Opened in 2004, the design of the 38th Street Station Transit Center did not incorporate the full breadth of modes now available to transit users – notably, the current design lacks support for micromobility services or the current level of walking or rolling access to the station. In addition, the proximity of the existing bus turnaround to the intersection with Hiawatha Avenue results in backed up traffic and transit delays.

This project will make critical improvements to bus operations, pedestrian access, micromobility facilities and bicycle infrastructure. These improvements will provide faster and more reliable transit service; faster, safer, and more pleasant pedestrian connections and waiting spaces; safer bicycle connections and more plentiful bicycle storage solutions. Providing a safer and more convenient crossing for pedestrians and cyclists is a particularly important equity component of this project.

By making more efficient use of land, a portion of the site will also become available for future transit-oriented development (TOD). This TOD will introduce new transit riders, create a safer and more pleasant transit user experience by adding activity to the site, bring new commercial space to the neighborhood, and introduce new access to both affordable and market rate housing for local communities.

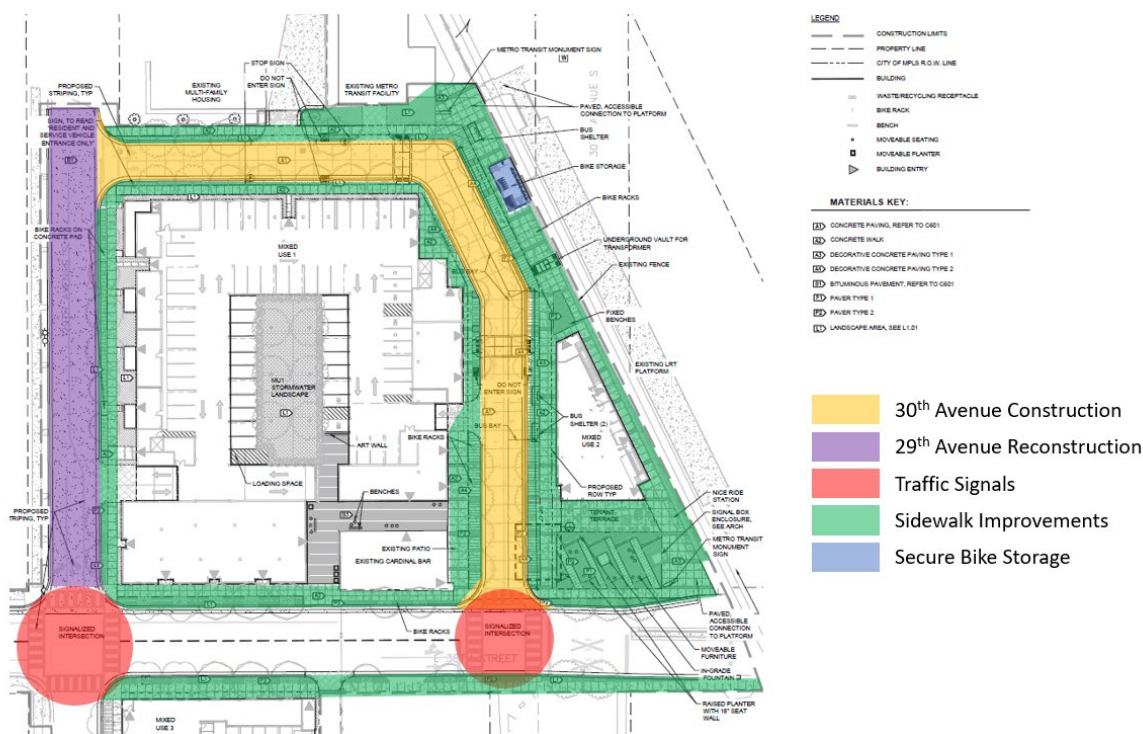


Figure: 38th Street Station Mobility Hub project scope.

Project Summary

Project Name: 5th Street Transit Center

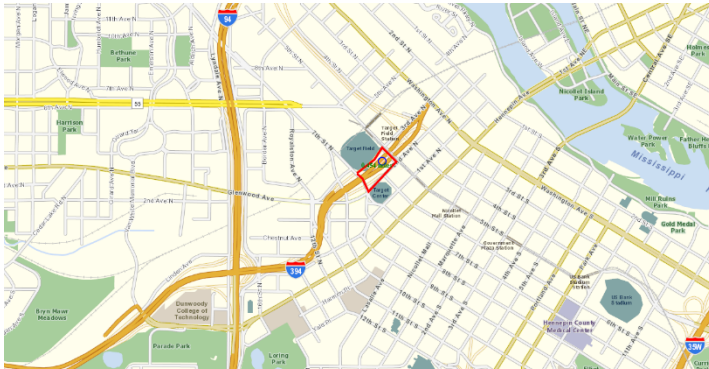
Applicant: City of Minneapolis

Project Location: 516 2nd Ave N, Minneapolis, MN 55403

Total Project Cost: \$1,989,439

Requested Federal Dollars: \$2,486,799

Project Map:



Project Description: The proposed project will modernize Ramp B, transforming it into a regional Mobility Hub thereby improving the ability for customers to access transit via an integrated suite of mobility services provided at defined locations around existing and new transit stations, allowing transit riders to seamlessly access other modes of transportation once they arrive at the transit center. The ramp was first put into service more than 30 years ago and most components have an outdated look, while buildings around the ramps are being updated and renovated. The existing transit area at Ramp B is a critical Metro Transit bus layover area. It is a busy transfer station that conveniently links to the downtown skyway system. Current conditions undermine the safety and convenience for all individuals, particularly for low-income populations, communities of color, children, people with disabilities, and the elderly.

Project Benefits: The enhancement of Ramp B presents an opportunity to modernize a key access point to the Twin Cities regional transit system. The proposed project will provide the following benefits:

Interior

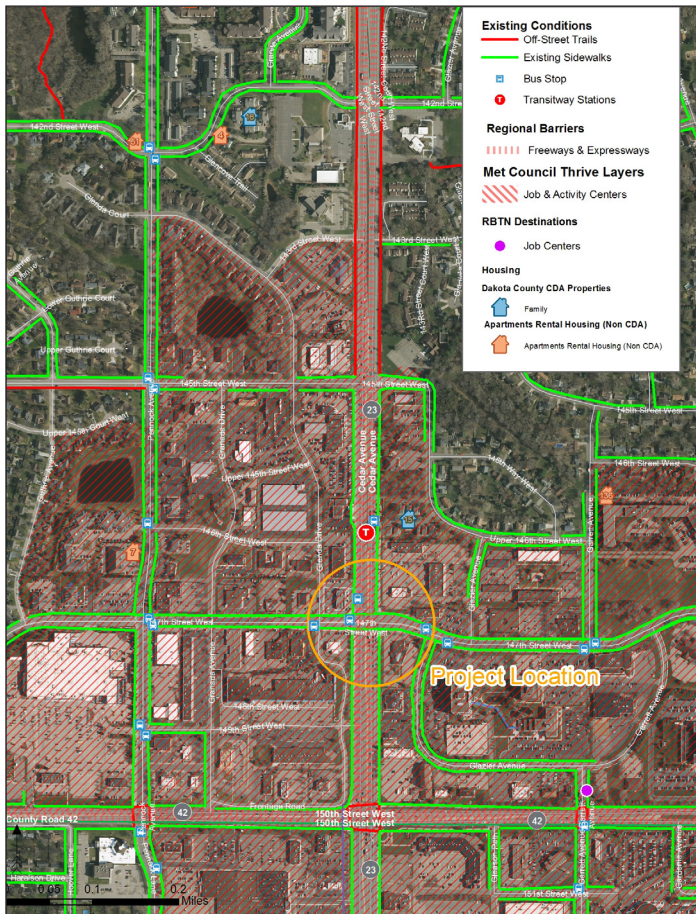
- Create vestibules for rider visibility and safety
- Improve lighting at interior finishes
- Create accessible spaces for art, social programming, etc.
- Consistency: Link palette of skyway improvements to transit area
- Improved bus rider information boards

Exterior

- Improved wayfinding for pedestrians and events
- Allocate spaces for public art
- Create highly visible demarcation landmarks
- Add linear and pedestrian scale lightings
- Ceiling ribbon wayfinding and pavement marking walkways
- Raise pedestrian crossing areas with tabletops at platforms
- Improved bus lanes and loading stations
- Prominent vestibules for rider visibility and safety
- Durable exterior seating

Red Line BRT 147th Street Station - Skyway

APPLE VALLEY



Project Location:	Apple Valley
Requested Award Amount:	\$4,206,400
Total Project Cost:	\$5,258,000

PROJECT DESCRIPTION

The Apple Valley Red Line 147th Street Station Skyway Project is a modernization project of existing transit facilities in Apple Valley at the 147th Street station on Cedar Avenue, serving the METRO Red Line as well as near local bus routes and MVTA routes. At the time of construction, the stations at 147th Street were built to have an indoor waiting area on each side of Cedar Avenue. The stations were designed so that a skyway could be installed to connect the two stations, thus providing transit riders and pedestrians a safe way to cross Cedar Avenue (49,000 – 55,000 ADT) without interacting with traffic.

PROJECT BENEFITS

- » The “shovel ready” 147th Street Station Skyway Project proposes to add not only the skyway, but to upgrade the existing station facilities with larger, indoor waiting areas, staircases, elevators, as well as ambient lighting to enhance the experience for transit users.
- » The skyway will provide a safe, comfortable alternative to crossing the nine-lane Cedar Avenue corridor, which will be especially helpful in inclement weather. This will complete a connection within the existing and future pedestrian network in the area.
- » The skyway will help support the Regional Bicycle Transportation Network being planned near the transit station.
- » The 147th Street Station has direct pedestrian, bicycle, and transit connections to high pedestrian-traffic areas, and areas that are targeted for future transit-oriented development.



Renderings/Concepts

2022 REGIONAL SOLICITATION

Travel Demand Management Project Submittals



Project Name: 15 Minute Cities of Saint Paul
Applicant: Move Minnesota
Project Location: Pedestrian infrastructure within ½ mile of Metro Transit's High Frequency Network (Saint Paul).

Requested Award Amount: \$423,301.00
Total Project Cost with match: \$556,213.87

Project Description & Benefits:



In 2021, 57 pedestrians died in MN. In St Paul 8 people were killed. Our communities' dangerous streets are creating hurdles to increasing walking rates around the state and cities, and also to the use of transportation modes that depend on walkable connections, like transit. Yet in St. Paul, many communities are evolving in ways that can and should increase their walkability: new transit lines are being built and significant and walkable developments are underway. To support communities in fully embracing the potential of this evolution, Move Minnesota will work with four communities to build support and knowledge around turning St. Paul neighborhoods into "15 Minute Cities." These are communities that provide access to living, working, commerce, healthcare, education and entertainment by way of a 15 minute walk or bike ride.

The 15-Minute City concept is born out of necessity: a need for resilience from pandemics, a need to increase health outcomes for residents by way of active transportation, a need to reduce the negative externalities that automobile dependence brings into our society, and a need to reduce the inequities in time that our residents spend on transportation. We will work with these residents and community groups to empower them to better understand what is in their 15 minute city through community conversations and walking audits. Groups and individuals will learn about the 15 minute city concept, map their own 15 minute city, identify barriers to this lifestyle within their own communities and take a pledge to walk to their 15 minute city destinations whenever possible. Move Minnesota will work with communities to develop regional 15 minute city guides as tools to identify what resources and transportation modes are in their area.

For this project, Move Minnesota will work with 4 distinct communities in either transit corridors or in or near major development sites to train and educate residents in better understanding their built environment and the intersection that the built environment has with their transportation choices. The goal of this project is to increase walking rates—and enhance awareness and education to ensure walkers feel and are safe. Move Minnesota will focus on places where there are many places to walk, but full walking potential is yet to be realized. This means people are not walking to transit or in the new developments, but it also means that people are not walking to the grocery store, not walking to school, etc. Move Minnesota will leverage its relationships and experience working with community, schools, rental properties and High Frequency Transit (HFT) corridors to increase walking rates in these communities, decrease car trips, and increase health outcomes for residents.

Project Name: Metro Transit Wayfinding Project
Applicant: Metro Transit
Project Location: Bloomington, Maplewood, Minneapolis, Richfield, and Saint Paul
Requested Amount: \$400,000
Total Project Cost: \$500,000

Project Description and Benefits

Wayfinding is an important traveler information service that makes transit more user friendly, especially for new and infrequent riders, those with disabilities, and those with limited English proficiency (LEP). Metro Transit is developing a comprehensive, modern, and consistent wayfinding program that will improve the rider experience and make transit a more convenient, attractive transportation option in its service area.



This project will build on previous engagement work and accessibility research to implement innovative approaches to static signage, tactile communication, new technologies, and wayfinding data around popular destinations and high-traffic transfer points. Implemented elements will direct customers to safe pedestrian crossings and active transportation options.

The specific locations included in this project are:

- Downtown Minneapolis and Saint Paul
- Minneapolis East Hennepin and Central Ave area
- METRO Green Line Stadium Village, Westgate, Raymond Ave, Snelling Ave S, Capitol/Rice Street, and Robert Street Stations; METRO Blue Line 46th Street Station
- METRO Orange Line I-35W & 98th Street and Knox & 76th Street Stations
- METRO C Line Penn & Golden Valley, Penn & Plymouth, and Olson & 7th Street Stations
- Maplewood Mall and Uptown Transit Centers

Based on requests the agency has received over the years, there are jurisdictions and organizations that also want to make transit an easier and more attractive option through effective wayfinding. The testing, iteration, and evaluation work accomplished by this project will allow Metro Transit to develop a set of transit wayfinding guidelines that can be used by any public or private partner in the region. The improvements implemented during the project and best practices derived from it will be integrated with future transit expansion, reducing the navigational barriers to using transit. Through consistent wayfinding, potential new riders are more likely experience transit as a network, rather than a single route, that can serve their travel needs.



Transit Connection Specialist

Minnesota Valley Transit Authority

Submission for Award Consideration in the 2022 Regional Solicitation Program

About MVTA

The **Minnesota Valley Transit Authority** (MVTA) is the major public transit provider in the state's southern metro area, serving seven suburbs south of Minneapolis and Saint Paul and providing substantial services beyond these borders into adjacent counties. MVTA operates within Dakota and Scott Counties and provides transportation to some of the fastest growing populations in Minnesota. Our agency is committed to providing safe, accessible, and reliable service to our communities. Along with this commitment comes a responsibility to effectively educate and inform the public about the accessibility and benefit of public transportation.

Incentive for the Transit Connection Specialist

In 2020, the Minnesota Department of Administration State Demographic Center released population estimates¹ showing Scott County as the second fastest growing county by population in the state with an estimated 14.3% growth between 2010 and 2019. Additionally, the findings ranked Dakota County as the third largest county by population in Minnesota at an estimated 433,302 residents. Introducing the expertise of a designated Connection Specialist to this region would prove as an invaluable resource to help the communities effectively navigate public transit for their daily needs.

The Covid-19 pandemic impacted public transit not only in terms of ridership, but also in the ability for providers to meet with the public in person to teach about the availability of public transportation, its many advantages, and how to confidently navigate it. Face-to-face instruction has historically allowed trainers to transfer knowledge through a variety of different approaches, including presentations, open discussion, and even demonstration. Instructors are shifting their approach, now finding methods of effectively reaching audiences of all ages and abilities through different means. With the expertise of a Transit Connection Specialist to help identify the unique needs for community outreach, we can execute the appropriate training to provide the most benefit to the intended demographics for each session.

This Specialist would use their exclusive expertise—working closely with the MVTA Transit Planners as well as local cities, counties, chambers of commerce, and other community groups—to gather data about our regions and identify training opportunities and gaps in current outreach and available resources. Unparalleled times such as these require a deeper dive into the analysis of our demographics and the potential opportunities we may be missing to help serve our communities better. The Transit Connection Specialist will ultimately translate data to reinforce the bridge to the Public Information department and assist with building the appropriate training material to help influence future trends in ridership and overall community connectivity. We will gain a better understanding on who we need to equip with additional knowledge about the public transportation system, what medium(s) should be used to do it, and what factors may influence their decision to ride.

Public transportation fulfills a particular travel need to obtain essential medical care, open job opportunities, and perform everyday errands. Funding to support this role would mean an impact that reaches well beyond the MVTA service area, helping riders make valuable connections into greater Minnesota and to alternative modes of transportation. Creating confidence in their ability to successfully navigate public transportation and in building trust in the services our providers offer.



TOTAL PROJECT COST \$285k
Annual salary, benefits (3 years) **\$95k**

¹<https://mn.gov/admin/demography/data-by-topic/population-data/our-estimates/>

Residential Pass Implementation Project

Metro Transit is requesting \$500,000, which will be matched with \$125,000 local funds, to support implementation and expansion of a new Residential Pass Program. Based on the results of a pilot project, this program has the potential to significantly increase transit ridership and reduce single-occupant vehicle use. However, there are challenges to scaling and implementing the program, which this project is intended to address.

Metro Transit has developed a new bulk pass program for multifamily housing. This program was developed in recognition of the fact that there has been a significant increase in multifamily development in the region and multifamily housing is naturally compatible with transit service. The goals of the program are to increase transit ridership, reduce single-occupant vehicle trips, reduce emissions, reduce parking demand, and improve housing and transportation affordability, among other goals.

The structure of the program is based on similar programs that have been implemented in other regions by peer agencies. To participate in the program, apartment operators or owners must purchase 1 transit pass per unit in a building. In exchange for purchasing passes in bulk, apartment operators may purchase each transit pass for \$14 per month, which is an 88% discount from the full price of \$120 per month for each pass. The bulk requirement was established for two reasons. First, we have evidence that transit customers take transit more often and drive less often when they have a monthly transit pass instead of paying for transit per trip. Knowing that, a goal of this program is to expand access to monthly passes to transit customers that would not otherwise purchase a monthly pass. Second, by expanding monthly pass sales to customers that do not take transit frequently, we may lower the monthly pass price while maintaining compliance with Metro Transit's existing Fare Policy.

To test the effectiveness of the program, Metro Transit implemented a pilot in 2019. Four multifamily properties with nearly 700 apartment units were included in the pilot program. To evaluate the effectiveness of the program, staff conducted multiple surveys of participants to determine the impact to ridership. Transit trips by customers that paid for transit per trip prior to the pilot increased by 78%. We also observed that many participants that had not taken transit prior to the pilot, began taking transit on a regular basis during the pilot. Finally, over 50% of survey respondents said they drove less during the pilot program. The significant increase in ridership and the decrease in driving confirms the travel demand benefit of this program.

Based on the results of the pilot, Metro Transit decided to move forward with a permanent program. However, there are three challenges to implementing a permanent program that this application is intended to address.

The first challenge is that affordable housing developers and operators are constrained by existing funding and financing sources that may not be used to pay for transit passes. With the funds provided by this grant, Metro Transit will provide free transit passes to affordable housing operators to 1) measure the benefits to residents of affordable housing and 2) identify key barriers to long-term participation in the Residential Pass Program. Outcomes of this effort may include developing an affordable housing-specific version of the Residential Pass Program and/or working with affordable housing funders to include the Residential Pass as an eligible expense for reimbursement.

The second challenge is that many developers continue to include significant volumes of parking in their developments. Once this parking is built, building owners have an incentive to encourage their tenants to pay for and use that parking, which increases single-occupant vehicle trips and reduces transit use. To encourage the construction of fewer parking spaces, Metro Transit would use the funds provided by the grant to provide free transit passes for a limited time in exchange for building few or no parking spaces.

The final challenge is that apartment vacancies in the region are very low and existing apartment operators and owners have little incentive to pay for and provide additional amenities for their residents. However, during the pilot program we observed that demand for the program increased if nearby properties participated. Using the funds provided by this grant, Metro Transit would provide an incentive for participating in the program. Apartment owners and operators that execute a multi-year contract would receive transit passes at a reduced price for the first year. The intent of this incentive is to help apartment owners recognize the benefit of the program to residents, allow apartment owners and operators to gradually adjust their budgets to accommodate the pass price and increase awareness of the program across the region among transit customers, apartment owners, and apartment operators.



DAKOTA COUNTY TRANSPORTATION MANAGEMENT ORGANIZATION

The Dakota County Regional Chamber of Commerce (DCRC) surveys its more than 600 members annually on their policy concerns. In 2019 & 2020 DCRC members identified more and better public transit as their top policy priority. Close behind as priorities were accessibility to housing and to workforce, both of which would be improved with better transit.

The Dakota County Regional Chamber of Commerce proposes to develop and oversee a Transportation Management Organization (TMO) for Dakota County. The TMO would provide a GIS-based software application which Dakota County employers and job seekers could use to a) identify potential job openings by type and employer: b) provide transportation options for job seekers to get to and from work via public transit, shared mobility options, telecommute considerations, vanpool and/or matching and micro-mobility options: C) Solicit employers and other institutions (i.e.- high education) to offer incentives to jobseekers and other employees participating in employer-specific mobility programs to reduce carbon emissions throughout Dakota County, make critical transportation linkages that do not exist presently for job seekers thus removing barriers for employment, and operate as a transportation mobility manager for the development of personalized transit/shared mobility/micro-transit options focused on linking potential employees to Dakota County employers and institutions. In Dakota County there is not a formal TMO organization. Cities such as Minneapolis, St. Paul, 494 Corridor Commission and Anoka County have a TMO.

The focus location of this project falls within the boundaries of Dakota County, from MN State Highway 13 west and north of the County boundary to Dakota County 66 on the east, to Dakota County CSAH 50 on the south.

With the labor market and low employment, it is critical to have a TMO to assist job seekers and Employers to achieve common goals.



Affordable
Accessible
Sustainable

PROJECT SUMMARY

Project Name: Multifamily EV Carshare Pilot Project

Applicant: HOURCAR

Project Location: 25 Multifamily sites (first five as seen on map below)

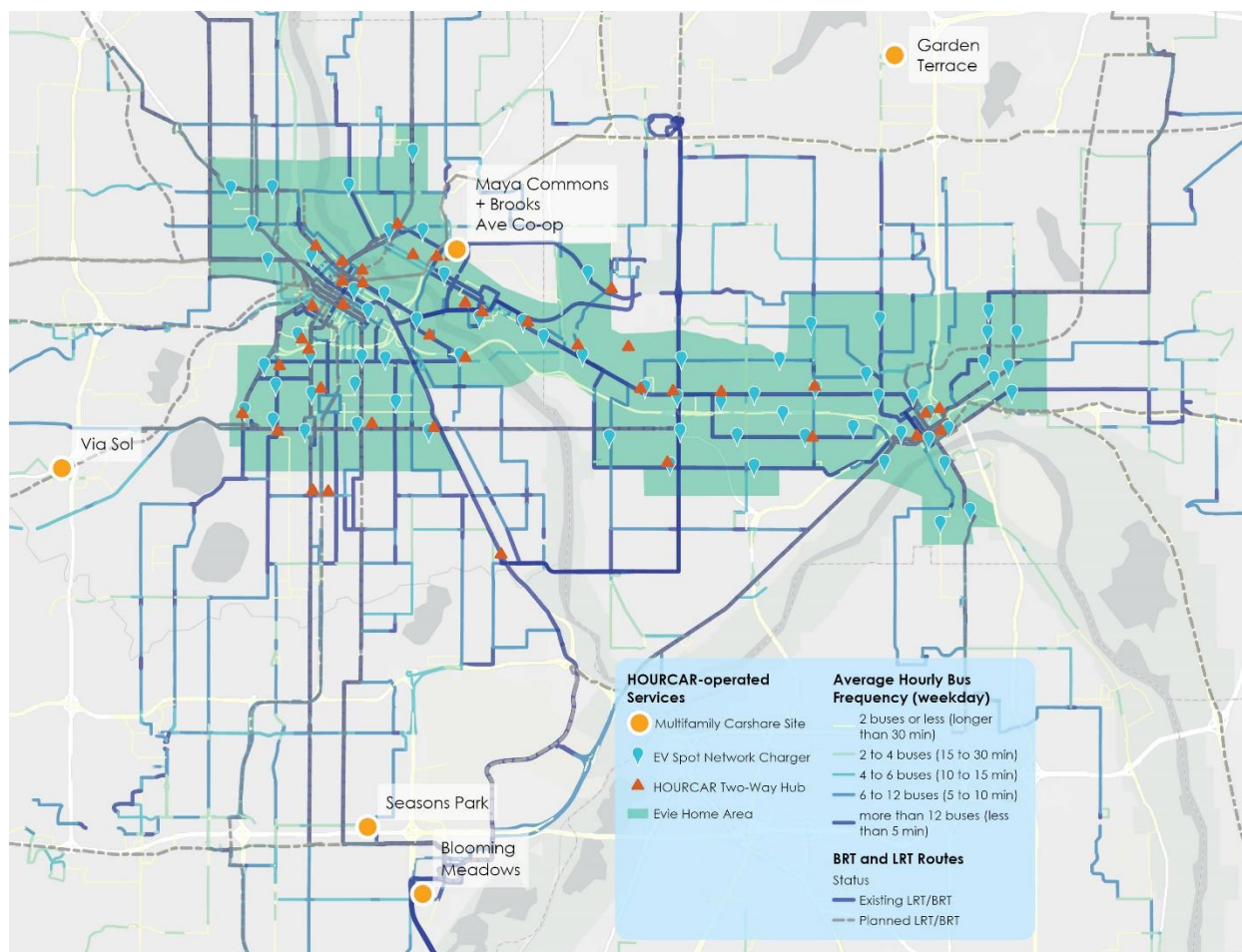
Requested Amount: \$499,244.00

Total Project Cost: \$624,055.00

Project Description

The Multifamily EV Carshare Pilot Project will place EV chargers and shared electric vehicles at 25 multifamily sites in the Greater Twin Cities area, with a focus on service to qualified low-income sites. The goal of the project is to provide a new clean transportation mode that complements transit and facilitates mode shift to transit and non-motorized modes.

Five sites have already been selected, as seen in the map below. All five initial sites meet low-income qualifying criteria. We plan to select 20 additional sites by the end of 2022.



The US Department of Energy is providing startup funding for the project. This funding is set to expire at the end of 2023. We are seeking funding from the Regional Solicitation to extend the project and provide enhanced community outreach and engagement. This will help ensure the project reaches its full potential and becomes self-sustaining in the long term.

Project Title: Campaign to Increase Bicycle Mode Share by Expanding Access to Electric Bicycles, Bicycle Education and Support to Businesses Within Communities Experiencing Inequity within the Urban Core and Inner-Ring Suburbs and the Entire Metro Area

Organization: Bicycle Alliance of Minnesota (BikeMN)

Primary Contact: angela olson, Education Director at BikeMN, angela@bikemn.org, 651.428.2492

BikeMN is proposing to increase bicycle ridership and utilization with the goal of reducing congestion and improving air quality as a result of reducing vehicle miles traveled (VMT). There are key barriers community members experience when seeking to incorporate bicycle use into their lives. Among those are lack of access to bicycle education and knowledge, cost barriers involved in owning and maintaining a bicycle and accessories (such as helmets and reliable locks), and lack of incentives from employers for replacing vehicle commutes with cycling. BikeMN has proven success with bike education by teaching participants how to ride safely and confidently, enabling them to replace vehicle miles with bicycle commuting and other short trips. We aim to use a combination of strategies to promote and encourage bicycling as a sustainable transportation and commuting option that will include:

(a) Education: Utilize our existing adult curriculum (Learn to Ride and Bike Basics) for new riders

(a1): Bike MN will add additional curriculum specific to riding electric bikes

(b) Ebike Fleets: Distribution and support of four electric bike fleets to four Twin City businesses located in high pollution/congestion and low wage earning areas, including helmets, lights, and locks

(c) Maintenance: Leading open shop opportunities and basic e-bike maintenance classes for all participants in collaboration with area bike shops

(d) Group Rides: Organize and lead group ride opportunities within the community that will strengthen cycling skills and confidence

(e) Campaign: Engage with at least 20 additional businesses by creating videos, print materials, and social media content to promote cycling to and from work at least once per week

(f) Incentives: Provide incentives for all riders who commit to commuting to/from work at least one day per week

BikeMN also has established relationships with dozens of businesses and community organizations and will prioritize outreach with partners located in high pollution, congested, and low wage earning areas to collaborate on, promote, and participate in this program. We will recruit, hire, and train trainers and assistants from selected businesses and partners to provide some of the instruction and support to participants.

We intend to focus on the ACP50 neighborhoods in St. Paul and Minneapolis, working with city staff and leaders and local businesses. We plan to coordinate 4 fleets of 10 electric bicycles at a variety of businesses, facilitating at least 4 Bike Basic or Learn to Ride classes and 2 opportunities for bike maintenance classes at each location throughout the two year period with a total estimated reach of at least 1,040 participants. Participants who commit to replacing one vehicle commute per week with a cycling trip will receive incentives in the form of gift cards at local area bike shops and or other businesses with residents and bicyclists in an effort to facilitate relationship building and reduce barriers to bike culture and mechanics.

2022 REGIONAL SOLICITATION

Multiuse Trails and Bicycle Facilities



CSAH 23 (Marshall St NE) Bikeway Project

Attachment 01| Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name

CSAH 23 (Marshall St NE) Bikeway Project

City(ies)

Minneapolis

Commissioner District(s)

2

Capital Project Number

CP 2984500

Project Category

Bikeway

Scoping Manager

Emily Buell

Scoping Form Revision Dates

4/7/2022

Project Summary

Construct an off-street bi-directional protected bikeway and replace sidewalk facilities along the west side of Marshall Street NE (CSAH 23) from 3rd Avenue NE to Lowry Avenue NE (CSAH 153) in the City of Minneapolis.

Roadway History

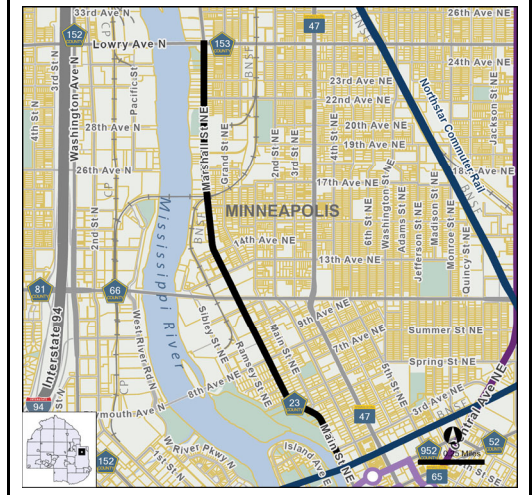
The existing roadway (last reconstructed in 1959) lacks dedicated facilities for people biking along this key north/south corridor that parallels the Mississippi River throughout Northeast Minneapolis. In addition, the existing accommodations for people walking are relatively uncomfortable as the sidewalk facilities are in poor condition, no consistent boulevard space exists, and walking paths are often obstructed by utility poles and fire hydrants.

Project Description and Benefits

The proposed project will improve accessibility, mobility, and safety for people walking and biking through the construction of a protected bikeway and corresponding boulevard and sidewalk improvements along the west side of Marshall Street NE (CSAH 23). Northeast Minneapolis currently lacks a comfortable north/south connection for people biking, and the proposed project will provide an All Ages and Abilities facility that connects to the surrounding bikeway transportation network.

Project Risks & Uncertainties

Project Map



Project Timeline

Scoping: Q1 2022 - Q4 2023

Design: Q1 2024 - Q4 2026

R/W Acquisition: Q1 2025 - Q4 2026

Bid Advertisement: Q1 2027

Construction: Q2 2027 - Q4 2028

Project Delivery Responsibilities

Preliminary Design: Consultant

Final Design: Consultant

Construction Services: Consultant

Project Budget -	Project Level
Construction: \$	4,720,000
Cost Estimate Year:	2022
Construction Year:	2027
Annual Inflation Rate:	2.0%
Inflated Construction: \$	5,210,000
Design Services: \$	780,000
R/W Acquisition: \$	-
Other (Utility Burial): \$	-
Construction Services: \$	520,000
Contingency: \$	1,420,000
Total Project Budget: \$	7,930,000

Funding Notes

CSAHs 33 and 35 (Park Ave and Portland Ave) Bikeway Project

Attachment 01 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name

CSAHs 33 and 35 (Park Ave and Portland Ave) Bikeway Project

City(ies)

Minneapolis

Commissioner District(s)

4

Capital Project Number

CP 2220300

Project Category

Bikeway

Scoping Manager

Emily Buell

Scoping Form Revision Dates

4/8/2022

Project Summary

Construct enhanced bikeway along Park Avenue (CSAH 33) and Portland Avenue (CSAH 35) from the Midtown Greenway to the I-94/I-35W Bridge in the City of Minneapolis.

Roadway History

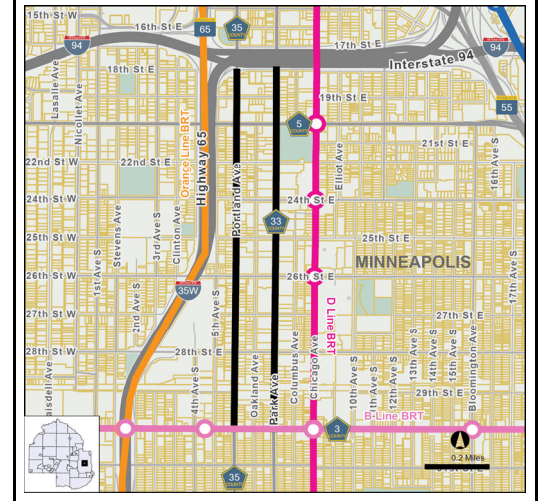
The one-way current configurations of Park Avenue (CSAH 33) and Portland Avenue (CSAH 35) generally include two travel lanes, a buffered bike lane, parking lanes on both sides, and sidewalk facilities on both sides. These A-minor relievers are heavily used by both bicycle and motor vehicle commuter traffic. As a result, a relatively high percentage of vehicles have been observed travelling above the posted 30 mph speed limit. The existing conditions at intersections are uncomfortable for people walking, as the crossing distances are relatively long due to the absence of complete streets design elements. In addition, the bicycling experience along Park Avenue (CSAH 33) and Portland Avenue (CSAH 35) is also uncomfortable as there is no vertical separation between people driving and parked vehicles.

Project Description and Benefits

The project objectives include improving safety, comfort, and accessibility along Park Avenue (CSAH 33) and Portland Avenue (CSAH 35); with a focus on introducing complete streets design strategies to promote traffic calming. Intersections are anticipated to be redesigned to incorporate curb extensions to slow turning vehicles. Also, the project will introduce a protected bikeway design to provide better separation from people driving and parked vehicles. Protected intersection designs will be evaluated at the 28th Street, 26th Street, and 24th Street intersections to provide safe crossings for east/west bicycling operations. Lastly, ADA accommodations will be upgraded, including APS, to promote accessibility.

Project Risks & Uncertainties

Project Map



Project Timeline

Scoping: Q1 2022 - Q4 2023

Design: Q1 2024 - Q4 2026

R/W Acquisition: Q1 2026 - Q4 2026

Bid Advertisement: Q1 2027

Construction: Q2 2027 - Q4 2027

Project Delivery Responsibilities

Preliminary Design: Consultant

Final Design: Consultant

Construction Services: Consultant

Project Budget -	Project Level
Construction: \$	6,280,000
Cost Estimate Year:	2022
Construction Year:	2027
Annual Inflation Rate:	2.0%
Inflated Construction: \$	6,930,000
Design Services: \$	1,040,000
R/W Acquisition: \$	200,000
Other (Utility Burial): \$	-
Construction Services: \$	690,000
Contingency: \$	1,880,000
Total Project Budget: \$	10,740,000

Funding Notes

This project is eligible for federal funding through the Metropolitan Council's Regional Solicitation based on the corridors' designation on the RBTN.

Nine Mile Creek Regional Trail: 11th Avenue Reconstruction (Multi-Use Regional Trail)

Project Summary



Applicant – Three Rivers Park District

Project Location – Between the Minnesota River Bluffs Regional Trail and 7th Street along 11th Avenue in Hopkins, Hennepin County

Total Project Cost – \$950,000

Requested Federal Amount - \$760,000

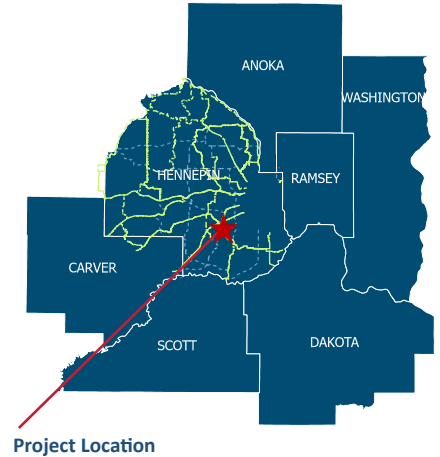
Local, Secured Match Amount - \$190,000

Project Description:

This project includes removal of 2,200 feet (~0.4 miles) of end-of-useful life concrete sidewalk/bituminous trail and replacement with a 10 foot wide, multi-use bituminous trail. The project increases connectivity by removing the final gap in the entire 12 mile regional trail corridor and seamlessly connecting the Nine Mile Creek Regional Trail with the MN River Bluffs, Lake Minnetonka, Cedar Lake and North Cedar Regional Trails which all converge in Hopkins. Additionally, the project is part of the broader Hopkins pedestrian and biking network designed to connect people walking and biking to the SWLRT corridor and its stations.

Proposed Project Elements:

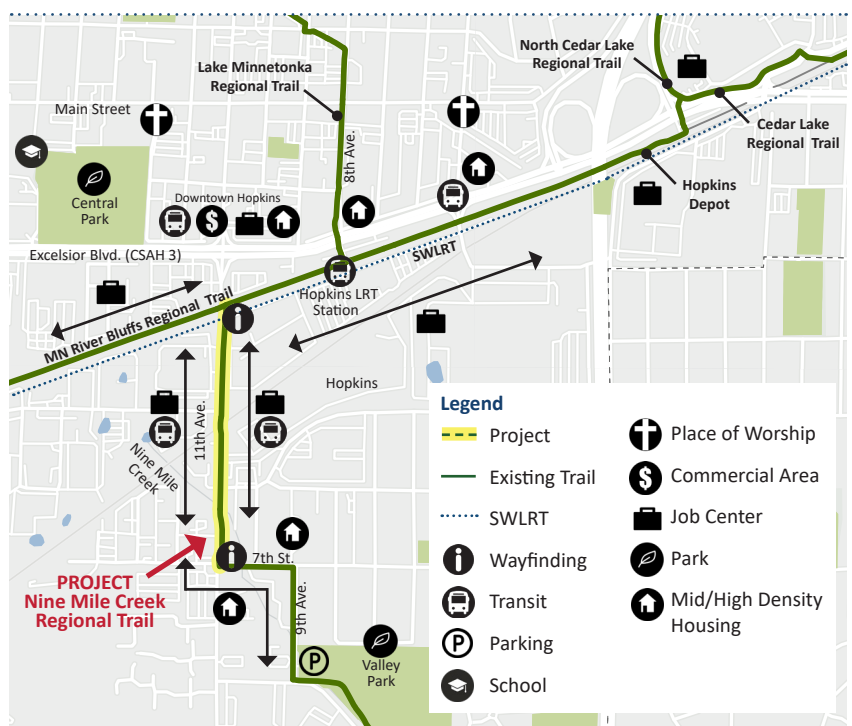
- Remove end-of-useful life sidewalk/trail and replace it with a 10-foot-wide paved, multi-use and two-directional trail that meets regional trail standards and is physically separated from vehicles
- Installation of ADA compliant curb ramps and truncated domes at all road crossings
- Replace 210 feet of failing retaining wall directly adjacent to the trail
- Enhance wayfinding and associated connectivity of the existing Nine Mile Creek Regional Trail through consistent design and distinguishable differences from the local sidewalk network
- Creative design to address pinch points at an existing railroad bridge, bus stop and creek crossing.



Proposed Benefits Include:

- Direct and purposeful access to downtown Hopkins' retail and commercial district, light rail transit, Hopkins Artery, and Valley Park via this project and associated regional trails.
- Consistent, level, and stable trail surface across the entire 12 mile Nine Mile Creek Regional Trail serving users of all abilities and ages.
- Improved safety of all trail users by physically separating them from vehicles and providing an appropriately designed facility to meet multiple user types needs.
- ADA accessible route and road crossings.

Project Map



Desirable After Condition:



Urban Trail Examples: These photos show the desired after conditions of the 11th Avenue corridor including how the trail could go under the existing railroad bridge.

Transportation Facts: A 2015 bicycle parking study completed by the SWLRT project concluded that the Hopkins LRT station would see an average daily bicycle parking demand for 77 bicycles. The Shady Oak station demand is anticipated at 46 bicycles. Both stations are less than ½ mile via trail from this project location.

Demand for safe places to bike, walk and run is evident by regional trail visitation. Nine Mile Creek Regional Trail receives 435,000 annual visits with 17% of visits serving a transportation function. This will continue to grow with the completion of this project and direct connection to the SWLRT and the four other regional trails in Hopkins - of which three receive over 500,000 annual visits and have over 30% of visits attributed to transportation purposes.

Rush Creek Regional Trail Grade Separation at Hennepin CSAH 103

Project Summary



Applicant:	City of Brooklyn Park
Project Location:	Rush Creek Regional Trail at Winnetka Avenue (CSAH 103) in the City of Brooklyn Park, Hennepin County
Total Project Cost:	\$1,322,000
Requested Federal Dollars:	\$1,057,600

Project Description:

The proposed project provides a safer trail experience with the construction of an underpass along Three Rivers Park District's Rush Creek Regional Trail at Winnetka Avenue (CSAH 103). Currently, the Rush Creek Regional Trail requires trail users to cross Winnetka Avenue at-grade, a two-lane undivided roadway with a posted speed limit of 50 mph, currently carrying 6,600 vehicles per day. An additional challenge at this crossing is the trail's dense foliage that limits the visibility for motorists traveling at 50 mph to view oncoming trail users, making it difficult to safely navigate the crossing.

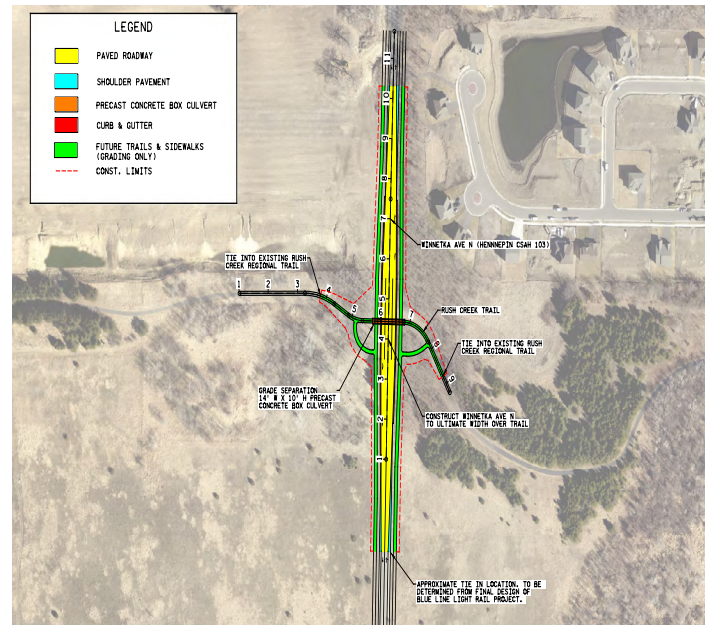
Proposed project elements include:

- A grade-separated underpass at Winnetka Avenue (CSAH 103).
- A new north-south concrete sidewalk with ADA compliant curb ramps along the western side of Winnetka Avenue (CSAH 103) that connects to the Rush Creek Regional Trail.

Project benefits include:

- Strengthen the Brooklyn Park's alternative transportation network, support active living, and expand transportation options.
- Eliminates the pedestrian/bicyclist/in-line skater conflict with vehicular traffic and ensures that 3.7 continuous miles out of the 9.65-mile regional trail will be completely separated from vehicular traffic.
- Supports recent and anticipated investment within and adjacent to the project corridor including the Blue Line LRT Oak Grove Transit Station and park-and-ride facility, Target Northern Campus Expansion, Gateway Business Park, and NorthPark Business Park.
- Under-served residents will benefit from better access to the area's jobs and improved transit facilities/routes.
- Improve conditions for users with limited mobility, impaired vision, and other disabilities, families with strollers, and less experienced cyclists.

Project location:



Existing conditions:



TH 252/Humboldt-81st Avenues Pedestrian Bridge Project Summary



Applicant:	City of Brooklyn Park
Project Location:	TH 252 at Humboldt-81st Avenues
Total Project Cost:	\$3,930,000
Requested Federal Dollars:	\$3,144,000

Project Description:

New bicycle and pedestrian bridge across TH 252 at Humboldt Avenue/81st Avenue in Brooklyn Park. TH 252 is a Principal Arterial highway carrying between 57,000 and 66,000 vehicles per day. At this intersection, TH 252 is configured as a four-lane expressway with a speed limit of 55 miles per hour, with crossing distances of up to 200 feet (the longest in the corridor). TH 252 is currently operating over its design capacity, with significant congestion at peak hours and crash rates among the worst in Minnesota; it has been identified as a significant pedestrian and bicycle barrier in the Regional Bicycle Transportation Network.

For these reasons, TH 252 has been identified in multiple studies as a candidate for grade separation and/or freeway conversion. It is currently the subject of MnDOT's Hwy 252/I-94 Environmental Review, which is expected to select a preferred highway design alternative through a Draft Environmental Impact Statement (DEIS) process by 2023, with construction to begin in 2026. MnDOT's Draft Purpose and Need Statement has identified walkability and bikeability along TH 252 as primary needs of the project, which will be addressed in the design of all highway alternatives advanced through the DEIS process. The City of Brooklyn Park expects upgraded pedestrian and bicycle crossings to be included in the reconstruction of TH 252 and aims to implement the TH 252 and 81st Avenue/Humboldt Avenue Pedestrian Bridge along with MnDOT's construction project (likely through a joint procurement).

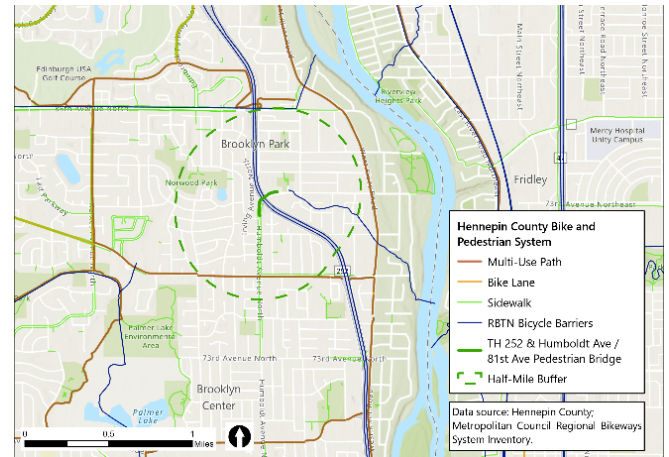
The City of Brooklyn Park would agree to operate and maintain the pedestrian bridge for the life of the project. Conceptual design drawings shown in this grant application are from the 2019 Hennepin County-led Environmental Assessment phase; final design would be incorporated in the MnDOT-led DEIS process.

When complete, the TH 252 and Humboldt Avenue/81st Avenue Pedestrian Bridge will bring safe, multimodal transportation access to residents and visitors, enhancing livability and sustainability of Brooklyn Park and surrounding communities.

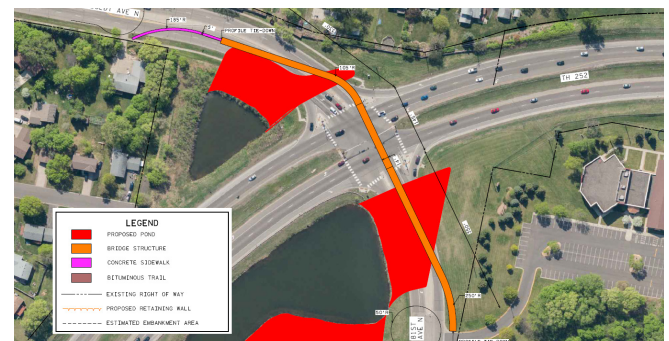
Project benefits include:

- Enable safe crossing of TH 252 at a high-speed, high-crash location.
- Enhance pedestrian and bicycle accommodations for all users, including people with disabilities.
- Facilitate connections to nearby destinations, including schools, local and regional parks, and shopping centers.

