

Agenda

TAC Funding and Programming Committee



Meeting date: May 18, 2023

Time: 1:00 PM

Location: Virtual

Public participation:

This meeting will be streamed and recorded.

[Watch the meeting online \(link\).](#)

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 and Programming Committee 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 20, 2023, TAC Funding and Programming minutes – roll call

Public comment on committee business

TAB report

Business

1. 2023-30: Program Year Change Request: Highway 252 Projects (Steve Peterson) – roll call
2. 2023-31: Program Year Change Request: Brooklyn Park's CSAH 103 Reconstruction (Steve Peterson) – roll call
3. 2023-32: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) funding allocation options for FY 2025-2027 (Steve Peterson) – roll call
4. 2023-33: TIP Recommendation (Joe Barbeau)

Information

Other business

Adjournment

Key:

- * Agenda item changed following initial publication

Council contact:

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651-602-1724



Metropolitan Council

Minutes

TAC Funding and Programming Committee



Meeting Date: April 20, 2023

Time: 1:00 PM

Location: Virtual

Members Present:

- | | | |
|---|--|---|
| <input type="checkbox"/> Bloomington – Karl Keel | <input checked="" type="checkbox"/> TAB Coordinator – Elaine Koutsoukos | <input checked="" type="checkbox"/> Anoka Co – Nichola Dobda |
| <input checked="" type="checkbox"/> Lakeville – Paul Oehme (Vice Chair) | <input checked="" type="checkbox"/> MnDOT Metro District – Aaron Tag | <input checked="" type="checkbox"/> Carver Co – Angie Stenson |
| <input type="checkbox"/> Eden Prairie – Robert Ellis | <input checked="" type="checkbox"/> MnDOT Metro District State Aid – Colleen Brown | <input checked="" type="checkbox"/> Dakota Co – Gina Mitteco |
| <input type="checkbox"/> Fridley – Jim Kosluchar | <input checked="" type="checkbox"/> MnDOT Bike/Ped – Mackenzie Turner-Bargen | <input checked="" type="checkbox"/> Hennepin Co – Jason Pieper |
| <input checked="" type="checkbox"/> Maple Grove – Ken Ashfeld | <input checked="" type="checkbox"/> MPCA – Innocent Eyoh | <input checked="" type="checkbox"/> Ramsey Co – Scott Mareck |
| <input checked="" type="checkbox"/> Minneapolis – Katie White | <input type="checkbox"/> DNR – Nancy Spooner-Walsh | <input checked="" type="checkbox"/> Scott Co – Adam Jessen |
| <input checked="" type="checkbox"/> Plymouth – Michael Thompson (Chair) | <input checked="" type="checkbox"/> Suburban Transit Assoc – Heidi Scholl | <input checked="" type="checkbox"/> Washington Co – Madeline Dahlheimer |
| <input checked="" type="checkbox"/> St. Paul – Anne Weber | | <input 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 1:00 p.m.

Agenda Approved

Chair Thompson noted that a roll call vote was not needed for approval of the agenda unless a committee member offered an amendment to the agenda. Committee members did not have any comments or changes to the agenda.

Approval of Minutes

It was moved by K. Ashfeld, seconded by J. Pieper to approve the minutes of the March 16, 2023 regular meeting of the TAC Funding and Programming Committee. **Motion carried.**

Public Comment on Committee Business

There were no public comments.

TAB Report

E. Koutsoukos presented the report from the April 19, 2023 TAB meeting.

Business

2023-20: Scope Change Request for Hennepin County CSAH 153 (Lowry Avenue NE) Reconstruction

It was moved by S. Mareck, seconded by C. Brown, that the TAC Funding and Programming Committee recommend to the Transportation Advisory Board (TAB) approval of Hennepin County's scope change request to remove MN 65 intersection improvements from its CSAH 153 reconstruction project (SP # 027-753-020).

J. Barbeau presented the Hennepin County scope change request to remove the MN 65 intersection from the Lowry Avenue reconstruction project. Metro Transit will complete these improvements during the F line arterial bus rapid transit construction.

Motion carried unanimously.

2023-21: Highway Safety Improvement Program (HSIP) – Release for Public Comment

It was moved by P. Oehme, seconded by K. Ashfeld, that the TAC Funding and Programming Committee recommend to the Transportation Advisory Board (TAB) approval of the draft 2024 Highway Safety Improvement Program (HSIP) application for release for public comment.