Project location:



Conceptual Design:



Existing conditions:



Lake Independence Regional Trail: Old Crystal Bay Road Reconstruction

(Multi-Use Regional Trail)

Project Summary



Applicant – Three Rivers Park District

Project Location – Between the Baker Park Reserve and Luce Line State Trail along 6th Ave (CSAH 6) and Old Crystal Bay Road in Orono, Hennepin County

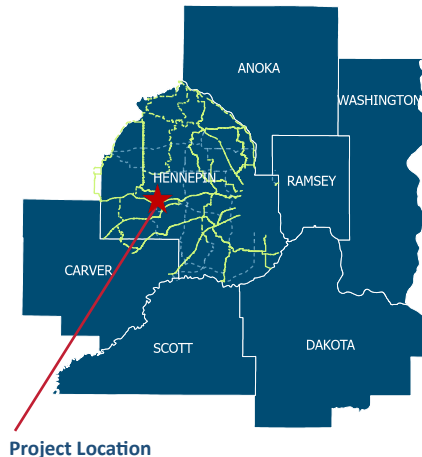
Total Project Cost – \$2,587,500

Requested Federal Amount - \$2,070,000

Local, Secured Match Amount - \$517,500

Project Description:

This project includes reconstruction and widening of 2.2 miles of end of useful life regional trail between Baker Park Reserve and the Luce Line Regional Trail through the City of Orono and directly adjacent to downtown Long Lake. The trail is along 6th Ave (CSAH 6) and Old Crystal Bay Road and includes existing and planned connections to the future Baker-Carver and Diamond Lake Regional Trail, CR112 trail through Long Lake and Lake Independence Regional Trail extension to Noerenberg Gardens and Dakota Rail Regional Trail.



Proposed Project Elements:

- Reconstruct and widen 2.2 miles of end of useful life off-road, multi-use paved regional trail
- Improve crossing of CSAH 6 adjacent to Orono High School, Orono Middle School and Schumann Elementary School (RRFB will be considered)
- Improve/update pedestrian ramps at road crossings to ADA standards where needed

Proposed Benefits Include:

- Provide a safe, level, smooth and consistent surface trail surface for people of all ages and abilities.
- Provide safer access and crossing of CSAH 6 for kids biking and walking to the adjacent schools.
- Improve connectivity to adjacent commercial/retail, senior housing, other higher density housing complexes, parks (including Baker Park Reserve) and trails.
- Improve the area's livability, supports active living and provides a safe, direct transportation option to those without access to a vehicle or whom choose to commute by foot or bike.
- Reduced parking need and vehicle congestion in downtown Long Lake (identified City concern) by improving a non-motorized route to local and regional residents wishing to visit this retail and commercial hub.

Use: The Lake Independence Regional Trail receives 100,000 annual visits including 10% directly attributed to transportation. The use and percent of transportation is anticipated to increase with the improved pavement conditions by creating a safer and more enjoyable experience. Use will also increase with the other planned and proposed trail connections in close proximity to the project area.



Project Map

Desirable After Conditions:



Typical regional trail along road in suburban setting: The above photo shows an example of what the trail will look like following reconstruction.

Medicine Lake Regional Trail – Reconstruct 3.75 Miles in Plymouth

(Multi-Use Regional Trail)

Project Summary



Applicant – Three Rivers Park District

Project Location – Between Schmidt Lake Road and French Regional Park/Rockford Road (CSAH 9) along Northwest Boulevard (CSAH 61) and between French Regional Park and Luce Line Regional Trail along 36th Avenue and East Medicine Lake Road (except a few short recently reconstructed sections) in Plymouth, Hennepin County

Total Project Cost – \$3,604,167

Requested Federal Amount - \$2,883,333

Local, Secured Match Amount - \$720,833

Project Description:

This project includes reconstruction of 3.75 miles of end-of-useful life bituminous trail in Plymouth. A 1-mile section of trail pavement along Northwest Boulevard (CSAH 61) between Schmidt Lake Road and French Regional Park/Rockford Road (CSAH 9) was constructed in 1992/93 as an 8' wide trail with 3" of bituminous on 4" of aggregate by the City of Plymouth and has not received any preventative pavement maintenance since construction. It was classified as poor condition five years ago and has declined even further since then. The City is transferring this segment to the Park District where it will officially become part of the Medicine Lake Regional Trail corridor (est. annual visits: over 700,000). In recognition of the pavement condition and the regional importance of the corridor (est. summer visits accessing French Regional Park via this trail: 18,095 or 197/day), the Park District plans to completely reconstruct this trail segment, bring it up to regional trail standards and ADA compliance, and then pursue preventative pavement management consistent with all Park District paved trails. The project will add a high priority local trail connection to the neighborhood to the east at Rockford Road (CSAH 9) where access is limited and not convenient.

The project also includes reconstruction of 2.75 miles of end-of-useful life regional trail (constructed in 1998 and maintained regularly with microsurfacing, crack sealing, etc.) between French Regional Park and Luce Line Regional Trail along 36th Avenue and East Medicine Lake Road (est. summer visits accessing French Regional Park via this trail: 16,643 or 181/day). ADA improvements will occur where needed.

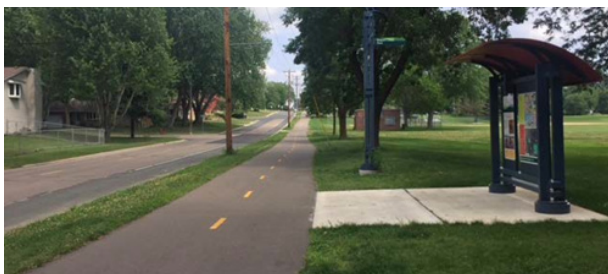
Proposed Project Elements:

- Reconstruct 3.75 miles of end-of-useful life trail addressing safety concerns of uneven/stable surface and widen 1-mile from 8 feet to 10 feet to better support two-directional, multi-use travel
- Make ADA improvements at two road crossings
- Add one local connection

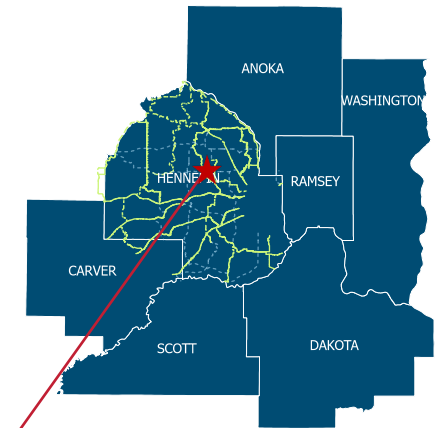
Proposed Benefits Include:

- Provide a safe, level, smooth and consistent trail surface for people of all ages and abilities.
- Improved connectivity to adjacent commercial/retail areas, job centers Metro Transit, churches, parks and several higher density housing complexes.
- Seamless access and connectivity between local and regional trail systems

Desirable After Conditions:



↑ **Typical regional trail along road in suburban setting:** This photo shows a typical example of post reconstruction.



Project Location

Project Map



Shingle Creek Regional Trail: Noble Parkway Reconstruction (Multi-Use Regional Trail)

Project Summary



Applicant – Three Rivers Park District

Project Location – Between 95th Ave. and 400' South of Prestwick Parkway along Noble Parkway in Brooklyn Park, Hennepin County

Total Project Cost – \$1,567,500

Requested Federal Amount - \$1,254,000

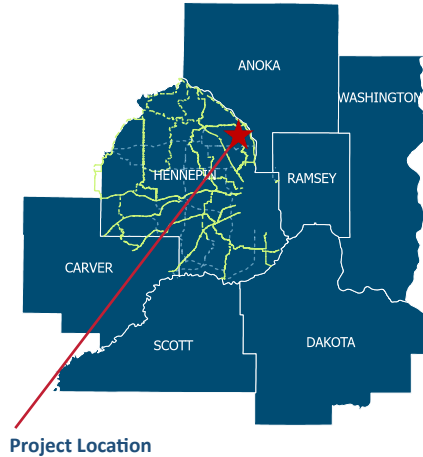
Local, Secured Match Amount - \$313,500

Project Description:

This project includes replacement of 0.84 miles of end-of-useful life concrete sidewalk (constructed in 1997/97) with a multi-use bituminous regional trail along the east side of Noble Parkway between 95th Avenue North and 400 feet south of Prestwick Parkway across Hwy 610.

Proposed Project Elements:

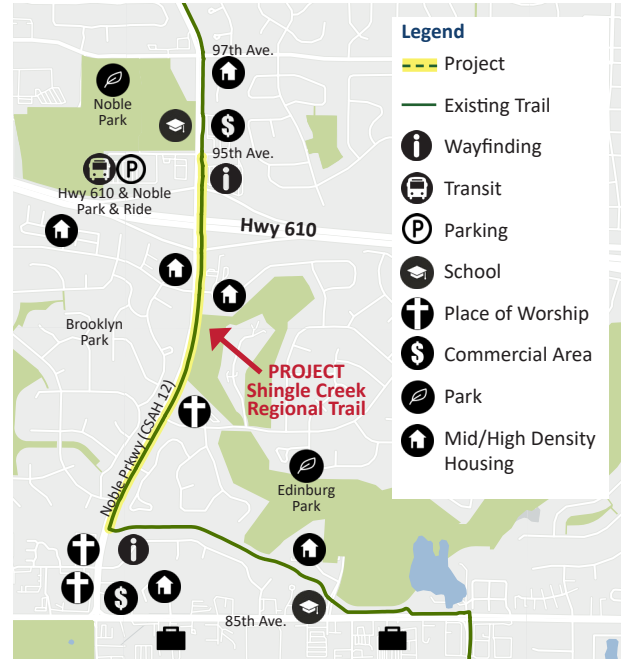
- Remove 0.84 miles of existing sidewalk and replace with a 10' wide bituminous trail with center line striping and which meets regional trail standards
- Replace 6 curb ramps at 3 road intersections for ADA compliance



Project Location

Proposed Benefits Include:

- Provide a safe, level, smooth and consistent trail surface for people of all ages and abilities.
- Clearly define the regional trail route through residential and commercial areas.
- Connections to adjacent commercial/retail areas, Metro Transit park and ride, churches, parks and several higher density housing complexes.



Project Map

Use: Shingle Creek Regional Trail receives 330,000 visits per year and has experienced an average annual growth of 15% over the last 10 years. Its service area includes 16 cities. Twelve percent of the regional trail's annual use is attributed to transportation related purposes.

Desirable After Conditions:



▲ **Typical regional trail along road in suburban setting:** The above photo shows an example of what the trail will look like adjacent to open space following construction.

▲ **Adjacent Shingle Creek Regional Trail Segment:** The photo above shows the trail section just north of the project area which underwent the same concrete sidewalk to bituminous trail conversion a few years ago. The design of the facility supports wayfinding along the trail route which is an important consideration as new users and underrepresented community members often cite fear of getting lost as barriers to participation. In addition, the facility/trail design reinforces its multi-use and two way directional traffic whereas the previous sidewalk facility was not a welcoming environment or obvious allowable space for people biking.

Eagle Lake Regional Trail: TH 55 to Lake Minnetonka Regional Trail

(Multi-Use Regional Trail)

Project Summary



Applicant – Three Rivers Park District

Project Location – Between TH 55 and Lake Minnetonka Regional Trail along CSAH 73/Zachary Lane N/Hopkins Crossroads, South Frontage Road, and Plymouth Road (CSAH 61) in Plymouth and Minnetonka, Hennepin County

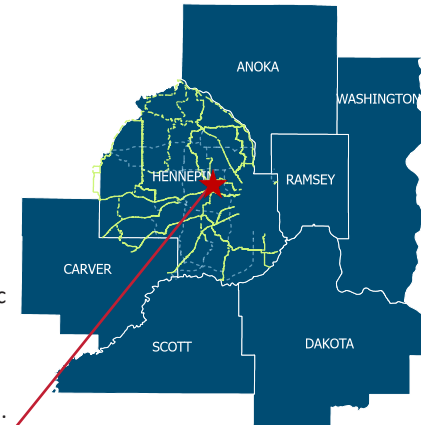
Total Project Cost – \$3,825,417

Requested Federal Amount - \$3,094,253

Local, Secured Match Amount - \$773,563

Project Description:

This project includes new construction, reconstruction and crossing upgrades to create a continuous and seamless 4.7-mile segment of the Eagle Lake Regional Trail between TH 55 and Lake Minnetonka Regional Trail filling a critical north-south gap in the non-motorized transportation system. The trail is planned within the public rights-of-way along Zachary Lane/Hopkins Crossroads (CSAH 73), South Frontage Road, Ridgedale Drive and Plymouth Road (CSAH 61).



Project Location

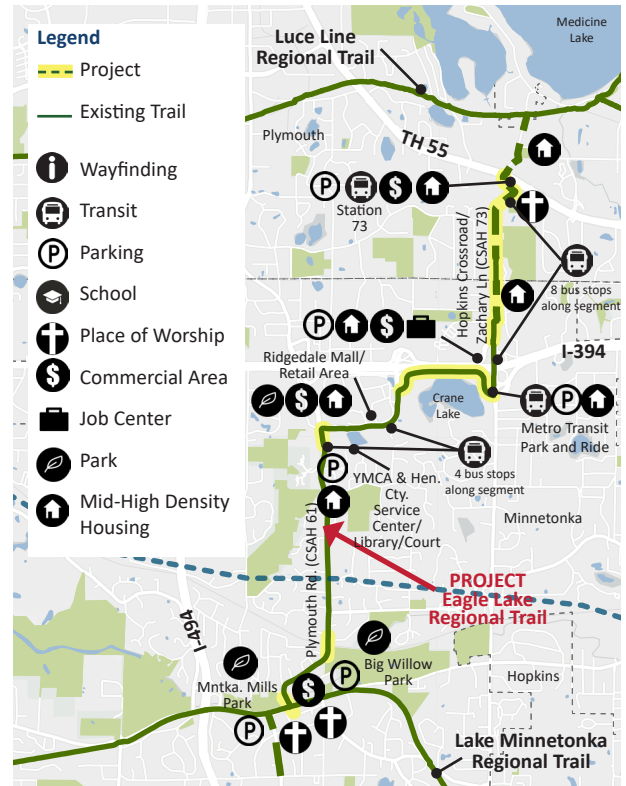
This regional trail, when fully complete, is projected to receive 355,000 visits per year (16%; 56,800 are anticipated to be transportation related).

Proposed Project Elements:

- Construct 2.4 miles of 10-foot wide, off-road, multi-use bituminous trail, meeting all ADA requirements which includes:
 - New construction of 1.1 miles of new regional trail along Zachary Ln N/Hopkins Crossroad/CSAH 73 from TH 55 to Wayzata Boulevard N
 - Reconstruction of 1.1 miles of end of useful life/sub-standard sections to meet regional trail standards along South Frontage Road from Hopkins Crossroads to Ridgedale Drive (0.7 miles) and along Plymouth Road from Ridgedale Drive to Hilloway Road (0.4 miles)
- Improve challenging crossings for people biking and walking to safely navigate: Wayzata Blvd N and Hopkins Crossroad/CSAH 73, Plymouth Road rail bridge over BNSF (0.07 miles), and Minnetonka Boulevard and Plymouth Road (0.04 miles)
- Add consistent regulatory and wayfinding signage and rest stops (benches, garbage, and bike repair stations)

Proposed Benefits Include:

- Provides a safe, off-road continuous and contiguous corridor for all ages, physical abilities and non-motorized travel modes, spanning 2 communities and eliminating/improving one significant RBTN barrier (Plymouth Rd rail bridge over BNSF).
- Provides a protected bikeway to 69,079 number of people within 1.5 miles and 169,819 number of people within 3 miles - connecting them to over 78,813 jobs within 1 mile of the project area.
- Connects to 14 bus stops, 11 existing bus routes/1 planned bus route, 2 park and rides, and 4 other public parking lots.
- Improves the area's livability, supports active living and provides a safe, direct transportation option for those without access to vehicle or who choose to commute by foot or bike.
- Connects (when fully complete) to four existing regional trails, two regional parks, and destinations such as Medicine Lake, Ridgedale Mall/Retail Area, Hennepin County - Ridgedale Service Center/Library, Ridgedale YMCA, Big Willow Park, Minnetonka Mills Park, and the future Bryant Lake Regional Trail.



Project Map



Typical regional trail along road in suburban setting: The above photo shows an example of what the trail will look like following construction.

Shingle Creek Regional Trail: Brooklyn Center Reconstruction and Flooding Mitigation

(Multi-Use Regional Trail)

Project Summary

Applicant – Three Rivers Park District

Project Location – Within Palmer Lake Park, Shingle Creek Parkway and Center Brook Golf Course/Lions Park in Brooklyn Center, Hennepin County

Total Project Cost – \$3,085,000

Requested Federal Amount - \$2,468,000

Local, Secured Match Amount - \$617,000

Project Description:

The project will realign 0.5 miles of existing trail that floods frequently (North and Central Segments) and realign 0.5 miles of end-of-useful life regional trail (South Segment). The project was identified through ongoing engagement with equity populations who are overrepresented in Shingle Creek Regional Trail's service area and, in some cases, underrepresented in its users. The project addresses the major barriers that prevent BIPOC, youth, people with disabilities, and senior citizens from using the trail: flooding, degraded pavement, unsafe turns, and insufficient wayfinding and orientation. The project directly connects to two pedestrian and bicycle grade-separated crossings over Interstate 94 and TH 100 (weekday use: 100 users/day & weekend use: 150 user/day) helping to connect different areas of the community to each other, connects residents to major retail and job centers around the Shingle Creek Crossing Shopping Center (former Brookdale Mall site) and provides convenient walking/biking access to Brooklyn Center's Transit Hub, Hennepin County Regional Center (library, court, library and human services), City Hall and Community Center.

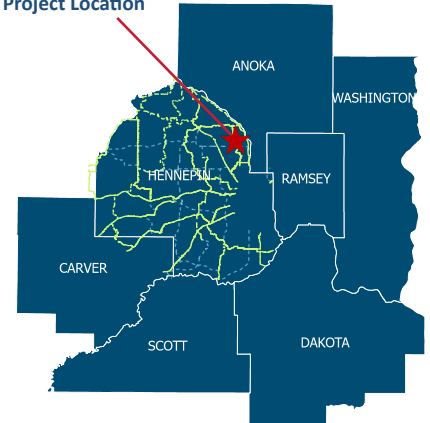
Proposed Project Elements:

- North & Central Segments: Realign and reconstructing 0.5 miles of existing trail through Palmer Lake Park and Shingle Lake Parkway along Shingle Creek to eliminate flooding closures.
- South Segment: Realign 0.5 miles of end-of-useful life regional trail in Centerbrook Golf Course / Lions Park to improve trail surface conditions, eliminate three blind turns, and physically separate trail users from golf cart paths. Implement trail design consistent with the regional trail network (10' wide bituminous, two-way trail with yellow center striping) to serve as wayfinding and assure users they are on their intended route.
- Entire Project: Install directional signage at parks, trails, and major bicycle and pedestrian routes.

Proposed Benefits Include:

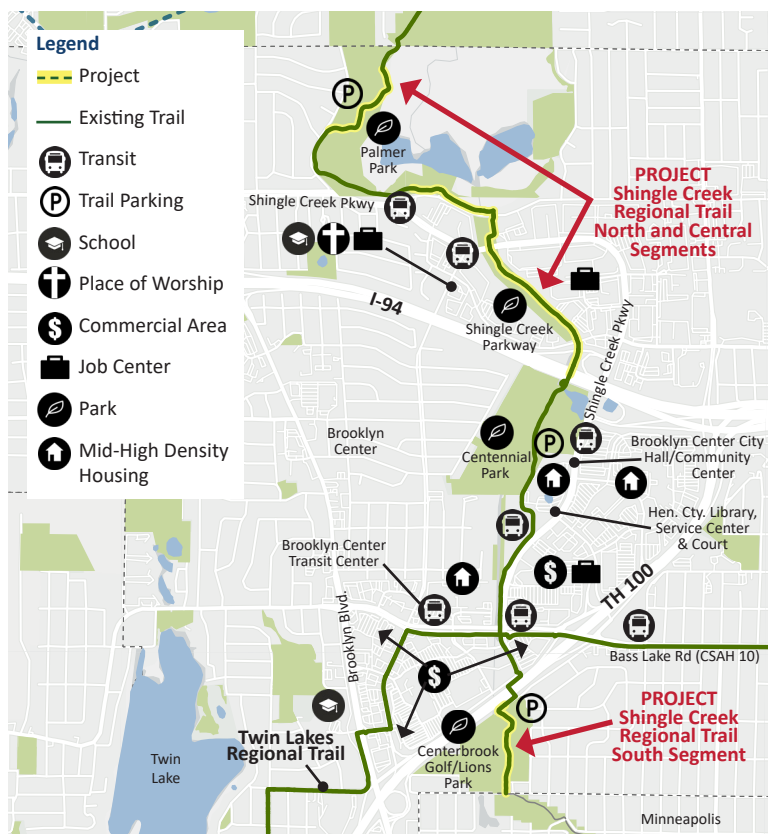
- Providing consistent and reliable year-round trail service by eliminating flooding closures;
- Improving community cohesion/access to active transportation for equity populations including BIPOC and recent immigrants;
- Providing high quality, low cost transportation and recreation to affordable housing residents and cost-burdened households;
- Connecting to two Tier 1 RBTN Corridors centered on Brooklyn Blvd and Brookdale Dr N;
- Improving continuity across jurisdictions by providing a continuous, well-maintained facility between Brooklyn Center and Minneapolis, and connecting to Rush Creek Regional Trail and Twin Lake Regional Trail (both Tier 2 Alignments) and the City of Minneapolis' trail network,
- Supporting multimodal trips with a protected trail facility to the C Line and planned D Line BRT and 4 Metro Transit Routes 7 with service to downtown Minneapolis, Target North Campus, Maple Grove Transit Center, and the University of Minnesota; and
- Providing a safe trail corridor for all ages, abilities, cultural backgrounds, and modes of travel.

Project Location



Use: Shingle Creek Regional Trail receives 330,000 visits per year and has experienced an average annual growth of 15% over the last 10 years. Its service area includes 16 cities. Twelve percent of the regional trail's annual use is attributed to transportation related purposes.

Project Map



Desirable After Condition

Flat, level surface; reliable, year round; & clear sight lines and route

CP Rail Regional Trail: Bloomington/Edina Construction (Multi-Use Regional Trail)

Project Summary



Applicant – Three Rivers Park District

Project Location – Between the Hyland Park Reserve (84th St.) and Nine Mile Creek Regional Trail (70th St.) along East Bush Lake Road (CR 28), Bush Lake Road, Dewey Hill Avenue and Cahill Road in Bloomington and Edina, Hennepin County

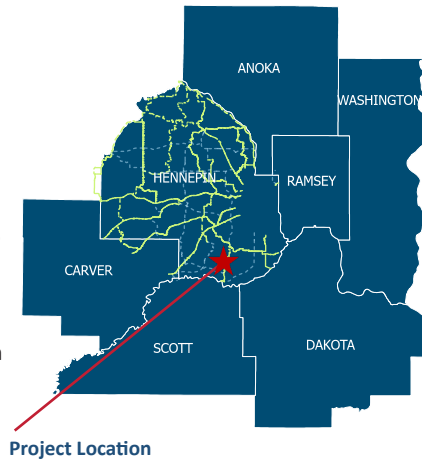
Total Project Cost – \$5,832,300

Requested Federal Amount - \$4,665,840

Local, Secured Match Amount - \$1,166,460

Project Description:

The proposed project will construct 1.75 miles of new multi-use trail, that – in combination with existing Hyland Trail – will create a continuous and contiguous north-south non-motorized corridor (CP Rail Regional Trail) spanning from Nine Mile Creek Regional Trail in Edina to the Minnesota Valley State Trail in Bloomington.



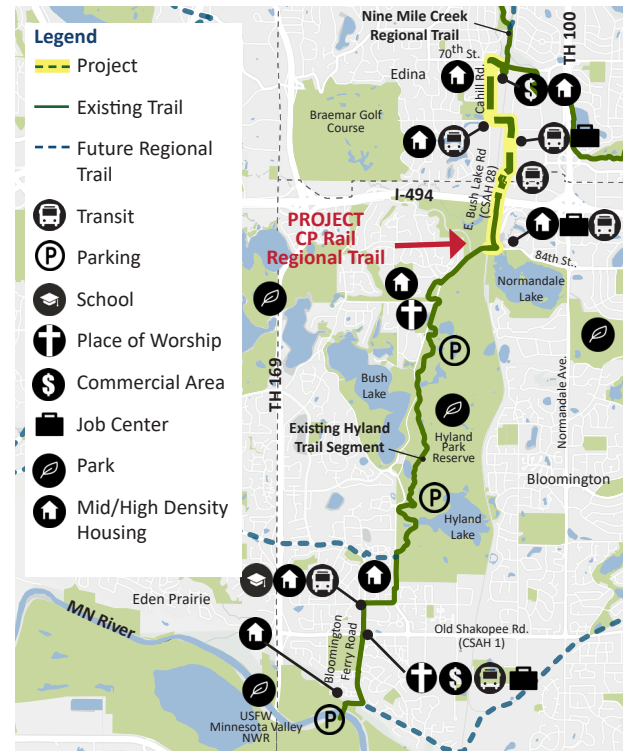
The project is located between 70th Street/Nine Mile Creek Regional Trail and West 84th Street/Hyland Park Reserve along Cahill Road, Dewey Hill Road, Bush Lake Road and East Bush Lake Road (CSAH 28) in Edina and Bloomington.

Proposed Project Elements:

- Constructing a 1.75 mile of 10-foot wide, off-road/protected, multi-use bituminous trail, meeting all ADA requirements including accessible curb ramps and audible pedestrian crossing aides.
- Providing a safe, multi-use crossing of I-494 at Bush Lake Road and a signalized trail crossing of CP Railroad at Dewey Hill Road (Tier 2 Regional Bicycle Crossing Improvement Area).
- Installing appropriate directional wayfinding at intersections with existing parks, trails, and major bicycle and pedestrian routes; kiosks; and rest stops.

Proposed Benefits Include:

- Providing a safe and comfortable trail corridor for all ages, abilities, and travel modes;
- Connecting to a Nine Mile Creek Regional Trail (Tier 1 Alignment);
- In combination with Hyland Trail (Tier 2 Alignment), linking to Bloomington Ferry Road and the Minnesota River Valley State Trail (Tier 1 Alignments);
- Passing through and connecting Highwood Drive and Edina Industrial Boulevard (Tier 1 Corridors);
- Improving continuity between jurisdictions by providing a continuous facility between Bloomington and Edina;
- Provide a protected pedestrian and bicycle facility to three existing transit routes, with service to the METRO Orange Line, Mall of America, downtown Minneapolis, and the University of Minnesota;
- Extending trail service to a Regional Job and Activity Center on Edina Industrial Boulevard, two regional environmental justice areas, and five affordable housing communities;
- Enabling car-free trips to William Wardell Lewis Park, North Corridor Park, South Corridor Park, Mt. Normandale Lake Park, Highland Lake Park Reserve, Bush Lake Recreation Area and Park Reserve, Dred Scott Playfield, and the Minnesota Valley National Wildlife Refuge, proposing equitable access to parks and natural resources; and
- Increasing access to education and employment opportunities for residents without access to a personal vehicle.



Project Map - shows CP Rail Regional Trail (project) and Hyland Trail to show the north-south functionality of the combined trails and importance of the missing link (project)

Desirable Conditions:

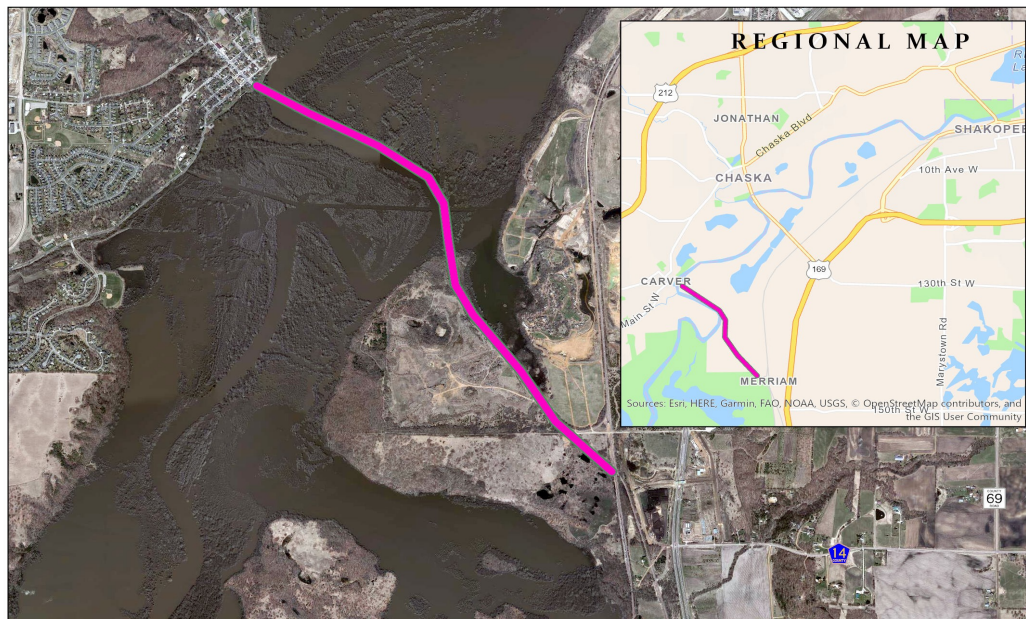


Typical regional trail along road through a more developed setting: The above photo shows an example of what the trail will look like following construction.

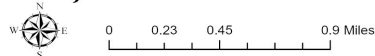
Merriam Junction Regional Trail Project

Applicant: Scott County **Counties where project is located:** Scott & Carver

Location: City of Carver and Louisville Township **Requested award amount:** \$5,500,000



PROJECT LOCATION MAP

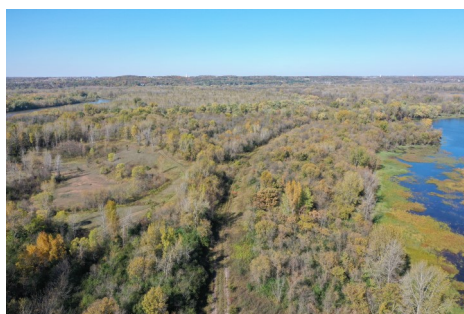


Project Description

The project includes a pedestrian crossing of the Minnesota River from the City of Carver to the Fish and Wildlife Service Louisville Swamp Recreation Area in Scott County. This regional trail segment is envisioned to accommodate a wide range of user groups with varying abilities and offers recreational access to many populations in the region. The trail has relatively flat grades, as a former railroad corridor. The trail project has scenic views of the Minnesota River and local wildlife. The project will provide a healthy and safe river crossing alternative for all residents of Scott and Carver counties.

Benefits

- The project will provide a crossing of the Minnesota River and eliminate a gap in the RBTN Tier 2 Corridor.
- The project provides significant safety benefits by eliminating pedestrian/vehicle and bicycle/vehicle conflict points as it would be the only non-motorized crossing of the Minnesota River Between Scott County and Carver County.
- This non-motorized pedestrian and bicyclist connection will improve accessibility for residents of Scott County and Carver County.
- This river crossing provides an alternative recreational area that will increase the quality of life of those who utilize it.



Bassett Creek Regional Trail: Golden Valley Reconstruction and Expansion

(Multi-Use Regional Trail)

Project Summary

Applicant – Three Rivers Park District

Project Location – Between TH 100 to Duluth Street (CSAH 66) along Unity Ave., Toledo Ave., Scott Ave., and Regent Ave. and between Bonnie Lane and Theodore Wirth Parkway along Golden Valley Road (CSAH 66) in Golden Valley, Hennepin County

Total Project Cost – \$3,255,800

Requested Federal Amount - \$2,604,640

Local, Secured Match Amount - \$651,160

Project Description:

The project will construct one new segment (East Segment) and reconstruct/realign one existing segment (West Segment) of multi-use trail that in partnership with two other funded /projects will complete the Bassett Creek Regional Trail, providing a contiguous facility from Theodore Wirth Parkway to French Regional Park/Medicine Lake Regional Trail (6.8 miles).

The East Segment (.25 miles) will construct a new trail on the south side of Golden Valley Road (CSAH 66) between Bonnie Lane and Theodore Wirth Parkway (RBTN Tier 1 Alignment). The West Segment (.7 miles) will reconstruct and realign 0.7 miles of local end-of-useful life trail (RBTN Tier 2 Alignment) between TH 100 and Regent Ave N and construct 500' of new regional trail on the west side of Regent Ave N to Golden Valley Road. A regional trail connecting the segments is fully funded for construction in 2024. The project will leverage this investment to provide a consistent facility that will improve user experience, safety, and orientation.

Existing facilities along the project alignment are disjointed and degraded, with a mix of surface materials, substandard bituminous curbs, narrow widths, and inconsistent signage. The East Segment experiences high numbers of crashes, and trail users and residents have safety concerns over speeding and distracted driving. The West Segment floods frequently; the final realignment will follow recommendations from a current study by Golden Valley.

Proposed Project Elements:

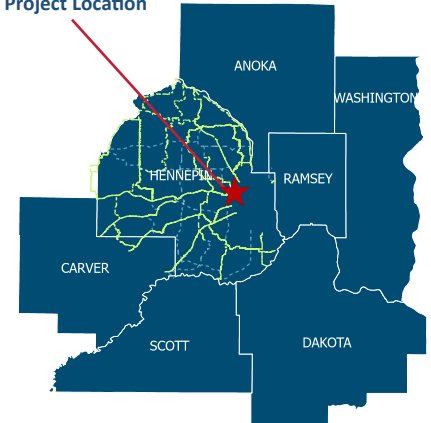
- A 10-foot wide, off-street, protected bituminous trail between TH 100 and Golden Valley Road and Bonnie Lane and Theodore Wirth Parkway, meeting all ADA requirements.
- Improved at-grade crossings, including accessible curb ramps
- Construction within existing right-of-way, to the greatest extent possible to minimize property impacts. Roadway will be narrowed where needed to accommodate trail.
- Curb reconstruction and associated storm sewer work along impacted curb line.
- Trail realignment to avoid flood closures.
- Trail wayfinding consistent with the regional trail system.

Proposed Benefits Include:

- Expand transportation options for equity populations throughout the service area,
- Improve access to existing transit routes 14 (service to Robbinsdale Transit Center and downtown Minneapolis) and 764 (express service to downtown Minneapolis) and the future METRO Blue Line Extension LRT West Broadway Route,
- Connect to Theodore Wirth Regional Park, Minneapolis' Grand Rounds trail network, and other community amenities, and
- Provide a safe corridor for all ages, abilities, and travel modes, improving bikeway continuity across Plymouth, New Hope, Crystal, Golden Valley, and Minneapolis.



Project Location

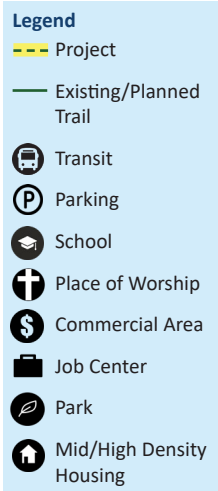


Desirable After Conditions:



↑ **Typical regional trail along road through a more developed setting:** The above photo shows an example of what the trail will look like following construction.

Project Map



Dakota Rail – Luce Line Connector (Multi-Use Regional Trail)

Project Summary



Applicant – Three Rivers Park District

Project Location – Between the Luce Line State Trail and Dakota Rail Regional Trail along Barry Avenue, Wayzata Boulevard and Ferndale Road in Wayzata and Orono, Hennepin County

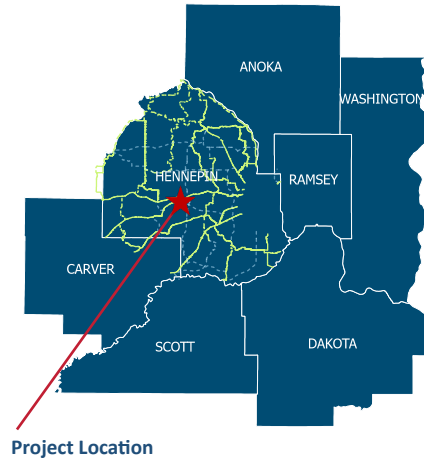
Total Project Cost – \$3,426,666

Requested Federal Amount - \$2,741,333

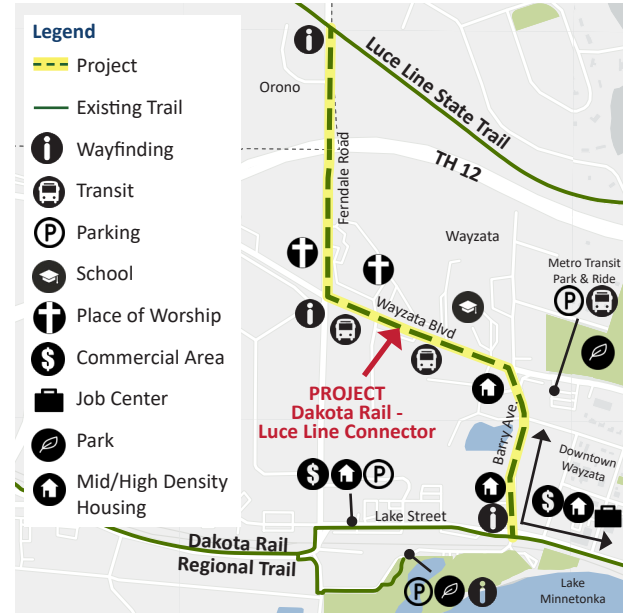
Local, Secured Match Amount - \$685,333

Project Description:

This project includes construction of 0.9-miles of new multi-use, paved regional trail between the Dakota Rail Regional Trail (475,000 annual visits) in downtown Wayzata and the Luce Line State Trail in Orono filling a critical gap in the non-motorized transportation system. The off-road trail is planned within the public rights-of-way along Ferndale Road, Wayzata Boulevard and Barry Ave. Additionally, the new trail will provide indirect trail connections to the Lake Independence Regional Trail (120,000 annual visits), Baker Park Reserve (500,000 annual visits) and the planned Baker-Carver and Diamond Lake Regional Trails.



Project Location



Project Map

Proposed Project Elements:

- Construct a 0.9 mile 10-foot wide, off-street, multi-use bituminous trail, meeting all ADA requirements
- Reconstruct the TH 12 - Ferndale Road bridge deck to accommodate a 12' to 14' wide bike/pedestrian trail along the east side of the bridge
- Reconstruct existing sidewalks and streets, narrowing the roadway where feasible to lessen the impact to neighboring properties
- Relocate associated above and underground utilities
- Install wayfinding information kiosks and signage and trailhead parking features at the Wayzata West Middle School
- Add trail crossing safety enhancements at Wayzata Boulevard and Barry Ave. including possible street narrowing and refuge island

Proposed Benefits Include:

- Provides a safe, off-road continuous and contiguous corridor for all ages, physical abilities and non-motorized travel modes, spanning 2 communities and eliminating one significant barrier (TH 12).
- Improves the area's liveability, supports active living and provides a safe, direct transportation option for those without access to vehicle or whom choose to commute by foot or bike.
- Projected use is 76,600 trips per year of which 17% are anticipated to be transportation related.
- Connects to 3 existing bus stops and 1 Metro Transit Park and Ride, 2 churches, several parks, middle school, downtown Wayzata - a local commercial and job center and several existing higher density housing complexes.

Desirable After Conditions:



- ▲ **Typical regional trail along road with limited right-of-way/urban setting:** The above photo shows what the trail will look like for the majority of the corridor.



- ▲ **Typical regional trail across existing highway overpass:** The above photo shows how bridge redecking would create space to accommodate the regional trail on the east side.

Delaware Avenue (CSAH 63) Trail and Sidewalk Connections

DAKOTA COUNTY

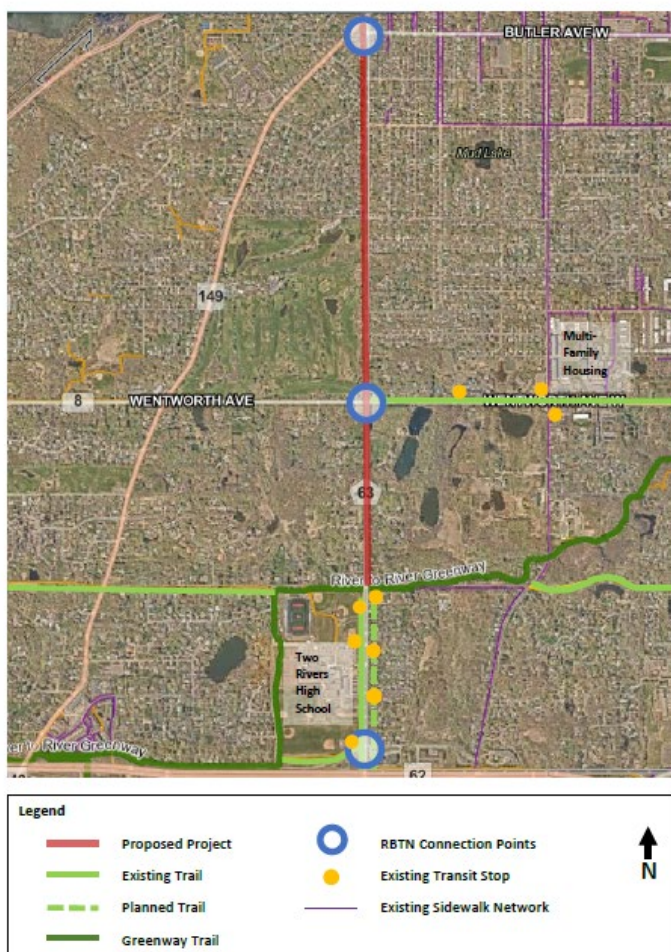
PROJECT DESCRIPTION

The Delaware Avenue (CSAH 63) trail and sidewalk project will fill an important pedestrian and bicycle connection in the regional and local network. The project will provide a trail on the west side of Delaware Avenue, a sidewalk on the east side, and bikeable shoulders between Marie Avenue and Dodd Road (Trunk Highway 149). Approximately 0.5 miles of this 1.5 mile project is along a RBTN Tier 2 Alignment (between Marie and Wentworth). The project also makes three important connections to the RBTN: Dodd Road (Tier 1 alignment), Butler Avenue (Tier 1 corridor), Wentworth Avenue (existing trail, Tier 2 Alignment), and Delaware south of Marie (existing trail, Tier 2 alignment). These connection points provide opportunities to safely connect to the broader regional bicycle network as well as destinations such as the Robert Street commercial area, Two Rivers High School, and the River to River Greenway Regional Trail. The connection to the existing trail along Wentworth provides a direct connection to local transit stops along as well as the future Robert Street Arterial Bus Rapid Transit (ABRT) G Line, planned for implementation by 2030.

PROJECT BENEFITS

- Provides safe and comfortable operating space for pedestrians and bicyclists on a corridor that currently lacks bicycle and pedestrian facilities.
- Fills a trail and sidewalk gap on a Regional Bicycle Transportation Network (RBTN) Tier 2 alignment.
- Connects to a broader network of existing trails and greenways providing access to local and regional destinations.
- Provides improved connections to local transit routes and the future G-Line ABRT along Robert Street.
- Provides a safe trail connection between residential areas and Two Rivers High School.

Project Location:	Mendota Heights, West St. Paul
Requested Award:	\$541,600
Total Project Cost:	\$677,000



Bryant Lake Regional Trail: Minnetonka/Eden Prairie Construction

(Multi-Use Regional Trail)

Project Summary



Applicant – Three Rivers Park District

Project Location – Between the Lake Minnetonka Regional Trail and Bryant Lake Regional Park along Baker Road (CSAH 60) and Rowland Road in Minnetonka and Eden Prairie

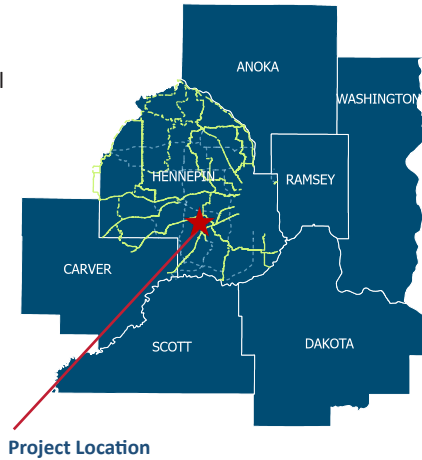
Total Project Cost - \$6,875,000

Requested Federal Amount - \$5,500,000

Local, Secured Match Amount - \$1,375,000

Project Description:

This 3.7-mile project includes new trail construction and the addition of wayfinding. The trail is planned within the public rights-of-way along Baker Road and Rowland Avenue. The trail will provide connections to Lake Minnetonka Regional Trail, Minnesota River Bluffs Regional Trail, and Bryant Lake Regional Park as well as local destinations including Minnetonka Mills, Hopkins West Junior High School, and Lone Lake Park.



Proposed Project Elements:

- Construct a 10-foot wide, off-street, multi-use bituminous trail, meeting all ADA requirements.
- Reconstruct existing sidewalks and streets, narrowing the roadway where feasible to lessen the impact to neighboring properties, particularly along Baker Road.
- Relocate associated above-ground utilities.
- Install wayfinding information kiosks and signage features at Lake Minnetonka Regional Trail and Baker Road, Excelsior Boulevard and Baker Road, Minnesota River Bluffs Trail and Rowland Road, along Rowland Road at Lone Lake Park.
- Improve crossings at all road crossings specifically those that are more challenging for people biking and walking to safely navigate: Baker Rd bridge at TH 7 and Baker Rd & Excelsior Blvd.

Proposed Benefits Include:

- Provides a safe, off-road continuous and contiguous corridor for all ages, physical abilities, and non-motorized travel modes, spanning 2 communities.
- Improves two regional bicycle barriers (TH 7 & CP Rail) between Lake Minnetonka Regional Trail and Bryant Lake Regional Park.
- Projected use is 370,000 trips per year (16% are anticipated to be transportation-related).
- Provides a protected bikeway to 67,994 people within 1.5 miles and 188,521 people within 3 miles - connecting them to over 38,589 jobs within 1 mile of the project area.
- Connects to 1 LRT station - the SWLRT Opus Station - through a direct city trail connection.
- Improves the area's livability, supports active living, and provides a safe, direct transportation option for those without access to vehicle or who choose to commute by foot or bike.
- Connects to Minnetonka Mills, Lake Minnetonka Regional Trail, Hopkins West Junior High School, Minnesota Bluffs Regional Trail, Lone Lake Park, Bryant Lake Regional Park and the future Eagle Lake Regional Trail.



Project Map

After Conditions:



Typical regional trail along road in suburban setting: The above photo shows an example of what the trail will look like following construction.



EAST BANK TRAIL GAP IMPROVEMENTS 2022 Regional Solicitation

Project Name

East Bank Trail Gap Improvements

City Where Project is Located:

Minneapolis

Applicant and Contact:

Minneapolis Park and Recreation Board
Carrie Christensen,
Senior Planner

County Where Project is Located:

Hennepin

Requested Award Amount:

\$2.56M

612-230-6540

cchristensen@minneapolisparcs.org

Total Project Cost:

\$3.20M

PROJECT BENEFITS

The benefits of completing this project include:

- Removal of the only at-grade arterial roadway crossing along the 4.6 mile East Bank Trail corridor
- Improved alignment of the East Bank Trail with better adjacency to the riverfront commensurate with the goals of the MPRB Above the Falls regional park system and the Mississippi National River and Recreation Area goals of connecting people to the river.
- Enhance the connectivity and synergy between Boom Island Park and Graco Park by providing safe and convenient connections.
- Provides Tier 1 RBTN users along Plymouth Avenue and 8th Street safe access to the East Bank Trail and regional parks.
- Intersection improvements will create a more visible gateway to the waterfront and encourage passers-by to utilize the regional park system.
- Intersection improvements will tend to calm traffic speeds along the busy Plymouth Avenue corridor.

Project Overview

The East Bank Trail corridor extends 4.6 miles along the Mississippi River from the Stone Arch Bridge in downtown Minneapolis to the Camden Bridge in northeast Minneapolis. Three miles of the trail corridor are currently in place while the remaining 1.6 miles are planned to be constructed in conjunction with ongoing riverfront land acquisition activities by MPRB. The proposed project is located where the trail crosses Plymouth Avenue (10,000 ADT) which represents the only at-grade roadway crossing of the trail corridor. The MPRB is currently completing plans for the development of Graco Park north of Plymouth Avenue which will function as a 9-acre companion to the established Boom Island Regional Park located south of Plymouth Avenue. Pedestrian and cycle traffic between the two regional parks as well as bike and pedestrian traffic utilizing the East Bank Trail for longer trips is expected to increase from 200 per day to 2,000 per day at Plymouth Avenue. All pedestrians and cyclists will be required to cross Plymouth Avenue at Sibley Street at-grade without the proposed improvements.

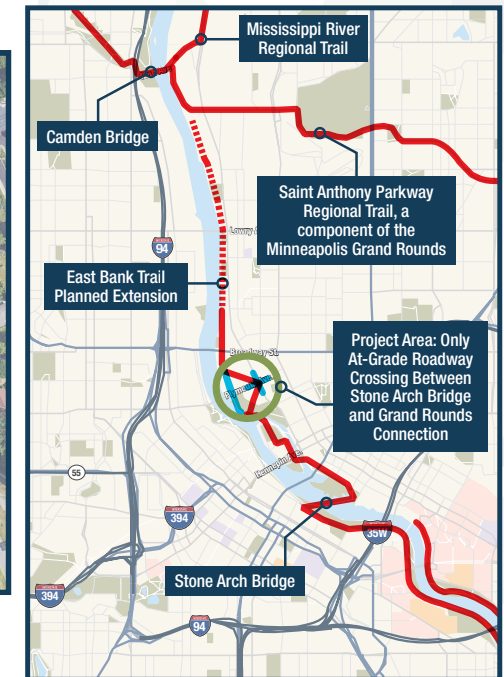
The project provides an alternate alignment for the East Bank Trail which shifts the trail closer to the Mississippi River in the vicinity of Plymouth Avenue and includes a trail underpass of the roadway, a new wider trail bridge over the Boom Island Marina and a dedicated trail facility through the Boom Island Marina plaza area to the south of the marina. The project also includes safety improvements at the intersection of Plymouth Avenue and Sibley Street to enhance the visibility of pedestrians and calm traffic speeds through this intersection. Plymouth Avenue serves as a Tier 1 RBTN route and includes on-street bike lanes and sidewalk facilities on both sides of the roadway. The proposed underpass and intersection improvements will provide users of the Tier 1 RBTN facility a safe means of crossing Plymouth Avenue and accessing the regional parks as well as the East Bank Trail.



Project improvements include realignment of East Bank Trail towards the riverfront via an underpass of Plymouth Avenue, new bridge over the Boom Island Marina and dedicated trail through plaza area. Intersection improvements are designed to enhance crossing safety, calm vehicular speeds and provide a gateway to the riverfront regional park system.



Minneapolis
Park & Recreation Board



Map illustrates location of improvements along the 4.6 mile East Bank Trail corridor.

Project Summary

Project Name: Phase 1 Bruce Vento Regional Trail Extension – Buerkle Road to Hoffman Road/ Highway 61

Applicant: Ramsey County

Total Project Cost: \$7,000,000

Requested 2022 Regional Solicitation Amount: \$4,000,000

Project Description:

The Bruce Vento Regional Trail corridor is thirteen miles in length and extends from the east side of downtown Saint Paul to the north county line in White Bear Township. The southern seven-mile segment of the regional trail was completed in 2005 from downtown Saint Paul to Buerkle Road in White Bear Lake on former Burlington Northern Santa Fe (BNSF) railway. The remaining six miles of trail is still undeveloped due to active rail use.

This project will construct a 2.7-mile extension of the Bruce Vento Regional Trail between Buerkle Road and the intersection of Hoffman Road/ Highway 61 in White Bear Lake. This project provides an alternate trail alignment in an active railway corridor, completes approximately one-half of a major gap in both the Regional Bike Transportation Network and National US Bike Route 41, and extends through the cities Gem Lake, White Bear Lake, White Bear Township and Vadnais Heights.

Significant access barriers will be eliminated from industrial areas and major vehicular transportation routes, providing a new multi-modal trail and increased access to multi-modal transportation facilities between Buerkle Road and Highway 96.

The trail will provide connections to other regional and local trails such as the Highway 96 Regional Trail, Lakes Links Regional Trail, Gateway State Trail, South Shore Boulevard Trail, and future connection to the proposed Hardwood Creek Regional Trail extension in Washington County at County Road J. In addition, the trail will connect populations near the southern Saint Paul segment of the existing Bruce Vento Trail which extends through highly urban and concentrated areas of poverty making it a regionally important connection that will directly benefit diverse populations.

Project Benefits:

- Completes approximately three miles of a six-mile gap in the regional and nation trail system.
- Eliminates several barriers and provides north-south multi-use trail and pedestrian facilities in an area that does not have facilities.
- Connects two areas - both with racially diverse populations and poverty, with substantial concentrations of youth, elderly, and residents with disabilities - for increased access to multi-modal transportation facilities.
- Provides connections to other local and regional trail systems.
- Provides connections to the Purple Line BRT.
- Reduces the risk of crashes and conflicts between ped/bikes and vehicles.
- Increased access to multi-modal transportation facilities, schools, places of work, shopping, and local/regional park and trail facilities.



Bruce Vento Regional Trail Extension Area - Buerkle Road





Project name: 73rd St Ped/Bike Bridge Modernization

Applicant: City of Richfield

Project location: 73rd St from Lyndale Ave to E Humboldt Ave; W Humboldt Ave from 75th St to 73rd St

Total project cost: \$9,200,000

Requested federal amount: \$5,500,000

Local match: \$3,700,000 (40% local match)

Project description:

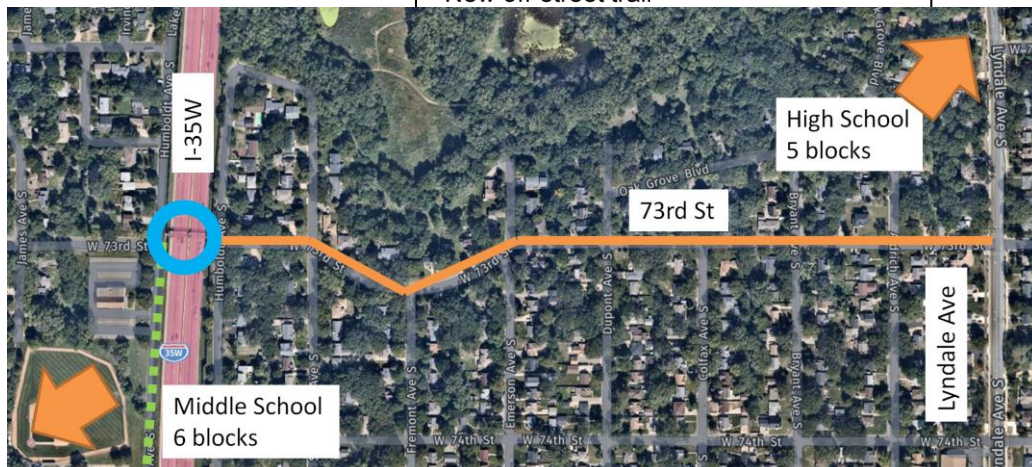
The City of Richfield is proposing to replace the existing ADA non-compliant pedestrian bridge over I-35W at 73rd St and provide pedestrian and bicycle connections to the new bridge. The project includes a new accessible bridge with pedestrian-scale lighting, a sidewalk connection and on-street bikeway on 73rd St from Lyndale Ave to the bridge, and trail connections from the Nine Mile Creek Regional Trail and Donaldson Park to the bridge along W Humboldt Ave. The connection will serve students of the nearby middle and high schools, vocational and life skills school, transit users (including METRO Orange Line and future Lyndale/Johnson BRT), and resident's access to community resources.

Project benefits:

- New accessible bridge over major highway barrier
- Pedestrian and bike connections to bridge from Lyndale Ave and regional trail
- Boulevard space buffering pedestrians and bikes from vehicular traffic
- Easier and safer access to schools, transit, parks, and regional trail

Project area:

- New sidewalk and on-street bikeway ———
- New bridge ○
- New off-street trail ·····



Solicitation for Transportation Funding

Website Summary

Mississippi River Regional Trail Connection along 44th Ave (CSAH 2) from Main St to East River Rd (CSAH 1)

A Unique Approach

Anoka County created an interactive website to share nine future projects that will be submitted for federal funding through the Metropolitan Council.

This mobile-friendly website provides transparency into the funding process and allows the community to explore and comment on future transportation and mobility improvements through an interactive map.

The website was launched on March 28, 2022 and will remain live past the application deadline. When the Met Council announces its awards this fall, the website will be updated and promoted to all those who participated.



Promotions & Outreach

The projects will benefit residents, businesses, commuters, and visitors across the county. The interactive website was promoted via the following communication channels beginning March 28, 2022:

- **Website mentions** on Anoka County and Coon Rapids, Lino Lakes, Blaine, and Fridley websites.
- **Social Media posts** including NextDoor & Anoka County Twitter.
- **Email announcement** in Anoka County's Weekly Construction email.
- **Electronic announcements** at the Anoka County Health & Human Services and Job Training centers.

Public Feedback

The website included various opportunities for visitors to share their thoughts and provide comments:



A virtual live chat was available during select times from March 30-April 1. Visitors were able to chat with county staff in real-time. Live chat timeframes were included in site promotions.



Open-ended and demographic survey questions were embedded into each of the nine project pages. See page 2.



A general comment form could be accessed at any time on the site.



A contact email and phone number was also provide.

Website Performance: March 28 – April 8, 2022

312

Total Visitors

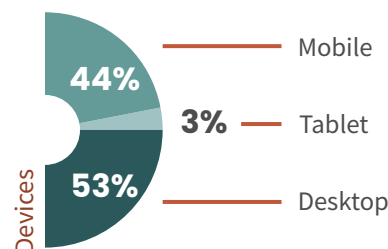
224

Total Visits*

* includes multiple visits by the same user



Average Visit Length



ACQUISITION

Referral sources: ▲ Facebook ▲ Twitter ▲ AnokaCounty.us

ACTIONS

File Downloads: ▲ 34

Station 73 Transit and Eagle Lake to Bryant Lake Regional Trail Improvement Project Summary



Applicant:	City of Plymouth
Project Location:	Station 73 Station Area (TH 55, South Shore Drive, 10th Avenue N, Old County Road 15)
Total Project Cost:	\$9,494,800
Requested Federal Dollars:	\$5,500,000

Project description:

The proposed trail and station area improvement project will provide a multimodal facility connecting users to neighborhood amenities and linking to regional trail and transit networks. Through multiple stages of engagement, community members expressed safety concerns with crossing TH 55 (a Tier 1 Expressway Barrier) and a strong desire for improved bicycle and pedestrian connectivity. The proposed project responds with protected trail facilities and crossings, improving safety and mobility for all modes of travel.

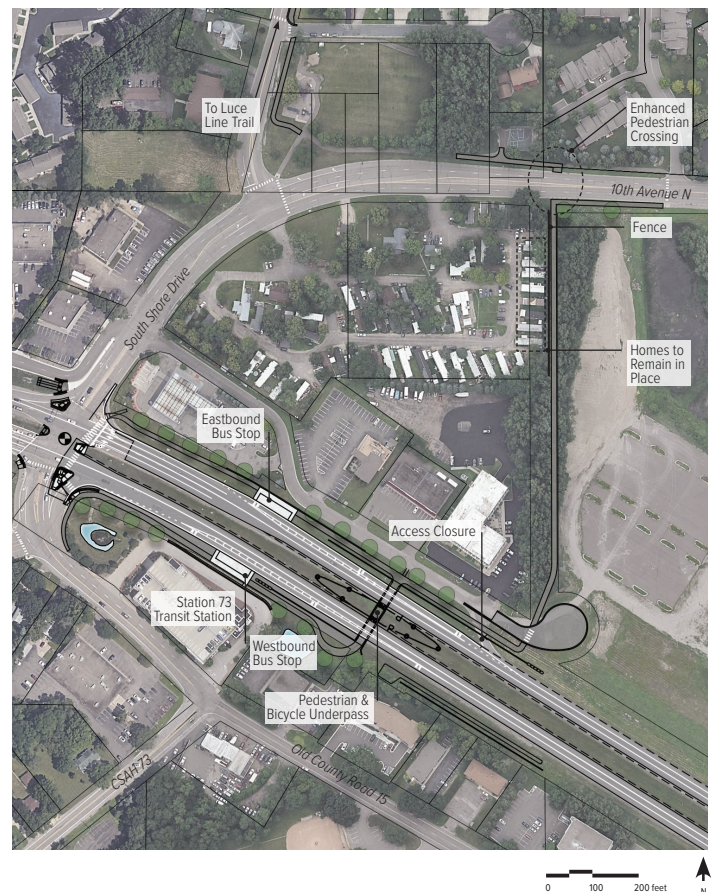
Proposed project elements include:

- New trail underpass of TH 55, with associated road reconstruction and retaining walls
- Improved at-grade crossings at Union Pacific Railroad, TH 55 & South Shore Drive, and on 10th Avenue North
- 10-foot off-street, multiuse trail segments between Luce Line Regional Trail and South Shore Park Park, between 10th Avenue North and TH 55, and along north and south frontages of TH 55, meeting all ADA requirements
- Two new accessible transit stops and improved pedestrian and bicycle access to existing Station 73 Transit Station

Project benefits include:

- Improve safety with four new trail crossings, including two protected facilities for pedestrians and cyclists crossing TH 55 (Tier 1 Expressway Barrier)
- Create a Critical Bicycle Transportation Link by connecting to Luce Line Regional Trail and Old County Road 15 (both Tier 1 RBTN Alignments)
- Provide continuous and protected last-mile bicycling and walking routes to Station 73 Transit Center, enabling residents of low-income housing to access jobs and amenities without a personal vehicle
- Strengthen Plymouth's transportation network, supporting active living and transit-oriented development

Project location:



Proposed project elements:



Bicycle and pedestrian underpass of TH 55, new trail segment

2nd Street North Bikeway

Project Description

The project will construct a bidirectional curb-separated bikeway on 2nd Street N between Plymouth Ave N and Dowling Ave N. The protected bikeway will replace the existing on-street unprotected bike lanes on 2nd Street N. The existing on-street bicycle lanes provide inadequate protection because they do not include a physical barrier from vehicle traffic. At signalized intersections this project will incorporate protected intersection design elements to increase the safety and visibility of people walking and biking.

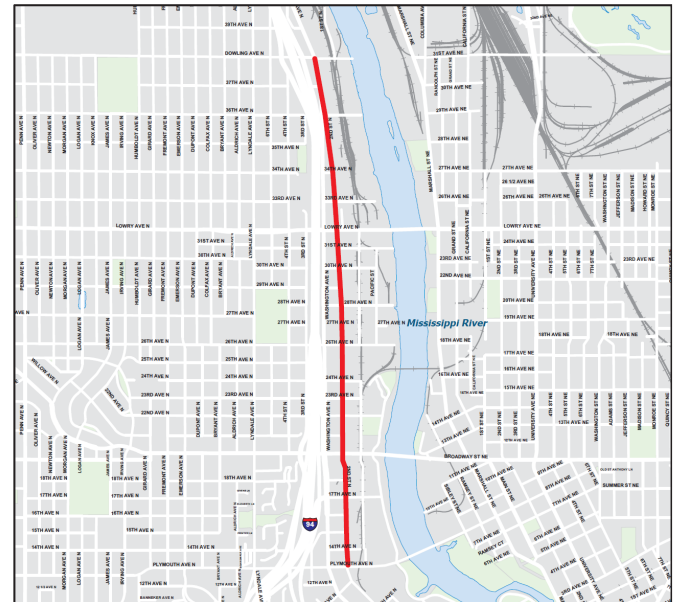
In addition to safety, the project will improve the overall travel experience for pedestrians and bicyclists along the corridor by providing intuitive facilities that incorporate seamlessly with the city's multimodal system. The project will directly connect to a new two-way bike facility being incorporated with a separate Dowling and 2nd Street N intersection reconstruction project, as well as new trail facilities to and through the under-development Upper arbor Regional Park. This project will also connect to other protected bikeways along 26th Ave N and Lowry Ave N. The importance of the project corridor to the regional multimodal system is reflected in its designation as a Tier 1 RBTN corridor.

Existing Conditions



Project Map

2nd Street North from Dowling Ave N to Plymouth Ave N



Proposed Bikeway Project

Project Benefits

- New protected bike facilities on a Tier 1 RBTN alignment with heavy truck traffic
- Protected intersection design at signalized intersections to improve sightlines, visibility, and safety for people walking and biking
- Will connect to a new two-way trail facility leading into the under-development Upper Harbor Terminal Regional Park

To request this document in an alternative format, or for reasonable accommodations, please contact:
Luke Hanson with Minneapolis Public Works Department at 612-673-6175 or luke.hanson@minneapolismn.gov

People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users call 612-673-2157
Para asistencia 612-673-2700 - Rau kev pab 612-673-2800 - Hadii aad Caawimaad u baahantahay 612-673-3500

Capital City Bikeway Buildout: Phase 3 Kellogg Blvd (W. 7th to John Ireland)



Applicant: City of Saint Paul

Project Summary: The City of Saint Paul is proposing to construct a new off-street bikeway along the east side of Kellogg Boulevard from 7th Street to John Ireland Boulevard. The project will be part of the [Capital City Bikeway](#), a network of approximately 5 miles of off-street trails throughout downtown Saint Paul that connects the regional cultural,

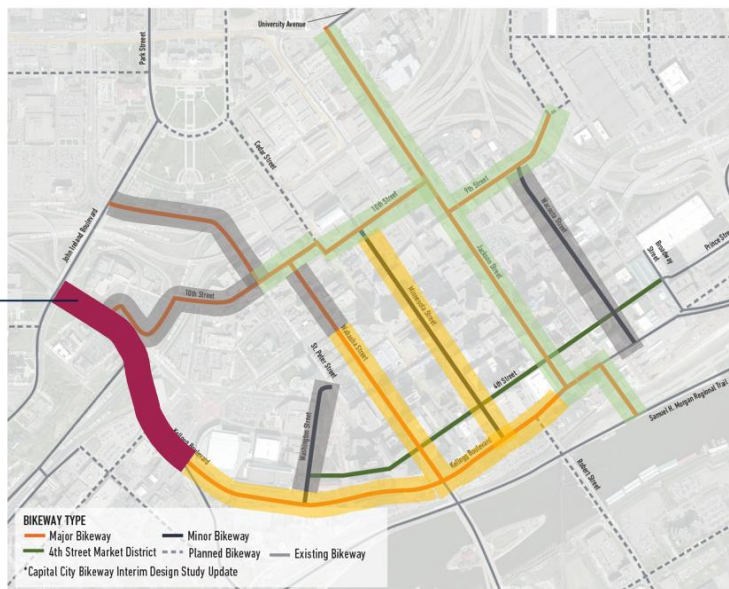
entertainment, and employment opportunities downtown with the existing trail network and residential locations throughout the City. The project is the third and final phase of the Kellogg Boulevard leg of the bikeway network and completes a critical Tier 1 RBTN. The scope of work will include revisions to curbs, gutters, sidewalks, traffic signals, lighting, and other streetscape elements as needed to ensure safety and ADA compliance within the project area.

Construction Cost: \$5,500,000 Federal + \$3,935,913 Local = \$9,435,913 Construction Cost Total



Capital City Bikeway Implementation

- 1.3 miles of completed CCB connections
- 1.5 miles of funded projects in design
- Phase 3 Kellogg Blvd (W. 7th to John Ireland)**
- 1+ miles of remaining connections (funding being sought)



Existing Conditions:

Kellogg Boulevard is a critical regional connection for all modes, and this route is the only path between the Summit Avenue regional trail and the downtown core. A new bicycle trail would connect the Saint Paul College and frequent winter events at the Cathedral with Minnesota History Center, the Smith Avenue Transit Center, and the Xcel Energy Center. Pedestrian activity is high in this stretch and adding this trail will complete the regional modal connections in this important segment of downtown Saint Paul.



Capital City Bikeway Buildout: Saint Peter St (10th St to Rice Street) aka "The Capital Connection"



The City of Saint Paul is proposing to construct a protected bikeway along Saint Peter St from 10th Street to Rice Street. The project will be part of the [Capital City Bikeway](#), a network of approximately 5 miles of off-street trails throughout downtown Saint Paul that connects the regional cultural, entertainment, and employment opportunities downtown with the existing trail network and residential



locations throughout the City. The proposed project routing is a critical connection between the State Capitol Grounds and the downtown core, and multimodal network connectivity will be greatly improved with the addition of a bicycle facility. The scope of work will include revisions to curbs, gutters, sidewalks, traffic signals, lighting, and other streetscape elements as needed to ensure safety and ADA compliance within the project area.

Construction Cost: \$5,500,000 Federal; \$2,865,000 Local; \$8,365,000 Total

Project Location & Capital City Bikeway Implementation

- 1.3 miles of completed CCB connections
- 1.5 miles of funded projects in design
- Saint Peter St CCB (10th St to Rice St)**
- 1+ miles of remaining connections (funding being sought)



Existing Conditions:

I-94 acts as a barrier between the Capitol and the downtown core. Saint Peter St is the most logical and direct path between the two distinct parts of downtown. Today, the route has a sidewalk on the east side of the I-94 bridge and two travel lanes. A new sidewalk-level trail on the west side of the street would be added. Additionally, the currently automobile-oriented intersection of John Ireland and 12th Street would be reconstructed to increase non-motorized safety and comfort and make a direct bicycle connection between the future mixed-use redevelopment planned for the former Sears Site on Rice Street and downtown.



MN River Bluffs Regional Trail

Project Summary



Applicant:	Carver County
Project Location:	MN River Bluffs Regional Trail between Pioneer Trail and Bluff Creek Drive
Total Project Cost:	\$2,110,400
Requested Federal Dollars:	\$1,688,320

Project description:

This project will reconstruct and pave two miles of the Minnesota River Bluffs Regional Trail from Pioneer Trail (Hennepin County CSAH 1) to Bluff Creek Drive. Minnesota River Bluffs Regional Trail plays a key role in the County's alternative transportation network and is an important piece of regional infrastructure for various. Inaccessible surfacing, limited trail widths, limited wayfinding and signage, and lack of parking reduce trail usage among important populations. Trail enhancements will improve the 11-mile, mixed-use trail for all residents and visitors to Carver County.

Proposed project elements include:

- Two miles of 10-foot wide, off-street, bituminous multiuse trail meeting all ADA requirements
- Nine-car parking lot, informational kiosk, improved trail crossing with rectangular rapid-flashing beacon (RRFB) at Bluff Creek Drive, and ADA-compliant pedestrian ramp at west project terminus
- Rest area and additional wayfinding and signage

Project benefits include:

- Expand trail access for a wider variety of users via accessible surfacing, appropriate widths for multiple uses, and a safer trail crossing at Bluff Creek Drive
- Improve connections to the trail corridor via additional parking, an accessible entrance, an improved trail crossing, and additional wayfinding and signage
- Improve Carver County's livability for low-income residents without access to a vehicle by providing a convenient and viable alternative transportation option
- Link to Cedar Lake LRT Regional Trail, Nine Mile Creek Regional Trail, Engler Boulevard, County Road 101, and Pioneer Trail; along with local trail connections
- Connect with jurisdictions of Chaska, Chanhassen, and Shakopee; while providing a continuous trail to regional job centers in Eden Prairie, Hopkins, St. Louis Park, and Minneapolis
- Connect with the MN River Valley and State Trail, and the Seminary Fen Scientific and Natural Area

Project location:



Existing conditions:



Inaccessible parking lot; lack of signage at Bluff Creek Drive (looking east)



Unsafe trail crossing; limited sightlines and signage (looking northwest)

Ravine Trail

Project Summary



Applicant:	Carver County
Project Location:	Ravine Trail between West 82nd Street and Pioneer Trail
Total Project Cost:	\$5,717,300
Requested Federal Dollars:	\$4,573,840

Project description:

The Ravine Trail project will construct a new paved bituminous trail, providing a continuous two-mile multiuse facility between West 82nd Street and Pioneer Trail (CSAH 14) to better serve bicyclists and pedestrians of all ages and abilities. The improved trail will significantly expand Carver County and the City of Chaska's alternative transportation network by filling a gap in the TH 41 Regional Trail Search Corridor, which will eventually connect to TH 5 (Tier 1 RBTN Alignment) in Chanhassen and Minnesota River Bluffs Regional Trail (Tier 1 RBTN Alignment) in Chaska. The existing railroad condition is a significant barrier to safe travel by bicyclists and pedestrians. Users currently pass over the tracks via an informal crossing that requires a steep and unstable 20-foot climb on either side of the embankment and traversing two sets of railroad tracks. The Ravine Trail is in poor condition and inadequate for year-round use. South of the railroad tracks, most of the trail is paved (0.3 miles paved, 0.2 miles unpaved) but not striped and in deteriorating conditions. North of the tracks, the 1.5-mile segment is entirely unpaved. The unpaved segments include uneven and loose gravel and dirt surfaces that create unsafe conditions in wet weather and make winter maintenance difficult. The existing trail conditions limit safe trail access and create safety issues for all users.

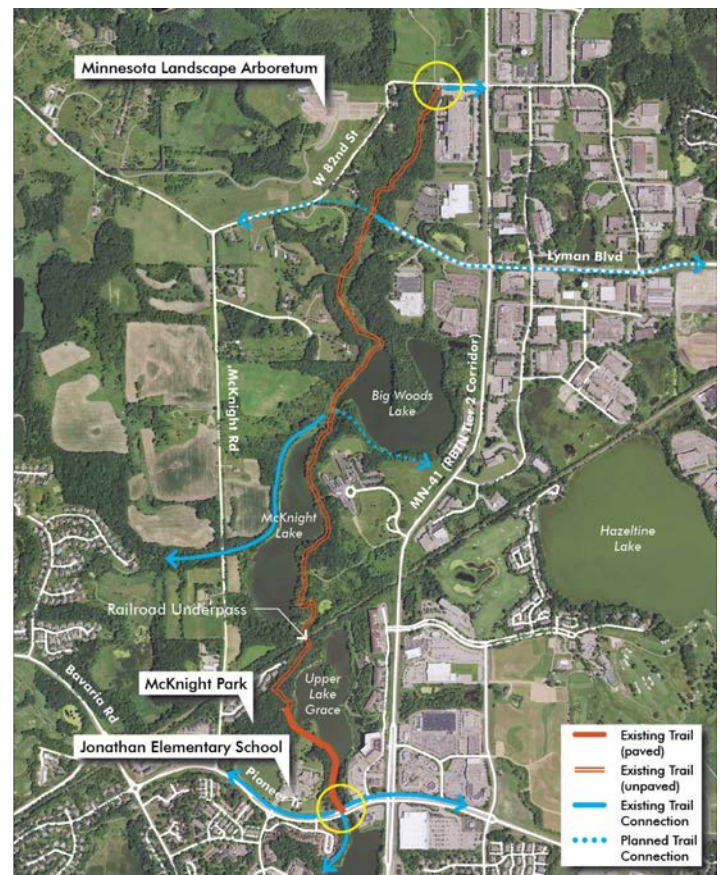
Proposed project elements include:

- Two miles of 8 to 10-foot wide, off-street, bituminous multiuse trail meeting all ADA requirements
- Separated railroad underpass with retaining walls, culvert reconstruction, and associated work
- Wayfinding and signage, rest area, and associated amenities

Project benefits include:

- Connect a series of disconnected existing trails, creating a continuous two-mile multiuse trail along a planned Tier 2 RBTN Corridor
- Link City-identified job centers, commercial areas, neighborhoods, schools, open spaces, cultural and institutional places, and other destinations via alternative transportation
- Improve County and City livability for low-income residents without access to a vehicle by providing a convenient and viable alternative transportation option
- Provide residents living in affordable housing adjacent to the project's southern terminus access to job centers
- Expand trail access to others users, including children and families, senior citizens, and users with disabilities via accessible surfacing and appropriate widths for multiple uses

Project location:



Ravine Trail

Project Extents



Existing conditions:



Unpaved trail segment



Informal existing railroad crossing

Normandale Boulevard Multiuse Trail Project Summary



Applicant:	City of Bloomington
Project Location:	Normandale Boulevard between Old Shakopee Road and 94th Street
Total Project Cost:	\$5,689,021
Requested Federal Dollars:	\$4,550,000

Project Description:

The proposed project will construct bicycle and pedestrian facilities on Normandale Boulevard (CSAH 34) between Old Shakopee Road (CSAH 1) and W 94th Street. By closing a gap in the local trail network, the project will provide direct, continuous bikeway and pedestrian access to amenities in Bloomington and neighboring communities; improving safety for all modes of travel.

Proposed project elements include:

- A multiuse trail on the west side and multiuse trail or walk on the east side, to be determined by public process and feasibility study
- Curb reconstruction with ADA pedestrian ramps, improved crosswalks, and accessible pedestrian signals at signalized north-south intersections
- Wayfinding to other local and regional bicycle and pedestrian facilities
- Bicycle and pedestrian rest area with amenities at Normandale Boulevard and W 94th Street

Project benefits include:

- Strengthen Bloomington's alternative transportation network, support active living, and expand transportation options
- Improve conditions for users with limited mobility, impaired vision, and other disabilities, families with strollers, and less experienced cyclists
- Provide a continuous north-south link to and last-mile bicycle and pedestrian facilities to two park-and-rides, enabling residents of low-income housing to access regional job centers in areas with higher housing costs
- Create a Critical Bicycle Transportation Link by connecting to France Avenue (a Tier 1 RBTN Alignment), Old Shakopee Road (located in a Tier 1 RBTN Corridor), and Hyland Regional Trail (a Tier 2 RBTN Alignment).
- Link to Hyland Regional Trail, Soo Line Corridor Regional Trails, Hyland Bush Regional Park, Normandale Lake Park, and trails to the north of W 94th Street; closing gaps between existing recreation amenities and improving the regional trail network

Project location:



Existing conditions:



Project Description

The proposed project will create a new bikeway with pedestrian improvements and traffic calming along Humboldt Avenue North and Irving Avenue North in Minneapolis. The project extends approximately 2.1 miles from 44th Ave N to 26th Ave N. The route is on the Regional Bicycle Transportation Network. This segment is currently a local street that connects several existing trails, schools, and parks.

The corridor will receive a range of different treatments block to block, including bicycle boulevard treatments, intersection improvements, partial reconstruction or full reconstruction. Some blocks may limit or remove motor vehicle access, others may narrow the vehicular travel space by half, and other blocks could primarily focus on intersection treatments such as curb extensions, median refuge islands and traffic circles. The project will also include ADA curb ramp upgrades at intersections that need improvements. Project treatments and improvements include, but are not limited to: signing, striping, bicycle paths, sidewalks, traffic circles, diverters, medians, flashing beacons, and ADA pedestrian ramps.



Project History

The Northside Greenway Phase 1 is the result of multiple rounds of public engagement focused on reaching the full diversity of the community. Engagement began in 2011 and included six surveys, a year-long demonstration project, and numerous community events and conversations over several years. Engagement efforts included two rounds of sponsoring community-based organizations to conduct culturally relevant outreach, aimed at reaching people of different backgrounds and languages. Throughout engagement, a strong majority of residents supported the greenway. More engagement is planned to start in 2023 to help shape the final design.



Rendering of "Half Greenway" option for Northside Greenway.

Project Name: Lake Marion Greenway – Lakeville West Segment

Applicant: City of Lakeville

Project Location: City of Lakeville

Total Project Cost: \$3,565,138

Requested Federal Award Amount: \$2,852,110

Local Match: \$713,028



Project Description:

The City of Lakeville is submitting this application to complete a segment of the Lake Marion Greenway, starting from Dodd Blvd and extending west to Ritter Farm Park, ending at 185th Street/CSAH 60 and Judicial Rd. The greenway travels over I-35 via an existing bridge on 195th St. The segment to the west of I-35 is a planned trail within Ritter Farm Park, and the segment to the east of I-35 is located on existing trails, many of which are being upgraded due to deficient trail widths and pavement conditions. In addition, the City of Lakeville is submitting a separate grant application for a different segment of the Lake Marion Trail that connects directly to this segment at Dodd Blvd. The two segments are being submitted in separate applications due to differing project needs, funding sources, and program years.

The proposed project will provide increased connectivity to numerous destinations, trailheads, parks, and schools in the area. When fully completed, the Lake Marion Greenway will travel 20 miles through the communities of Burnsville, Savage, Credit River Township, Lakeville, and Farmington and will link the Minnesota River and the Minnesota River Greenway to Murphy-Hanrehan Park Reserve, Ritter Farm Park, and Lake Marion where it will connect to the North Creek Greenway. Like all Dakota County greenways, the Lake Marion Greenway is envisioned to provide multiple benefits to water quality, habitat, recreation and nonmotorized transportation, while improving access and safety for all users.

Project Benefits:

- Fills a key gap in local and regional biking and walking networks
- Reduces risk of crashes and conflicts between bike, pedestrians, and vehicles
- Enhances the bicycle and pedestrian crossing at 195th Street bridge
- Increases access to natural areas, trails and cultural resources

Key Connections:

- Located on an RBTN Tier 2 alignment
- Connects to RBTN Tier 2 corridors on both ends
- Connects local residents to Ritter Farm Park, Caspersen Park, West Lake Marion Park, Lakeview Elementary, and Marion Fields Park
- Connects directly to another segment of the Lake Marion Greenway at Dodd Blvd which connects to downtown Lakeville

Project Area:



Existing Conditions in Ritter Farm Park:



Project Name: Lake Marion Greenway Trail Gap - Sunset Pond Park to Williams Drive

Applicant: City of Burnsville

Project Location: Sunset Pond to Williams Dr.

Total Project Cost: \$1,368,341

Requested Federal Award Amount: \$1,094,673

Local Match: \$273,668



Project Description:

The City of Burnsville is proposing filling a gap in the Lake Marion Greenway system by constructing a new trail segment on Judicial Road as well as improving the trail in Sunset Pond Parks. The proposed new trail segment is located on the west side of Judicial Road between the proposed railroad crossing at Howell Park and Williams Drive. The City is proposing improvements to the existing trail at Sunset Pond by widening the trail and softening some curves in the trail, which will improve safety for all trail users. Once completed, the multi-modal greenway trail will be 4.5 miles long and connect parks between Sue Fischer Park/Rudy Nature Kraemer Preserve and Kelleher Park. This proposed trail segment is approximately 1.6 miles long and will significantly improve regional bicycle connectivity as it fills a Tier 2 Regional Bicycle Transportation Network (RBTN) alignment gap, and also connects to a Tier 2 RBTN corridor on the south end of the project.

Project Benefits:

- Fills a gap in the regional bicycle transportation network (RBTN)
- Provides a railroad crossing at Howell Park
- Reduces risk of crashes and conflicts between bike/peds and vehicles
- Improves access to a mix of land uses and existing and planned transit services

Key Connections:

- Located on an RBTN Tier 2 alignment
- Connection to RBTN Tier 2 corridor on south end
- Direct connections to Sunset Pond Park, Westview Park, and Howell Park
- Connection to County Road 42, large employers, Kelleher Park, and existing Lake Marion Greenway segment
- Connection to Rudy Kraemer Nature Preserve and Minnesota River Greenway via Rose Bluff Trail at Williams Dr and Judicial Rd
- Access to Hidden Valley Elementary School and Eagle Ridge Middle School (Located just west of Sunset Pond)

Project Area:

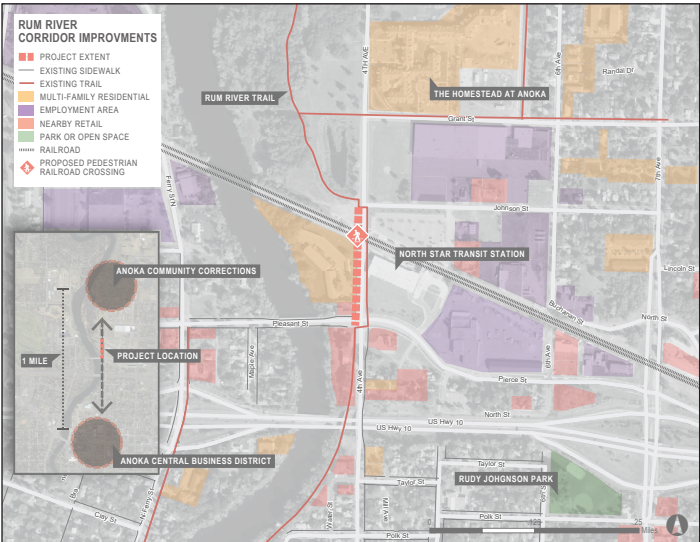


Existing Conditions on Judicial Road:



Anoka Rum River Regional Trail 4th Ave BNSF Railroad Crossing and Trail Connection

CITY OF ANOKA



Project Location



Existing Conditions
(4th Avenue at Johnson Street- facing southbound)



Existing Conditions
(4th Avenue north of Pierce Street- facing northbound)

Project Location:	The City of Anoka
Requested Award Amount:	\$556,000
Total Project Cost:	\$706,000

PROJECT DESCRIPTION

The City of Anoka is seeking funds to construct a 10 foot wide trail (approximately 0.2 miles) on the west side of 4th Avenue (County Road 31) between Johnson Street and Pierce Street (County Road 30). Today, there is no sidewalk or trail along the west side of the road. This has resulted in a number of safety and connectivity issues for pedestrians/bicyclists wishing to access the Anoka Northstar Station. For example, pedestrians/bicyclists traveling along the Rum River Trail to the Anoka Northstar Station (via 4th Avenue) must travel in the road (approximately 700 feet) to Pierce Street to safely access a crossing. Trail users who chose to continue south into Anoka’s Central Business District must also travel in the road to reach a pedestrian crossing over Highway 10 (Principal Arterial). Additionally, the Minnesota Department of Transportation will be constructing a permanent bike line addition to the new 4th Ave bridge on the west side. This will create additional need for the trail alignment to continue on the west side and not cross 4th Ave to cross on a sidewalk or ride against traffic in the northbound shoulder. The trail gap along 4th Avenue has created circuitous and unsafe routes for pedestrians and bicyclists accessing this crossing and needs to be addressed.

PROJECT BENEFITS:

- » Reduce pedestrian and bicycle exposure, while improving access and mobility.
- » Support and enhance the RBTN network.
- » Address a 0.2 mile gap in the Rum River Trail and remove trail users off the road between Pierce Street and Johnson Street.
- » Enhance transit ridership along the Northstar Commuter Rail
- » Eliminate circuitous pedestrian and bicyclists routes over Highway 10.
- » Safely channel pedestrians and bicycle over the BNSF railroad lines.



Inver Grove Heights Babcock Trail

MULTIUSE TRAILS AND BICYCLE FACILITIES

PROJECT DESCRIPTION

The Inver Grove Heights Babcock Trail will complete a critical gap in the bicycle and pedestrian network for the City of Inver Grove Heights. The proposed trail will be an 8-foot multi-use trail with curb ramps, crosswalk improvements, and retaining walls where necessary to meet ADA standards. A 5-foot vegetative buffer will separate trail users from roadway traffic. The entire project lies within a Tier 2 RBTN corridor with high-demand for bike and pedestrian facilities.

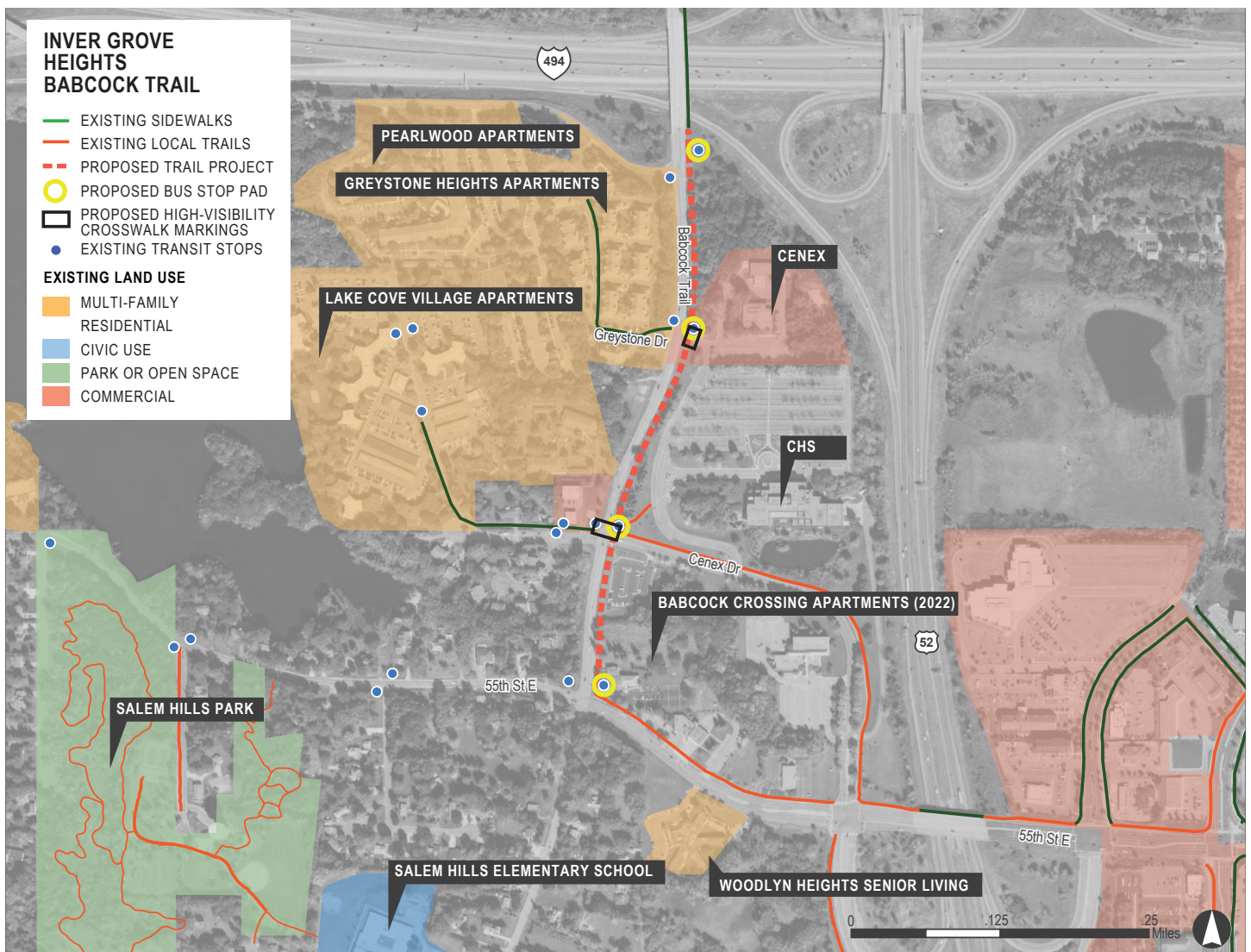
Project Location: Inver Grove Heights

Requested Award Amount: \$419,040

Total Project Cost: \$523,800

PROJECT BENEFITS

- » Provides local connections to commercial areas both north and south of I-494 and to residential areas east and west of Babcock Trail
- » Fills a gap in the regional trail network with strengthened connections to the River to River Greenway and the Mississippi River Regional Trail.
- » Provides safer connections to transit links
- » Employees at nearby businesses will gain a safer area in which to travel to and from work, and to recreate.
- » Direct access to neighborhood amenities including a place of worship, convenience store, and restaurant for residents in the area.
- » Improved safety for pedestrians and bicyclists with an off-road, separated trail to meet ADA standards.



Project Area

West Mississippi River Regional Trail: TH 169 to Douglas Dr. N Construction (North Segment) *(Multi-Use Regional Trail)* Project Summary



Applicant – Three Rivers Park District

Project Location – Between TH 169 and Douglas Dr. N. (CSAH 14) along West River Road (CSAH 12) in Champlin, Hennepin County

Total Project Cost – \$3,750,000

Requested Federal Amount - \$3,000,000

Local, Secured Match Amount - \$750,000

Project Description:

This project includes constructing 1.7 miles of new regional trail and wayfinding and existing trail improvements from TH 169 to Douglas Drive N (CSAH 14) along West River Road (CSAH 12) in Champlin, filling a critical gap in the multi-use, off-road trail system. The trail is planned within the public right-of-way along West River Road (CSAH 12) and will provide direct connections to the Mississippi National River and Recreation Area (National Park Service), Great River Road Scenic Byway, Mississippi River Trail/US Bicycle Route 45 (Minnesota Department of Transportation), local Champlin commercial district at the TH 196/West River Road area, quasi-public and residential destinations as well as indirect connections to the Mississippi Gateway Regional Park and Rush Creek Regional Trail and regional environmental justice areas (as defined by Met Council).

Proposed Project Elements:

- New construction of 1.7-miles of regional trail and wayfinding along West River Road (CSAH 12) from Chandler Park to Douglas Dr. North (CSAH 14).

Proposed Benefits Include:

- A safe, off-road continuous and contiguous corridor for all ages, physical abilities and non-motorized travel modes adjacent to West River Road (CSAH 12) that receives 9,200 annual average daily traffic (AADT).
- A protected bikeway to 38,306 people within 1-mile - connecting them to over 9,350 jobs within the project area.
- Connection to multi-modal transportation including 17 existing bus stops.
- Improvement to the area's livability; supporting active living and providing a safe, direct transportation option for those without access to vehicle or who choose to commute by foot or bike.



Before Conditions:

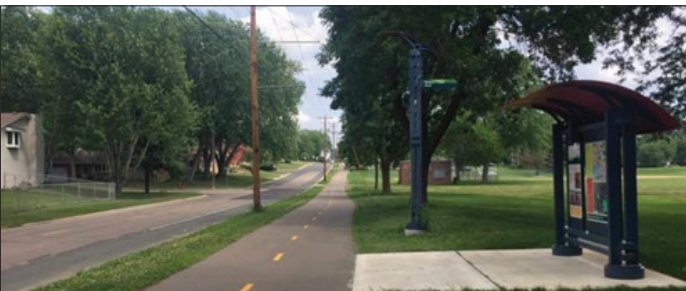


West River Road (CSAH 12): Currently West River Road is a two lane, rural county road with varying widths of road shoulder. Vehicle travel speeds average 45 MPH.

West River Road (CSAH 12) and Douglas Dr. (CSAH 14) intersection: The proposed regional trail will connect trail users to newly constructed local off-street trails adjacent to Douglas Dr.



After Conditions:



Typical regional trail along road in suburban setting: The above photo shows an example of what the trail will look like following construction.

Project Map



West Mississippi River Regional Trail: Douglas Dr. N to 109th Ave. Construction (South Segment) (Multi-Use Regional Trail) Project Summary



Applicant – Three Rivers Park District

Project Location – Between the Douglas Ave. N and 109th Ave. along West River Road (CSAH 12) in Champlin, Hennepin County

Total Project Cost – \$3,665,200

Requested Federal Amount - \$2,932,160

Local, Secured Match Amount - \$733,040

Project Description:

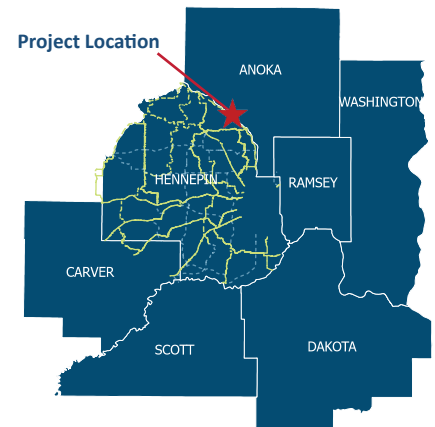
This project includes constructing 1.7 miles of new regional trail including wayfinding from Douglas Dr. N (CSAH 14) to 109th Avenue along West River Road (CSAH 12) in Champlin, filling a critical gap in the non-motorized transportation, off-road trail system. The trail is planned within the public right-of-way along West River Road (CSAH 12) and will provide direct connections to the Mississippi National River and Recreation Area (National Park Service), Great River Road Scenic Byway, Mississippi River Trail/US Bicycle Route 45 (Minnesota Department of Transportation), local Champlin commercial district, quasi-public and residential destinations, and indirect connections to the Mississippi Gateway Regional Park and Rush Creek Regional Trail.