S. Peterson presented the 2024 HSIP draft application and key changes to be released for public comment, noting the deadline will be February 1, 2024.

J. Pieper asked how much HSIP money will be available. S. Peterson estimated that \$50 to \$60 million would be available for the 2-year funding cycle.

Motion carried unanimously.

2023-22: Regional Solicitation – Criteria and Weighting

It was moved by M. Dahlheimer, seconded by S. Mareck, that the TAC Funding and Programming Committee recommend to the Transportation Advisory Board (TAB) approve a 100-point adjustment to safety, applying points proportionally to all categories except for transit for the 2024 Regional Solicitation.

J. Barbeau presented the 2024 Regional Solicitation weighting of criteria and measures. He summarized the feedback from TAB which supported no change or a modest change in points within the safety measures. No change was recommended for the transit project category.

A. Stenson asked if the proportional distribution of additional safety points was considered as mentioned at TAC. M. Dahlheimer supported adding the points proportionally and suggested changing the weight of the safety category was more appropriate during the 2026 regional solicitation evaluation. S. Mareck also supported the proportional change, noting the region has not met safety performance measures.

J. Barbeau clarified there are 3 options to be considered, how many points to add, how to apply additional points, and whether to add points to measures in transit. He noted that the transit working group did not support adding points within the transit category. C. Hiniker clarified that the working group, while generally opposed to adding points, did discuss the appropriate measures to add some safety points if necessary. M. Dahlheimer supported not adding points to transit.

J. Barbeau asked for clarification on the motion for the traffic management technologies. M.



Thompson and M. Dahlheimer agreed that the increase should be proportional in all impacted categories. C. Hiniker requested discussion notes be forwarded to TAC regarding the options for transit safety points. M. Thompson agreed.

Motion carried unanimously.

2023-23: Regional Solicitation – Minimum and Maximum Awards

It was moved by S. Mareck, seconded by M. Dahlheimer, the TAC Funding and Programming Committee recommend to the Transportation Advisory Board (TAB) no change to the minimum and maximum federal funding amounts for the 2024 Regional Solicitation.

J. Barbeau presented the 2024 Regional Solicitation minimum and maximum federal awards. He summarized the discussion from the April TAB meeting which ranged from no changes, defer to 2026, increase all maximums by the same proportion proportionate to the additional funding from IJA, increasing specific categories based on demand, or increase categories that have not been increased since 2014.

K. White supported raising the maximum for reconstruction/modernization, bridges, safe routes, and trails, but did not have a specific proposal. S. Janowiak supported an inflation factor to be applied to the maximum in all categories. M. Dahlheimer agreed with an inflation factor or increased maximum for project types not changed since 2014.

K. White discussed the proportion of funds in reconstruction projects is very low after inflationary constraints. M. Dahlheimer questioned whether the motion today needs to indicate specific amounts or whether it can be a general recommendation. If it does need to be a specific amount, that should be considered in the Regional Solicitation evaluation. M. Thompson agreed and summarized the discussion as support for increasing the maximums in all project categories based on inflation factors.

C. Hiniker suggested the awards are somewhat arbitrary and that any specific suggestion could be made, and that the Regional Solicitation evaluation will need to take a more thoughtful evaluation. He did not support adjusting the maximum awards with the full inflationary value, noting that changes to the maximum awards reduces the number of projects. He supported adding \$1M to reconstruction/modernization, bridge, expansion, modernization, multiuse trails, and SRTS which have not been modified since 2014.

P. Oehme agreed. He added there used to be a post-award inflationary factor that was removed. J. Barbeau discussed the 2% per year adjustment which was discontinued in 2016 to fund more projects and was challenging to administer. P. Oehme supported increasing reconstruction/modernization but that bridges likely don't need an adjustment and that the multiuse trails and bicycle facilities was increased substantially in 2014. Based on the demand for the trails and bike facilities the \$5.5 million is likely sufficient and any increase would reduce the number of projects that locals can deliver.

E. Koutsoukos discussed the history of the multiuse trails/bikes and the maximum award and stated technical committees tried to reduce the maximum from \$5.5 million to \$3.5 million previously but TAB has not made the change.

Motion carried unanimously.

2023-24: Regional Solicitation – Mode Splits

It was moved by C. Hiniker, seconded by P. Oehme, that the TAC Funding and Programming Committee recommend to the Transportation Advisory Board (TAB) adoption of the modal



funding ranges for the 2024 Regional Solicitation.