Proposed Project Elements:

- Construct a 10-foot wide, off-street, multi-use bituminous trail, meeting all ADA requirements including accessible curb ramps
- Install wayfinding information kiosks and signage

Proposed Benefits Include:

- Provides a safe, off-road continuous and contiguous corridor for all ages, physical abilities and non-motorized travel modes adjacent to a CSAH 12 that receives 5,100 annual average daily traffic (AADT).
- A protected bikeway to 39,323 people within 1-mile - connecting them to over 8,026 jobs within the project area.
- Connects to multi-modal transportation including 14 existing bus stops, and 1 park and ride.
- Improves the area's livability, supports active living and provides a safe, direct active transportation option for those without access to vehicle or whom choose to commute by foot or bike.



Before Conditions:

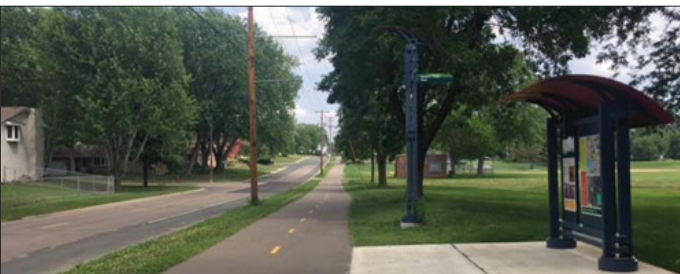


West River Road (CSAH 12): Currently West River Road is a two lane, rural county road section with varying widths of road shoulder. Vehicle travel speeds average 45 MPH.

West River Road (CSAH 12): The proposed regional trail will connect trail users directly to public transit via a METRO Transit park and ride at West River Road and 117th Avenue North. Bike lockers are currently offered.



After Conditions:



Typical regional trail along road in suburban setting: The above photo shows an example of what the trail will look like following construction.

Project Map



Crow River Regional Trail: Lake Rebecca Park Reserve to Bridge Street (Crow River) Constr

(Multi-Use Regional Trail)

Project Summary



Applicant – Three Rivers Park District

Project Location – Between the Lake Rebecca Park Reserve and the Crow River along Rebecca Park Trail (CSAH 50) and Bridge Street in Greenfield and Rockford, Hennepin County

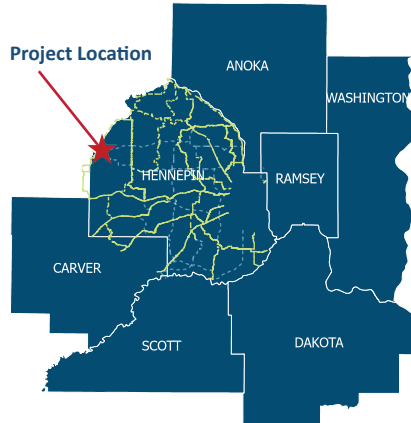
Total Project Cost – \$1,250,000

Requested Federal Amount - \$1,000,000

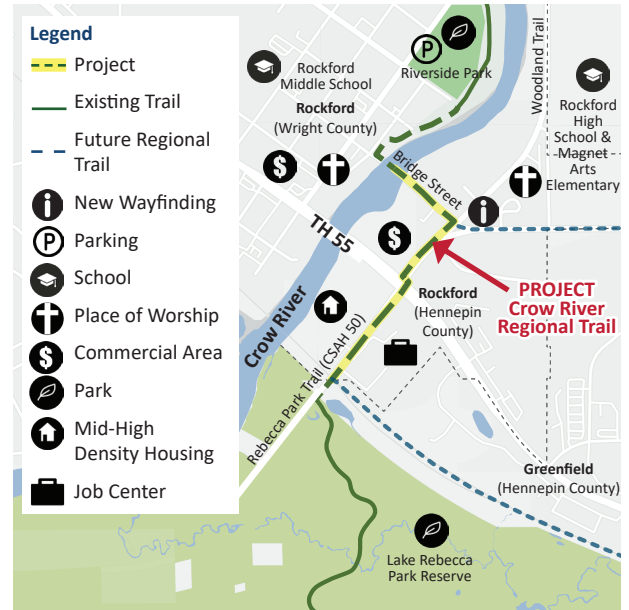
Local, Secured Match Amount - \$250,000

Project Description:

This project includes constructing 0.6 miles of new Crow River Regional Trail (CRRT) and wayfinding from Lake Rebecca Park Reserve along Rebecca Park Trail (CSAH 50) through Greenfield and Rockford to the crossing of the Crow River on Bridge Street, filling a critical gap in the non-motorized transportation, off-road trail system. The trail is planned within the public rights-of-way along Rebecca Park Trail (CSAH 50) and Bridge Street, and will provide direct trail connections to Lake Rebecca Park Reserve, future regional trail corridors, nearby schools, Greenfield and Rockford businesses, downtown Rockford and the Crow River.



Project Map



Proposed Project Elements:

- Construct a 10-foot wide, off-street, multi-use bituminous trail, meeting all ADA requirements including accessible curb ramps
- Relocate associated above and underground utilities
- Install wayfinding information kiosks and signage

Proposed Benefits Include:

- A safe, off-road continuous and contiguous corridor for all ages, physical abilities and non-motorized travel modes adjacent to Rebecca Park Trail (CSAH 50) that receives 3,400 annual average daily traffic (AADT) south of TH 55 and 2,550 AADT north of TH 55.
- A safe bicycle and pedestrian crossing of TH 55, a major physical barrier, which receives 14,600 AADT
- Coordinates with Wright County's existing CRRT regional trail network to close a significant Hennepin County gap, which will realize 11.4-miles of a 32-mile corridor.
- Provides a protected bikeway to 3,837 people within 1-mile - connecting them to over 687 jobs within one mile of the project area.
- Connects to Lake Rebecca Park Reserve, future regional trail corridors, Greenfield and Rockford businesses, downtown Rockford and the Crow River.
- Improves the area's livability, supports active living and provides a safe, direct active transportation option for those without access to vehicle or whom choose to commute by foot or bike.

After Conditions:



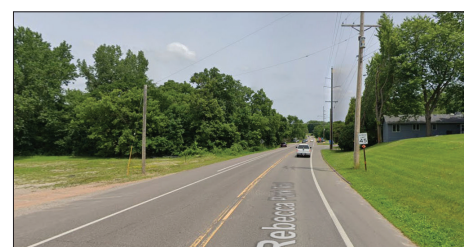
↑ **Typical regional trail along road in suburban setting:** The above photo shows an example of what the trail will look like following construction.

Before Conditions:



← **Rebecca Park Trail (CSAH 50) and TH 55:** The existing Lake Rebecca Park trail terminates at the road shoulder of Rebecca Park Trail (CSAH 50) providing no off-street trail connection north.

Rebecca Park Trail (CSAH 50) and TH 55: Currently, there are no accommodations for pedestrians and bicyclists on the east side of the Rebecca Park Trail (CSAH 50) and TH 55 intersection - a major physical barrier.



← **Rebecca Park Trail (CSAH 50):** North of TH 55, Rebecca Park Trail (CSAH 50) has a posted speed of 45 mph, with varying shoulder widths for pedestrians and bicyclists.

Minnesota River Regional Greenway— Fort Snelling State Park UP Rail Overpass

DAKOTA COUNTY



Proposed overpass and trail route



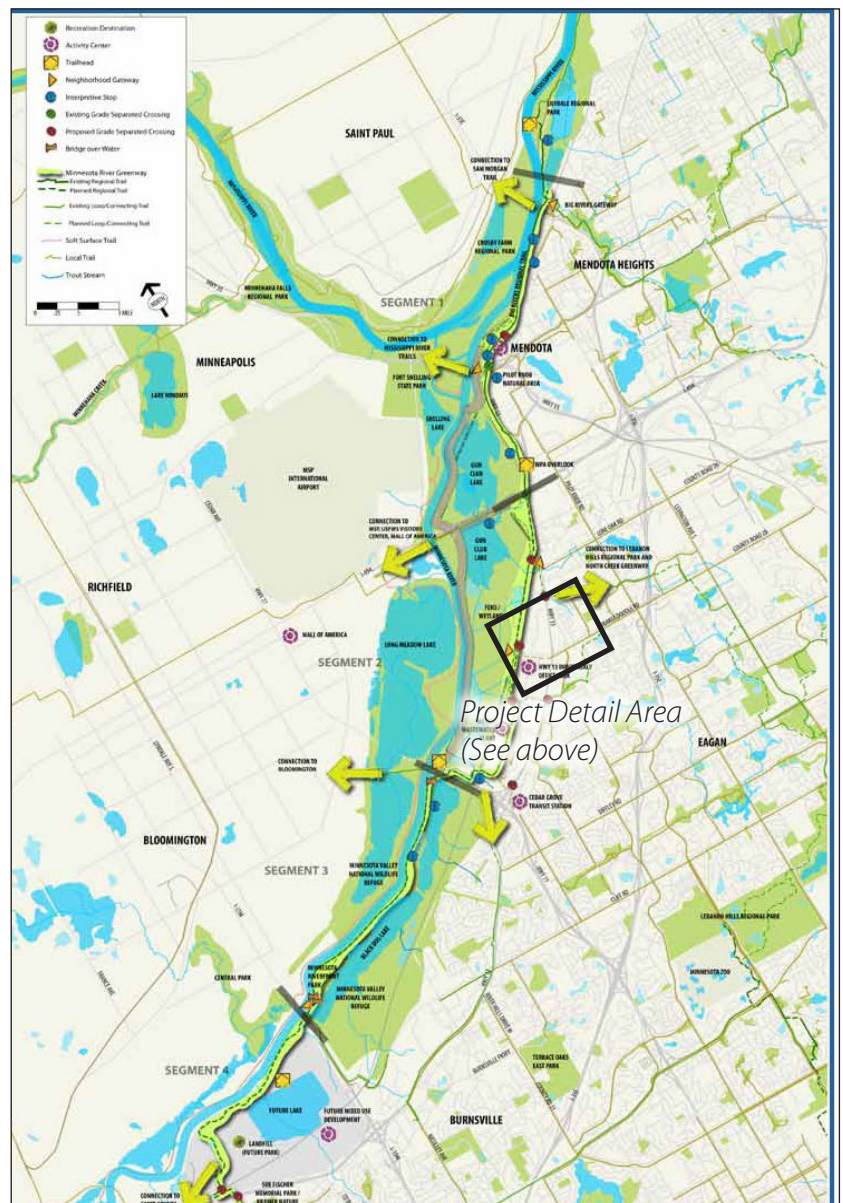
PROJECT BENEFITS

- » Provides a safe, grade-separated crossing of a major bike and pedestrian barrier, the UP Railroad, between Eagan and Fort Snelling State Park/Minnesota River Valley
- » Completes a long planned regional trail between Burnsville and downtown Saint Paul
- » Connects to key bridges over the Minnesota River, including the Cedar Avenue and I-494 bridges
- » Provides new opportunities and local connections for underserved populations in adjacent communities to access the outstanding natural resources at Fort Snelling State Park and the Minnesota Valley National Wildlife Refuge
- » Fills a gap between the popular Big Rivers Regional Trail and the Burnsville segment of Minnesota River Greenway Regional Trail
- » Connects trails in Burnsville, Eagan, Bloomington, Mendota Heights, Minneapolis, Saint Paul and beyond
- » Immerses visitors in the expansive Minnesota River Valley, providing views and long vistas that feel far removed from the urban environment
- » Links a major system of trails in the Minnesota River Valley from Ortonville to Le Sueur to Saint Paul with continued collaboration and trail development

PROJECT DESCRIPTION

The Minnesota River Greenway UP rail overpass and trail segment will complete a critical 0.5 mile gap in the 17-mile Minnesota River Greenway Regional Trail, an important regional trail that will provide views and access to the Minnesota River through several suburban Twin Cities communities.

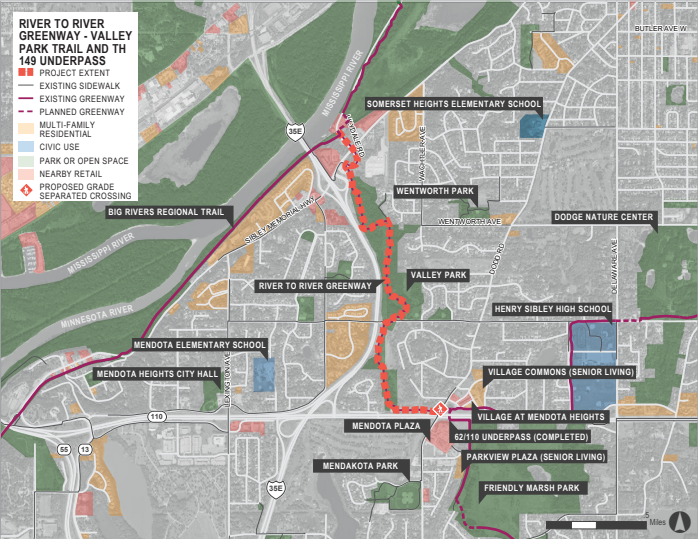
Project Location:	Eagan
Requested Award Amount:	\$3,777,940
Total Project Cost:	\$4,722,425



Minnesota River Greenway Regional Trail Concept Plan

River to River Greenway – Valley Park Trail & TH 149 Underpass

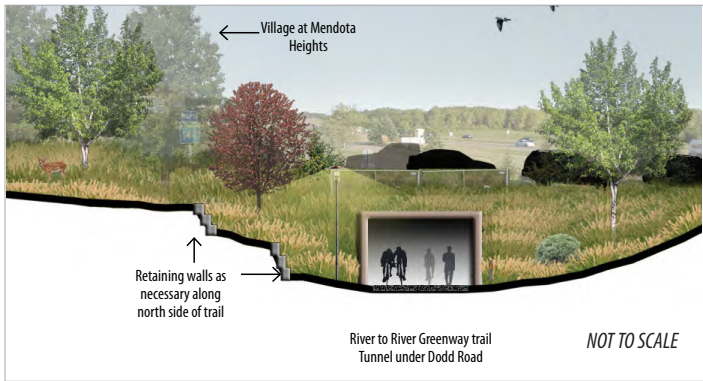
DAKOTA COUNTY



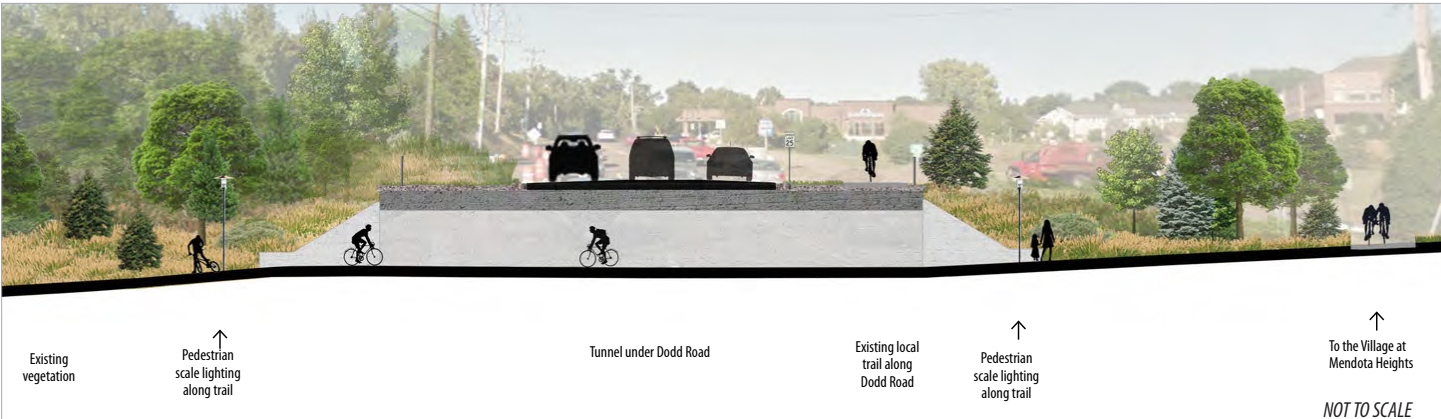
Proposed project area



Google Streetview: Dodd Road looking south to Hwy 62



Dodd Road Underpass Concept - looking east



Dodd Road Underpass Concept - looking north

Project Location:	Mendota Heights
Requested Award Amount:	\$1,372,800
Total Project Cost:	\$1,716,000

PROJECT DESCRIPTION

The River to River Greenway - Valley Park Trail and TH 149 Underpass, will improve trail conditions through Valley Park and create a new grade separated crossing of Dodd Road. The proposed underpass is located approximately 100 feet north of the intersection of Dodd Road and Highway 62/110. This underpass and trail will improve local and regional connectivity and safety as it will provide a contiguous two-mile trail connection between Saint Paul and Dakota County communities along I-35E and across the Mississippi River, two significant barriers to pedestrian and bicycle connectivity.

PROJECT BENEFITS

- » Improves pedestrian and bicyclist safety along the River to River Greenway and for local residents crossing Dodd Road
- » Provides a continuous trail connection from Mississippi River in Lilydale to Mississippi River in South St. Paul and to Lebanon Hills Park in Eagan
- » Reduces trail user and vehicle conflicts at the intersection of Dodd Road and Hwy 110/62

Lebanon Greenway TH 149 Trail

DAKOTA COUNTY

Project Location:	Mendota Heights
Requested Award Amount:	\$ 817,380
Total Project Cost:	\$1,021,725

PROJECT BENEFITS

- » Fills a 1.4 mile trail gap in the Mendota - Lebanon Greenway Regional Trail
- » Provides a necessary connection in a Tier 1, Priority RBTN Corridor that connects several communities within the area
- » Provides a safe, off-road recreational trail along Dodd Road for local students, residents, and employees in the immediate area
- » Eases access to the adjacent commercial and employment nodes
- » Serves two nearby senior housing developments and three local schools
- » Connects trails in Mendota Heights, West St. Paul, South St. Paul, Inver Grove Heights, and Eagan to Minneapolis, Saint Paul and beyond

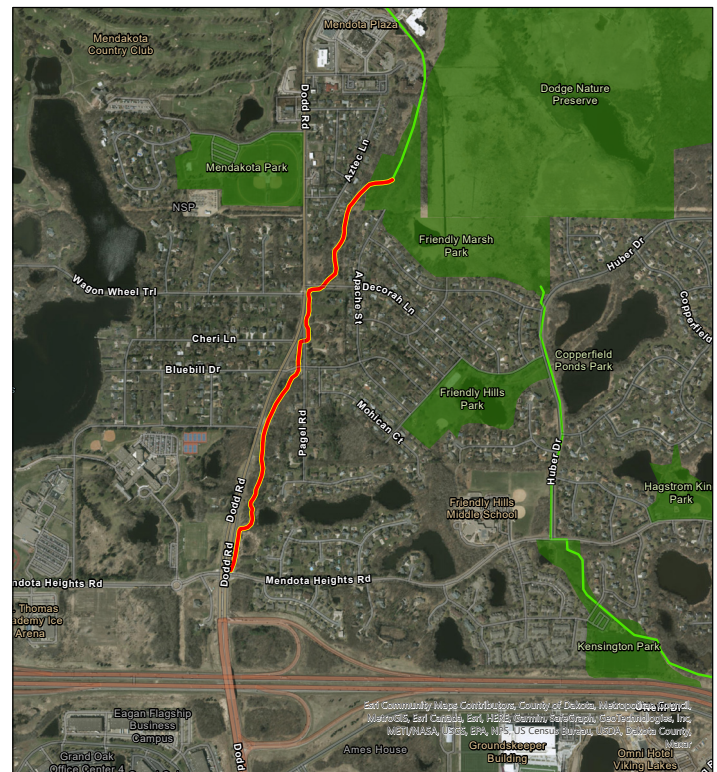


This Trail will create a safer alternative route for non-motorized vehicles when traveling north and south through the community along Dodd Road as currently pedestrians and bicyclists must use the shoulder, turn lanes, and bypass lanes to reach their destination

PROJECT DESCRIPTION

The TH 149/Dodd Road trail will complete a critical 1.4 mile trail gap in the Mendota-Lebanon Greenway Regional Trail, which extends 8.5 miles through the communities of Mendota Heights, Eagan, and Inver Grove Heights. Addressing this trail gap will be immediately beneficial for commuters, fulfilling daily needs at the commercial and employment nodes at Highway 62, and to support recreation, particularly as this greenway connects trail users to Lebanon Hills Regional Park. In addition, this project will facilitate connection to the River to River Greenway just a quarter of a mile north of the trail project. The River to River Greenway extends from the Mississippi River in Lilydate through West St. Paul and to the Mississippi River in South St. Paul.

Lebanon Greenway TH 149 Project Map



- Dakota County Boundary
- Dakota County Parks
- 2022 Proposed Projects
- Existing Regional Trails

0 0.07 0.15 0.3 Miles

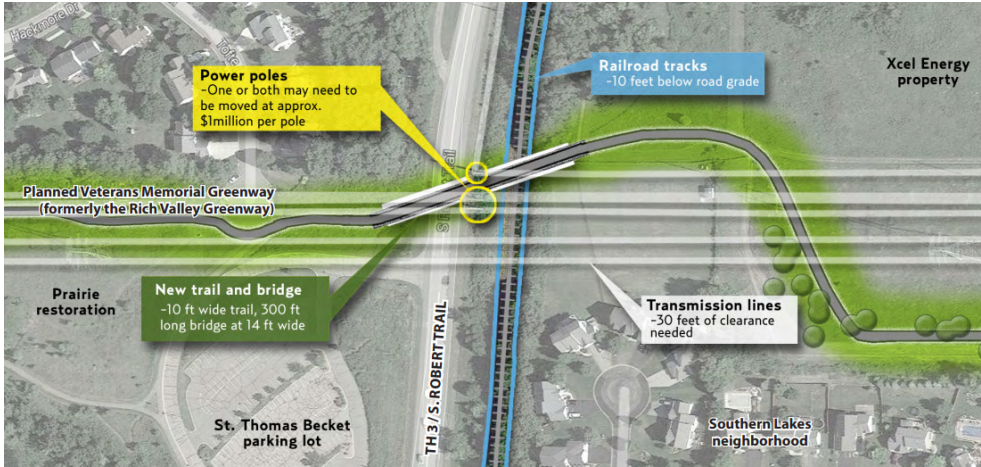


Veterans Memorial Regional Greenway — Trail & Bridge

DAKOTA COUNTY

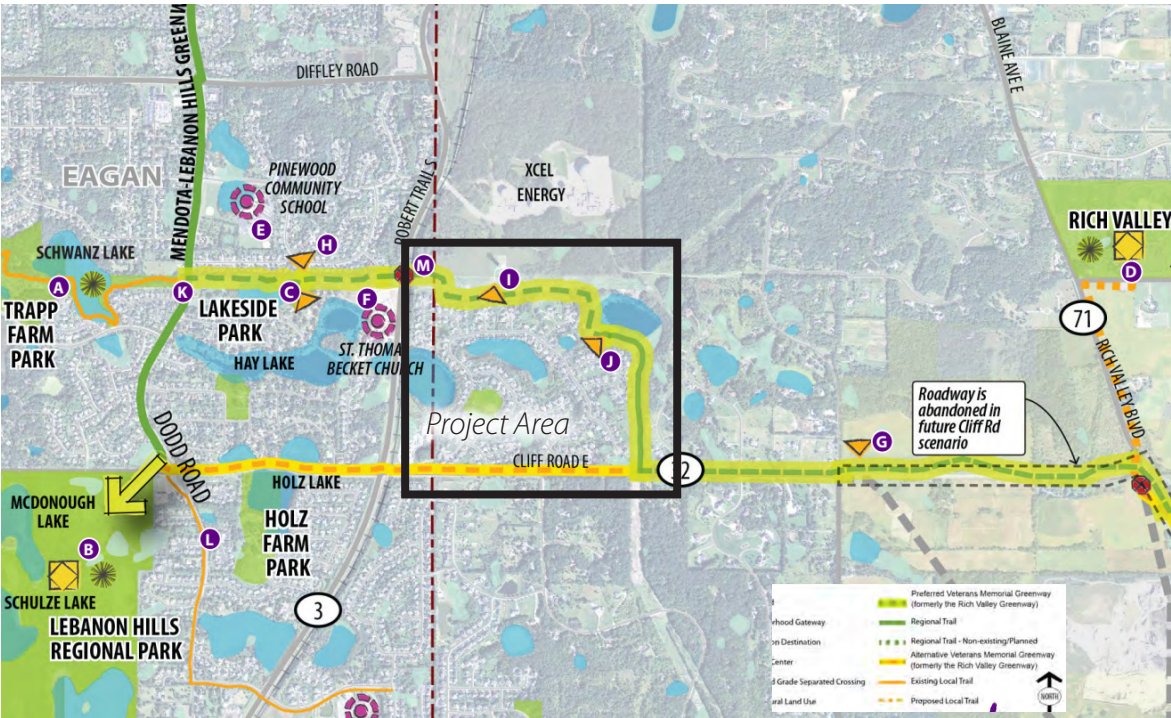
PROJECT DESCRIPTION

The Veterans Memorial rail overpass and trail segment will complete a critical 1.0 mile gap in the 5-mile Veterans Memorial Greenway Regional Trail, an important regional trail that links Lebanon Hills Regional Park and the Mississippi River in central Dakota County. This corridor stretches east and west between Eagan and Inver Grove Heights, connecting single-family residential neighborhoods, parks, and rural and undeveloped open space.



Proposed overpass over TH 3 and Progressive Railway

Project Location:	Eagan & Inver Grove Heights
Requested Award Amount:	\$2,800,000
Total Project Cost:	\$3,500,000



Veterans Memorial Greenway - East Segment

PROJECT BENEFITS

- » Provides a safe, grade-separated crossing of a major bike and pedestrian barrier, the Progressive Railroad
- » Completes an east/west regional trail segment between Eagan and Inver Grove Heights
- » Provides a safe, off-street trail and grade-separated crossing away from busy roadways including TH 3 and Cliff Road
- » Provides new opportunities and local connections for underserved populations in adjacent communities to access the recreational amenities at Lebanon Hills Regional Park
- » Fills a gap between the Mendota-Lebanon Hills Regional Greenway and the popular Mississippi River Regional Trail
- » Links a major system of trails in central Dakota County between Lebanon Hills Regional Park and the Mississippi River
- » Connects residents in surrounding neighborhoods to community amenities including Pinewood Community School, St. Thomas Becket Church, and Rich Valley Sports Complex



THE DODD BLVD (CSAH 9) MULTIUSE TRAIL AND GREENWAY GRADE SEPARATION PROJECT



The Dodd Blvd (CSAH 9) Multiuse Trail and Greenway Grade Separation Project, currently included in the City of Lakeville and Dakota County's Capital Improvement Plan (CIP), will construct 1.8 miles of new trail to improve safety and mobility deficiencies in addition to access and connectivity gaps in the pedestrian and bicycle network located in Lakeville, MN. The Project will construct new trails along both east and west sides of Dodd Blvd (CSAH 9) between Kenwood Trail (CSAH 50) and 210th St W. The project includes a new direct connection with the Tier 2 Regional Bike and Trail Network (RBTN).

PROJECT TOTAL: \$3,033,000

Federal: \$2,426,400 / Local Match: \$606,000



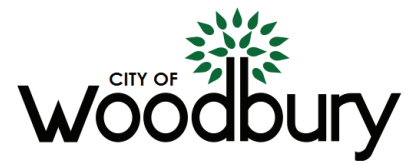
The project's new trail segments occupy land uses designated high, medium, and low density residential, commercial, and park. The new trail construction is entirely within the Tier 2 RBTN alignment/corridor, linking the Cities of Lakeville, Farmington, Apple Valley, and Burnsville to the

greater regional Tier 1 RBTN, and helps to complete future connectivity to the Lakeville BRT/Bus stop on Cedar Ave. From a local perspective, this project will link residents to job centers (e.g., Downtown Lakeville), parks (e.g., West Lake Marion, Antlers, and Hershey Park), schools (e.g., Lakeview Elementary, New Horizon Academy, McGuire Middle School and Kennedy Elementary School), and activity centers (e.g., Downtown Lakeville and Lake Marion).

Dodd Boulevard is an A Minor Arterial that carries approximately 12,000 Vehicles Per Day (VPD). The Trail improvements will coincide with road improvements made by the separate Dodd Blvd Road Project. Improvements to the existing multiuse trail on the west side, and construction of new multiuse trail on east side of Dodd Blvd, includes a grade separated tunnel trail crossing at Dodd Blvd and Lake Marion Greenway (Tier 2 RBTN), and new signalized rail crossings on both the east and west sides of Dodd Blvd. Additionally, just east of the main Dodd Blvd corridor, a secondary trail segment will be constructed connecting the Greenway/Tier 2 RBTN trail network to downtown Lakeville. This segment will also include signalized at-grade non-motorized rail/trail crossing safety enhancements that currently do not exist. The project will remove a significant pedestrian and bicycle crossing barrier in the immediate project area and in the regional trail system, providing improved non-motorized user access to Lakeville Elementary and New Horizon Academy school, affordable housing developments, and many green spaces in Lakeville Lake Marion Greenway and Regional Trail systems.

Tamarack Road Trail Project

City of Woodbury



The City of Woodbury is requesting Regional Solicitation Funds to fill a significant trail gap along the north side of Tamarack Road between Bielenberg Drive and Radio Drive. This trail link will fill the last significant gap in a system connecting large residential neighborhoods and the city's core commercial area to the near future BRT stations along Bielenberg Drive. As part of the METRO Gold Line BRT Project to be completed by 2025, Bielenberg Drive through Woodbury will be completely reconstructed as a multi-modal transit corridor supporting BRT, pedestrian, and bicycle connections. This proposed trail segment will contribute to achieving Metro Transit's goals of connecting people across the region to job centers, housing options, transit stations and key destinations.



Tamarack Rd north trail void at Bielenberg Dr

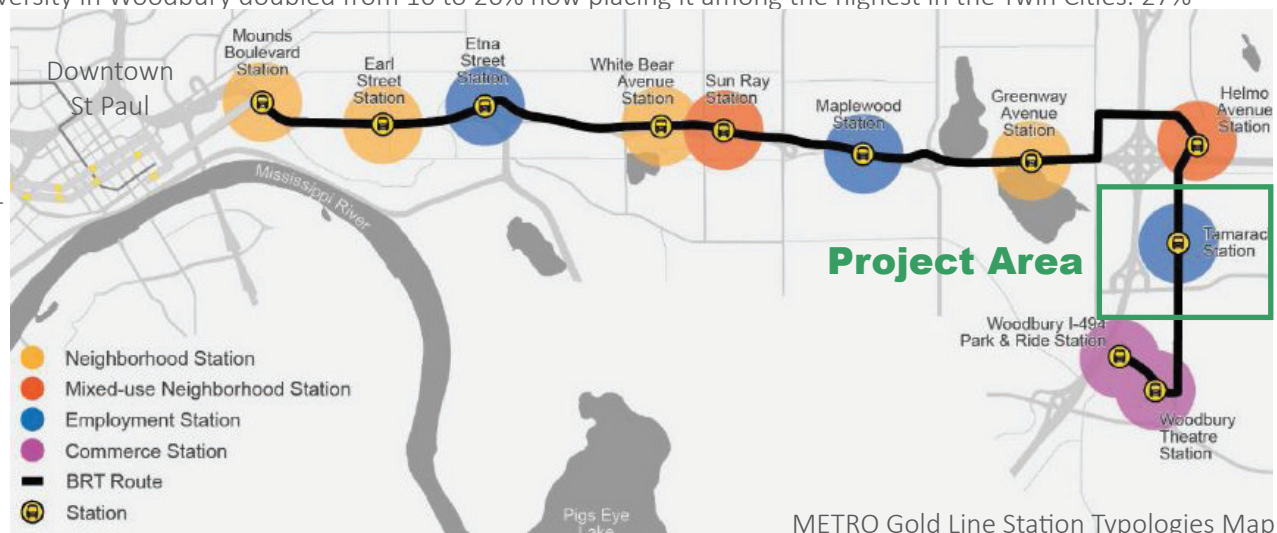
Current and planned development and land use surrounding the future BRT (Bielenberg Drive) corridor and stations also supports Metro Transit's Bus Rapid Transit-Oriented Development (BRTOD) goals. Within half-mile to one-mile walking and biking distances from the three Woodbury Gold Line stations are several of the city's largest employers, and two regional commercial and service destinations. The Woodbury Tamarack Station, to be located at the Tamarack Road intersection with Bielenberg Drive, is an employment station intended for short access to family-waged job opportunities and is already anchored by existing major employers such as 3M and Assurant. The proposed Tamarack Road trail will link into trails to be built with the reconstruction of Bielenberg Drive and tie this project directly to the Woodbury Theatre Station and I-494 Park-and-Ride Station, which are commerce stations intended for alternative activity centers and are already anchored by regional shopping and eatery destinations serving as an alternative activity center outside Downtown St Paul.

The City of Woodbury has been committed to working with Metro Transit and Washington County to coordinate all components towards a cohesive, optimized transit service. This includes strategic station locations, supporting infrastructure such as multi-use trails and access to park and ride lots within the city. This trail connection project is the final connectivity piece to realize the regional investment and connection at a local pedestrian and bicyclist scale for safe and convenient access to a high frequency transit network link for Woodbury residents and regional employers to Downtown St. Paul and the Metro Green Line.

This project will benefit low-income populations, elderly, children, persons with disabilities, and persons of color. In the past two decades, racial diversity in Woodbury doubled from 10 to 20% now placing it among the highest in the Twin Cities. 27% of households near the project are cost burdened and 10% of residents have a disability requiring accessible facilities for equitable access to transit.

Project Details

- 1 mile of new paved bike and pedestrian trails connections
- Direct connection to near future BRT stations (2025) and Bus Rapid Transit Oriented Development (BRTOD)
- In 2012, a fatal pedestrian crash and a severe injury pedestrian crash occurred in the project area
- Federal Request: \$963,920+ Local Match: \$240,980 = Total project cost: \$1,204,900
- Application category: Multi-use Trails and Bicycle Facilities (resubmit of 2020 application)



METRO Gold Line Station Typologies Map

BRYANT AVENUE PEDESTRIAN BRIDGE

South St. Paul, Minnesota



Project Name: Bryant Avenue Pedestrian Bridge

Applicant: City of South St. Paul

Primary Contact:

Sue Polka, P.E.

City Engineer

City of South St. Paul

125 3rd Avenue N

South St. Paul, MN 55075

(651) 554-3214

spolka@southstpaul.org



Location & Route:

Bryant Avenue Bridge (Bridge No. 19544)



Application Category:

Multi-use Trails



Funding Information:

Requested Award Amount:

\$4,145,600

Local Match: \$1,036,400

Construction Cost Total:

\$5,182,000



Corridor Fast Facts:

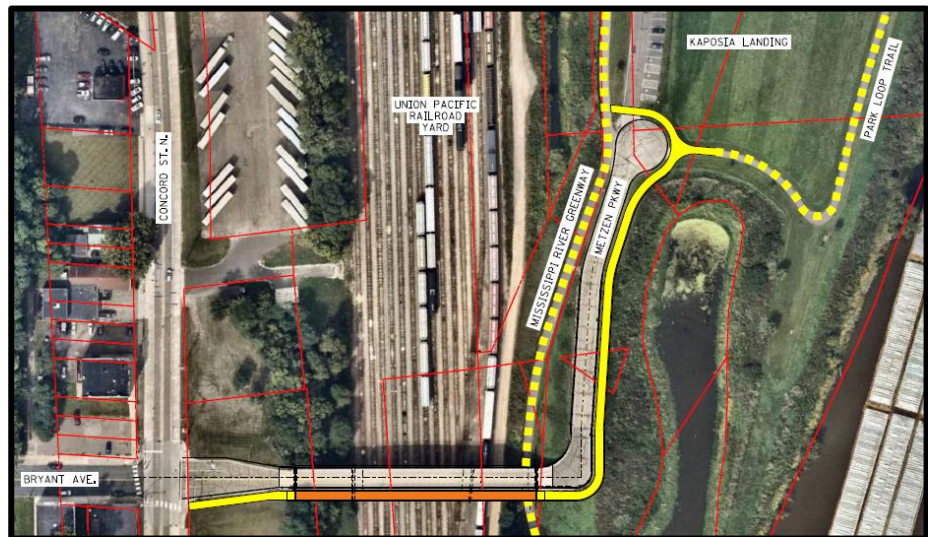
- Connects to a Tier 1 Regional Bicycle Trail Network Alignment – the Mississippi River Greenway Trail
- Prioritized in the Dakota County Pedestrian and Bicycle Study and the South St. Paul Bicycle and Pedestrian Plan.
- Previously awarded a Statewide Health Improvement Partnership (SHIP) grant.

Project Description

The Bryant Avenue Pedestrian Bridge will provide dedicated pedestrian and bicycle access from Concord Street (CSAH 156) to the Mississippi River Greenway/Robert Purum Trail and Kaposia Landing Park area. The proposed project is a 12' wide paved and ADA accessible multi-use trail constructed along the existing bridge. Although it currently lacks non-motorized facilities, this bridge crossing is already widely used by pedestrians and bicyclists attempting to cross the railroad yard east of CSAH 156 – a Regional Bicycle Barrier Segment.

Regional Significance

The installation of a mixed-use trail will connect non-motorized users to downtown Saint Paul – a regional employment center – via the Mississippi River Greenway and the Robert Purum Trail. This trail is a Tier 1 Bicycle and Trail Network alignment, extending 27 miles along the Mississippi River from St. Paul to Hastings. It will also connect residents to over 7,000 industrial employment opportunities along CSAH 156. This will encourage non-motorized travel to daily needs and services as well as provide a safe way to access employment opportunities via walking or biking.



Documented Need

There is documented need for dedicated pedestrian and bicycle facilities along the Bryant Avenue Bridge. Non-motorized users accessing Kaposia Landing or the Mississippi River Greenway are often seen travelling along the narrow roadway in the vehicle lanes. Because Bryant Avenue serves as the main entrance to Kaposia Landing and one of few entrances to the Mississippi River Greenway in South St. Paul, non-motorized users are forced to enter the vehicle lanes along the bridge. Metro Transit Route 71 stops at the intersection of CSAH 156 and Bryant Avenue, contributing further to the large number of pedestrians attempting to cross the bridge. Due to the narrow lanes and geometry that results in a 90 degree turn on the bridge's east approach, entering the driving lanes can be very dangerous for pedestrians and bicyclists.

2023

Award

2023-26

*Design**

2024-27

Construction

**Design time frame will depend on construction year.*

Hardwood Creek Regional Trail Extension



Project Location

A gap in the Hardwood Creek Regional Trail exists from Fenway Blvd and 130th St to the Washington-Ramsey County line at Falcon Avenue and 120th St, within the City of Hugo. Washington County's proposed project will close the gap from 130th St to 125th St.



Funding Request

Federal: \$ 415,263
Local Match: \$ 567,943
Project Total: \$ 983,206



Project Goals

- ◆ Address a key gap in the trail network
- ◆ Improve health outcomes by connecting more people to the trail system
- ◆ Enhance safety for roadway and trail users, by providing a grade separated trail
- ◆ Construct an accessible trail for users of different abilities and interests

Project Summary

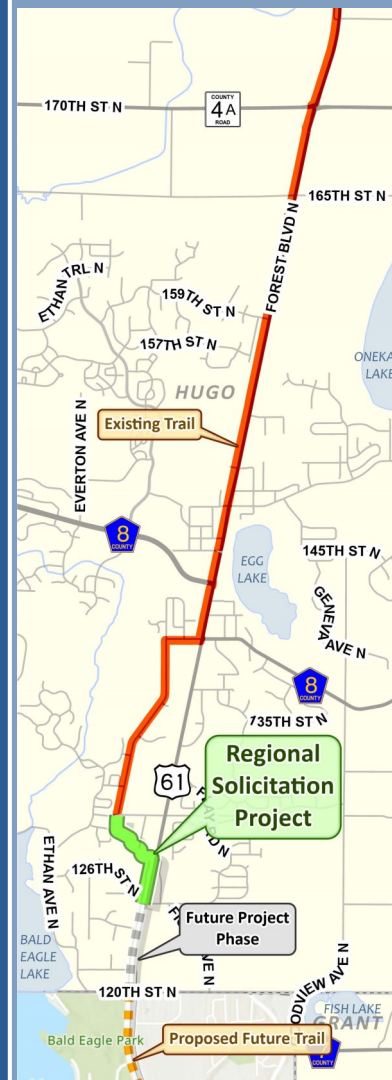
The Hardwood Creek Regional Trail is a north-south multiuse trail in northwestern Washington County. The trail connects to the Sunrise Prairie Regional Trail in Chisago County to the north and will link with the Bruce Vento Regional Trail in Ramsey County to the south – meaning trail users will one day be able to travel 40+ miles between Downtown Saint Paul and Downtown North Branch on a dedicated trail.

Within Washington County, the existing trail runs on 11 miles of former railroad right-of-way, extending from the Washington/Chisago County Line in Forest Lake to 130th St in Hugo. A one-mile gap in the trail exists due to the rail line remaining active between 130th St and the Washington-Ramsey County line at 120th St.

Washington County's proposed project will address the Hardwood Creek Regional Trail gap by extending the trail from 130th St to 125th St. In order to accommodate the trail, the project also proposes a minor reduction in width of Falcon Court Falcon Ave. A future second phase will address the remaining gap segment, 125th St to 120th St.

Summary of Benefits

- ⇒ Leverage local investment
- ⇒ Address a key gap in the trail network and provide improved bike and pedestrian access to employment centers, education centers, public services, commercial downtowns, recreation destinations, and a multimodal transportation hub



Rosemount CSAH 42 Trail

DAKOTA COUNTY

Project Location:	Rosemount
Requested Award Amount:	\$2,480,000
Total Project Cost:	\$3,100,000

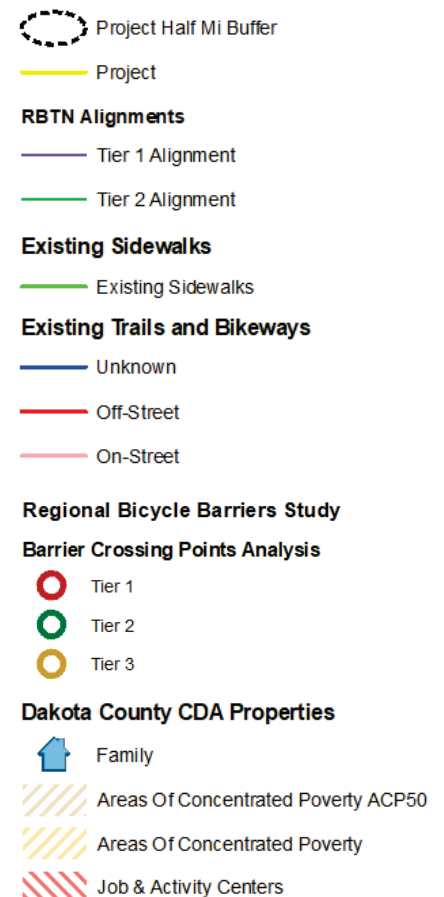
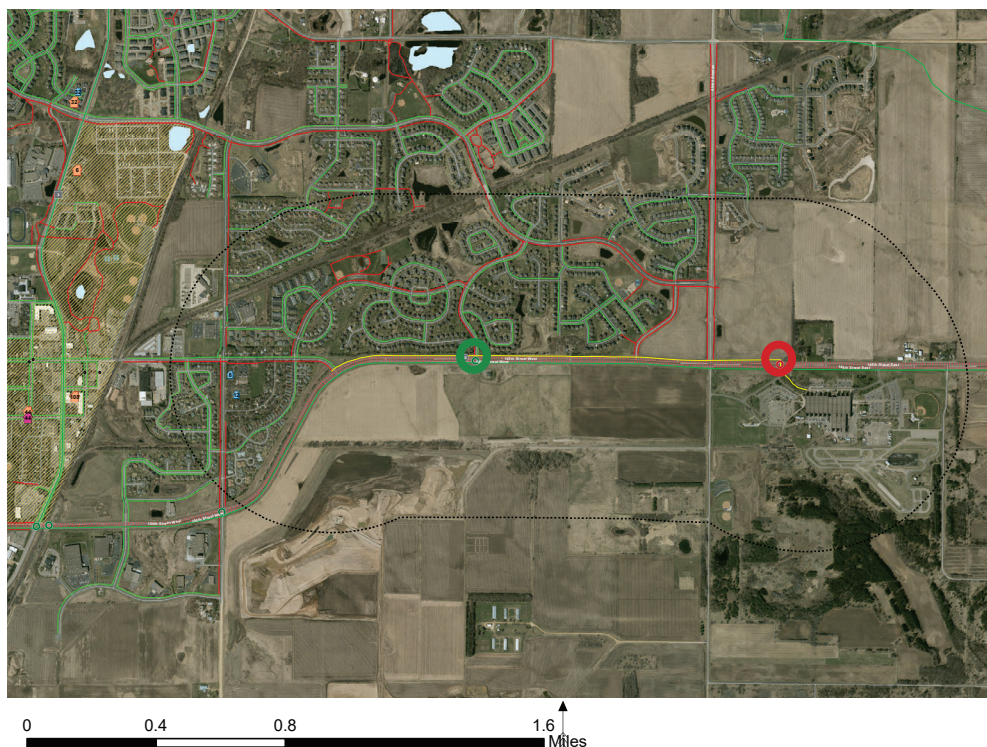
PROJECT DESCRIPTION

The proposed 1.8 mile trail segment will address a regional gap in an existing Tier 2 RBTN alignment. This alignment connects to a larger network of trails including the Vermillion Highlands, Vermillion River, and Rosemount Greenways. From a local perspective, this project will link residents to economic centers (downtown Rosemount), parks, schools (Dakota County Technical College), and transit routes/stations.

This project increases the opportunities for pedestrians and bicyclists to travel safely along and across CSAH 42 by providing an off-street multiuse trail and grade-separated underpass. The proposed underpass removes a barrier to pedestrians/bicyclists, eliminating their interactions with motor vehicle traffic and helping them to safely cross CSAH 42, a 4-lane divided County highway.

PROJECT BENEFITS

- » Eliminates a significant vehicle and pedestrian/cyclist conflict point with an underpass across CSAH 42.
- » Trail intersects the Vermillion Highlands Greenway, a trail running from Lebanon Hills Regional Park to Whitetail Woods Regional Park. This Greenway also connects to the Vermillion River and Rosemount Greenways.
- » Proposed underpass will serve both the CSAH 42 trail and the Vermillion Highlands Greenway.
- » Eliminates a sizable gap in the RBTN network, while separating pedestrians and bicyclists from large volumes of roadway traffic (e.g., annual average daily traffic in 2018 was 15,900 trips).
- » The proposed project directly serves a growing residential area, as well as the Dakota County Technical College and future community center.
- » Enhances pedestrian/bicycle access to transit (e.g., Rosemount Transit Station).