J. Barbeau presented the funding ranges by mode, which is unchanged from the 2022 cycle. A. Stenson requested clarification on the calculation of the mode splits and whether those will include the new funding programs like Bridges, Carbon, PROTECT, etc. S. Peterson stated that the bridge program will likely not continue; PROTECT will be approximately \$3.5M per year and will be in the solicitation but it is unclear if that is incorporated into the modal range calculation; the Carbon Reduction Program is not currently in the Regional Solicitation because it will be discussed with the Met Council and TAB at a later date.

E. Koutsoukos stated that prior to 2014 where projects applied for specific sources of funds but was changed in the 2014 cycle which went to a project type application. She discussed the challenges of incorporating limited and restrictive funding sources into the Regional Solicitation.

I. Eyoh noted that the implementation of MnDOT's multimodal transportation plan directs the reduction of GHGs which assumes a certain rate of EV adoption and other changes. He encouraged the incorporation of other strategies including land use. He suggested that the funding ranges are not necessarily consistent with the state's plan or Council's climate action framework. M. Thompson added that TAB discussed transit and whether it will recover from COVID impacts. TAB is awaiting the State's transportation funding outcomes. I. Eyoh summarized a number of bills being considered in the legislature and already passed that may impact transportation and the Regional Solicitation.

G. Mitteco clarified that the midpoints do not consider the other new funding programs. S. Peterson confirmed. G. Mitteco followed up asking where the modal ranges ended up after the new funding sources in the last cycle.

Motion carried unanimously.

2023-25: Regional Solicitation – Policies, Qualifying Criteria, and Eligibility

It was moved by C. Hiniker seconded by E. Koutsoukos, that the TAC Funding and Programming Committee recommend to the Transportation Advisory Board (TAB) to increase the BRT maximum to \$39 million, to use the highest weighted scoring criterion in each project category to break ties. E. Koutsoukos seconded.

J. Barbeau presented the 2024 Regional Solicitation Policies, Qualifying, and Eligibility focusing on breaking ties, the BRT maximum, ability to separate out project elements to different application categories. He added that TAB suggested a minor change to the breaking tie policy which would favor the safety measure and if the tie is between two projects from the same applicant that the applicant can select the project. All applications must include a letter from the operator confirming they will remove snow and ice for all bicycle and pedestrian facilities, including on roadway projects.

E. Koutsoukos said that TAB would like feedback on whether projects can separate out elements into two separate applications and under what circumstances that could occur. K. Ashfeld asked what scenarios this would apply to, giving an example of a project that got funded under both the roadway and the trail category, would the project receive funding. E. Koutsoukos said the current rules state that a project cannot apply in two categories. This would allow the applicant to separate out the projects but only accept funding from one category.

M. Dahlheimer did not support this change. G. Mitteco discussed her project that was not funded even though it had significant multimodal elements. She noted that all the pedestrian



projects were funded so they may have been able to get certain elements funded even if their roadway project was not. E. Koutsoukos discussed the impacts on number of applications, scoring, and eligibility. C. Hiniker suggested this is a big change and should not be addressed until the Regional Solicitation evaluation. A. Stenson believes the current rules already allow for this, noting Carver County has done this in the past and been eligible.

C. Hiniker discussed the BRT rule. E. Koutsoukos suggested that if money is going to be shifted out of the modal category, then an exception to the BRT rule should be made.

J. Pieper discussed the legislative session and metro area sales tax and whether that's still under consideration and could impact transit investments. C. Hiniker discussed the different versions of the metro area sales tax proposals and said there are too many unknowns at this point to make any changes based on the sales tax proposal. E. Koutsoukos stated that TAB shared that concern about uncertainty and that they would prefer to defer the decision to the Regional Solicitation Evaluation.

C. Hiniker supported recommending an increase in the BRT maximum to \$39M. M. Thompson asked whether the transit planning working group had any preference. C. Hiniker stated they provided the options with no preference. He added that increasing the maximum would have fully funded the BRT projects.

H. Scholl stated that suburban transit providers are supportive of the BRT rule but noted that the suburban transit providers have not historically applied for BRT projects. She encouraged projects to demonstrate they have funds to cover the operating costs.