Project Name: 40th Street Multiuse Trail Bridge Over I-694

Applicant: City of Oakdale

Total Project Cost: \$1,155,000

Requested Federal Dollars: \$924,000

The proposed project is located adjacent to the existing 40th Street bridge over I-694. The existing 40th Street bridge has no pedestrian accommodations, which results in pedestrians having to walk within the travel lanes to cross the bridge. The project is a stand-alone multiuse trail bridge that will be constructed adjacent to the roadway bridge. The new bridge will be a major improvement as it crosses over I-694 which is a physical barrier that bisects our community. It will complete a missing link on our trail system, helping tie our community together. It will improve access to community amenities such as the Oakdale Nature Preserve and Discovery Center for people living on the east side of the freeway. The area just east of I-694 adjacent to 40th Street is currently under development and will ultimately have over 1,700 dwelling units and a projected population exceeding 3,000 people. This neighborhood will have over 12 miles of sidewalks and trails and 50 acres of open space/parks for all residents in the surrounding area to enjoy, provided access along 40th Street, including this bridge, is improved.

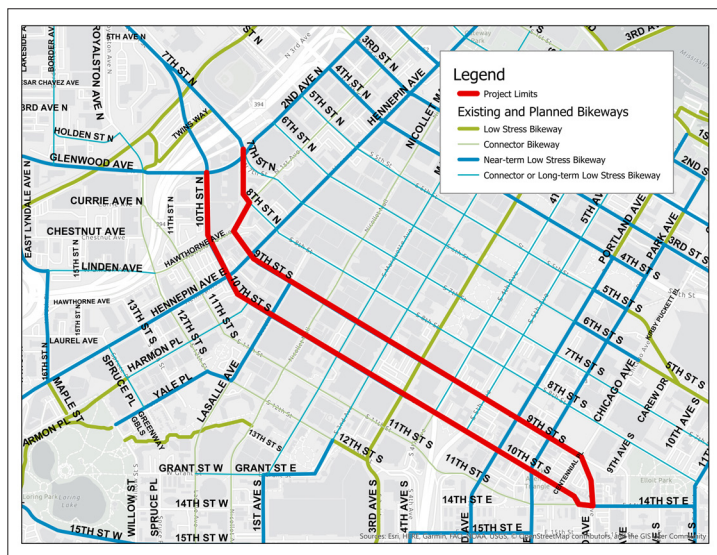


9th St S & 10th St S Bikeways

Project Background

Minneapolis Public works plans to install a curb protected bikeway on 9th Street S and 10th Street S from E 14th Street to N 7th Street. This protected bikeway is identified in the Minneapolis Transportation Action Plan on the All Ages and Abilities network. We are requesting an award amount of \$4,511,942 with a local match of 1,127,985 for a total project cost of \$5,639,927.

Project Area



Project Goals

The goals of this project include:

- Enhance safety, comfort and predictability of all users
- Support existing and future bicycle demand
- Improve bicycle network connectivity and upgrade the bicycle facilities to the All Ages and Abilities Network as outlined in the Transportation Action Plan
- Provide bicycle access to housing, services, goods and jobs

Project Description

There are currently standard, striped bike lanes on 9th St S and 10th St S in downtown Minneapolis. Elements of the proposed project may include:




- Curb and parking protected bikeways
- Protected intersection elements for increased bicycle and pedestrian safety
- Signage and wayfinding
- Pavement markings

These elements will be designed with input from local community members and stakeholders

Project Contact

Chris Kartheiser, Transportation Planner
612-673-2544, Chris.Kartheiser@minneapolismn.gov

Average Number of Daily Users




		
Pedestrian	Bicycle	Motor Vehicle
5,000-7,000	200-400	3,000-12,000

Source: Minneapolis Bicycle & Pedestrian Counts (2013-2018) and Minneapolis Public Works (2010-2014)



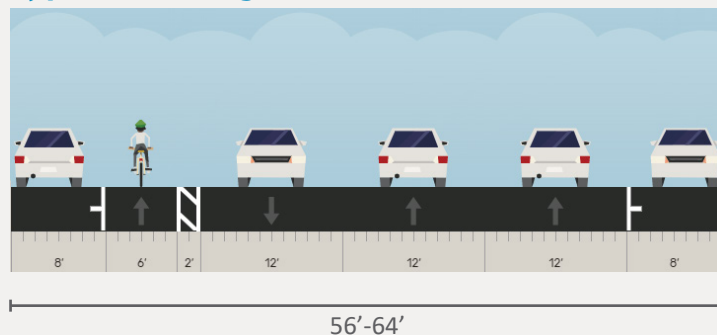
Reported Crashes - High Injury Corridor

Reported crashes by travel mode on 9th St S and 10th St S within project limits (2012-2022). 9th St S has been identified as a High Injury Street through the Vision Zero Program.

Travel Mode	Reported Crashes	% Crashes with injuries
 Pedestrian	70	97%
 Bicycle	30	93%
 Motor Vehicle	762	23%
Total Crashes	862	31%

Source: MnDOT (2012-2022)

Typical Existing Conditions



2022 REGIONAL SOLICITATION

Pedestrian Facilities Project Submittals



CSAH 23 (Marshall St NE) Pedestrian Project

Attachment 1| Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name

CSAH 23 (Marshall St NE) Pedestrian Project

City(ies)

Minneapolis

Commissioner District(s)

2

Capital Project Number

CP 2984500

Project Category

Pedestrian

Scoping Manager

Emily Buell

Scoping Form Revision Dates

4/7/2022

Project Summary

Reconstruct sidewalk and boulevard along the east side of Marshall Street NE (CSAH 23) from 3rd Avenue NE to CSAH 153 (Lowry Avenue) in the City of Minneapolis.

Roadway History

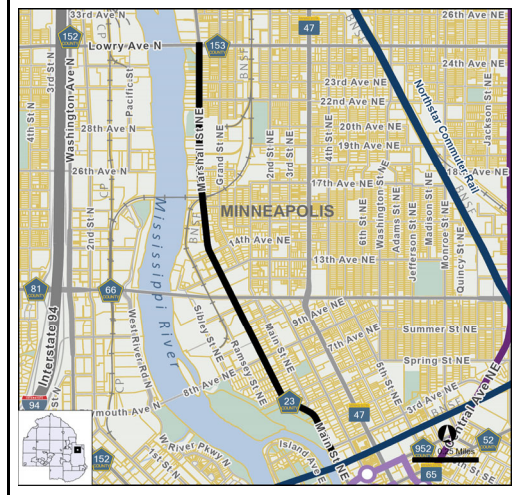
The existing sidewalk facilities along Marshall Street NE (CSAH 23) were originally constructed in 1959 and are showing signs of deterioration. The curb has settled, diminishing its ability to collect storm water and define the roadway edge. Also, minimal pedestrian crossing enhancements (such as curb extensions, raised medians, and beacons) exist along the corridor. Furthermore, the lack of a boulevard in many areas creates a constrained environment for people walking, especially during snowfall events, due the presence of signs, utility poles, and fire hydrants.

Project Description and Benefits

The proposed project will improve the accessibility, mobility, and safety of people walking through the reconstruction of the existing facilities, introduction of pedestrian crossing enhancements, installation of pedestrian lighting, and upgraded ADA accommodations. As a result, people walking and rolling will experience improved access to the Mississippi River as well as the numerous businesses located throughout Northeast Minneapolis.

Project Risks & Uncertainties

Project Map



Project Timeline

Scoping: Q1 2022 - Q4 2023

Design: Q1 2024 - Q4 2026

R/W Acquisition: Q1 2025 - Q4 2026

Bid Advertisement: Q1 2027

Construction: Q2 2027 - Q4 2028

Project Delivery Responsibilities

Preliminary Design: Consultant

Final Design: Consultant

Construction Services: Consultant

Project Budget -	Project Level
Construction: \$	1,470,000
Cost Estimate Year:	2022
Construction Year:	2022
Annual Inflation Rate:	2.0%
Inflated Construction: \$	1,470,000
Design Services: \$	220,000
R/W Acquisition: \$	-
Other (Utility Burial): \$	-
Construction Services: \$	150,000
Contingency: \$	440,000
Total Project Budget: \$	2,280,000

Funding Notes

42nd Street Pedestrian Improvements

2022 Regional Solicitation Pedestrian Facilities Application

Project Background

The proposed project would improve pedestrian safety and ADA access at six intersections along 42nd Street E in Minneapolis: 42nd Street at Stevens Avenue, 3rd Avenue South, 4th Avenue South, 10th Avenue South, 15th Avenue South, and Bloomington Avenue. 42nd Street is an identified High Injury Street with too-high traffic speeds and pedestrian crossing challenges.

These six intersections address gaps in safe crossing points along the corridor, improve connections to two parks along the route, and are spaced to help address speeding problems. They also address curb ramps that are not fully ADA compliant and a dated traffic signal that does not include accessible pedestrian signals.

Project Scope

The project includes ADA-compliant curb ramps, pedestrian refuge medians and other pedestrian safety improvements, signal upgrades at the Bloomington Avenue intersection, and coordinated bicycle and traffic safety improvements.

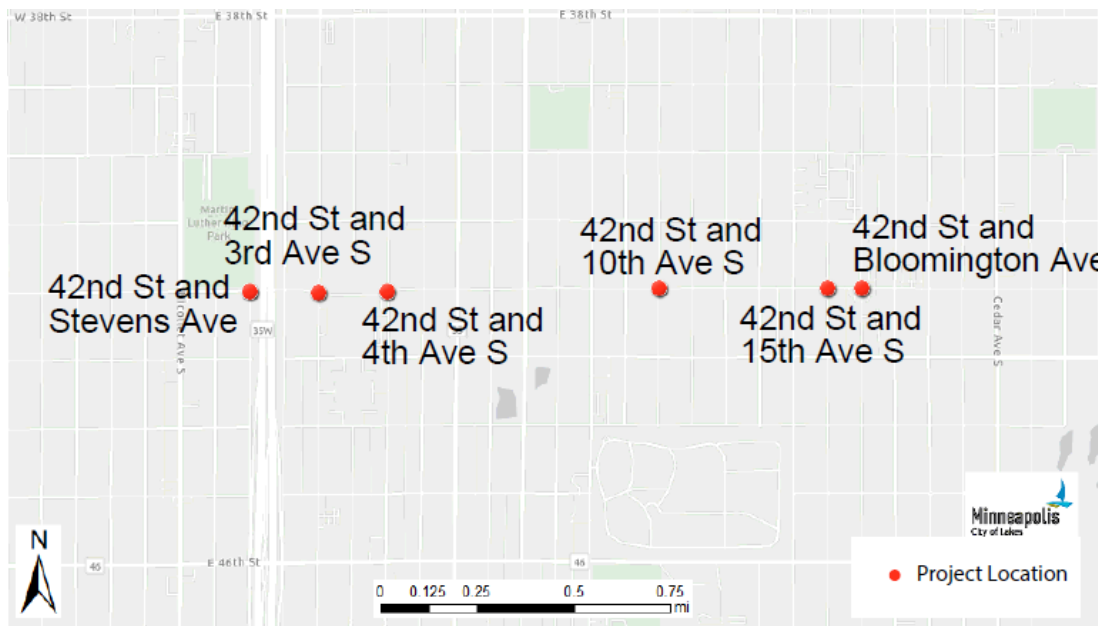
Benefits

- Improved pedestrian, bicycle, and vehicle safety at 6 intersections along this High Injury Street.
- Improved access with ADA accessible curb ramps and accessible pedestrian signals.
- Enhanced safety and comfort for biking with protected intersection elements.
- Enhanced safety and predictability for drivers with signal and other safety improvements.

Existing conditions at 42nd Street and 4th Ave S intersection.



Project Location



Project Cost

\$1,623,480 Regional Solicitation grant request
\$405,870 local match (22%)
\$2,029,350 total cost

CSAH 3 (Lake St) Pedestrian Project

Attachment 1 | Project Narrative

HENNEPIN COUNTY
MINNESOTA

Project Name

CSAH 3 (Lake St) Pedestrian Project

City(ies)

Minneapolis

Commissioner District(s)

3 4

Capital Project Number

2193300

Project Category

Pedestrian

Scoping Manager

Emily Buell

Scoping Form Revision Dates

4/7/2022

Project Summary

Pedestrian improvements at various locations along Lake Street (CSAH 3) from Dupont Avenue to 21st Avenue in the City of Minneapolis.

Roadway History

Metro Transit is planning ABRT service along Route 21 (nicknamed the B Line) to provide faster and more reliable transit service. Service will extend along Lake Street (CSAH 3) and Lagoon Avenue (CSAH 43). In total, the B Line will construct 18 locations along Hennepin County roadways. Each station will likely include features that provide a positive customer experience (such as shelters, message boards, and automatic ticket machines). Additionally, the B Line project will upgrade pedestrian facilities in quadrants that include a station. As a result, a need exists to introduce similar upgrades in the remaining two quadrants to ensure the accessibility and comfort of people walking.

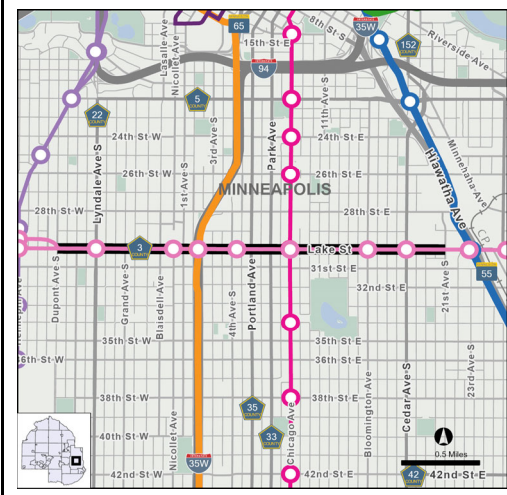
Project Description and Benefits

This proposed project will complement Metro Transit's B Line service by constructing infrastructure to serve people walking, rolling, and taking transit along and across Lake Street (CSAH 3). The B Line is expected to generate additional pedestrian activity along the corridor, and this project will provide accessible pedestrian ramps, spot safety improvements and Accessible Pedestrian Signals (APS) to support the B Line; along with the diverse businesses, restaurants, housing, and community services along the corridor.

Project Risks & Uncertainties

Given the current schedule of Metro Transit's B Line Project that's anticipated to begin service in 2024, additional coordination is needed to align construction and funding timelines.

Project Map



Project Timeline

Scoping: 2019 - 2020

Design: Q1 2021 - Q4 2023

R/W Acquisition: N/A

Bid Advertisement: Q1 2024

Construction: Q2 2024 - Q4 2024

Project Delivery Responsibilities

Preliminary Design: Consultant

Final Design: Consultant

Construction Services: Consultant

Project Budget -

Project Level

Construction: \$ 3,910,000

Cost Estimate Year: 2022

Construction Year: 2024

Annual Inflation Rate: 0.0%

Inflated Construction: \$ 3,910,000

Design Services: \$ 590,000

R/W Acquisition: \$ -

Other (Utility Burial): \$ -

Construction Services: \$ 390,000

Contingency: \$ 390,000

Total Project Budget: \$ 5,280,000

Funding Notes

This project is eligible for federal funding through the Metropolitan Council's Regional Solicitation due to the roadway's functional classification of A-Minor Arterial.

Arlington Avenue Sidewalk Infill

Project Summary

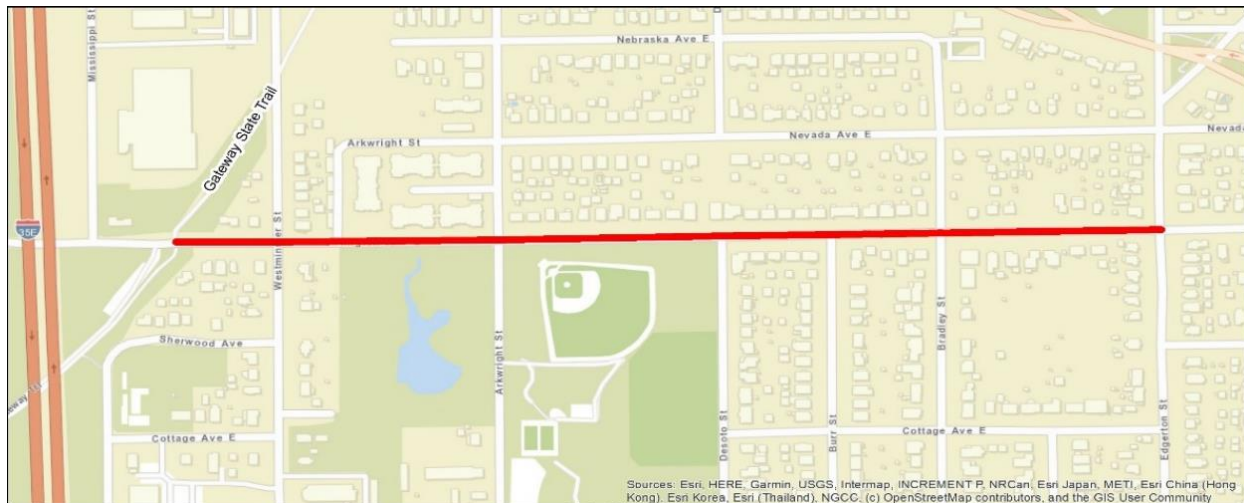
Applicant: City of Saint Paul

Project Summary: The City of Saint Paul is proposing to construct a total of approximately 600 feet of sidewalk along the north side of Arlington Avenue between Westminster St and Arkwright Street, and 1,500 feet of sidewalk along the south side of Arlington Avenue from the Gateway State Trail to Westminster St and from Desoto St to Edgerton St. The project will result in a new ADA compliant sidewalk connecting residential neighborhoods with recreational opportunities, bus stops and the Gateway State Trail.

The project will also reconfigure the intersection of Arlington Ave and Arkwright St, which is an ideal crossing point to access a neighborhood park from the north. The project will prioritize narrowing the size of the intersection as much as possible to encourage slower speeds, shorter pedestrian crossing distances, ADA compliance, and prepare Arlington Ave for future bicycle facilities connected the Gateway State Trail to existing facilities on Edgerton St.

Cost: \$920,000 federal; \$230,000 local; \$1,150,000 total

Project Location:



Existing Conditions: A clear desire path connecting affordable housing with Westminster St intersection.



Payne Avenue Pedestrian Safety Improvements

Project Summary

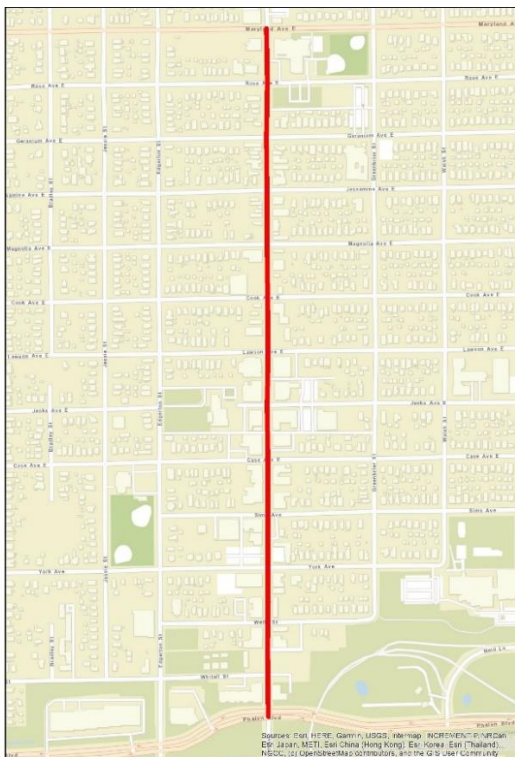
Applicant: City of Saint Paul

Project Summary: The City of Saint Paul is proposing to pedestrian safety enhancements along the Payne Avenue mixed-use corridor which stretches from Phalen Blvd to the south to Maryland Avenue to the north on the east side of St Paul. Payne Avenue is a main commercial route through the east side of St Paul that also features higher density residential and civic uses spread along the project extent, which is served by high frequency transit (route 64).

The project will reconfigure non-signalized intersections which will result in an updated ADA compliant sidewalk extensions or medians to shorten crossing distances for pedestrians, improve intersection sightlines and give visual cues to drivers to slow speeds and yield to pedestrians.

Cost: \$1,200,000 federal; \$300,000 local; \$1,500,000 total

Project Location:



Existing Conditions: Payne Avenue intersection with Jenks Avenue.





CITY OF VICTORIA
VICTORIA, MINNESOTA

78TH STREET PEDESTRIAN BRIDGE

Project Name: 78th Street Pedestrian Bridge

Applicant: City of Victoria

Primary Contact:

Cara Geheren

City Engineer

City of Victoria

1670 Stieger Lake Lane

Victoria, MN 55386

952-443-4222

Cara.Geheren@focusengineeringinc.com



Location & Route:

MN Highway 5 at 78th Street



Application Category:

Pedestrian Facilities



Funding Information:

Requested Award Amount: \$2,000,000

Local Match: \$1,200,000

Project Total: \$3,200,000



Corridor Fast Facts:

- Identified in the larger Arboretum Area Transportation Plan
- Connect growing residential neighborhood and Holy Catholic Family High School to Downtown Victoria
- Connect to two Tier 1 Bicycle and Trail Network alignments – the Lake Minnetonka Regional Trail and MN Highway 5



*Design time frame will depend on construction year.



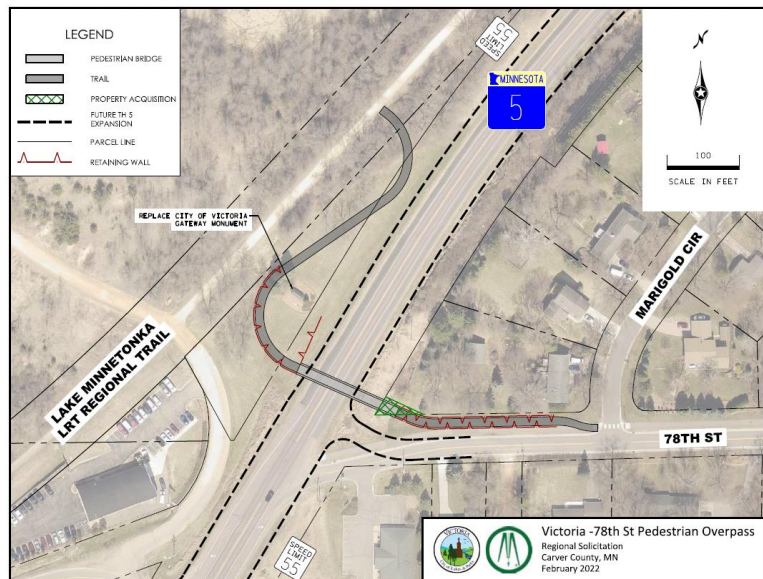
LANDSCAPE ARBORETUM

Project Description

The City of Victoria is seeking funding to construct a pedestrian overpass across Highway 5 at 78th Street. The bridge will provide a 12' wide paved and ADA accessible connection between 78th Street, the Lake Minnetonka Regional Trail, and downtown Victoria. Highway 5 is a high speed and high-volume barrier to pedestrians.

Project Benefits/Regional Significance

The 78th Street Pedestrian Bridge is needed to connect growing residential areas and Holy Family Catholic High School to downtown Victoria – home to the Victoria Public Library, City Hall, restaurants, shopping centers, new housing developments, and many daily service needs. Pedestrian crossing facilities do not currently exist within half a mile of either direction on Highway 5. The bridge provides facilities to connect pedestrians to two Tier 1 Bicycle and Trail Network alignments and the Carver Park Reserve.



Project Development and Status

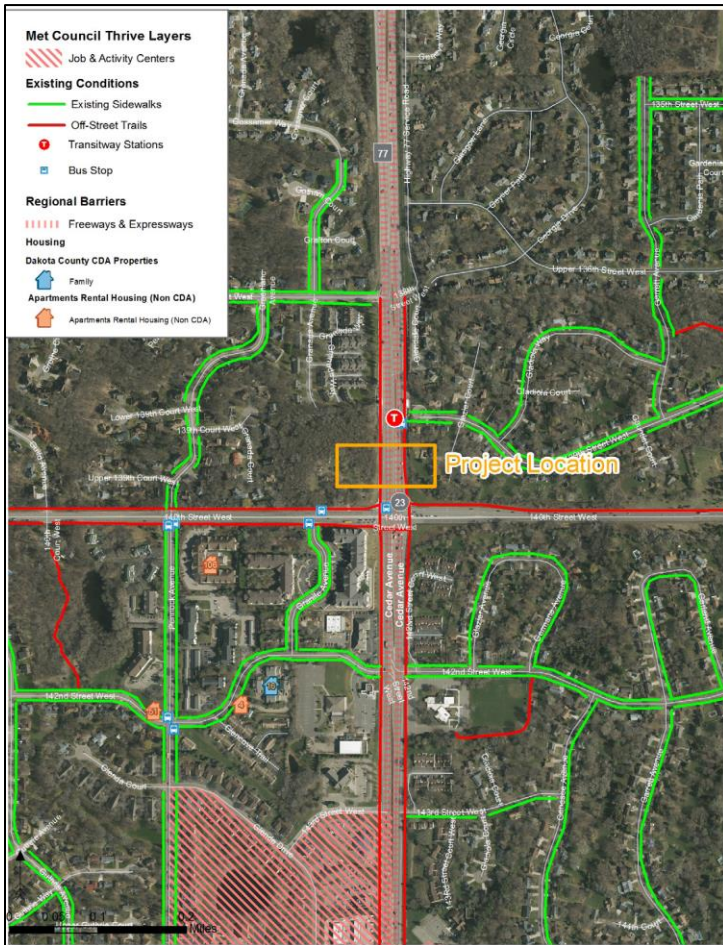
The proposed project is part of the larger Arboretum Area Transportation Plan, a multi-city and multi-corridor study aimed at identifying and developing transportation improvements that address traffic management, safety, and project phasing. Four open houses, engaging over 400 residents, were hosted during the project. Agencies involved are now beginning the process of funding and implementing projects identified through the planning process, including the grade separation at 78th Street. This includes the design and construction of an expansion project to the east of this location partially funded through the prior round of the Regional Solicitation.

For more information email:

Cara.Geheren@focusengineeringinc.com

Cedar Avenue Pedestrian Bridge at 140th Street

DAKOTA COUNTY



Project Location:	Apple Valley
Requested Award:	\$2,000,000
Total Project Cost:	\$2,871,833

PROJECT DESCRIPTION

The proposed bridge will provide a safe, grade separated crossing of CSAH 23 (Cedar Avenue) at 140th Street. This bridge will replace a crosswalk across Cedar Avenue that is subject to high travel volumes and speeds, as well as a high volume of turn movements that pose a further risk to pedestrians. This project will provide improved access for all pedestrian and bicycle trip purposes within the local area by removing a major barrier. Access to and from the METRO Red Line Station at 140th Street will also be substantially improved.

PROJECT BENEFITS

- This overpass will provide a safe connection for pedestrians, bicyclists, and transit users over Cedar Avenue, a principal arterial with a current traffic volume of over 51,000 vehicles per day, improving access to employers, commercial destinations and institutions.
- The overpass will effectively address continuing concerns for pedestrian safety by replacing an at-grade crossing.
- The overpass will help complement a larger network of off-street trails and sidewalks used for accessing transit service, employment, schools and recreation.
- The overpass will help overcome a transportation barrier recognized in the Metropolitan Council's Regional Bicycle Barriers Study.
- The overpass will help promote recreational use of the local trail network by increasing the safety of pedestrian facilities and improving access to local parks.



CSAH 5 Pedestrian Facility



Project Location

The pedestrian improvements will be along CSAH 5 between Owens Street and Pine Tree Trail in the City of Stillwater.



Funding Request

Federal: \$ 400,000

Local Match: \$ 100,000

Project Total: \$ 500,000



Project Goals

- ◆ Make pedestrian travel safer with ADA compliant sidewalk and pedestrian island
- ◆ Connect pedestrians to preschools, churches, Lily Lake Elementary, and the rest of the Stillwater pedestrian network
- ◆ Improve transit accessibility through pedestrian infrastructure

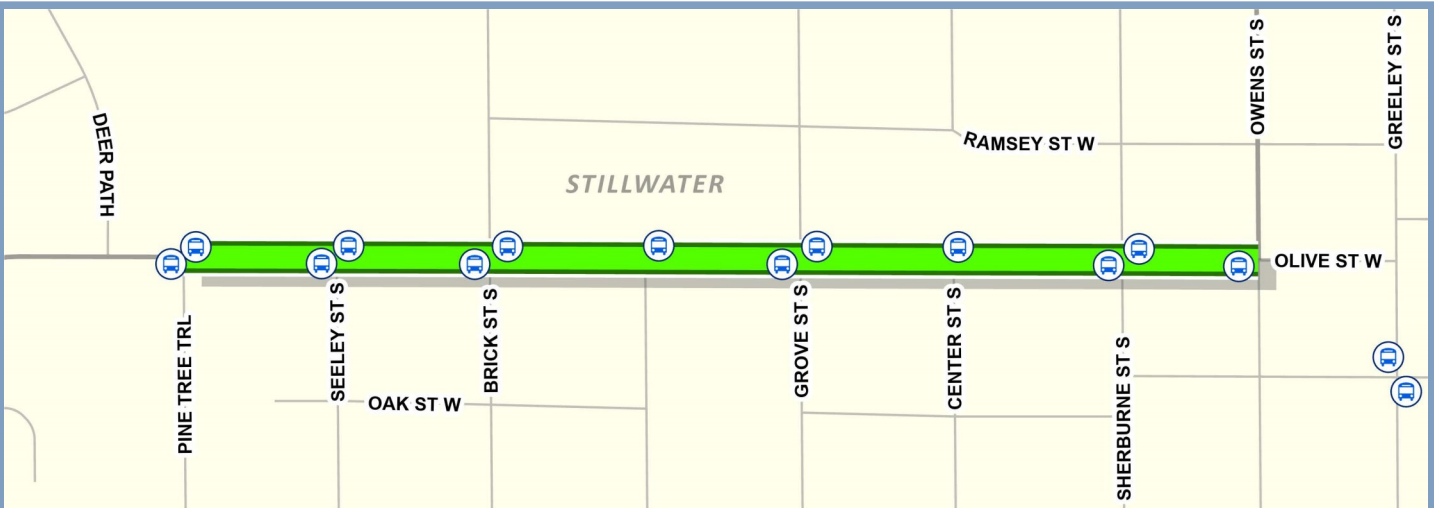
Project Summary

There is currently no sidewalk along this segment of CSAH 5, meaning pedestrians must walk in a roadway with 8,900 AADT, a 30mph speed limit, and 24 recorded crashes in the last 10 years. This project would add an ADA compliant sidewalk and a pedestrian island to connect the newly built CSAH 5/Stillwater Blvd trail to Owens Street and the rest of the Stillwater pedestrian network.

Closing this gap in the pedestrian network will allow easy pedestrian connections to a local grocery store, Lakeview Hospital, Lily Lake Elementary, preschools, churches, and more. This project also makes pedestrian connections to downtown Stillwater and the shopping center along Stillwater Blvd near TH36. Route 294 has numerous stops along the project area; this project would enhance the attractiveness and safety of riding transit, improving access to downtown St. Paul workplace, recreational, and medical destinations. The project area has a relatively high proportion of elderly adults and people with disabilities, especially with the new senior housing on Brick Street. These residents would especially benefit from the safety and access improvements this project would bring.

Summary of Benefits

- ⇒ Safer pedestrian travel
- ⇒ Connects to existing pedestrian network and local destinations
- ⇒ Leverages simultaneous roadway improvements

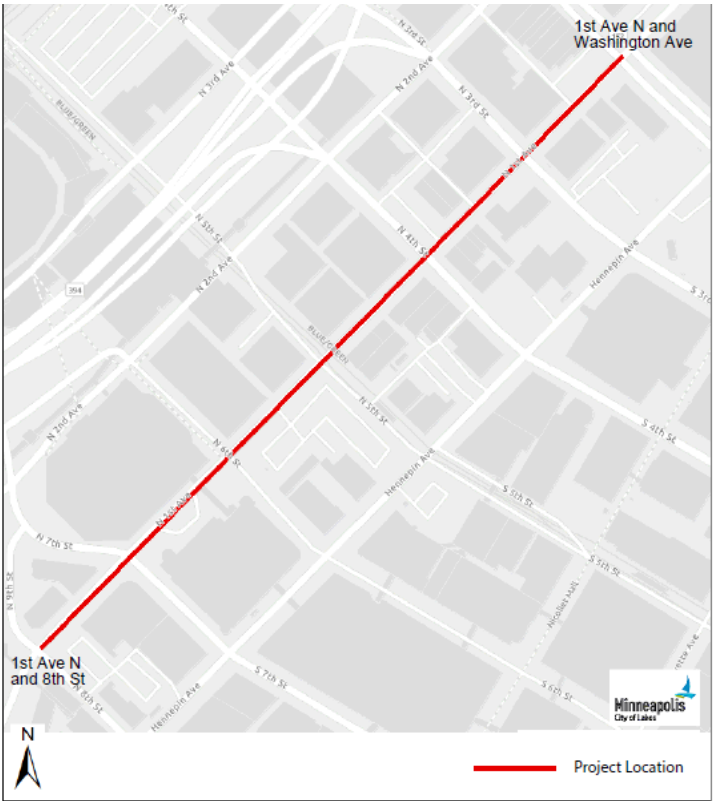


Project Background

The proposed project would improve pedestrian safety and access along 1st Avenue North for 0.5 miles between Washington Avenue and 8th Street. 1st Avenue North has among the highest pedestrian demand in the region. The street has significant pedestrian needs, including curb ramps that are not fully ADA compliant, narrow sidewalks, pedestrian safety challenges, and a lack of greening.

The project includes a full street reconstruction focused on improving the pedestrian environment. Improvements will include wider sidewalks, improved greening, signal upgrades, ADA-compliant curb ramps, bump outs and other safety improvements, and signage.

Project Area



1st Avenue North at 3rd Street




Project Scope

The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, upgraded bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.




- Make sidewalks wider and accessible for all.
- Improve safety for all, especially pedestrians.
- Replace aging traffic signal and stormwater infrastructure.
- Maintain mobility and circulation for motor vehicles.

Existing Conditions

Average Number of Daily Users

-  3,030 pedestrians
-  610 bicyclists
-  8,000 motor vehicles

Existing conditions along the corridor include sidewalk on both sides of the street, two travel lanes with turn lanes at most intersection, bike lanes, and parking lanes on either side of the street. The corridor is lined with businesses, including Target Center, numerous bars, restaurants, and nightclubs, a hotel, and retail and office.

	Reported Crashes	Crashes with Injuries
	24	22
	19	17
	279	52

Reported crashes from 2012-2021 from MnDOT MnCMAT.

Elliot Park Pedestrian Improvements

2022 Regional Solicitation Pedestrian Facilities Application

Project Background

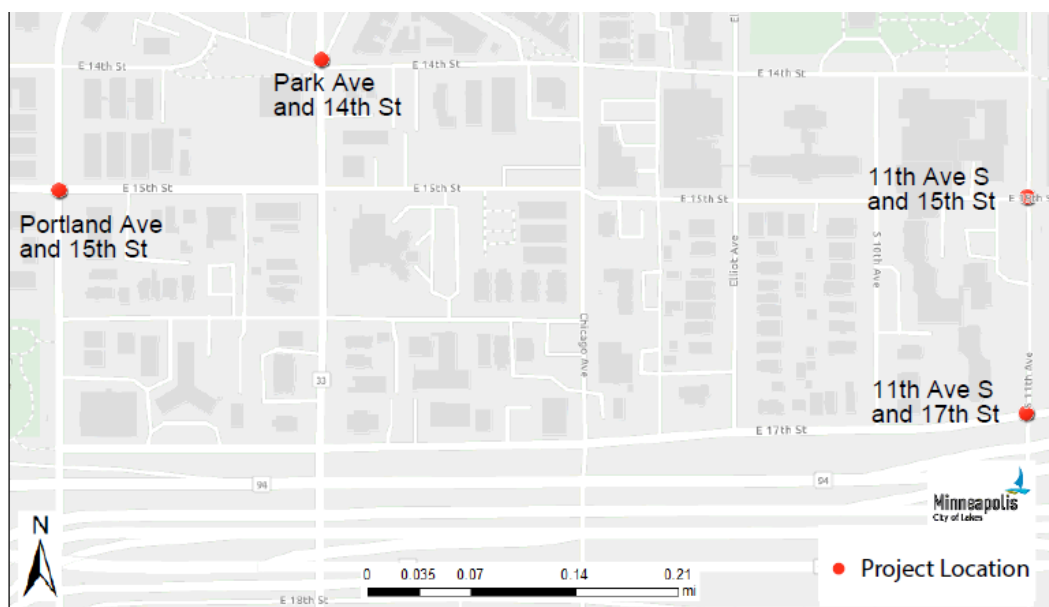
The proposed project would improve pedestrian safety and ADA access at four intersections in the Elliot Park Neighborhood of Minneapolis: Portland Avenue and 15th Street, Park Avenue and 14th Street, 11th Avenue South and 15th Street, and 11th Avenue South and 17th Street. Elliot Park is a dense neighborhood on the edge of downtown with a lot of pedestrian activity.

These four intersections have particular pedestrian safety and access opportunities and needs. Most curb ramps are not fully ADA compliant, the traffic signals are dated and do not include accessible pedestrian signals, and there are generally not curb extensions or pedestrian refuge islands. All four intersections are on identified High Injury Streets and pedestrian crash concentration corridors.

Project Scope

The project includes signal upgrades, ADA-compliant curb ramps, pedestrian refuge medians and other pedestrian safety improvements, and coordinated bicycle and traffic safety improvements.

Project Location



Benefits

- Improved pedestrian, bicycle, and vehicle safety at these 4 high crash intersections.
- Improved access with ADA accessible curb ramps and accessible pedestrian signals.
- Enhanced safety and comfort for biking with protected intersection elements.
- Enhanced safety and predictability for drivers with signal and other safety improvements.

Existing conditions at Portland Ave and 15th Street, which had 89 crashes from 2012-2021, including 4 pedestrian injuries.



Project Cost

\$2,000,000 Regional Solicitation grant request
\$564,770 local match (22%)

\$2,564,770 total cost

2022 REGIONAL SOLICITATION

Safe Routes to School Project Submittals



Koehler Road/Edgerton Street (CSAH 14) Safe Routes to School Trail

Applicant:	Ramsey County
Project Location:	Koehler Road/Edgerton Street from the Northerly Intersection of Koehler Road and Edgerton Street to Centerville Road
Total Project Cost:	\$697,067
Requested Federal Dollars:	\$557,653
Local Match Dollars:	\$139,414

Project Description:

The proposed project will construct a separated bicycle and pedestrian trail along Koehler Road and Edgerton Street from the northerly intersection of Koehler Road and Edgerton Street to Centerville Road in the City of Vadnais Heights, providing a Safe Route to School for Vadnais Heights Elementary School students.

Project Benefits:

Construction of a separated bicycle and pedestrian trail along Koehler Road and Edgerton Street will negate the need for elementary school age children to bike or walk along the paved shoulder to travel to Vadnais Heights Elementary School. Traffic volumes along Koehler Road are currently 3,000 AADT and vehicles regularly travel in excess of the posted 30 MPH speed limit. Due to these extremely unsafe conditions, less than one percent of students currently bike or walk to school and students that do bike or walk must have a parent permission letter on file with the school.



Chelsea Heights Elementary Pedestrian Improvements

Applicant: City of Saint Paul

Requested Award Amount: \$1,000,000

Total Project Capital Cost: \$1,440,000

Project description and benefits

The application proposes installing curb extensions and/or median islands and ADA compliant ped ramps at each of the following intersections (see attached concept map)

- Hamline Ave and Hoyt Ave
- Hamline Ave and Nebraska Ave
- Huron St and Hoyt Ave
- Hamline Ave and Arlington Ave
- Hamline Ave and Frankson Ave
- Hamline Ave and Midway Pkwy

These curb extensions and/or median islands will narrow the crossing distance, improve visibility of people walking and biking, and help to slow drivers, thereby increasing safety and comfort for all users in the area. People walking to the Northwest Como Rec Center, which shares a site with Chelsea Heights Elementary, will benefit from these improvements, too.

Chelsea Heights Elementary is categorized as a “Community School” by Saint Paul Public Schools, which means the school largely draws students from the immediate area. Indeed, 82 of the 330 students (25 percent) live within one mile of school and would benefit from these improvements.

Background

In 2017, Chelsea Heights Elementary school completed a Safe Routes to School Plan. The planning effort brought together city, county, and state planning, engineering, and public health staff, plus school and school district staff, as well as students, community members, and families. The plan resulted in program recommendations to get more students and families to try walking and biking. It also recommended infrastructure improvements to improve safety and comfort for students and community members in the area. This application heavily references the infrastructure recommendations from the 2017 Plan. Since that plan, Chelsea Heights community and SPPS staff have implemented several program recommendations from the plan: Walk and Bike to School Day, Bus Drop and Walk events, and will soon implement Walk Bike Fun! curriculum in PE class and will make use of the SPPS bike fleet to practice riding on.

South & Folwell Safe Routes to School Project

2022 TAB Regional Solicitation for Federal Funding in FFYs 2026 and 2027

Project Overview

The City of Minneapolis is requesting a federal grant to fund the South & Folwell Safe Routes to School project. This project will implement pedestrian and bicycle-related improvements along 21st Avenue South between East 28th Street/Midtown Greenway and East 43rd Street. Improvements may include:

- Crossing improvements to narrow the road
- Installation of ADA-compliant curb ramps
- Traffic calming treatments such as traffic circles, traffic diverters, chicanes, curb extensions, pedestrian refuge medians, speed bumps, raised crossings

Benefits

The South & Folwell Safe Routes to School project will improve pedestrian and bicycle facilities for travelers of all ages and abilities by establishing a safe and comfortable connection to South High School, Folwell Elementary School, the Midtown Greenway, other bikeway facilities, parks, and key destinations in the project area.

Project Schedule



If selected, improvements would be implemented in 2026 or 2027. Minneapolis Public Works will be installing temporary improvements at select High Injury Street intersections prior to project implementation.

Requested Federal Amount: \$1,000,000

Total Project Cost: \$1,378,850

Contact

Amy Barnstorff, *Transportation Planner*

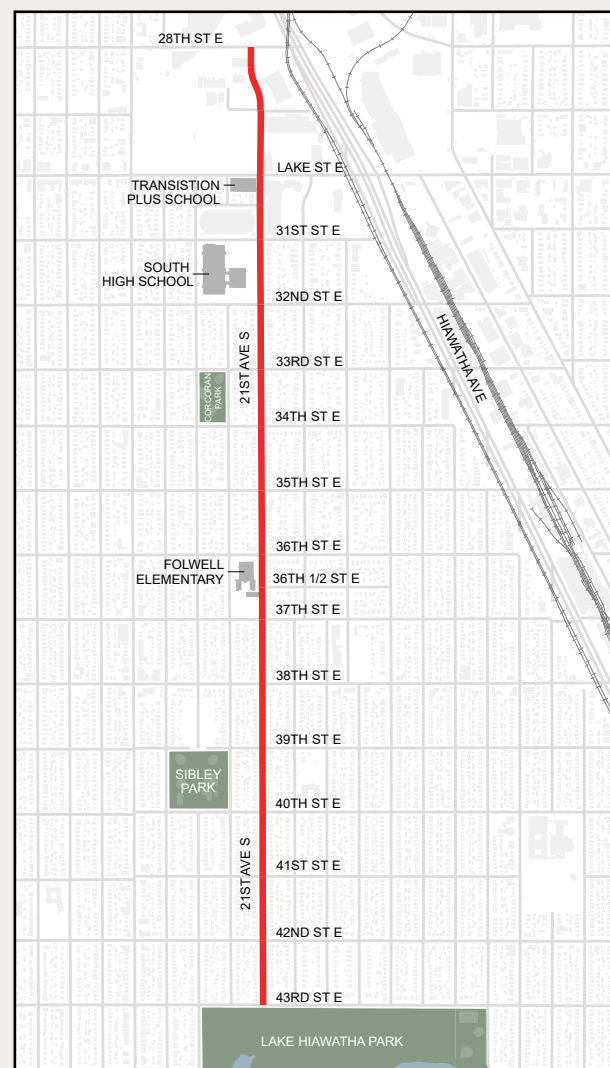
Transportation Planning and Programming - Public Works

City of Minneapolis

612-673-2129

amy.barnstorf@minneapolismn.gov

Project Area



— Project Location



Existing Conditions on 21st Avenue South



Whittier Safe Routes to School Project

2022 TAB Regional Solicitation for Federal Funding in FFYs 2026 and 2027

Project Overview

The City of Minneapolis is requesting a federal grant to fund the Whittier Safe Routes to School project. This project will implement pedestrian and bicycle-related improvements along and across West 26th St, West 27th St, and West 28th St at various intersections between Lyndale Avenue South and Blaisdell Avenue. Improvements may include:

- Crossing improvements to narrow the road
- Installation of ADA-compliant curb ramps
- Traffic calming treatments such as traffic circles, traffic diverters, chicanes, curb extensions, pedestrian refuge medians, speed bumps, raised crossings

In 2017, Whittier Elementary School developed a Safe Routes to School plan through the MnDOT SRTS Planning Assistance Grant that identifies key locations where infrastructure improvements are needed. This project reflects the recommendations within Whittier's SRTS Plan.

Benefits

The Whittier Safe Routes to School project will improve pedestrian and bicycle facilities for travelers of all ages and abilities by establishing a safe and comfortable connection to Whittier Elementary School, other bikeway facilities, parks, and key destinations in the project area.

This project supports the City's equitable prioritization of multimodal improvements and its Vision Zero commitment to eliminate fatal and serious injury traffic crashes within 10 years.

Project Schedule



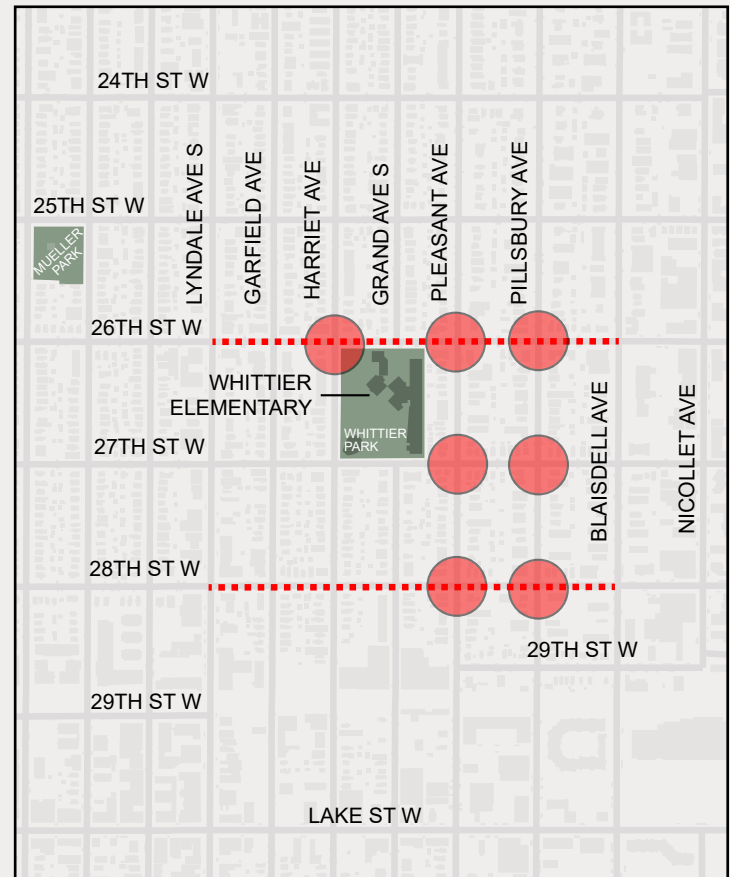
Requested Federal Amount: \$1,000,000

Total Project Cost: \$1,317,030

Contact

Amy Barnstorff, *Transportation Planner*
Transportation Planning and Programming - Public Works
City of Minneapolis
612-673-2129 | amy.barnstorff@minneapolismn.gov

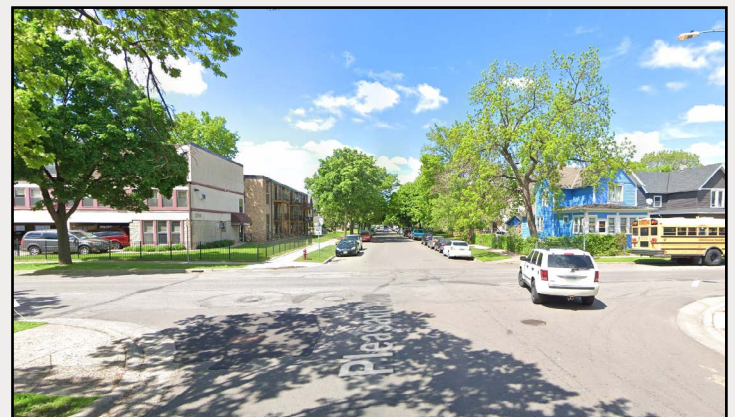
Project Area



--- ● Project Location

Existing Conditions

According to the student travel tallies completed during the development of the Whittier SRTS plan (2017), **15% of students at Whittier Elementary walk or bike to school.**





Project name: 73rd St SRTS Ped/Bike Connection (Centennial Elementary)

Applicant: City of Richfield

Project location: 73rd St from Bloomington Ave (MSAS 368) to Cedar Ave (MSAS 369)

Total project cost: \$810,000

Requested federal amount: \$635,000

Local match: \$175,000 (21.6% local match)

Project description:

The City of Richfield is proposing to narrow the road and install a multi-use trail on 73rd St from Bloomington Ave to Cedar Ave in one of the most diverse parts of the city. The project will include improved ADA access and crossing at Bloomington Ave and 16th Ave as well as new ADA access to the Nokomis-Minnesota River Regional Trail at Cedar Ave. The connection will serve students at Centennial Elementary at Bloomington Ave, transit riders of the Route 515 bus (high frequency pre-pandemic), the regional trail, and bicyclists on the share-the-road on Bloomington Ave. The trail will provide safe off-street travel and crossings for students, families, community members, and commuters.

Project benefits:

- Off-street travel for pedestrians and bicyclists
- Increased traffic calming and visibility via narrowed road and on-street parking restrictions
- New ADA access to regional trail (nearest ramps 0.3 miles away)
- New boulevard for trees and snow storage
- Better connectivity to regional trail, public transit, school bus stops.

- Off-street trail ———
- Crossing enhancements ○
- Existing regional trail ·····

Project area:



Valley View Schools Area SRTS Improvements Project Summary

Applicant:	City of Bloomington
Project Location:	E 88th Street between CSAH 52-Nicollet Avenue and CSAH 35-Portland Avenue
Total Project Cost:	\$498,040
Requested Federal Dollars:	\$398,000



Project Description:

The Valley View Schools Area Safe Routes to School (SRTS) improvements project will improve bicycle and pedestrian facilities along E 88th Street, between County State Aid Highway (CSAH) 52-Nicollet Avenue to CSAH 35-Portland Avenue and at the intersection of CSAH 35-Portland Avenue and Bischoff Lane and at the intersection of 88th Street and Clinton Avenue for travels of all ages and abilities by establishing a safe and comfortable connection to Valley View Elementary School and to Valley View Middle School. This project will also provide connection to other sidewalk facilities, parks, and key destinations in the project area. The primary goal of the proposed project is to improve multimodal safety and access for K-12 students and encourage active transportation for the neighboring community.

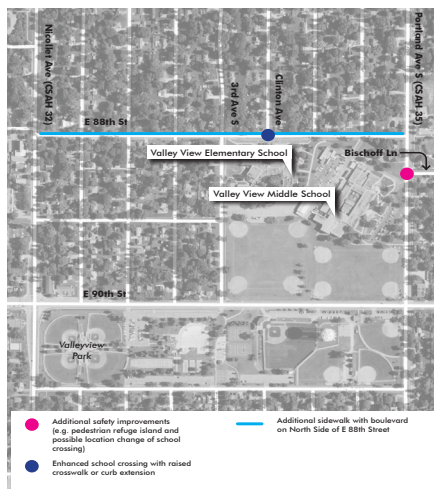
The proposed project includes the following improvements:

- Sidewalk: 2,200 linear feet of new, six-foot-wide, ADA-compliant buffered sidewalk along the northside of E 88th Street (two-lane, local street) from CSAH 52-Nicollet Avenue (three-lane, other arterial) to CSAH 35-Portland Avenue (three-lane, A-minor expander).
- Curb Ramps: 22 new, ADA-compliant curb ramps along E 88th Street, Portland Avenue and at the two school sites for connection to the public sidewalk.
- Pedestrian Island Refuge: One 8 to 10-foot-wide median at the Portland Avenue (RBTN Tier 1 Alignment) pedestrian crossing at Bischoff Lane with modifications to the existing RRFB infrastructure and addition of a center median signage assembly.
- Crosswalk Enhancement: One raised crosswalk or curb bump out enhanced school crossing from the school entrance across E 88th Street at Clinton Avenue.

Project benefits include:

- Strengthen Bloomington's alternative transportation network, support active living, and expand transportation options
- Improve conditions for users with limited mobility, impaired vision, and other disabilities, families with strollers, and less experienced cyclists
- Provide a continuous east-west link to and last-mile bicycle and pedestrian facilities to transit routes and key destinations, enabling residents of low-income housing to access regional job centers in areas with higher housing costs

Project location:



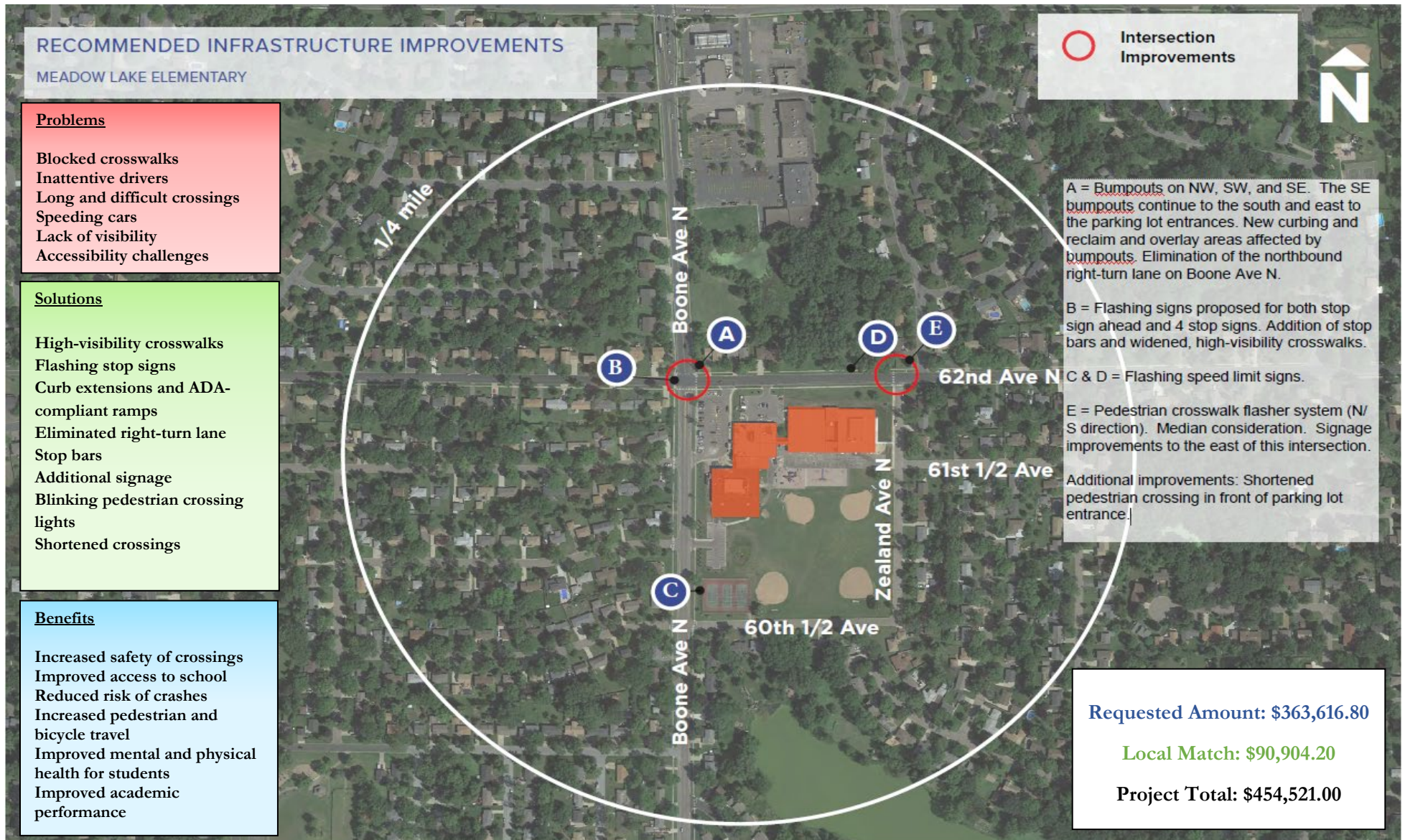
Existing conditions:



Meadow Lake Elementary Safe Routes to School

City of New Hope, MN

Hennepin County





Delaware Avenue Trail Gap and School Safety Improvements

MULTIUSE TRAIL AND SCHOOL CROSSING NEAR TWO RIVERS HIGH SCHOOL

PROJECT DESCRIPTION

The Delaware Avenue Trail Gap and School Safety Improvements project will close a critical gap in the bicycle and pedestrian network near Two Rivers High School. The proposed project will construct a multi-use trail along the east side of Delaware Avenue from TH 62 to Marie Avenue. An enhanced crossing with a median refuge and RRFB near the school will create a safe crossing location for students and other users. The project will also increase multi-modal accessibility to the nearby River to River Greenway and Tier 1 RBTN alignment along TH 62.

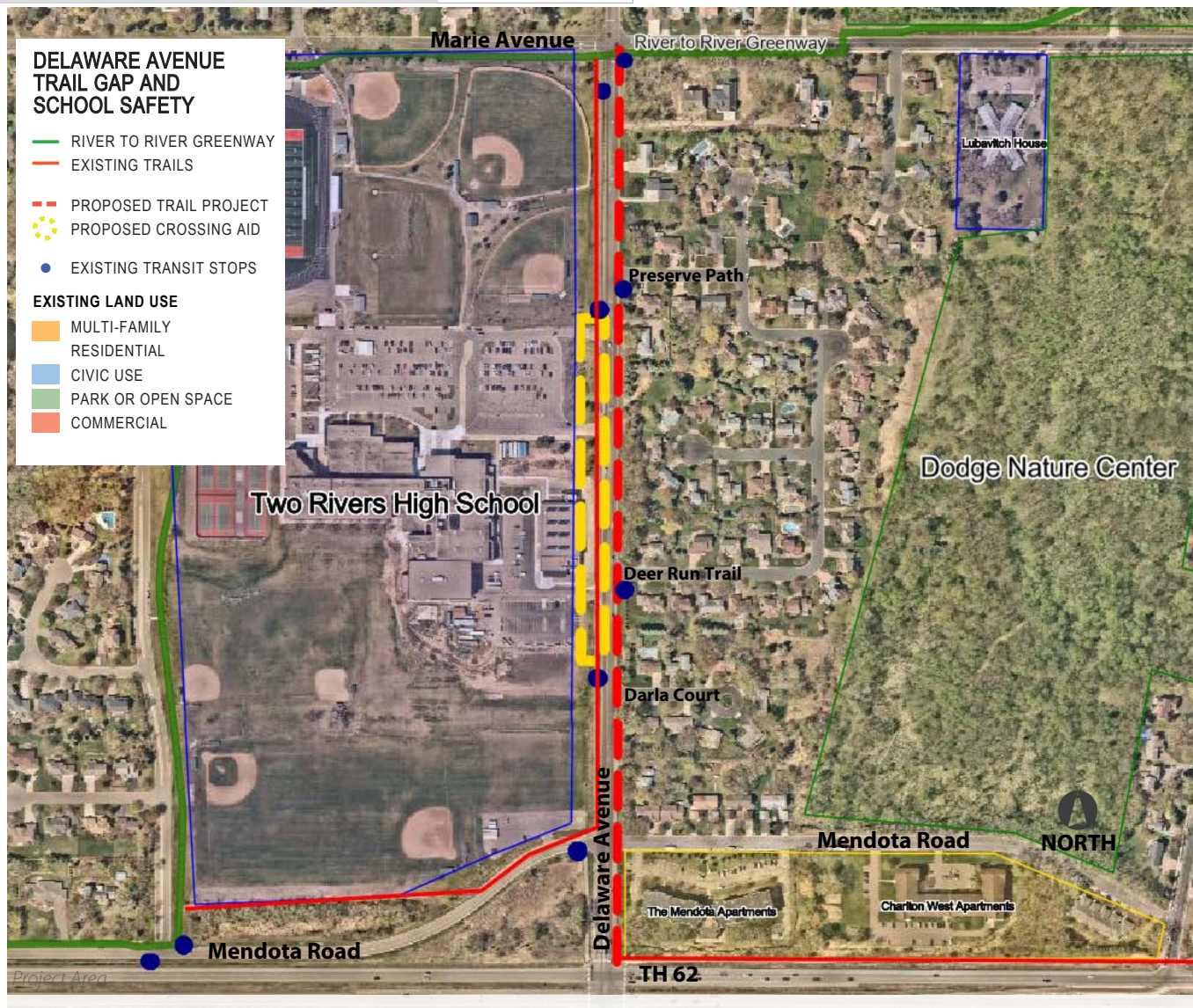
Location: West Saint Paul and Mendota Heights

Requested Award Amount: \$600,000

Total Project Cost: \$750,000

PROJECT BENEFITS

- » Provides local connections between Two Rivers High School and nearby residential areas east of Delaware Avenue.
- » Fills a gap in the local trail network with strengthened connections to the River to River Greenway and the TH 62 Tier 1 RBTN Alignment.
- » Provides safer connections to transit stops along Delaware.
- » Direct access to neighborhood amenities including the Dodge Nature Center and Two Rivers High School Aquatic Center.
- » Improved safety for pedestrians and bicyclists with an off-road, separated trail and improved crossing of Delaware that meets ADA standards.





Marie Avenue SRTS

South St. Paul Secondary Safe Routes to School (SRTS)

Project Name: Marie Avenue SRTS

Applicant: South St. Paul

Primary Contact:

Sue Polka
City Engineer
125 3rd Avenue N
South St. Paul, MN 55075
651-554-3214
spolka@southstpaul.org



Location & Route:

Marie Avenue,
City of South St. Paul



Application Category:

Safe Routes to School (SRTS)



Funding Information:

Eligible Construction Amounts

Requested Award Amount: \$1,000,000

Local Match: \$1,246,000 (55%)

Other City Participation

Local Amount: \$424,000 (Engineering)

Total Project Amount: \$2,670,000



Local Investments:

- Statewide Health Improvement Grant for Development of SRTS Plan
- Completion of district SRTS Plan
- Preliminary Engineering Plan and Cost Estimate



Project Benefits:

- Addresses many deficiencies and safety issues within an area serving several school facilities and the City's core commercial area
- ADA compliance
- Continuous bicycle facilities in a designated RBTN Tier 1 Corridor



South St. Paul
Public Schools



Project Description

The South St. Paul Safe Routes to School Infrastructure Project will provide designated safe crossings along Marie Avenue (3rd Ave to 9th Ave), and 2nd Street (Marie Ave to 9th Ave) in front of South St. Paul Secondary. Project improvements will improve connections for surrounding residential neighborhoods to South St. Paul Secondary, Lincoln Center Elementary, Central Square Community Center, South St. Paul Educational Foundation, Adult Basic Education Center, the South St. Paul Library and several local businesses.

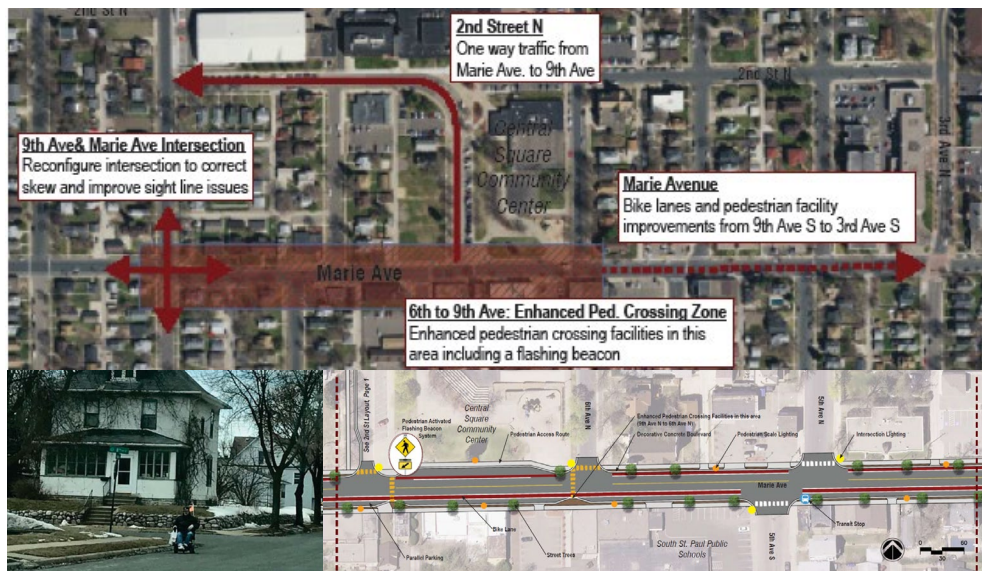
Immediate Need

Due to close proximity of school facilities, higher housing density, and low income population, a large percentage (approximately 20%) of students walk or bike to and from South St. Paul Secondary School. Parent, staff, and student responses collected as part of a recently completed SRTS Planning Study made it clear that current deficiencies in the pedestrian system raise safety concerns and keep many parents from encouraging their children to walk and bike to school. In the past 3 years, ten accidents involving a bicyclist occurred in the project area, one of which was a fatal.

Deficiencies and Safety

The following highlights the issues and concerns to be addressed by this project:

- Existing sidewalks along Marie are aged, narrow, and in substandard condition. Children are often seen walking or biking in the road or boulevard.
- Several pedestrian ramps in the project area are not ADA compliant
- Marie Avenue is designated as a Tier 1 RBTN alignment and currently has no existing bicycle facilities. Bike lanes, as part of this project, will serve both a SRTS and regional non-motorized transportation purposes.
- Several primary intersections providing access to South St. Paul Secondary and Lincoln Center Elementary are skewed and have sightline issues.
- Closely spaced and offset intersections along Marie Avenue, from 9th Avenue N to 3rd Avenue N, create many conflict points between Marie Avenue traffic, side street traffic, and pedestrians and bicyclists accessing the schools and the City's core commercial area



<https://www.co.dakota.mn.us/Government/publiccommittees/SHIP/Pages/safe-routes-to-school.aspx>



CSAH 10 Safe Routes to School Multi-Use Path Project



Applicant, Location, & Route: City of Chaska, County State Aid Highway 10 between Ridge Lane and Ravoux Road



Application Category: Safe Routes to School Infrastructure



Funding Information:
Requested Award Amount: \$825,520
Local Match: \$206,380
Project Total: \$1,031,900



Match \$ Sources:

- City of Chaska
- Carver County

Project Description

The Engler Boulevard (CSAH 10) Safe Routes to School Multi-Use Path Project would construct a dedicated bicycle and pedestrian facility on the north side of CSAH 10 between Ridge Lane and Ravoux Road, connecting two regional trail networks. The project would also increase access to an existing pedestrian underpass along the Lions Park Trail at CSAH 10 and Ridge Lane. This project would provide a continuous trail connection between the property containing Chaska Middle School East, Chaska Middle School West, La Academia Elementary School, and the Chaska Community Center to the community south of CSAH 10, as well as Brandondale Estates, a development of 430 manufactured homes and potential environmental justice community.

This section of CSAH 10 has high volumes of traffic and a posted speed of 50 miles per hour. The limited access options for Brandondale Estates provides no alternatives for residents who need to bike, walk, or roll west to access the school and services beyond Ride Lane. During the recently completed Highway 10 Corridor Study, locals were observed walking along the shoulder to make east-west connections between the public school complex and homes to the east.

Filling this trail gap will connect the Lions Park trail system with the Chaska Orange Loop, allowing students and other community members to use the trail network to walk, bike, or roll to school, recreation, and other vital destinations.

The Brandondale and Ravoux neighborhoods are located north and south of this section of CSAH 10 and are within a distance that typically wouldn't receive bussing. However, ISD 112 recognizes the lack of infrastructure and dangerous crossings along CSAH 10 as a hazard area, and currently provides bussing for children who live in these communities. These neighborhoods and others east of Ridge Lane would benefit from this trail connection.

These improvements are part of the Highway 10 Corridor Study improvement implementation strategy, which has identified significant safety and mobility improvements along the corridor between Highway 43 in Laketown Township and Highway 61 in Chaska. These improvements would connect with investments planned at the intersection of TH 41 and CSAH 10 and is along a tier 2 RBTN alignment.

Project Benefits

A trail along CSAH 10 would increase access between regional destinations such as parks, a community center, and school. The separate facility would increase safety for all users, and address specific parental safety concerns identified in a 2020 SRTS survey that stated that a lack of dedicated trails and proximity to traffic was a significant barrier for allowing children to walk or bike to school. The proposed trail would address gaps in the Tier 2 Trail Corridor alignment of the RBTN and a Carver County Linking Trail that is connected regionally. **The proposed improvements will increase corridor segment safety for both vehicles and pedestrians, address local safety concerns, and provide a safe pedestrian/bicycle route to Chaska Schools and the Community Center west of Ridge Lane.**



Project Location

2022 REGIONAL SOLICITATION

Unique Project Submittals



Project Name:	'True Impacts of Transportation' Public Education Campaign
Applicant:	Move Minnesota
Project Location:	Hennepin County, Ramsey County
Requested Award Amount:	\$768,100
Total Project Cost:	\$960,125

Project Description & Benefits

This proposal seeks to address a significant public information gap through an education campaign that informs consumers about their transportation choices (and the impact those choices have on family bank accounts and our community at large), provides a more comprehensive perspective on transportation, and helps people understand how their values relate to their transportation choices.

Misperceptions about different transportation are pervasive and widespread.

- Most people widely believe cars aren't that expensive and that car users are the only ones paying for roads, despite the fact that direct and indirect costs of car ownership and infrastructure have continued to rise in recent years, totaling more than \$5000 in indirect costs and additional \$13,000 in direct costs.
- There is a lack of understanding of the basics of transportation planning among the general public, amplified by protracted timelines that are often 5, 10, or even 20 years—by which time college students have completed their undergraduate degree, parents have put their children through school, and middle-aged workers have gone into retirement.
- People don't understand how their immediate experiences impact the transportation planning process and collectively shape infrastructure. Somewhere between a third and half of adults believe that building more vehicle lanes will "have a major impact on improving traffic" despite the wealth of data around the phenomenon of induced demand, which shows that new roads and lanes induce more driving, which leads to more delay, more emissions and ultimately more congestion.

This is unsurprising given that most people are inundated with information from the automotive industry, which spent over \$17B on digital advertising alone in 2021, nearly 10% of all digital advertising dollars spent in the United States. The message the public receives touts the benefits (while minimizing costs and impacts) of car ownership and infrastructure. This creates hurdles to effective mode shift: with the existing understanding of transportation, people are inclined to keep their cars and generally aren't aware of the larger (often unintended) impacts.

The effects of these advertising campaigns are significant given the growing body of research that shows that people's decision making is a combination of rational, emotional, and cognitive bias—which means that internalized narratives such as "cars are essential to a successful life" are core to people's decisions to drive.

The opportunity here is profound and has significant potential: we can look to the success of education campaigns around the costs of healthcare, and see it is now commonly accepted knowledge that healthcare in the United States is expensive—and how with that knowledge comes an increase in consumers' inclination to act at individual and collective levels.

The secondary benefits of this education campaign (not just educating people, but educating them so they are moved to act to change their transportation behavior) are varied and positive: from reducing climate pollution; to changing the transportation patterns that drive decision-making around the built-environment; to improvements to the transit, biking, and walking systems that BIPOC communities disproportionately rely on.

Project Name: Regional Mobility Hubs

Applicant: Metro Transit

Requested award amount: \$1,600,000

Total Project Cost: \$2,000,000

Project locations (see map below):

1. Brooklyn Center Transit Center, City of Brooklyn Center, Hennepin County
2. Sun Ray Transit Center, City of St. Paul, Ramsey County
3. Maplewood Mall Transit Center, City of Maplewood, Ramsey County
4. Penn Ave N and Lowry Ave N, City of Minneapolis, Hennepin County
5. 26th Ave NE and NE Central Ave, City of Minneapolis, Hennepin County
6. Lake Street Corridor, City of Minneapolis, Hennepin County
 - a. The location will either be Hiawatha/Lake, I-35 and Lake, or Chicago/Lake
7. Cedar/Riverside, City of Minneapolis, Hennepin County

Project Description

One of the greatest challenges identified with fostering multimodal communities has traditionally been the frequency and availability of transit and people's ability to easily and seamlessly access first- and last-mile connections to transit. Mobility hubs address this issue head on by physically creating spaces where people can connect with multiple low and no-carbon mobility options in a safe, comfortable and accessible environment that facilitates convenient and reliable connectivity across modes. This project will be the first permanent step towards the implementation of a Regional Mobility Hub Network and will help the region continue to lead nationally on Mobility Hub development. It will be the first time different implementation styles are tested; transit agency versus City-led projects, siting hubs in a variety of land use patterns and making various infrastructure elements permanent to support numerous different modal options.

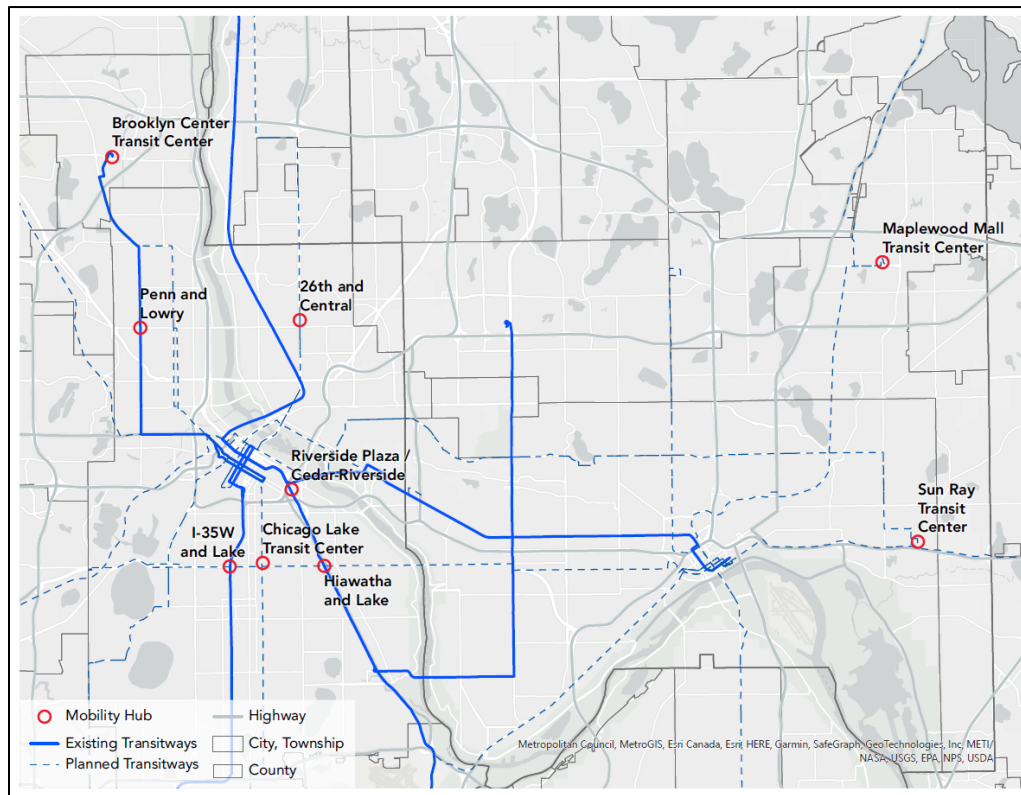
With Metro Transit as project lead and the City of Minneapolis as the key subrecipient, both agencies will work in close coordination to build out their ideal system of hubs. Hubs can have many different amenities based on their location and primary adjacent land uses, but this application is focused specifically on:

- **Multimodal infrastructure improvements** including dedicated bicycle and micromobility parking at transit stations/stops
- **Technologies** such as interactive screens, wayfinding and modefinding aids to enhance the user experience and ensure transportation access to those without smartphones
- **Resilience** infrastructure at the hub sites such as renewable energy generation for charging along with green infrastructure and landscaping
- **Placemaking/Placekeeping** elements at hubs including seating, secure lockers and other amenities improvements along with programming and engagement through community ambassadors.

Project Benefits:

- Increased multimodal travel options and shared mobility trips leading to decreased car usage
- Seamless connectivity between modes and a higher quality user experience
- Improved equity, access and connectivity to key places and opportunities for black, indigenous, and people of color (BIPOC) communities
- Better air quality and reduced greenhouse gas emissions through increased multimodal and transit trips
- Efforts will inform future projects with critical lessons learned that will ease project execution and lead to better outcomes

Map of Regional Mobility Hub Locations:



Concept Design for Mobility Hub, City of Minneapolis



Project Summary

Project Name: EV Spot Network Strategic Expansion

Applicant: City of Saint Paul

Requested Amount: \$1,440,000

Total Project Cost: \$1,822,500

Project Description:

In February 2022, the City of Saint Paul launched the EV Spot Network and Evie Carshare, the nation's largest publicly-owned electric vehicle carshare and charging project, and the first 100% renewable transportation system in North America.

Our proposal to the Regional Solicitation envisions a bold strategy for expansion of the network to the City's East Side, laying the groundwork for potential future expansion phases into other cities and counties.

We propose to place EV Spot Network "gold cars" along the Gold Line BRT, a brand-new feature of the network serving the transportation needs of current and future residents in this transit-oriented development corridor. At the same time, we will expand the Evie Carshare service area deep into Saint Paul's East side, an area underserved by transit and with many low-income residents who have limited transportation options but can't afford to own a car.



Our project takes one of the most innovative transportation projects in the region to the next level. In doing so, it will increase transportation options for cost-burdened households, saving an estimated \$16 million in transportation costs by reducing the need for personally-owned autos. It will also reduce nearly 10,000 metric tons of greenhouse gas emissions over 7 years, decrease traffic and parking congestion, and lead to quieter, more walkable and bikeable neighborhoods by shifting over 16 million vehicle miles traveled in single-occupant vehicles to transit, biking and walking.

Action Transmittal

Transportation Advisory Board



Meeting Date: May 19, 2022

Date: May 18, 2022

Action Transmittal: 2022-26

Program Year Extension Request: Hennepin County University Avenue / 4th St. Bikeway

To: TAC Funding & Programming Committee

Prepared By: Joe Barbeau, Senior Planner, phone 651-602-1705

Requested Action

Hennepin County requests a program year extension for its University Avenue and 4th Street Bikeway (SP# 027-636-012) from fiscal year 2022 to fiscal year 2023.

Recommended Motion

That the Funding & Programming Committee recommend that TAB approve Hennepin County's program year extension request to move its University Avenue and 4th Street Bikeway (SP# 027-636-012) from fiscal year 2022 to fiscal year 2023.

Background and Purpose

Hennepin County received \$5,500,000 from the 2018 Regional Solicitation to improve bicycling access and safety on University Avenue from the I-35W Bridge to Oak Street SE in Minneapolis in program year 2022. The county is requesting an extension of the program year to 2023. This requested is being made because the project, which interacts with six potential E Line arterial bus rapid transit stations, cannot be granted federal authorization until environmental documentation is completed for the E Line.

MnDOT Metro District State Aid is able to use the released 2022 funding to for earlier reimbursement of advanced construction.

Relationship to Regional Policy

The Transportation Advisory Board (TAB) adopted the Program Year Policy in April 2013 (updated in August 2014) to assist with management and timely delivery of transportation projects awarded federal funding through the TAB's Regional Solicitation. The policy includes a procedure to request a one-year extension based on extenuating circumstances within certain guidelines.

Staff Analysis

Per the Program Year Policy's progress assessment (attached) a minimum score of 7 is needed to be eligible for an extension. The county scored 9 for this request, indicating that it will be able to be obligated within the 2023 program year.

The only part of the Program Year Policy not met by the request is the due date of December 31 of the program year (December 21, 2021, in this case). Staff still supports the granting of the request because there are projects able to absorb the 2022 funding, rendering approval minimally

impactful on TAB's program, while denial would serve to remove the project for reasons out of the applicant's control.

An extension of the program year does not guarantee federal funding will be available in that year. The project sponsor is responsible for completing the project in the new program year and covering the federal share of the project until federal funding becomes available. At this time the project would be in line for 2026 reimbursement of federal funds, though an earlier reimbursement may occur if funding becomes available due to the recent increase in federal funds or if other projects withdraw.

Routing

To	Action Requested	Date Completed
TAC Funding & Programming Committee	Review & Recommend	May 19, 2022
Technical Advisory Committee	Review & Recommend	June 1, 2022
Transportation Advisory Board	Review & Adopt	June 15, 2022



HENNEPIN COUNTY

MINNESOTA

May 17, 2022

Mr. Michael Thompson, P.E.
Chair, TAC Funding and Programming Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101

Re: Program Year Extension Request for SP 027-636-012, SP 027-637-005
CSAH 36 (University Avenue SE)/CSAH 37 (4th Street SE) Bikeway Project

Dear Mr. Thompson:

Hennepin County was awarded \$5,500,000 in federal funding as part of the 2018 Metropolitan Council Regional Solicitation to improve safety and mobility for people biking along County State Aid Highways (CSAHs) 36 and 37, also known as University Avenue SE and 4th Street SE, from the I-35W Bridge to Oak Street SE in the City of Minneapolis. Federal funds were awarded for program year 2022.

Over the past few years, county staff have advanced project development with the intent of obtaining federal authorization by the required deadline. Of critical note, is Metro Transit's planned E Line arterial bus rapid transit (BRT) service that is anticipated to operate along both CSAH 36/CSAH 37 with six potential BRT stations located within the project limits for the county's bikeway project. Recognizing an opportunity for these two projects to complement one another, county staff have worked closely with the City of Minneapolis, University of Minnesota, and Metro Transit staff to coordinate the location, placement, and design of BRT stations to promote transit service as an attractive transportation option.

As currently proposed, the construction of the temporary flatwork for the six potential BRT stations were planned to be constructed as part of the county's bikeway project. However, county staff recently learned that it would not be granted federal authorization through FHWA since the environmental documentation for the E Line Project was still underway through FTA. As a result, Hennepin County is requesting that the TAC Funding and Programming Committee consider a program year extension from 2022 to 2023 to allow for completion of the environmental documentation for the E Line Project through the FTA. County staff acknowledge that this request for an extension is past the deadline of December 31, 2021; however, county staff are requesting that an exception be considered given that it was only recently learned that federal authorization through FHWA was not feasible.

Please refer to the enclosed documentation and attachments for additional information regarding this request. I invite you to contact me with any questions at 612-596-0365 or by email at Kelly.Agosto@hennepin.us.

Sincerely,



Kelly Agosto, P.E.
Senior Project Manager
Hennepin County Transportation Project Delivery

CC: Colleen Brown, MnDOT State Aid
Carla Stueve, Hennepin County Engineer
Nariman, Vanaki, Hennepin County

Jessa Trbojevich, Hennepin County
Chad Ellos, Hennepin County
Jason Pieper, Hennepin County

Hennepin County Transportation Project Delivery
1600 Prairie Drive | Medina, MN 55340
hennepin.us



REQUEST FOR PROGRAM YEAR EXTENSION

SP 027-636-012, SP 027-637-005

CSAH 36 (University Avenue SE)/CSAH 37 (4th Street SE) Bikeway Project

1. Project Progress

a. Progress Schedule

Please see [Attachment 1](#).

b. Right of Way Acquisition

Permanent highway easements and temporary construction easements have been acquired on this project. Permanent easements are necessary to support the ownership, maintenance, and operation of bikeway, pedestrian, and transit facilities associated with the project. Temporary easements are necessary to support temporary occupancy to construct the project.

Please see [Attachment 2](#) for locations and the types of easements being acquired. Acquisitions will be complete by May 19, 2022.

c. Plans

Final 100% plans were submitted to MnDOT State Aid on May 8, 2022.

d. Permits

Anticipated permits on this project include the following:

- NPDES
- MnDOT Short Form Permit

Permits will be obtained and approved prior to project letting.

e. Approvals

In addition to the permit approvals noted above, plan approval will be required from MnDOT, MnDOT State Aid, Hennepin County, and the city of Minneapolis.

f. Funding / Expenditures

To date, Hennepin County has spent approximately \$1,400,000 on consulting fees for public engagement, preliminary engineering, environmental documentation (Project Memorandum), and final design for this project. In addition, Hennepin County has incurred approximately \$100,000 in staff costs related to project management and consultant oversight. These costs to date have been financed solely by Hennepin County. Remaining final design and project procurement, to be completed by a consultant, are anticipated to cost an additional \$700,000.

2. Justification for Extension Request

a. What is unique about this project that requires an extension of the program year?

Project development for the overall CSAH 36 (University Avenue SE)/CSAH 37 (4th Street SE) Bikeway Project is on schedule to obtain federal authorization through FHWA by the necessary deadline for program year 2022. However, the inclusion of temporary flatwork for six potential bus rapid transit (BRT) stations as part of the county's project is of concern to FHWA since the environmental documentation for the overall E Line BRT Project is still underway through FTA.

A program year extension of one year is being requested to provide the necessary time for the environmental documentation to be completed for the E Line BRT Project which is anticipated for Spring 2023.

b. What are the financial impacts if this project does not meet its current program year?

Since it is unlikely that the project will obtain federal authorization by the necessary deadline for program year 2022, \$5,500,000 in federal funds would be forfeited. As a result, additional local funds would be required within Hennepin County's five-year Capital Improvement Program (CIP) contingent on County Board approval.

c. What are the implications if the project does not obtain the requested extension?

If the project does not obtain the requested extension, the timeline for construction activities is uncertain given the substantial funding gap due to the forfeiture of \$5,500,000 in federal funds. In addition, the approximately \$1,400,000 in expenses to date are in jeopardy of being ineligible for state aid reimbursement if construction activities do not progress.

d. What actions will the agency take to resolve the problems facing the project in the next three to six months?

Continued coordination with Metro Transit to increase the likelihood that the environmental documentation through FTA for the E Line BRT Project is completed by the anticipated deadline of Spring 2023. Hennepin County will proceed with obtaining federal authorization through FHWA in Spring 2023, followed by project bidding and construction thereafter.

HENNEPIN COUNTY

MINNESOTA

ATTACHMENT 1

PROGRESS SCHEDULE FOR PROGRAM YEAR EXTENSION



Regional Program Year Policy

TAB Adopted: April 17, 2013
Administrative Modifications: August 20, 2014

Attachment 1: Progress Schedule for Program Year Extension

Enter request date

Program Year 2023

INSTRUCTIONS:

1. Check status of project under each major heading.
2. Enter dates as requested for each major heading.
3. Enter points as suggested by each applicable response.
4. Total points received in the TOTAL POINTS line on the last page. **The minimum score to be eligible to request an extension is seven points.**

ENVIRONMENTAL DOCUMENTATION PROJECT MEMORANDUM

NOTE: PM pending final signature at the time of this status update.
Anticipate final signature May/June 2022.

<u>X</u> Reviewed by State Aid	If checked enter 4.	<u>4</u>
Date of approval <u>Not approved as of 5/16/22</u>		
<u> </u> Completed/Approved	If checked enter 5.	<u> </u>
Date of approval <u> </u>		
<u> </u> EA		
<u> </u> Completed/Approved	If checked enter 2.	<u> </u>
Date of approval <u> </u>		
<u> </u> EITHER		
<u> </u> Not Complete		
Anticipated Date of Completion <u> </u>		
If prior to January 31 of the program year, enter 1.		<u> </u>

OPPORTUNITY FOR PUBLIC HEARING (not necessary for project memorandum)

<u> </u> Completed		
Date of Hearing <u> </u>	If checked enter 2.	<u> </u>
<u>N/A</u> Not Complete		
Anticipated Date of Completion <u> </u>		
If prior to February 28 of the program year, enter 1.		<u> </u>

FINAL ENVIRONMENTAL ASSESSMENT (not required for project memorandum)

<u> </u> Completed/FONSI Approved	If checked enter 2.	<u> </u>
Date of approval <u> </u>		
<u>N/A</u> Not Complete		
Anticipated Date of Completion <u> </u>		
If prior to March 31 of the program year, enter 1.		<u> </u>

STUDY REPORT (required for Environmental Assessment Only)

<u> </u> Complete/Approved	If checked enter 1.	<u> </u>
Date of Approval <u> </u>		
<u>N/A</u> Not Complete		
Anticipated Date of Completion <u> </u>		

Regional Program Year Policy

TAB Adopted: April 17, 2013

Administrative Modifications: August 20, 2014

CONSTRUCTION PLANS

_____ Completed (includes signature of District State Aid Engineer)
Date _____ If checked enter 3. _____
X _____ Completed (approved by District State Aid as to SA Standards but not signed)
Date 5/8/22 _____ If checked enter 2. 2 _____
_____ Not Complete
Anticipated Date of Completion _____
If prior to June 30 of the program year, enter 1. _____

RIGHT OF WAY ACQUISITION

_____ Completed (includes approval of R/W Cert. #1 or #1A) If checked enter 2. _____
Date _____
X _____ Not Complete
Anticipated Date of Completion May 19, 2022 _____
If prior to December 31 of the year following the original program year, enter 1. 1 _____

ENGINEERS ESTIMATE OF COSTS

X _____ Completed If checked enter 2. 2 _____
Date May 7, 2022 _____
_____ Not Complete
Anticipated Date of Completion _____
If prior to December 31 of the year following the original program year, enter 1. _____

AUTHORIZED

Anticipated Letting Date June 6, 2023 _____
Anticipated letting date must be prior to June 30
in the year following the original program year,
so that authorization can be completed prior to
June 30 of the extended program year.