M. Thompson summarized the discussion. There will be no changes recommended regarding snow and ice removal, different project elements in separate categories. J. Barbeau said the changes proposed for breaking ties include two options and a recommendation should be included in the motion.

S. Janowiak prefers option 2 but to use the highest value scoring criterion to break tie. C. Hiniker added that option 1 adds points to safety making it the highest weighted category which generally supports option 2. He clarified that it should be the highest criterion and not the highest scoring measure, which is under each criterion.

A. Stenson asked about the requirement to list out project elements eligible under PROTECT and encouraged that requirement be applied to the Carbon Reduction Program eligible elements as well. J. Barbeau stated that PROTECT has very specific rules which makes it challenging to fund full projects but that is different than Carbon Reduction Program which can generally fund full projects. S. Peterson said that the Carbon Reduction Program has more flexibility so that is not needed.

J. Pieper asked about the bridge category and that it is frequently a tie in infrastructure age, so how will the tie then be broken. E. Koutsoukos said the tie breaker would move to the next highest scoring criterion.

Motion carried unanimously.

2023-26: Regional Solicitation – Measures and Scoring Criteria

It was moved by K. White, seconded by M. Dahlheimer, that the TAC Funding and Programming Committee recommend to the TAB approval of the measures and scoring guidance for the 2024 Regional Solicitation.

J. Barbeau presented the scoring measures and guidance and specific changes to transit,



safe routes to school, and bridges. There was no additional discussion.

Motion carried unanimously.

2023-27: Regional Solicitation – Release for Public Comment

It was moved by P. Oehme, seconded by S. Mareck, that the TAC Funding and Programming Committee recommend to the Transportation Advisory Board (TAB) approval of the draft 2024 Regional Solicitation (inclusive of the approvals made in Action Transmittals 2023-22 through 2023-27) for release for public comment.

J. Barbeau presented the release for public comment. There was no additional discussion.

Motion carried unanimously.

Information

Two information items were on the agenda but were postponed due to time.

Reports

There were no reports.

Adjournment

Business completed; the meeting adjourned at 3:18 p.m.

Council Contact:

Bethany Brandt-Sargent, Senior Planner
Bethany.Brandt-Sargent@metc.state.mn.us
651-602-1725



Action Transmittal

Transportation Advisory Board



Committee Meeting Date: May 18, 2023

Date: May 5, 2023

Action Transmittal: 2022-30

Program Year Shift Request: Highway 252 Projects

To: TAC Funding and Programming Committee

Prepared By: Steve Peterson, Senior Manager of Highway Planning and TAB/TAC Process
(Steven.Peterson@metc.state.mn.us)

Requested Action

The City of Brooklyn Center, City of Brooklyn Park, Hennepin County, and MnDOT jointly request a program year (PY) shift for four projects to move Regional Solicitation grant funding from 2026 to 2029.

Recommended Motion

That the TAC Funding and Programming committee recommend (approval/disapproval) of the request to move the following four Highway 252 related Regional Solicitation grants from 2026 to 2029 with the technical comments described below.

- Brooklyn Center's MN Highway 252 at 66th Avenue grade separation (109-010-007 and 109-010-007F).
- Brooklyn Center's MN Highway 252 at 70th Avenue pedestrian improvements (109-090-002).
- Brooklyn Park's MN Highway 252 at Brookdale Drive grade separation (110-010-010).
- Hennepin County's MN Highway 252 at 85th Avenue grade separation (027-709-029).

Background and Purpose

Based on extraordinary circumstances, the City of Brooklyn Center, City of Brooklyn Park, Hennepin County, and MnDOT are requesting an exception to TAB's Program Year Policy (attached). The project partners would like to move four awarded Regional Solicitation projects from 2026 to 2029 to align with construction of the larger MnDOT-led Highway 252/I-94 project.

Over the course of three Regional Solicitation cycles, three different agencies have applied for and been awarded Regional Solicitation for four separate projects in the Highway 252 corridor (see Table 1). In 2018 MnDOT received \$119 million in Corridors of Commerce funding to convert Highway 252 to a freeway and add a MnPASS lane to Highway 252/I-94 from Highway 610 to Dowling Avenue. All the individual projects selected through the Regional Solicitation were incorporated into the larger Corridors of Commerce project as part of the environmental process.