TOTAL POINTS 9

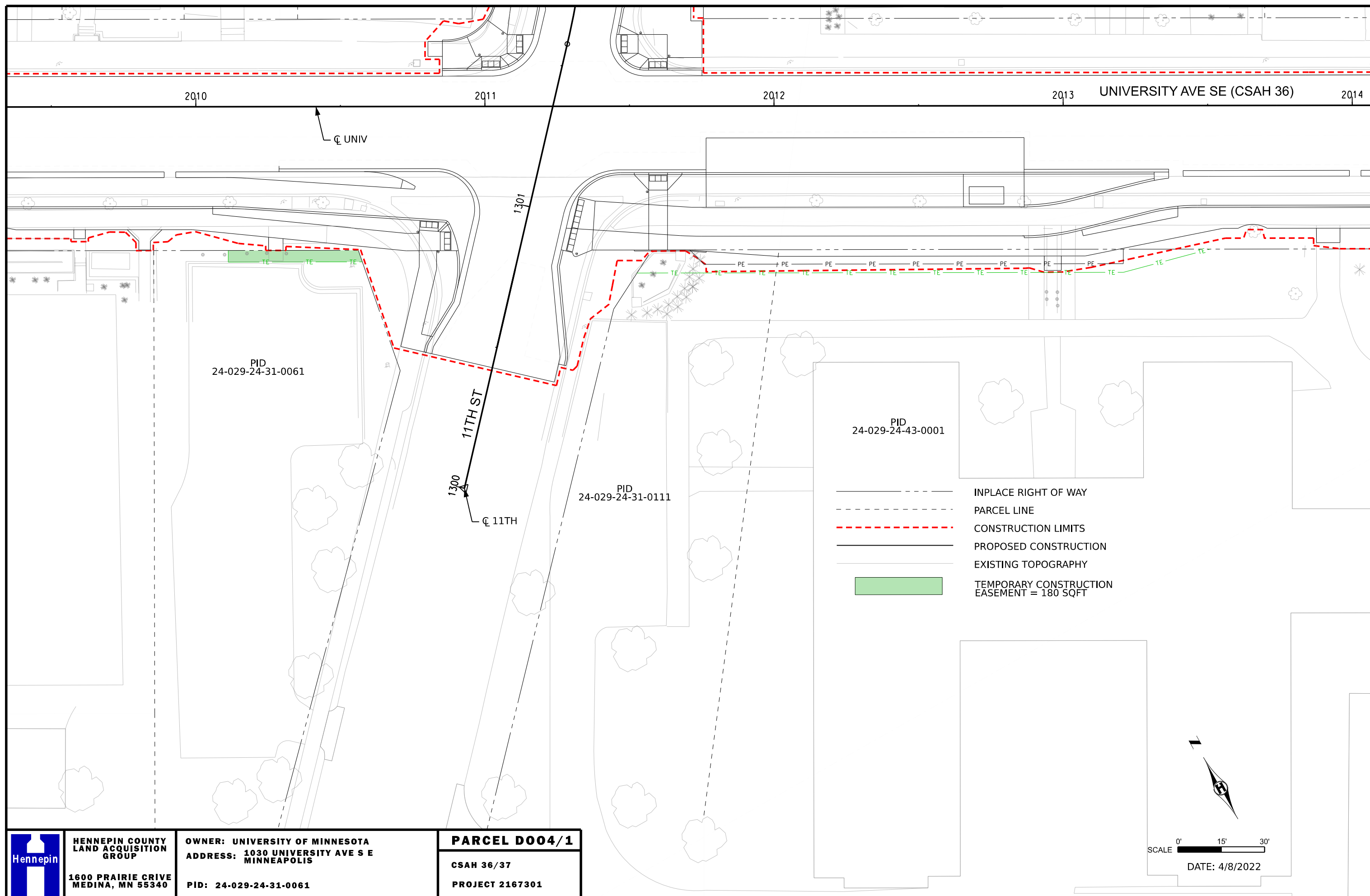
HENNEPIN COUNTY

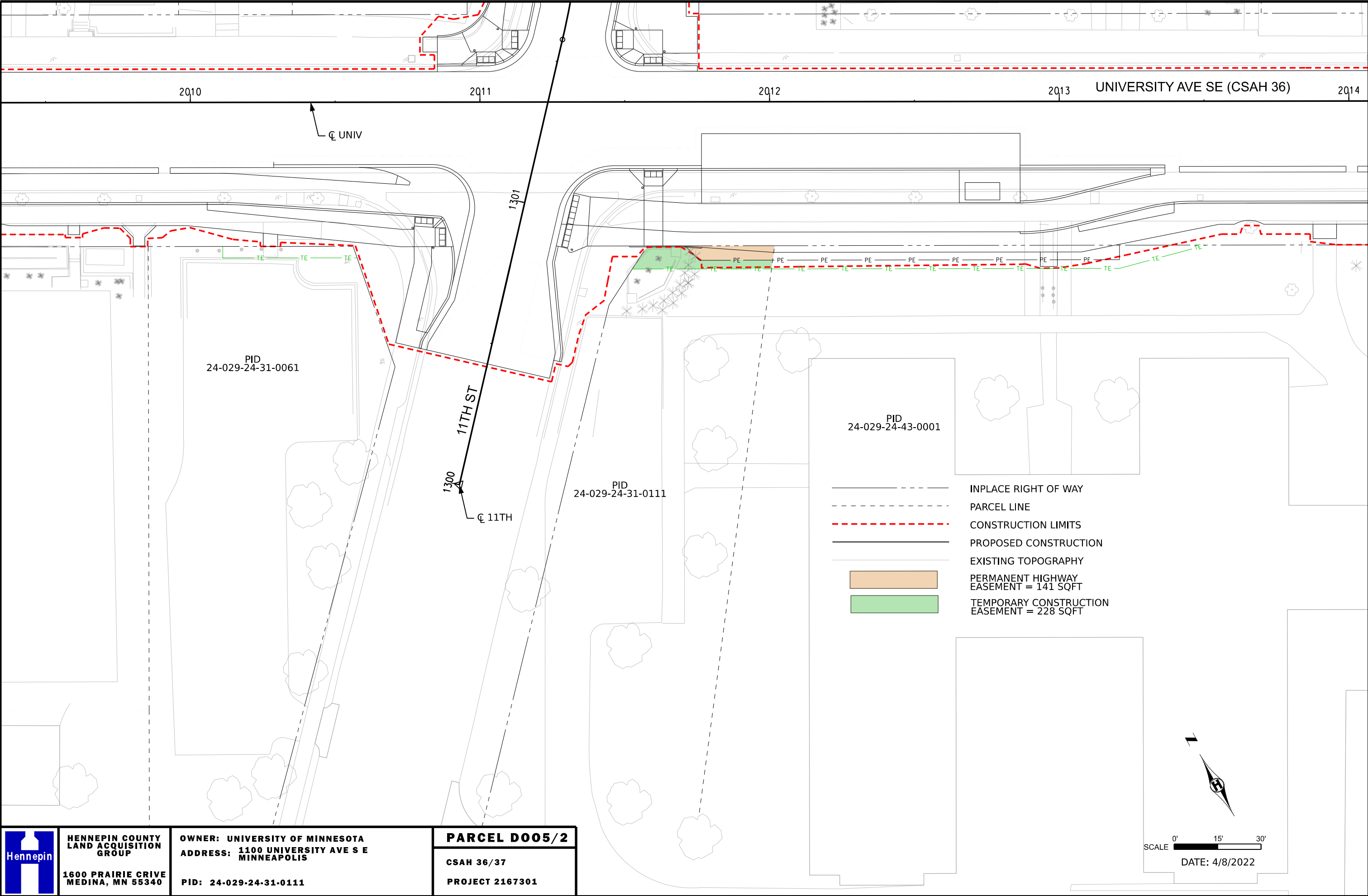
MINNESOTA

ATTACHMENT 2

RIGHT OF WAY PARCEL EXHIBITS







**HENNEPIN COUNTY
LAND ACQUISITION
GROUP**

1600 PRAIRIE CRIVE
MEDINA, MN 55340

OWNER: UNIVERSITY OF MINNESOTA
**ADDRESS: 1100 UNIVERSITY AVE S E
MINNEAPOLIS**

PID: 24-029-24-31-0111

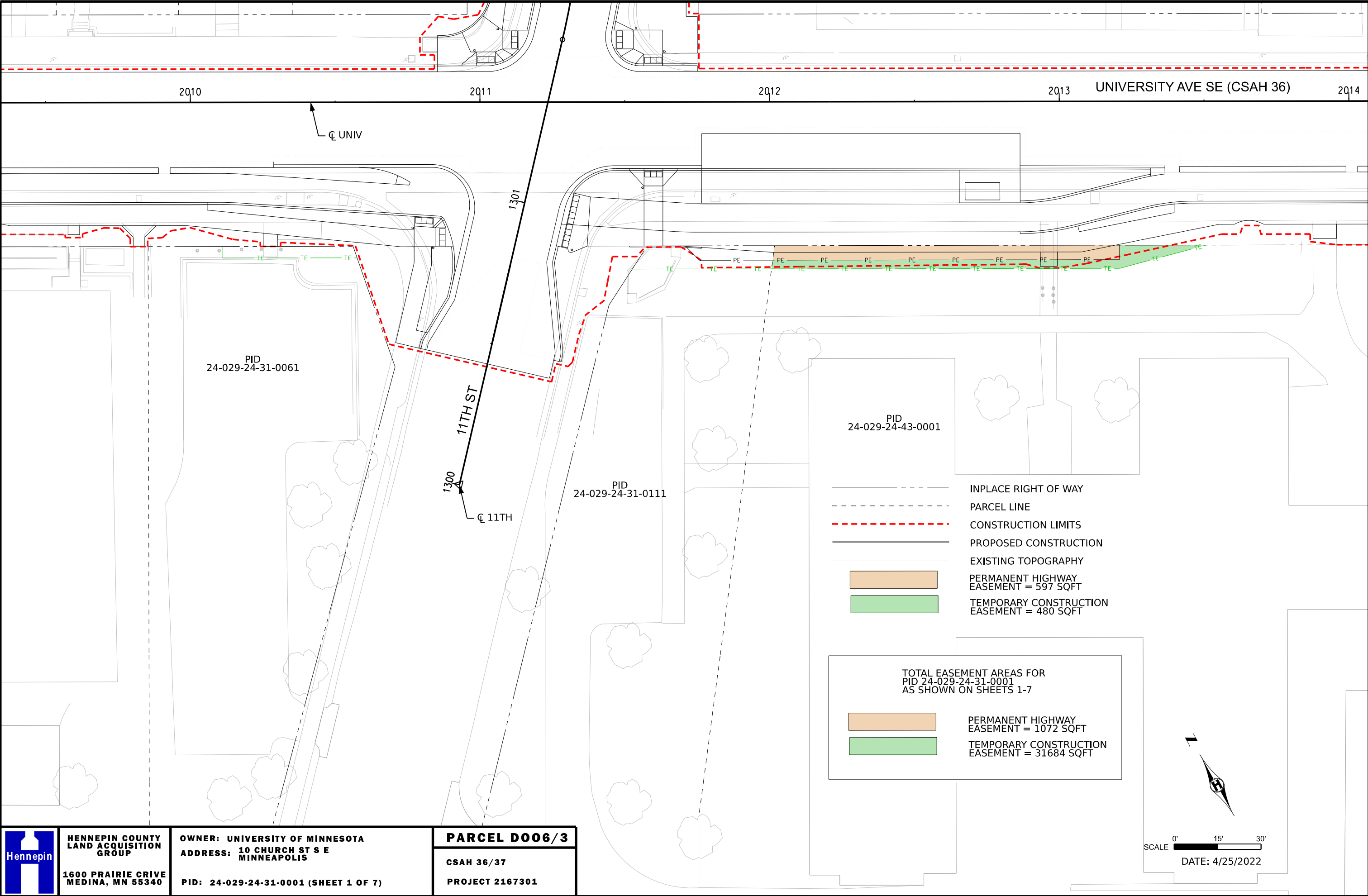
PARCEL D005/2

CSAH 36/37

PROJECT 2167301

A permanent easement for highway purposes over, under, and across those parts of Block 1, MILL COMPANY'S ADDITION TO THE TOWN OF ST. ANTHONY FALLS, according to the recorded plat thereof, Hennepin County, Minnesota, and of vacated 11th Avenue Southeast, per Doc. No. 1662207, said county, lying northerly of the following described line:

Commencing at the south quarter corner of Section 24, Township 29, Range 24, said Hennepin County; thence North 00 degrees 04 minutes 34 seconds West, assumed bearing along the north-south quarter line of said Section 24, a distance of 984.95 feet to the point of beginning of the line to be described; thence North 60 degrees 47 minutes 39 seconds West 1046.84 feet; thence North 15 degrees 47 minutes 39 seconds West 7.07 feet to the southerly line of University Avenue SE, and said line there terminating.



**HENNEPIN COUNTY
LAND ACQUISITION
GROUP**

1600 PRAIRIE CRIVE
MEDINA, MN 55340

OWNER: UNIVERSITY OF MINNESOTA
**ADDRESS: 10 CHURCH ST S E
MINNEAPOLIS**

PID: 24-029-24-31-0001 (SHEET 1 OF 7)

PARCEL D006/3

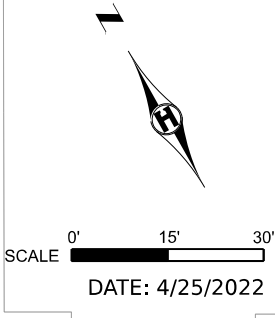
CSAH 36/37

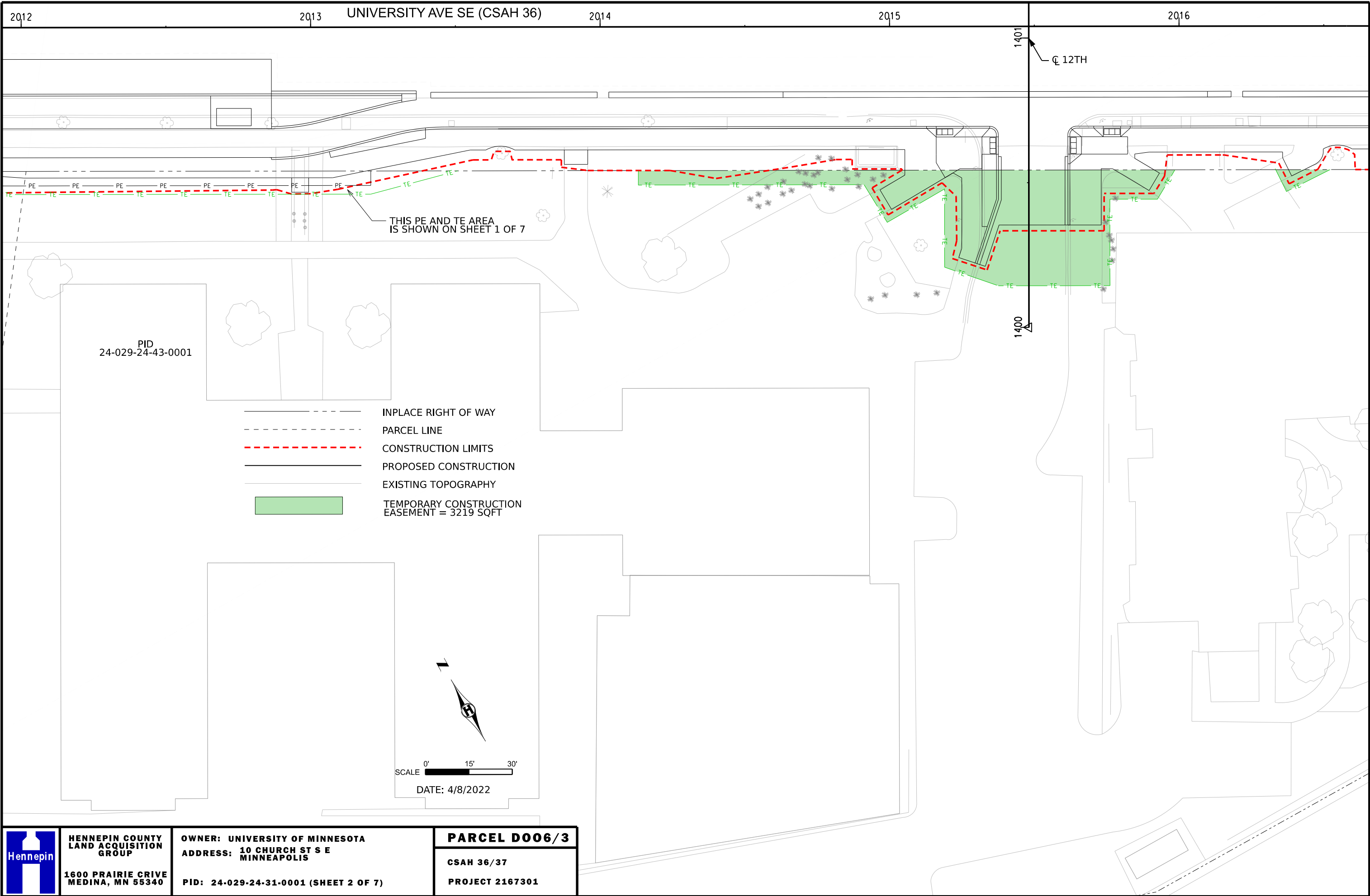
PROJECT 2167301

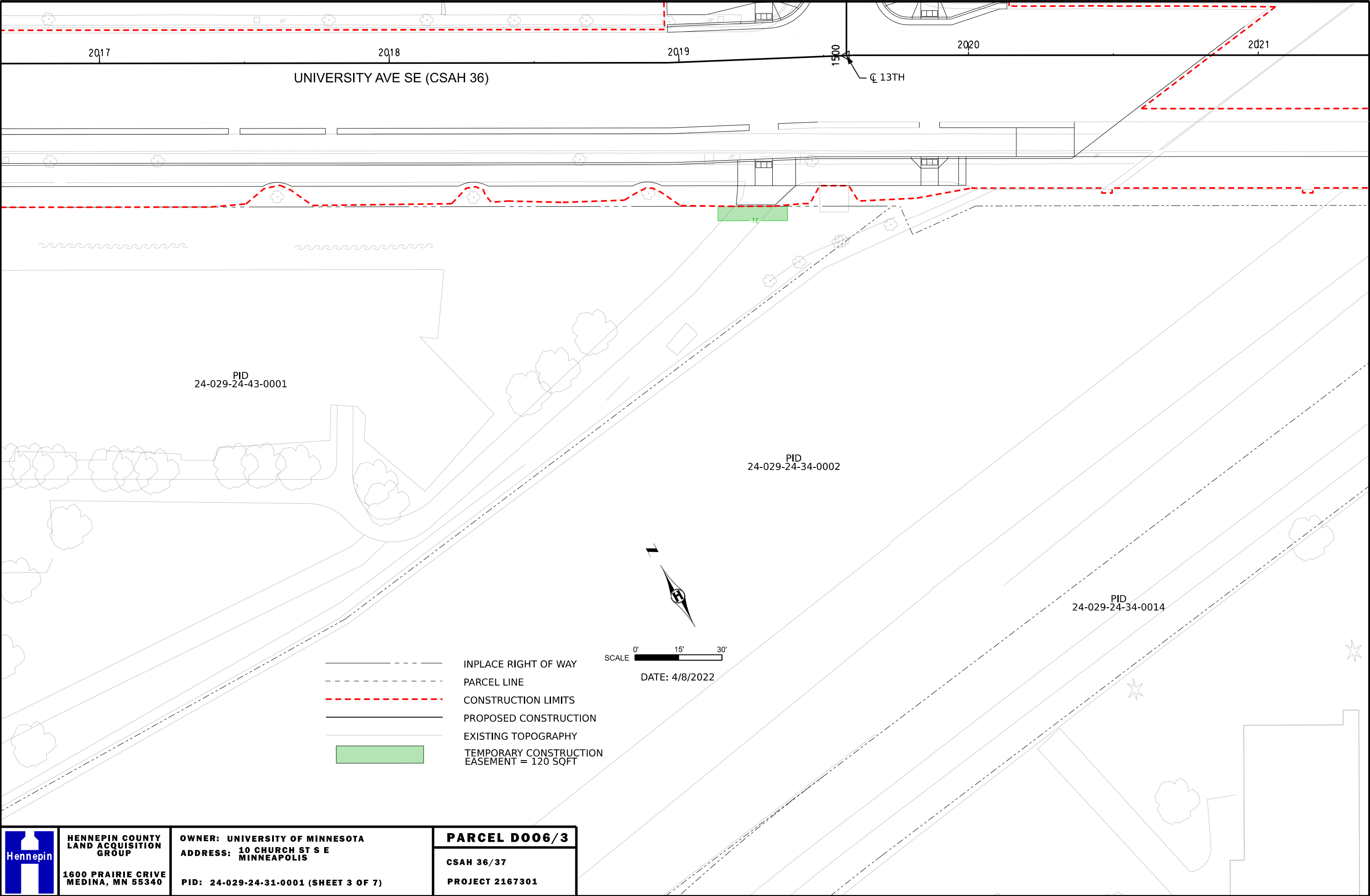
- INPLACE RIGHT OF WAY
- PARCEL LINE
- CONSTRUCTION LIMITS
- PROPOSED CONSTRUCTION
- EXISTING TOPOGRAPHY
- PERMANENT HIGHWAY
EASEMENT = 597 SQFT
- TEMPORARY CONSTRUCTION
EASEMENT = 480 SQFT

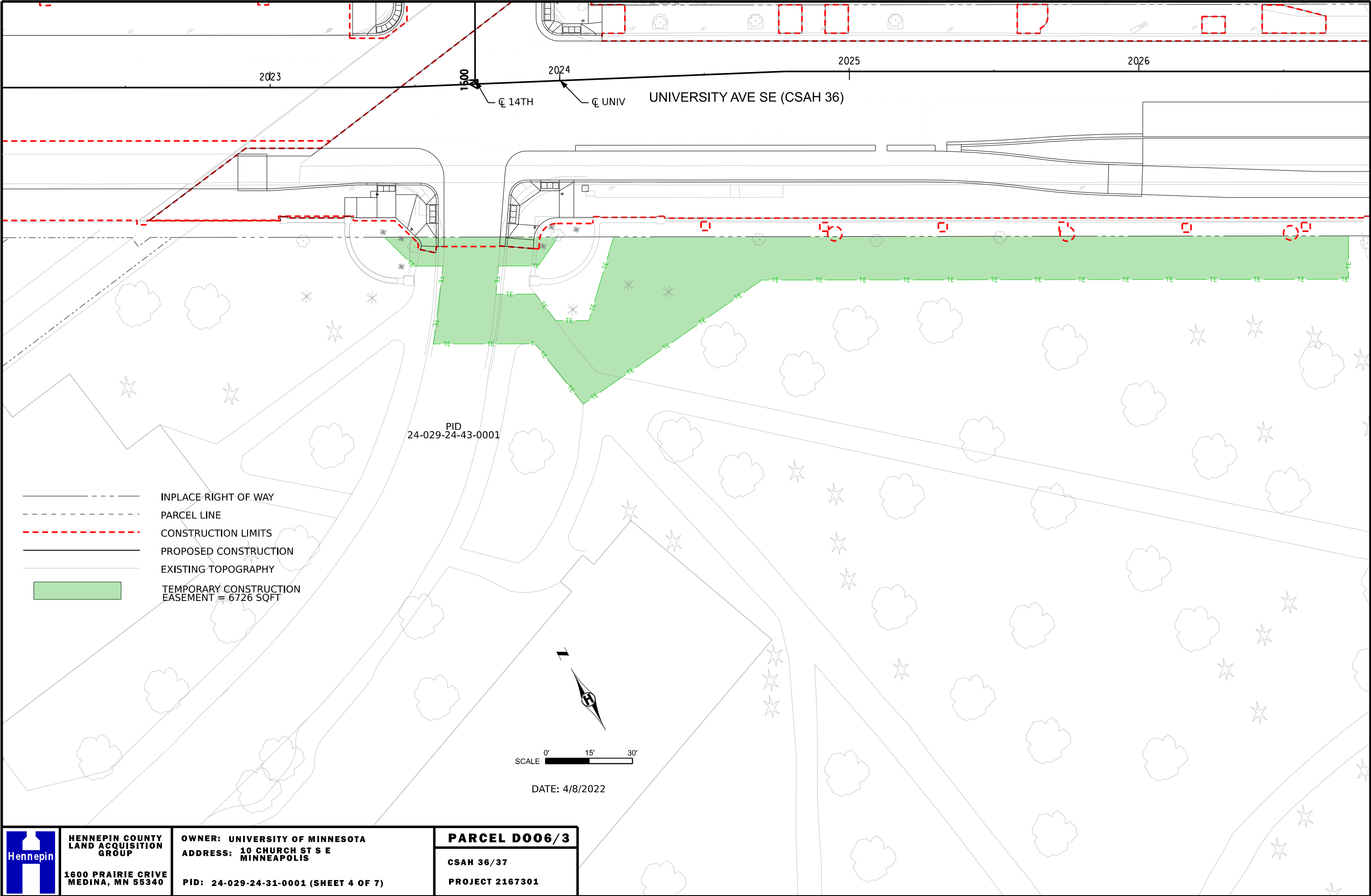
**TOTAL EASEMENT AREAS FOR
PID 24-029-24-31-0001
AS SHOWN ON SHEETS 1-7**

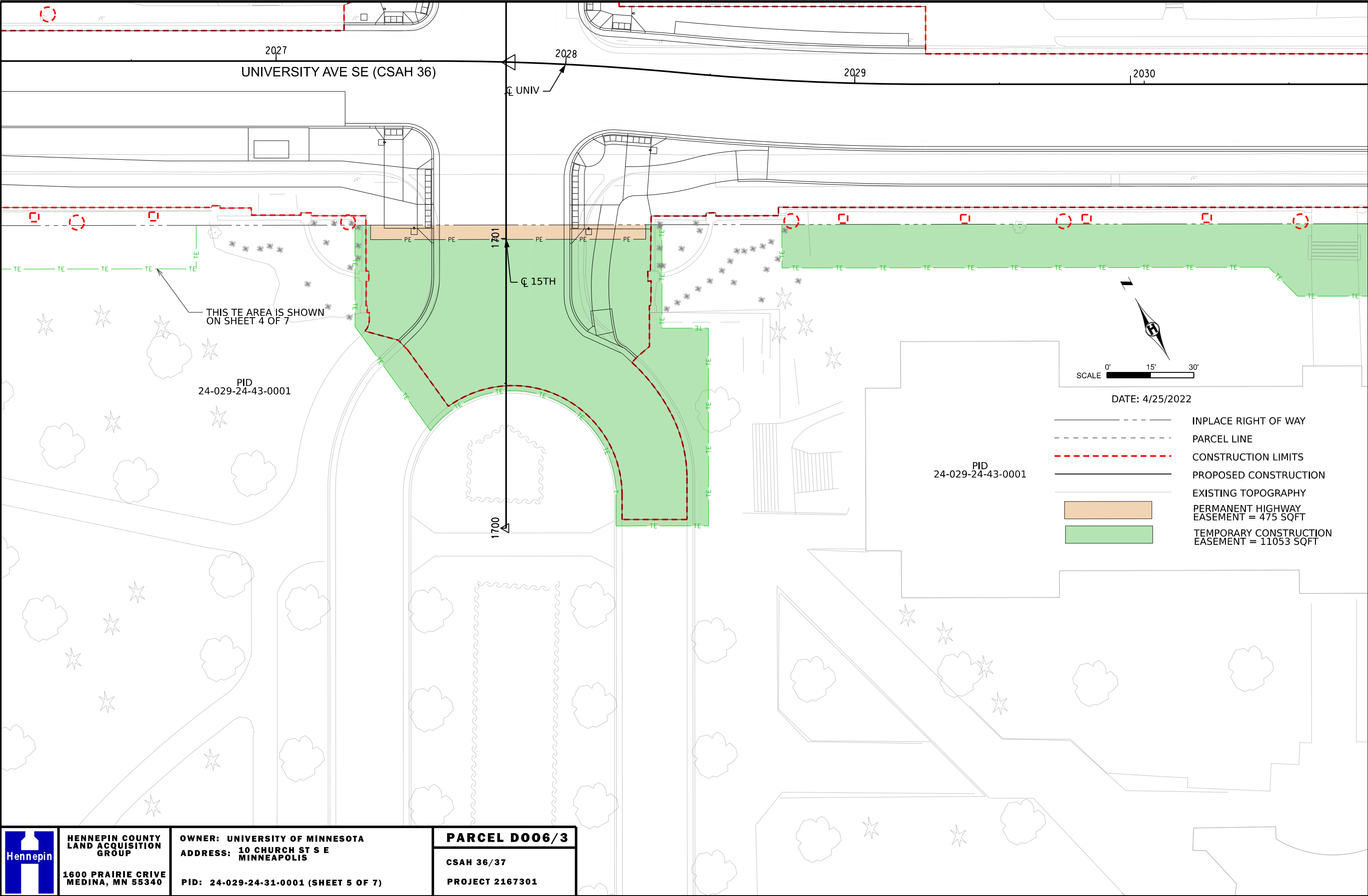
- PERMANENT HIGHWAY
EASEMENT = 1072 SQFT
- TEMPORARY CONSTRUCTION
EASEMENT = 31684 SQFT











**HENNEPIN COUNTY
LAND ACQUISITION
GROUP**

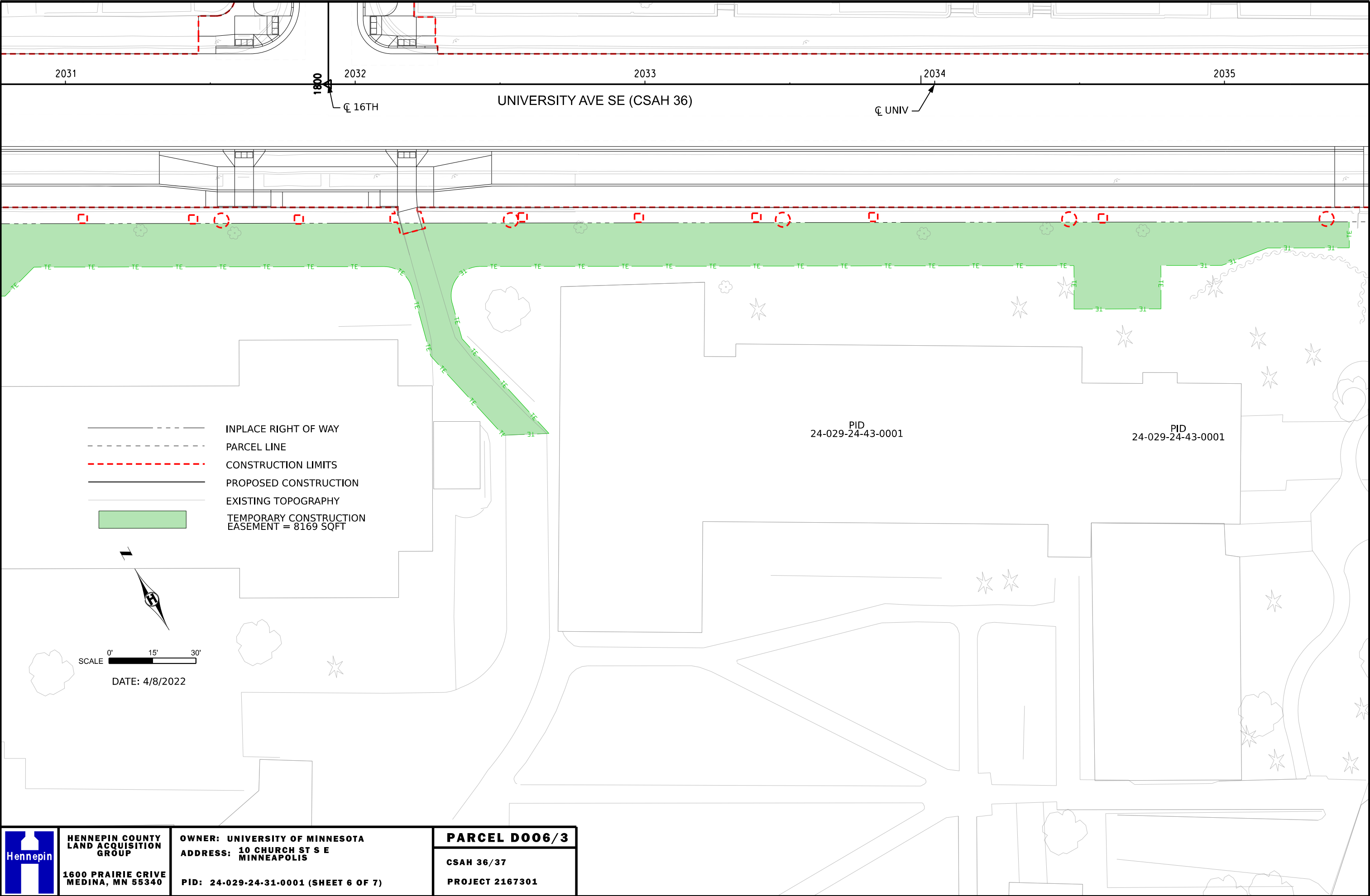
**1600 PRAIRIE CRIVE
MEDINA, MN 55340**

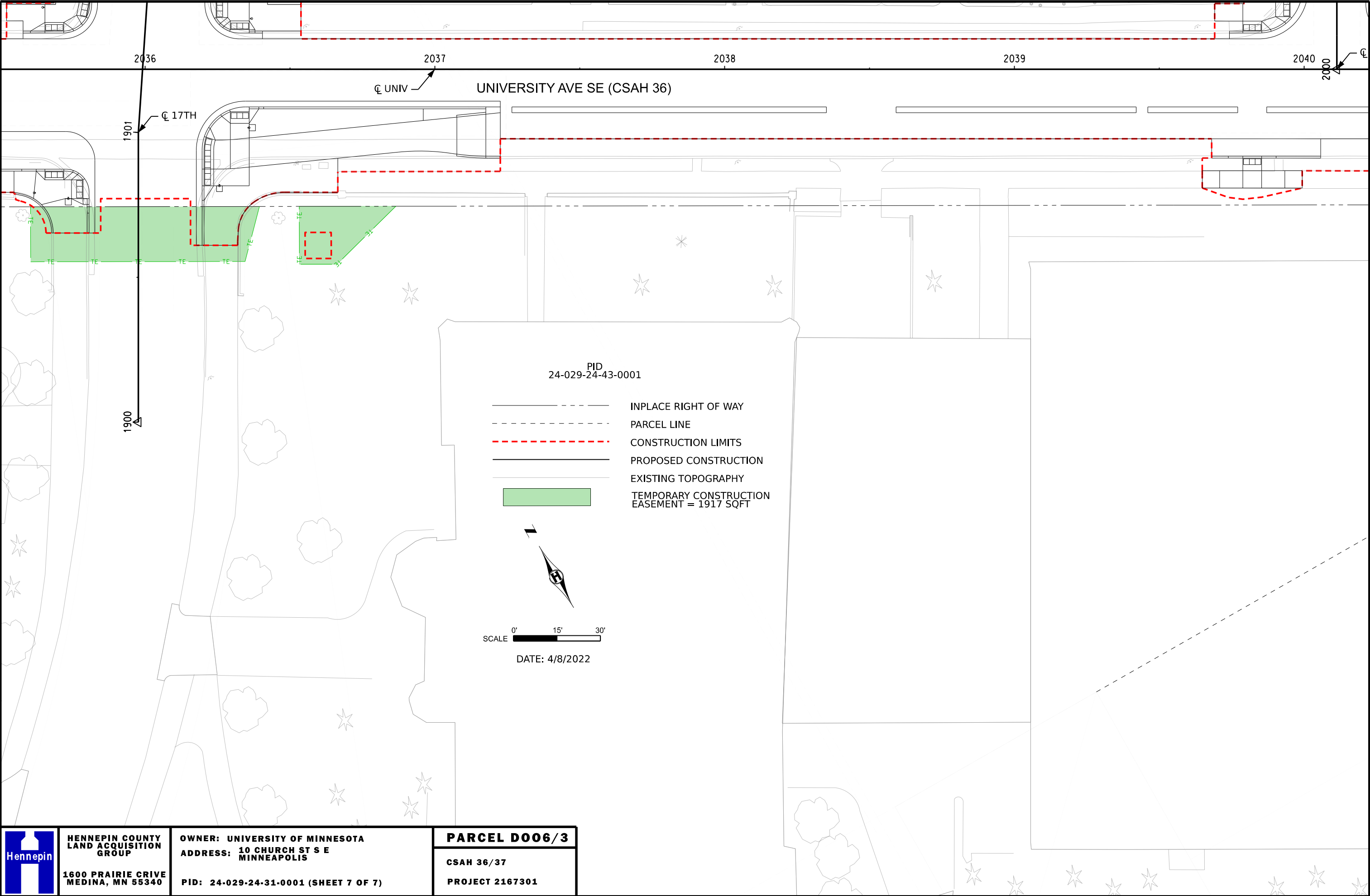
OWNER: UNIVERSITY OF MINNESOTA
**ADDRESS: 10 CHURCH ST S E
MINNEAPOLIS**

PID: 24-029-24-31-0001 (SHEET 5 OF 7)

PARCEL D006/3

CSAH 36/37
PROJECT 2167301





A permanent easement for highway purposes over, under, and across that part of Section 24, Township 29, Range 24, Hennepin County, Minnesota, lying southerly of University Avenue SE, easterly of Block 1, MILL COMPANY'S ADDITION TO THE TOWN OF ST. ANTHONY FALLS, according to the recorded plat thereof, said county, northeasterly of a line hereinafter described Line 1, and northwesterly of a line hereinafter described as Line 2.

Line 1 is described as commencing at the south quarter corner of said Section 24; thence North 00 degrees 04 minutes 34 seconds West, assumed bearing along the north-south quarter line of said Section 24, a distance of 984.95 feet to the point of beginning of the line to be described; thence North 60 degrees 47 minutes 39 seconds West 901.84 feet to a point hereinafter described as Point A; thence continuing North 60 degrees 47 minutes 39 seconds West 119.74 feet to the easterly line of said Block 1, MILL COMPANY'S ADDITION TO THE TOWN OF ST. ANTHONY FALLS, and said line there terminating.

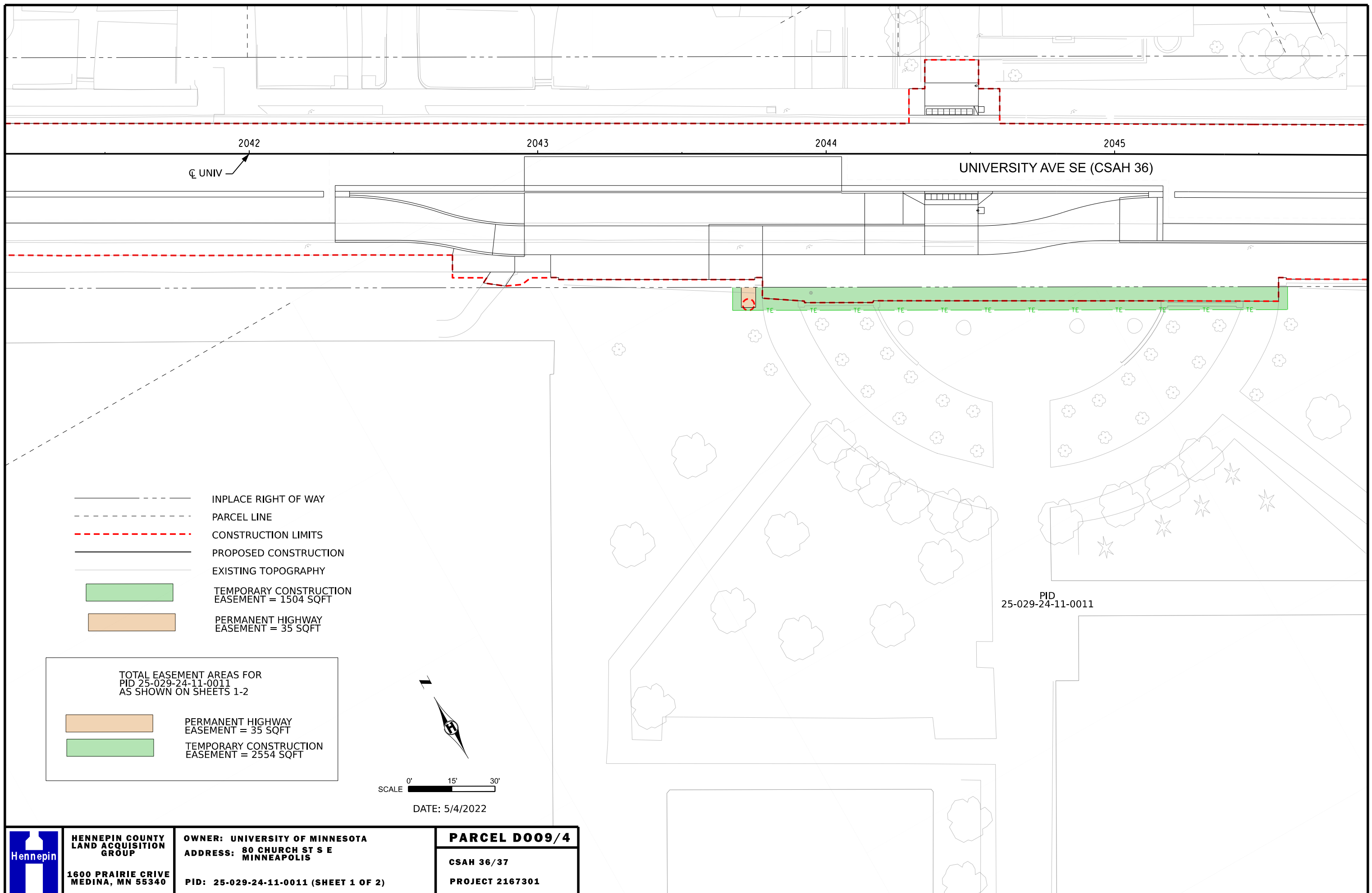
Line 2 is described as beginning at the aforementioned Point A; thence North 29 degrees 12 minutes 21 seconds East 5.00 feet to the southerly right-of-way line of said University Avenue SE, and said line there terminating.

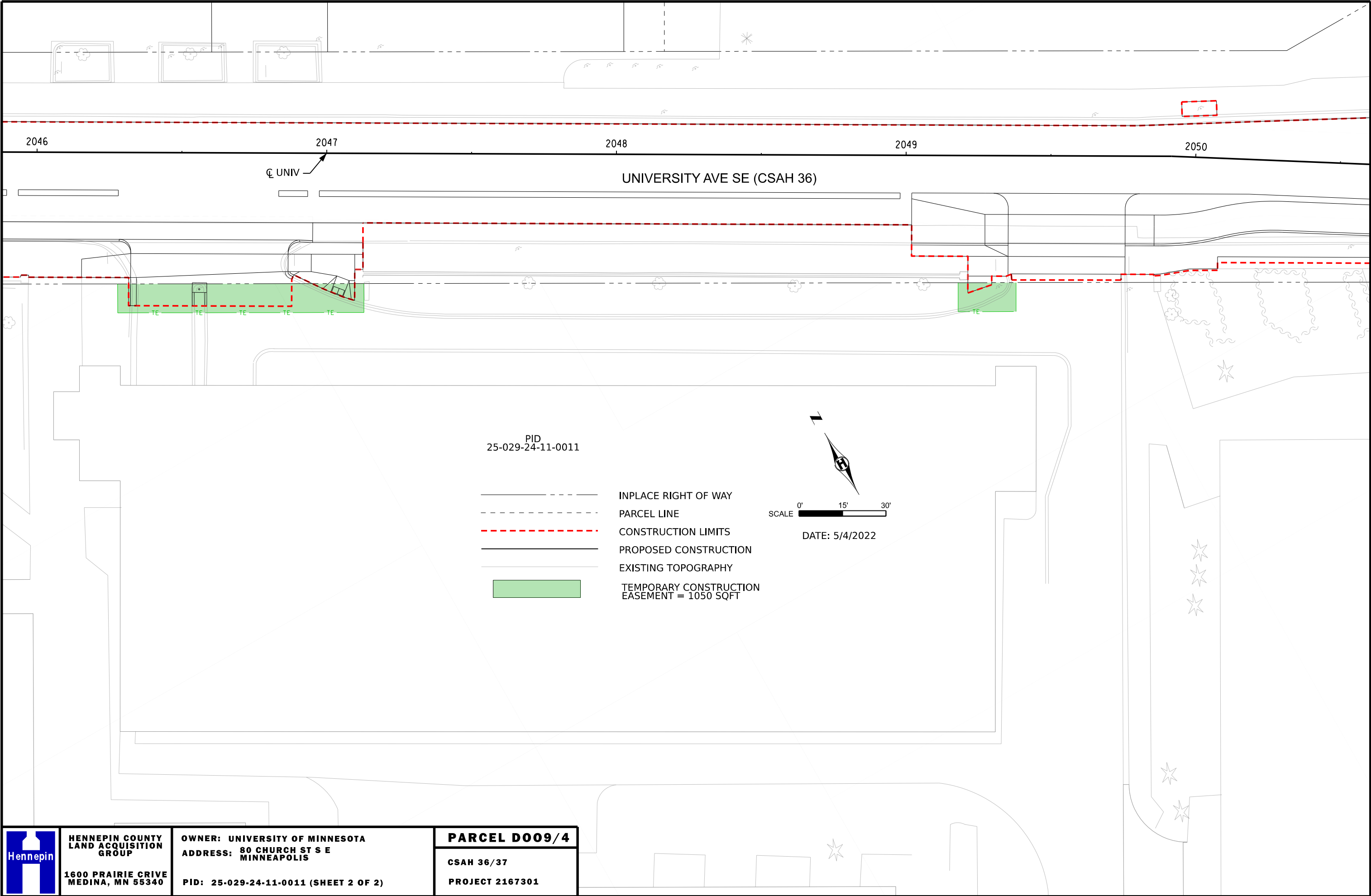
A permanent easement for highway purposes over, under, and across that part of Block 1, THATCHER'S ADDITION TO ST. ANTHONY, according to the recorded plat thereof, Hennepin County, Minnesota, lying northeasterly of a line hereinafter described as Line 1, southeasterly of a line hereinafter described as Line 2, and northwesterly of a line hereinafter described as Line 3.

Line 1 is described as commencing at the south quarter corner of Section 24, Township 29, Range 24, said Hennepin County; thence North 00 degrees 04 minutes 34 seconds West, assumed bearing along the north-south quarter line of said Section 24, a distance of 984.95 feet to the point of beginning of the line to be described; thence South 60 degrees 47 minutes 39 seconds East 509.78 to a point hereinafter described as Point A; thence continuing South 60 degrees 47 minutes 39 seconds East 95.00 feet, and said line there terminating.

Line 2 is described as beginning at the aforementioned Point A; thence North 29 degrees 12 minutes 21 seconds East 5.00 feet to the northeasterly line of said Block 1, THATCHER'S ADDITION TO ST. ANTHONY, and said line there terminating.

Line 3 is described as beginning at the point of terminus of the aforementioned Line 1; thence North 29 degrees 12 minutes 21 seconds East 5.00 feet to the northeasterly line of said Block 1, THATCHER'S ADDITION TO ST. ANTHONY, and said line there terminating.



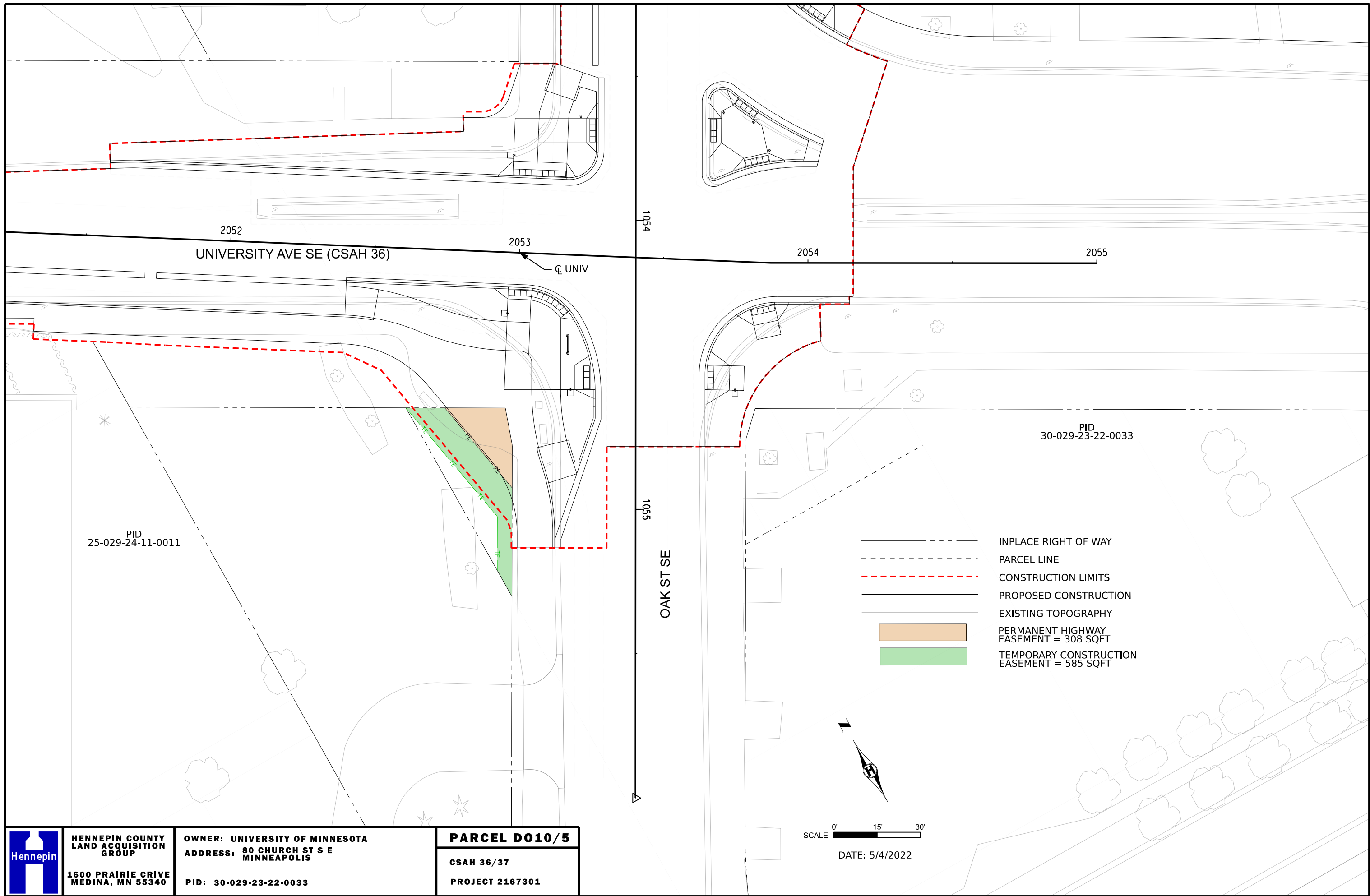


A permanent easement for highway purposes over, under, and across that part of Block 2, ST. ANTHONY CITY, according to the recorded plat thereof, Hennepin County, Minnesota, lying northeasterly of a line hereinafter described as Line 1, southeasterly of a line hereinafter described as Line 2, and northwesterly of a line hereinafter described as Line 3.

Line 1 is described as commencing at the north quarter corner of Section 25, Township 29, Range 24, said Hennepin County; thence North 89 degrees 33 minutes 54 seconds East, assumed bearing along the north line of the Northeast Quarter of said Section 25, a distance of 1733.04 feet to the point of beginning of the line to be described; thence South 60 degrees 47 minutes 39 seconds East 159.52 feet to a point hereinafter referred to as Point A; thence continuing South 60 degrees 47 minutes 39 seconds East 5.00 feet, and said line there terminating.

Line 2 is described as beginning at the aforementioned Point A; thence North 29 degrees 12 minutes 21 seconds East 7.00 feet to the northeasterly line of said Block 2, ST. ANTHONY CITY, and said line there terminating.

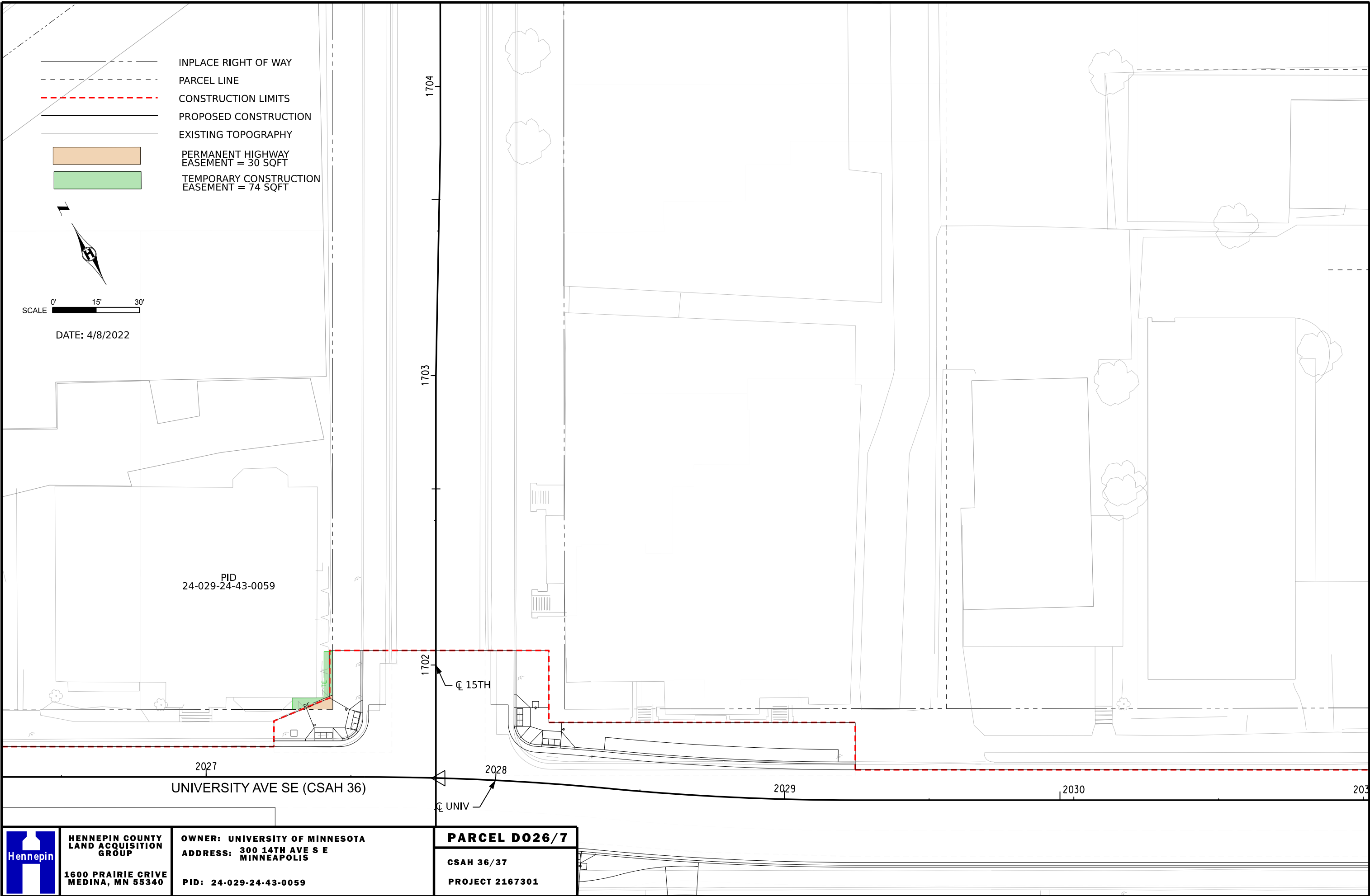
Line 3 is described as beginning at the point of terminus of the aforementioned Line 1; thence North 29 degrees 12 minutes 21 seconds East 7.00 feet to the northeasterly line of said Block 2, ST. ANTHONY CITY, and said line there terminating.