This consolidation of projects was required because all the projects were considered connected actions by federal environmental law. Connected actions are defined as actions that trigger other actions; actions that cannot or will not proceed unless other actions are taken previously or simultaneously; actions are interdependent parts of a larger action and depend on the larger action for justification. All the individual projects are now considered connected actions in the

environmental document's purpose and need statement. Therefore, despite regional funding policy, the local agencies could not get Federal Highway Administration (FHWA) approval to construct their projects at this time even if they wanted to do so.

In the fall of 2019, due to emerging environmental issues, MnDOT, in coordination with FHWA, changed the project environmental assessment to an environmental impact statement, which are only used on a few select projects (e.g., Rethinking I-94, Mall of America construction, and other projects that may have major environmental impacts). This change was to ensure a more extensive review of environmental, health and equity impacts as well as the inclusion of transit in the environmental analysis. At the time, the change to an EIS delayed the larger Highway 252/I-94 project to 2026. Three of the Regional Solicitation projects were granted an extension in 2021 to align with the larger construction project.

The Environmental Impact Statement process has further delayed the project to 2029 due to the Scoping Decision Document development, data analysis, review and coordination with partner agencies and additional engagement. For instance, three Equity and Health Assessment Reports (EHA) have been produced as part of the environmental document. The assessment involved residents from historically underserved and overburdened populations, through targeted public engagement to elevate equity and health information in the evaluation and development of Hwy 252/I-94 project alternatives. The Hwy 252/I-94 EHA enhances MnDOT's use of equity and health information during the environmental review.

To coordinate the four Regional Solicitation projects with the larger Highway 252/I-94 project an exception to the Program Year Policy would be necessary.

Table 1: Regional Solicitation Awards for the Highway 252 Corridor

Funding Cycle	Applicant	Project	Award Amount	Original PY	Current PY	Requested PY
2016	Brooklyn Center	TH 252/66 th Ave intersection improvements	\$7,000,000	2023	2026	2029
2016	Brooklyn Center	TH 252/70 th Ave pedestrian overpass	\$1,902,640	2023	2026	2029
2018	Hennepin County	TH 252/85 th Ave intersection improvements	\$7,000,000	2023	2026	2029
2020	Brooklyn Park	TH 252/Brookdale Dr intersection improvements	\$10,000,000	2025	2026	2029

Relationship to Regional Policy

The Transportation Advisory Board (TAB) manages the annual program of projects programmed by the Regional Solicitation. The request does not follow TAB's Program Year Policy which states that a project can request one program year extension one time. Due to extenuating circumstances the applicants are requesting an exception to the policy to align all coordinated projects into the same year.

Staff Analysis

While the program year policy only allows for a one-year, one-time program year extension, this is a unique circumstance. MnDOT is constructing the project and the local applicants are bound to MnDOT's timelines and the federally required environmental process. The more in-depth environmental process will allow for greater levels of public involvement and project input, including Equity and Health Assessment Reports, which are activities that TAB values. In addition, the timeline delay and longer environmental process will result in a project that provides positive improvements and eliminates, mitigates, or reduces overall negative impacts on stakeholders and the environment.

From a programming perspective, the shift of funds can be managed given the high amount of



overprogramming in 2026.

Table 2 provides a starting point of pros and cons for the committees to consider.

Table 2: Pros/Cons of Granting Exception to Program Year Policy

Pros	Cons
The more detailed environmental process, which is causing the delay, will provide greater input opportunities for the public and stakeholders. Given the population of people of color in the area (40%), the increased public involvement is a valuable activity, especially the Equity and Health Assessment Reports.	There is time for local agencies to reapply next funding cycle for at least some of the funding again (rules may restrict funding all three adjacent interchanges in the same cycle).
Pulling the funding may result in one or more of the projects not being included in the larger project or other project elements not being included in order to stay within the budget.	There is risk that the environmental process does not select the location or project elements described in the Regional Solicitation applications.
Pulling the funding places financial burden on local agencies, especially Brooklyn Center and Brooklyn Park, to come up with additional local match for the larger project.	The approach is not consistent with how TAB deals with other program year extension requests, although several exceptions have been made in recent years.
Due to the Corridors of Commerce funding and expanded project area, local agencies cannot get approval to deliver the project until MnDOT's environmental process is complete.	
Would enable successful completion of one of the largest highway projects planned in the region in the next decade.	
Limited financial impact to the overall Regional Solicitation program.	
Combining projects is better for the traveling public due to minimization of construction impacts.	

Committee Comments and Actions

This issue was brought to the TAB Executive Committee on April 19, 2023, given the complexity of the issue relative to current TAB Policy. The Policy was written with stand-alone projects in mind, whereas how to treat a project that connects to a larger project is not adequately addressed. This circumstance is happening more often and is likely to continue. Other examples of past Regional Solicitation projects tied to larger projects include smaller projects tied to the Green Line Extension, Gold Line, and various Arterial Bus Rapid Transit projects, signify a need to reexamine the TAB policy.



Routing

To	Action Requested	Date Scheduled/ Completed
TAC Funding & Programming Committee	Review & Recommend	<i>May 18, 2023</i>
Technical Advisory Committee	Review & Recommend	<i>June 7, 2023</i>
Transportation Advisory Board	Review & Adopt	<i>June 21, 2023</i>



HENNEPIN COUNTY

MINNESOTA

April 13, 2023

James Hovland
Chair, TAB Executive Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

RE: Program Year Change Request for:

SP 109-010-007/109-010-007F – Brooklyn Center: MN Hwy 252 at 66th Avenue Grade Separation
SP 109-090-002 – Brooklyn Center: 70th Avenue Pedestrian Improvements
SP 027-709-029 – Hennepin County: MN Hwy 252 at 85th Avenue Grade Separation
SP 110-010-010 – Brooklyn Park: Brookdale Drive Grade Separation

Mr. Hovland,

The Cities of Brooklyn Center and Brooklyn Park, Hennepin County and MnDOT respectfully request support from the TAB Executive Committee for a program year change to the year 2029 for the above referenced projects located along Highway 252, that were previously awarded federal funds through various cycles of the Regional Solicitation.

Following is a brief history of these projects:

- Brooklyn Center was awarded funding for their two projects in program year 2021 as part of the 2016 Regional Solicitation.
- Brooklyn Center, Brooklyn Park, MnDOT and Hennepin County jointly began a Highway 252 freeway conversion study.
- FHWA suggested initiation of an Environmental Assessment (EA) for Highway 252.
- During the EA analysis it was determined that it would be beneficial to include I-94 from Dowling Avenue to Highway 252.
- Hennepin County was awarded funding for the 85th Avenue project in program year 2023 as part of the 2018 Regional Solicitation.
- MnDOT was awarded Corridors of Commerce (COC) funding for the Met Council submitted scope for the Highway 252/I-94 mobility project in program year 2023.
- Brooklyn Center was granted a program year extension for their projects to align with the COC project.

Hennepin County Public Works
1600 Prairie Drive | Medina, MN 55340
612-596-0356 | hennepin.us

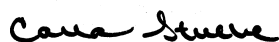


- Brooklyn Park was awarded funding for the Brookdale Drive project in program year 2025 as part of the 2020 Regional Solicitation.
- The environmental assessment pivoted from the EA to an Environmental Impact Statement (EIS) to ensure a more extensive review of environmental, health and equity impacts as well as the inclusion of transit in the environmental analysis.
- Due to the EIS change it was determined that the COC project would not likely be delivered until 2026.
- An extension was granted for all of the referenced projects to program year 2026.

Hennepin County understands that Metropolitan Council's policy is to only grant one program year extension. However, due to the complex, intertwined nature of these projects, their regional significance, sensitivity in completing an extensive environmental review and the benefits of tying the projects together, the project team is requesting an exception to the program year policy. Some of the reasons these projects have pushed back from 2026 to 2029 is due to the Scoping Decision Document development, data analysis, review and coordination with partner agencies and additional engagement, including those underrepresented and overburdened by the project.

We recognize this is outside the typical process for a program year extension. However, while this regionally significant corridor has progressed from a study to an Environmental Assessment (EA) and finally to an Environmental Impact Statement (EIS), all partners have continued to support the project. Additionally, Met Council submitted the project for Corridors of Commerce funding, signifying the importance of the project. Based on this, the cities of Brooklyn Center and Brooklyn Park, Hennepin County and MnDOT request support to change all of the projects identified to program year 2029. Please contact us if additional information is needed.

Sincerely,



Carla Stueve, P.E.
Hennepin County Engineer



Elizabeth Heyman
Brooklyn Center Public Works Director



Jesse Struve, P.E.
Brooklyn Park City Engineer

Mark Lindeberg, P.E.
MnDOT West Area Manager

The Regional Program Year Policy is intended to manage the development and timely delivery of transportation projects awarded federal funds through the TAB's Regional Solicitation Process.