	HENNEPIN COUNTY LAND ACQUISITION GROUP	OWNER: UNIVERSITY OF MINNESOTA	PARCEL D010/5
	1600 PRAIRIE CRIVE MEDINA, MN 55340	ADDRESS: 80 CHURCH ST S E MINNEAPOLIS	CSAH 36/37
	PID: 30-029-23-22-0033	PROJECT 2167301	

A permanent easement for highway purposes over, under, and across those parts of Lots 1 through 4, inclusive, Block 1, ROTH'S REARRANGEMENT OF LOTS 6 and 7, BLOCK 1, JONES' REARRANGEMENT OF LOT 1, BLOCK 21, REGENTS' ADDITION, according to the recorded plat thereof, Hennepin County, Minnesota, lying southwesterly of University Avenue SE, northwesterly of Oak Street SE, and easterly of the following described line:

Commencing at the northwest corner of Section 30, Township 29, Range 23, said Hennepin County; thence South 00 degrees 03 minutes 19 seconds East, assumed bearing along the west line of the Northwest Quarter of said Section 30, a distance of 477.29 feet to the point of beginning of the line to be described; thence South 10 degrees 45 minutes 19 seconds East 99.59 feet to the northwesterly right-of-way line of Oak Street SE, and said line there terminating.



A permanent easement for highway purposes over, under, and across that part of Lot 10, Block D, TUTTLE'S ADDITION TO SAINT ANTHONY, according to the recorded plat thereof, Hennepin County, Minnesota, lying southerly of the following described line:

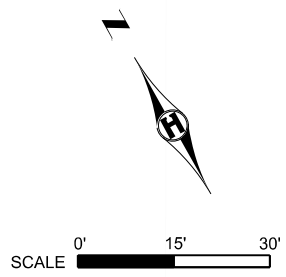
Commencing at the south quarter corner of Section 24, Township 29, Range 24, said Hennepin County; thence North 00 degrees 04 minutes 34 seconds West, assumed bearing along the north-south quarter line of said Section 24, a distance of 866.89 feet to the point of beginning of the line to be described; thence South 83 degrees 24 minutes 28 seconds East 501.88 feet to the southeasterly line of said Lot 10, and said line there terminating.

- INPLACE RIGHT OF WAY
- PARCEL LINE
- CONSTRUCTION LIMITS
- PROPOSED CONSTRUCTION
- EXISTING TOPOGRAPHY
- TEMPORARY CONSTRUCTION EASEMENT = 594 SQFT

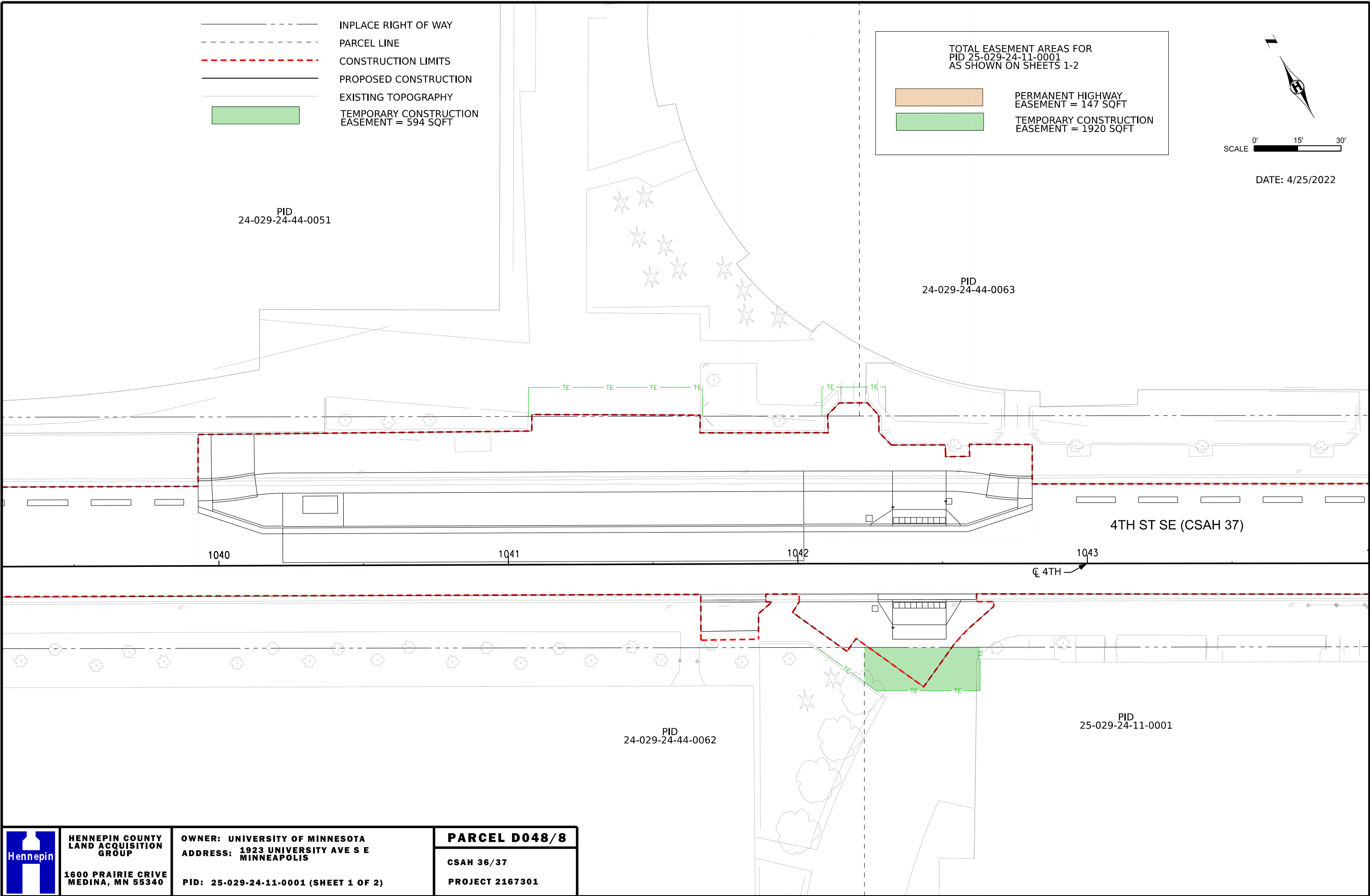
TOTAL EASEMENT AREAS FOR
PID 25-029-24-11-0001
AS SHOWN ON SHEETS 1-2

PERMANENT HIGHWAY
EASEMENT = 147 SQFT

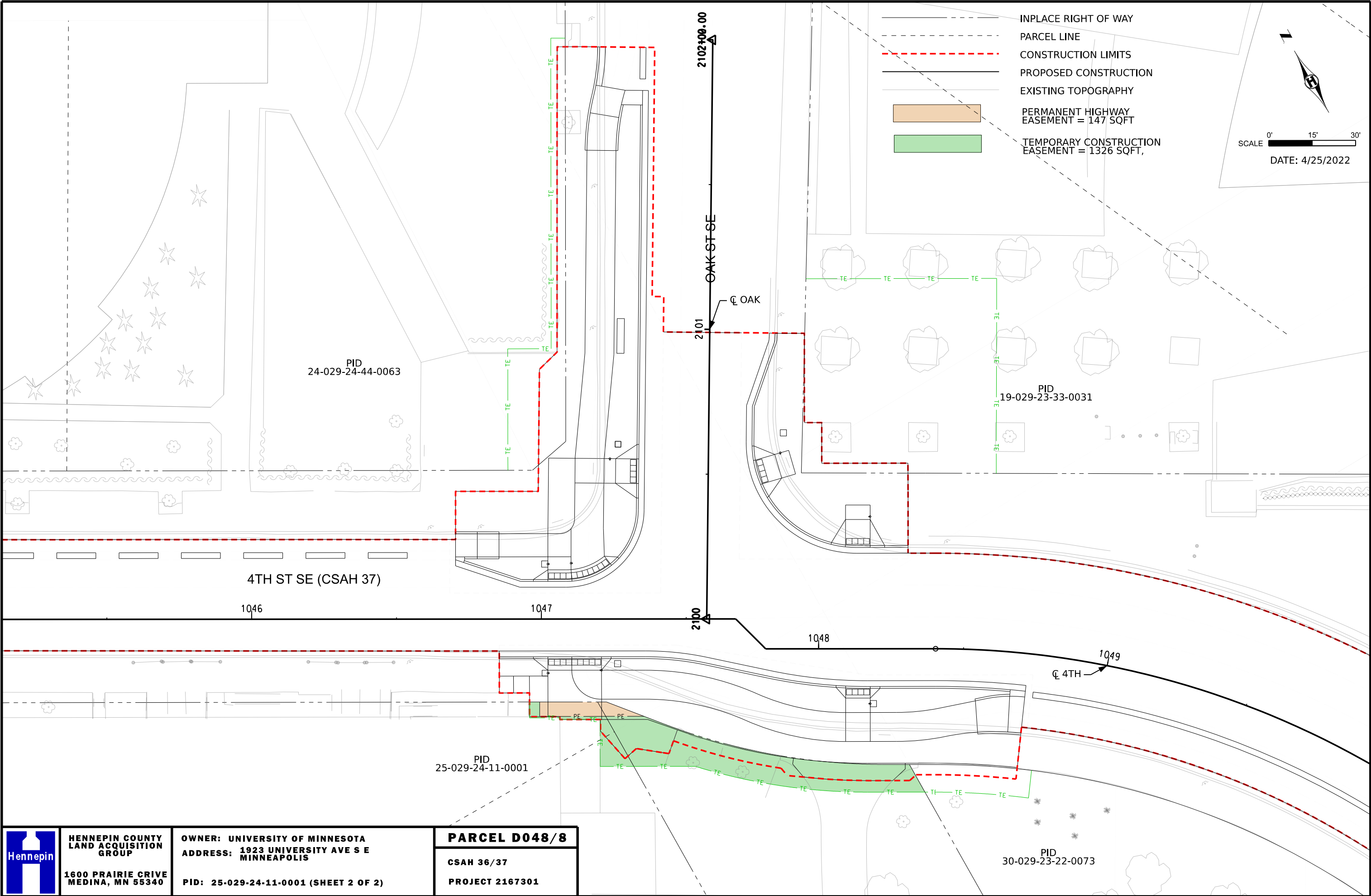
TEMPORARY CONSTRUCTION
EASEMENT = 1920 SQFT



DATE: 4/25/2022



	HENNEPIN COUNTY LAND ACQUISITION GROUP	OWNER: UNIVERSITY OF MINNESOTA ADDRESS: 1923 UNIVERSITY AVE S E MINNEAPOLIS	PARCEL D048/8
	1600 PRAIRIE CRIVE MEDINA, MN 55340	PID: 25-029-24-11-0001 (SHEET 1 OF 2)	CSAH 36/37
	PROJECT 2167301		



**HENNEPIN COUNTY
LAND ACQUISITION
GROUP**

1600 PRAIRIE CRIVE
MEDINA, MN 55340

OWNER: UNIVERSITY OF MINNESOTA
**ADDRESS: 1923 UNIVERSITY AVE S E
MINNEAPOLIS**

PID: 25-029-24-11-0001 (SHEET 2 OF 2)

PARCEL D048/8

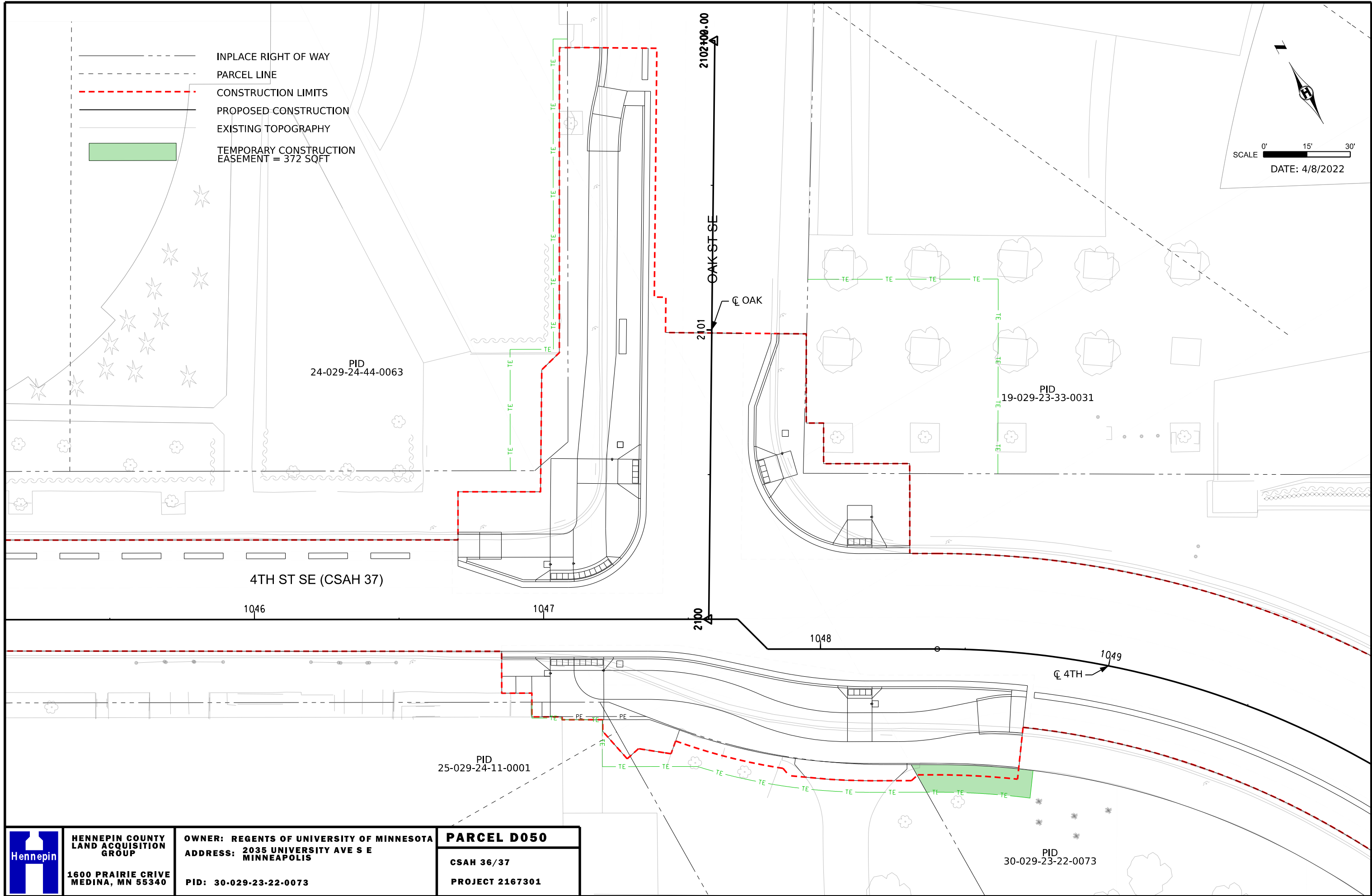
CSAH 36/37

PROJECT 2167301

A permanent easement for highway purposes over, under, and across those parts of Block I, TUTTLE'S ADDITION TO SAINT ANTHONY, according to the recorded plat thereof, Hennepin County, Minnesota, and of vacated Oak Street SE per Doc. No. 10955246, said county, lying southwesterly of 4th Street SE, northeasterly of a line hereinafter described as Line 1, and southeasterly of a line hereinafter described as Line 2.

Line 1 is described as commencing at the northeast corner of Section 25, Township 29, Range 24, said Hennepin County; thence South 00 degrees 03 minutes 19 seconds East, assumed bearing along the east line of the Northeast Quarter of said Section 25, a distance of 41.12 feet to the point of beginning of the line to be described; thence North 60 degrees 47 minutes 39 seconds West 118.23 feet, and said line there terminating.

Line 2 is described as beginning at the terminus of the aforementioned Line 1; thence North 29 degrees 12 minutes 21 seconds East 5.00 feet to the northeasterly line of said Block I, and said line there terminating.



**HENNEPIN COUNTY
LAND ACQUISITION
GROUP**

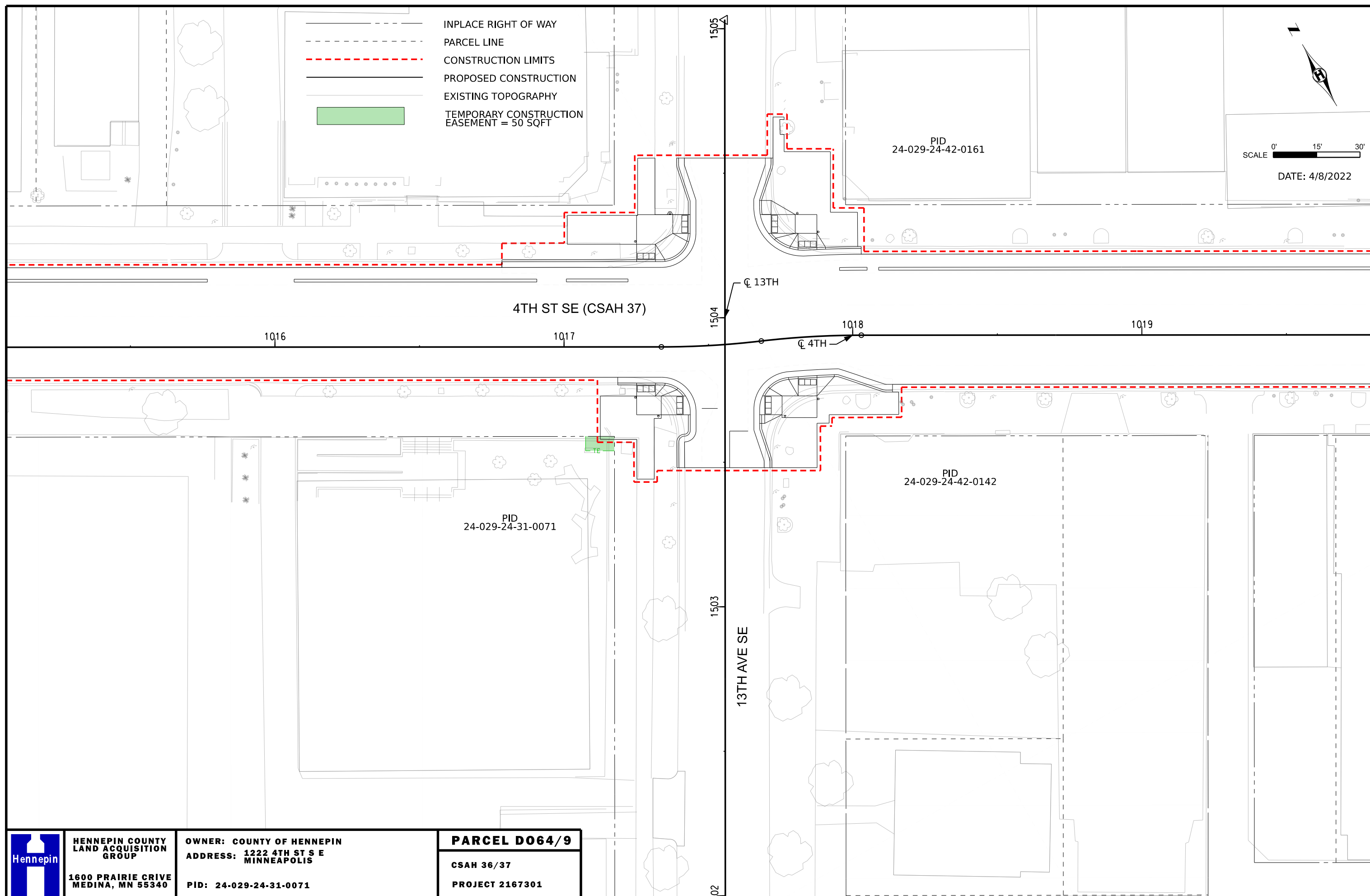
1600 PRAIRIE CRIVE
MEDINA, MN 55340

OWNER: REGENTS OF UNIVERSITY OF MINNESOTA
**ADDRESS: 2035 UNIVERSITY AVE S E
MINNEAPOLIS**

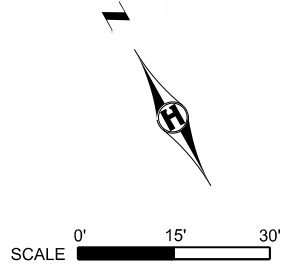
PID: 30-029-23-22-0073

PARCEL D050

CSAH 36/37
PROJECT 2167301



- INPLACE RIGHT OF WAY
- PARCEL LINE
- CONSTRUCTION LIMITS
- PROPOSED CONSTRUCTION
- EXISTING TOPOGRAPHY
- TEMPORARY CONSTRUCTION EASEMENT = 49 SQFT



DATE: 4/8/2022

PID
24-029-24-44-0051

PID
24-029-24-44-0063

PID
24-029-24-44-0062

PID
25-029-24-11-0001

4TH ST SE (CSAH 37)

CL 4TH

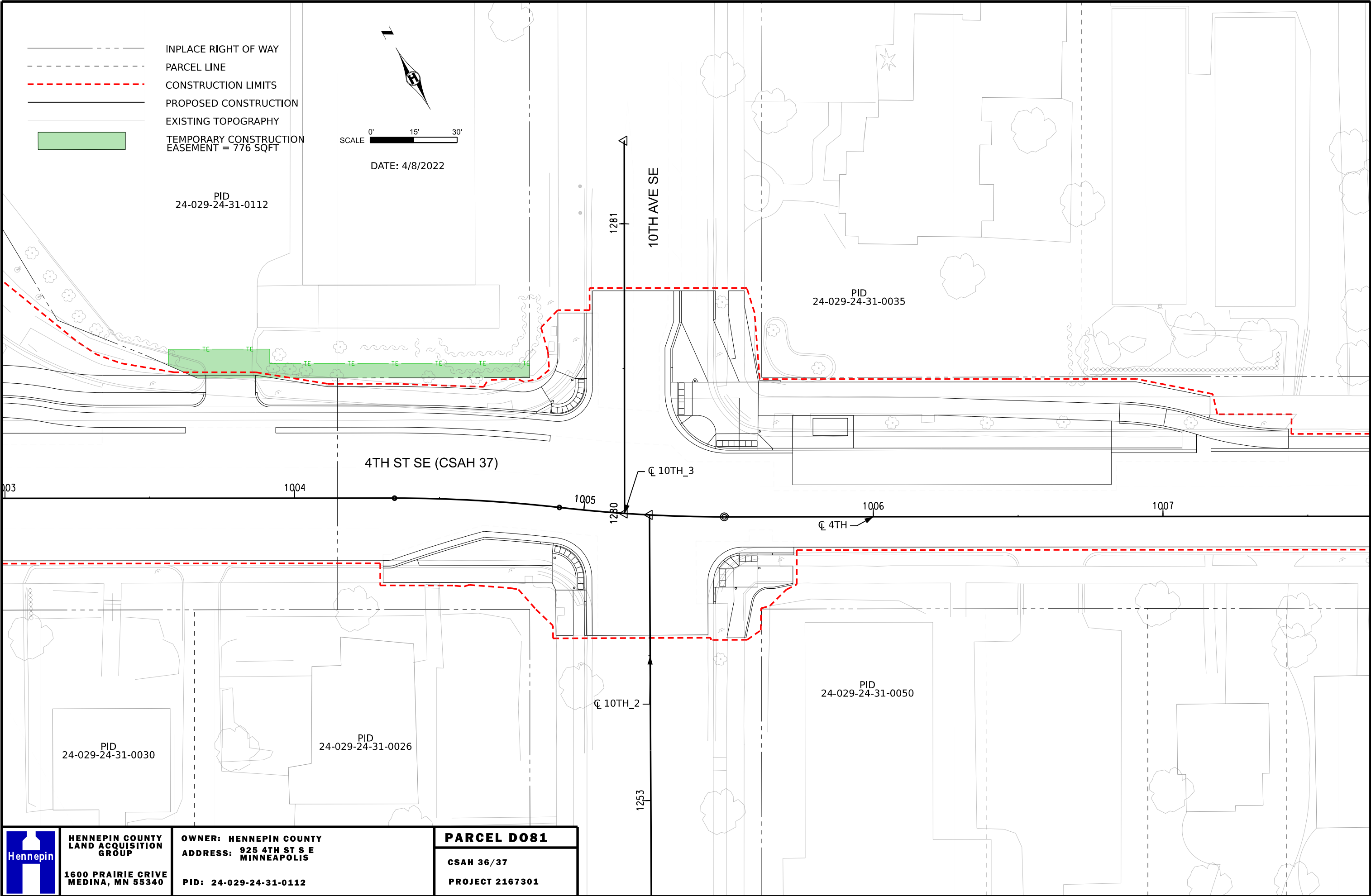
1040

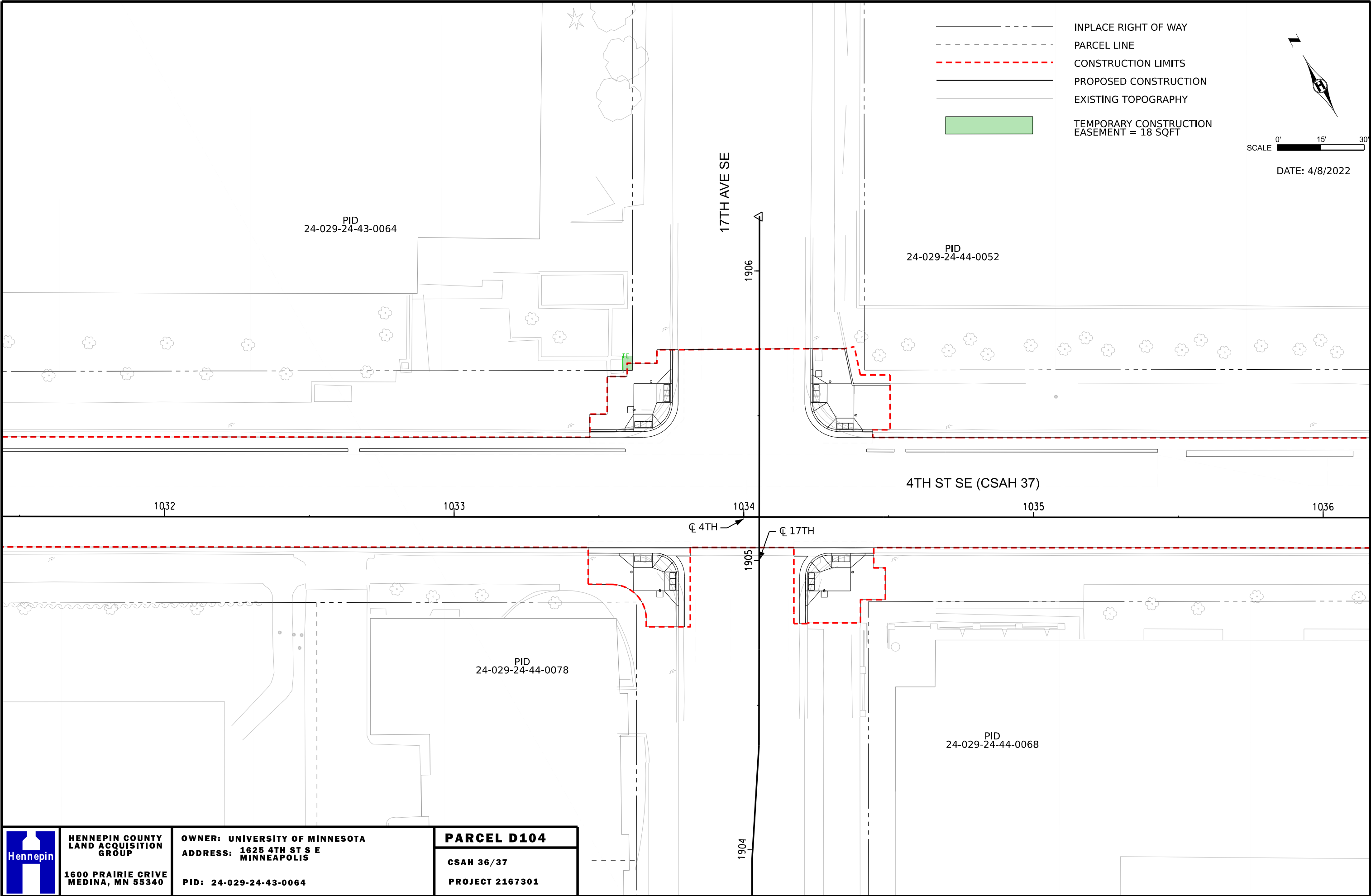
1041

1042

1043

	HENNEPIN COUNTY LAND ACQUISITION GROUP	OWNER: UNIVERSITY OF MINNESOTA ADDRESS: 1810 4TH ST S E MINNEAPOLIS	PARCEL D080
	1600 PRAIRIE CRIVE MEDINA, MN 55340	PID: 24-029-24-44-0062	CSAH 36/37
		PROJECT 2167301	





**HENNEPIN COUNTY
LAND ACQUISITION
GROUP**

**1600 PRAIRIE CRIVE
MEDINA, MN 55340**

OWNER: UNIVERSITY OF MINNESOTA
**ADDRESS: 1625 4TH ST S E
MINNEAPOLIS**

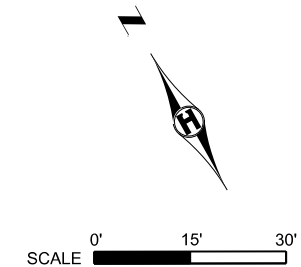
PID: 24-029-24-43-0064

PARCEL D104

CSAH 36/37

PROJECT 2167301

- INPLACE RIGHT OF WAY
- PARCEL LINE
- CONSTRUCTION LIMITS
- PROPOSED CONSTRUCTION
- EXISTING TOPOGRAPHY
- TEMPORARY CONSTRUCTION EASEMENT = 730 SQFT



DATE: 4/8/2022

PID
24-029-24-44-0051

PID
24-029-24-44-0063

PID
24-029-24-44-0062

PID
25-029-24-11-0001

4TH ST SE (CSAH 37)

1040

1041

1042

1043

CL 4TH



**HENNEPIN COUNTY
LAND ACQUISITION
GROUP**

1600 PRAIRIE CRIVE
MEDINA, MN 55340

OWNER: REGENTS OF UNIVERSITY OF MINNESOTA
**ADDRESS: 1819 4TH ST S E
MINNEAPOLIS**

PID: 24-029-24-44-0051

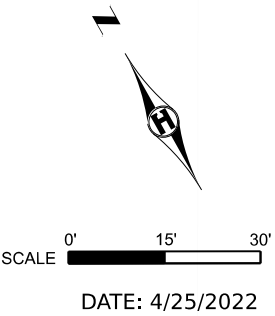
PARCEL D106

CSAH 36/37
PROJECT 2167301

- INPLACE RIGHT OF WAY
- PARCEL LINE
- CONSTRUCTION LIMITS
- PROPOSED CONSTRUCTION
- EXISTING TOPOGRAPHY
- TEMPORARY CONSTRUCTION EASEMENT = 90 SQFT

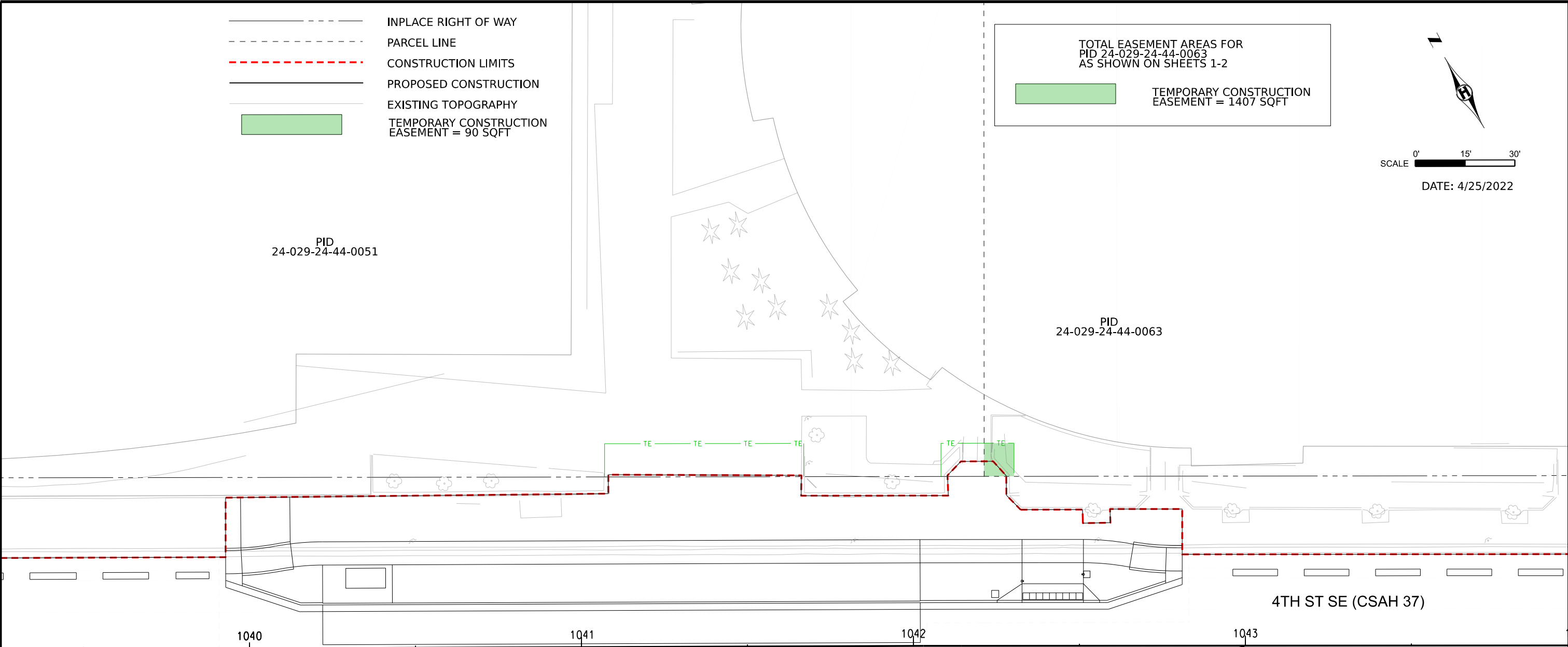
TOTAL EASEMENT AREAS FOR
PID 24-029-24-44-0063
AS SHOWN ON SHEETS 1-2

TEMPORARY CONSTRUCTION
EASEMENT = 1407 SQFT



PID
24-029-24-44-0051

PID
24-029-24-44-0063



4TH ST SE (CSAH 37)

1040

1041

1042

1043

CL 4TH

PID
24-029-24-44-0062

PID
25-029-24-11-0001



**HENNEPIN COUNTY
LAND ACQUISITION
GROUP**

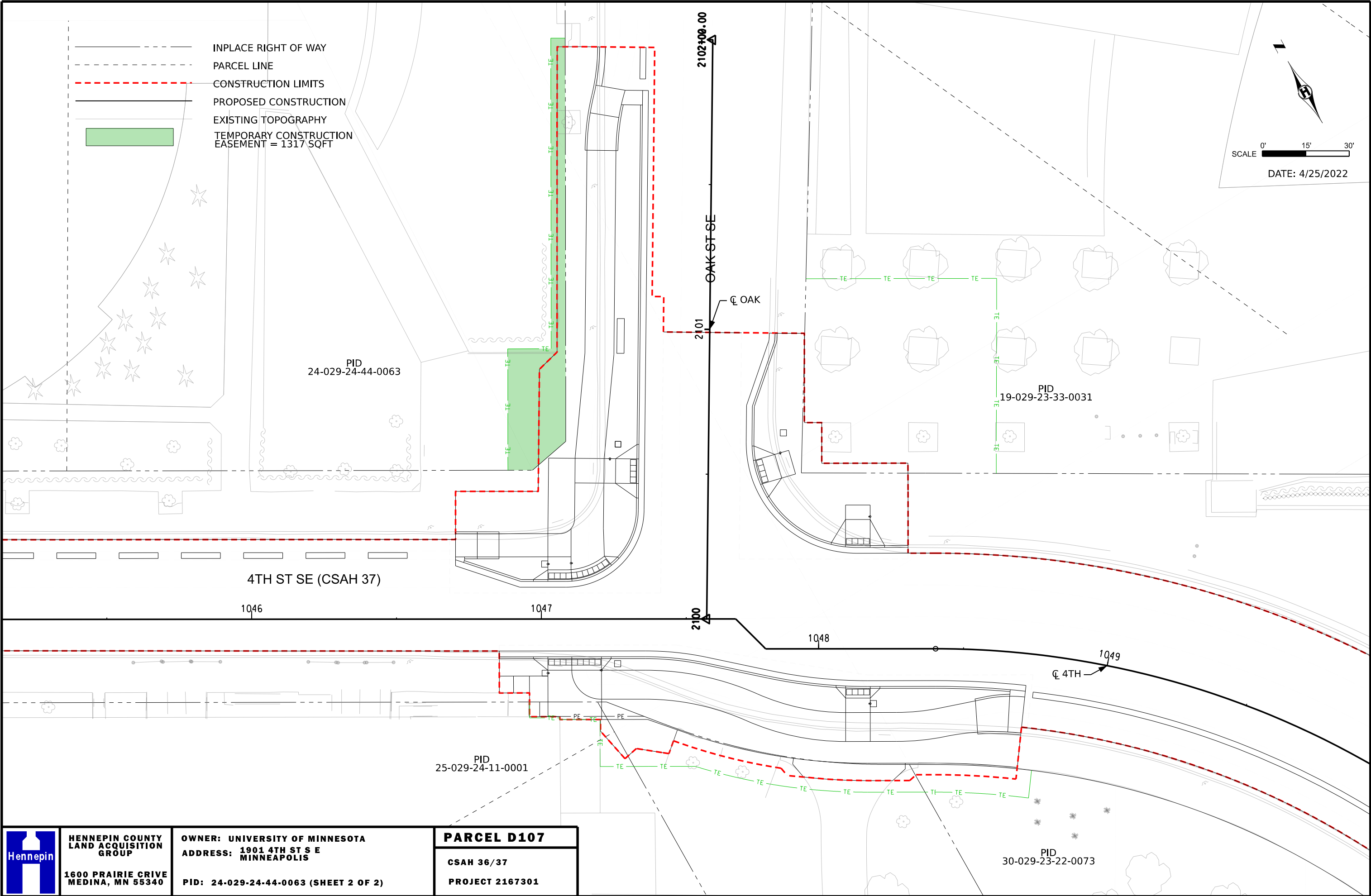
1600 PRAIRIE CRIVE
MEDINA, MN 55340

OWNER: UNIVERSITY OF MINNESOTA
**ADDRESS: 1901 4TH ST S E
MINNEAPOLIS**

PID: 24-029-24-44-0063 (SHEET 1 OF 2)

PARCEL D107

CSAH 36/37
PROJECT 2167301



**HENNEPIN COUNTY
LAND ACQUISITION
GROUP**

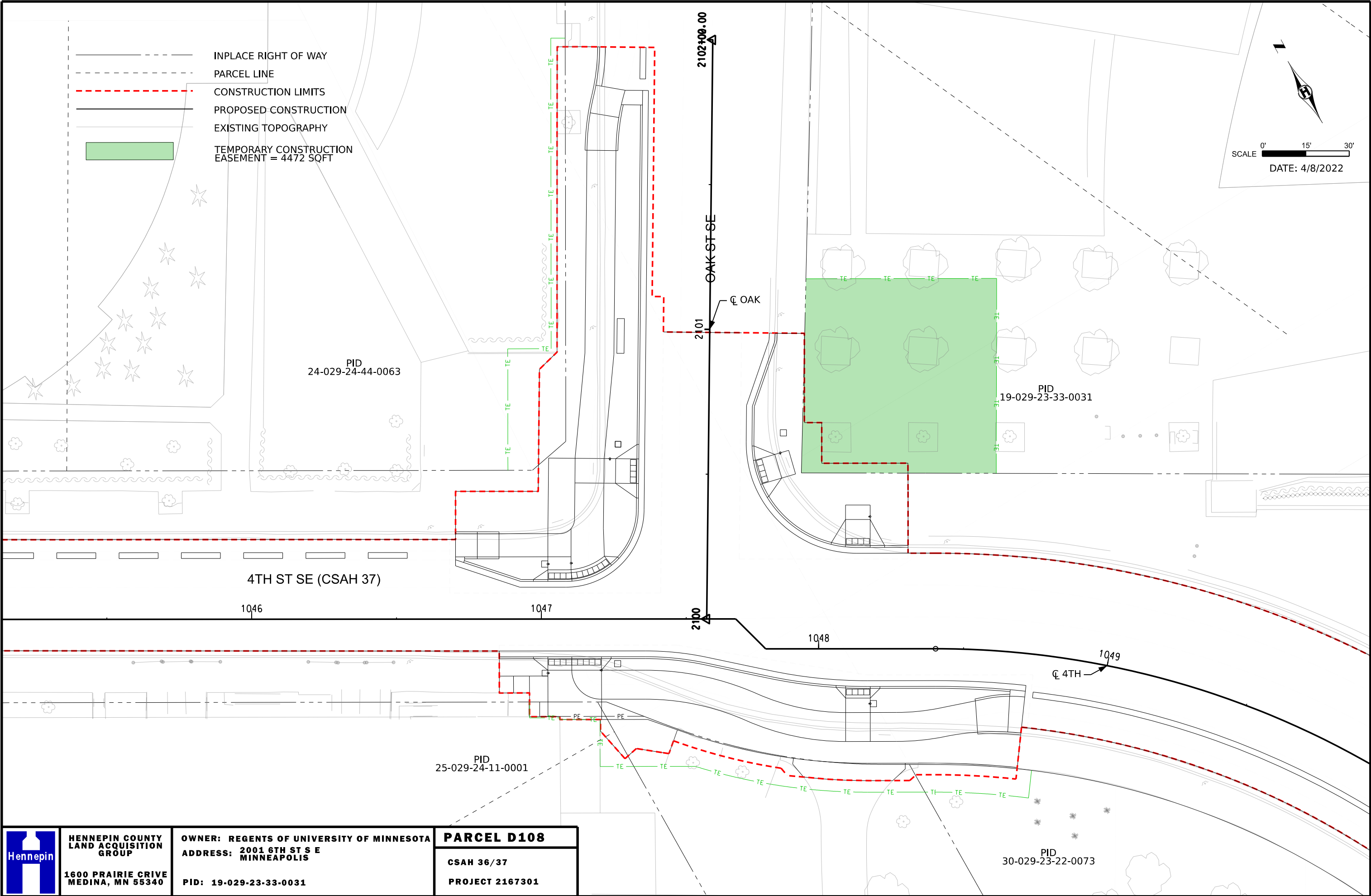
1600 PRAIRIE CRIVE
MEDINA, MN 55340

OWNER: UNIVERSITY OF MINNESOTA
**ADDRESS: 1901 4TH ST S E
MINNEAPOLIS**

PID: 24-029-24-44-0063 (SHEET 2 OF 2)

PARCEL D107

CSAH 36/37
PROJECT 2167301



INPLACE RIGHT OF WAY
PARCEL LINE
CONSTRUCTION LIMITS
PROPOSED CONSTRUCTION
EXISTING TOPOGRAPHY
TEMPORARY CONSTRUCTION
EASEMENT = 4472 SQFT

SCALE 0' 15' 30'
DATE: 4/8/2022

PID
24-029-24-44-0063

PID
19-029-23-33-0031

4TH ST SE (CSAH 37)

1046

1047

2100

1048

1049

CL 4TH

PID
25-029-24-11-0001

PID
30-029-23-22-0073



**HENNEPIN COUNTY
LAND ACQUISITION
GROUP**

**1600 PRAIRIE CRIVE
MEDINA, MN 55340**

OWNER: REGENTS OF UNIVERSITY OF MINNESOTA
**ADDRESS: 2001 6TH ST S E
MINNEAPOLIS**

PID: 19-029-23-33-0031

PARCEL D108

CSAH 36/37
PROJECT 2167301



560 Sixth Avenue North
Minneapolis, MN 55411-4398

May 16, 2022

Carla Stueve, P.E.
Director of Transportation Project Delivery and County Engineer
Hennepin County Public Works
1600 Prairie Drive
Medina, MN 55340

Dear Ms. Stueve:

Metro Transit presents this letter of understanding to Hennepin County regarding the county's CSAH 36 (University Avenue SE)/CSAH 37 (4th Street SE) Bikeway Project (SP 027-636-012), specifically regarding the six METRO E Line bus rapid transit (BRT) stations planned for delivery in coordination with the county's project.

It is understood that Hennepin County has received federal funding in program year 2022 to make improvements along University Avenue SE and 4th Street SE; and, the project was intended to obtain federal authorization through FHWA by the required deadline. It was recently learned that Hennepin County would not be granted federal authorization through FHWA because the environmental documentation for the overall E Line BRT Project through FTA remains underway. Therefore, it is further understood that Hennepin County is seeking a one-year program extension for its Project to provide the necessary time for completion of the environmental documentation for the E Line BRT Project.

It is acknowledged that Metro Transit is developing the E Line BRT Project with planned station construction along existing Route 6, which includes CSAH 36 (University Avenue SE)/CSAH 37 (4th Street SE). Hennepin County and Metro Transit have been coordinating the development of both projects, and mutually agreed on a preferred approach to support transit operations as part of the county's Project, without precluding the construction of the six E Line platforms within the project limits through a future Metro Transit-led effort.

In conjunction with the planned E Line Project, Metro Transit commits to continued coordination with Hennepin County to both minimize impacts to the local community and allow for the construction of exceptional intersection designs to accommodate people walking, using transit, biking, and driving through the area.

At this time, Metro Transit anticipates a completion date of April 2023 for the environmental documentation through FTA for the planned E Line Project. Therefore, Hennepin County's request for a program year extension will allow for the environmental documentation for both projects in this vicinity to be completed prior to federal authorization in June 2023.

Sincerely,

A handwritten signature in black ink, appearing to read 'Katie Roth', with a horizontal line extending from the end of the signature.

Katie Roth
Director, Arterial Bus Rapid Transit
Metro Transit

Equal Opportunity Employer