Project sponsors awarded federal funds through the regional solicitation process are expected to get their project ready for authorization in their program year.

The program year is July 1 to June 30 of the year in which the project is originally programmed in the Transportation Improvement Program (TIP).

By April 1 of the program year, the project must meet the criteria on the attached sheet.

Additionally, if a regionally selected project is not ready to request authorization by June 15 of its program year, the project will not be carried over into the new TIP unless the project sponsor receives a program year extension from the TAB.

Project sponsors that have made significant progress but are delayed by circumstances that prevent them from delivering their projects on time must submit a request for a program year extension to the TAB Coordinator by December 31 of the project's program year.

The maximum length of a program year extension is one year. Projects are eligible for only one program year extension request.

If a program year extension is granted, funding the project will be contingent on the availability of federal funds. A project sponsor is responsible for funding the project until federal funding becomes available.

Projects receiving program year extensions will not receive an inflationary cost increase in their federal cost caps.

"Procedure to Request a Program Year Extension" is provided as Attachment 1.

Criteria for Meeting Program Year

Construction Projects through the FHWA Process:

- Environmental document approved – April 1
 - *Environmental Documentation draft submittal due December 1*
- Right of way certificate approved – April 1
 - *Condemnation proceedings formally initiated by February 28 with title and possession by June 1.*
- Final construction plans submitted and reviewed for standards, eligibility, funding and structural design – April 1
- Engineer's estimate – April 1
- Utility relocation certificate – April 1
- Permit applications submitted – April 1

Construction Projects through the FTA Process

- Environmental document completed; project plans complete and reflect the project that was selected
- Letting date can be set within 90 days
- FTA notification that grant approval imminent

Right of Way Only Projects through FHWA Process

- Environmental document approved – April 1
- OCPPM/SALT authorization to proceed – June 1

Right of Way Only Projects through FTA Process

- Environmental document completed
- Appraisals over \$250,000 approved by FTA; under \$250,000 reviewed by Right of Way Section
- FTA notifies that grant approval is imminent
- OCPPM transfers funds
- Offers made/condemnation initiated if offers refused

Program Project

- Grant application submitted to FTA; includes work plan
- Notification from FTA that grant approval is imminent
- Work will begin within 90 days after grant approval
- Agreement executed between MnDOT and proposer once funds are transferred

Procedure to Request A Program Year Extension

If it appears that a project cannot meet the deadline for authorization within its program year and a program year extension is necessary, the project sponsor must demonstrate to the Funding and Programming Committee that significant progress has been made on the project and the program year criteria can be met within the requested one-year time extension. Projects may be granted only one program year extension. Requests for a program year extension must be submitted by December 31 of the project's program year.

The answers provided on the Progress Schedule for Program Year Extension on Attachment 1 will determine whether a project is **eligible** for a one-year extension. In addition to responding to the Progress Schedule for Program Year Extension, the project sponsor must submit the following materials to the Funding and Programming Committee so it can determine if a program year extension is reasonable:

- 1) Project Background (will be provided by TAB Coordinator).
- 2) Project Progress:
 - a) Complete attached progress schedule with actual dates.
 - b) Right of way acquisition - provide map showing status of individual parcels.
 - c) Plans - Provide layout and discussion on percent of plan completion.
 - d) Permits - provide a list of permitting agencies, permits needed and status.
 - e) Approvals - provide a list of agencies with approval authority and approval status.
 - f) Identify funds and other resources spent to date on project.
- 3) Justification for Extension Request:
 - a) What is unique about this project that requires an extension of the program year?
 - b) What are the financial impacts if this project does not meet its current program year?
 - c) What are the implications if the project does not obtain the requested extension?
 - d) What actions will the agency take to resolve the problems facing the project in the next three to six months?

PROCESS AND ROLES

The Funding and Programming Committee will hear all requests for extensions. The Committee's recommendation will be forwarded to the TAC and TAB for action. The requests will be presented to the TAB for action on its consent agenda. Staff for the Funding and Programming Committee will notify the applicant of the committee's decision.

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. _____
_____ Completed (approved by District State Aid as to SA Standards but not signed)
Date _____ If checked enter 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 _____
_____ Not Complete
Anticipated Date of Completion _____
If prior to December 31 of the year following the original program year, enter 1. _____

ENGINEERS ESTIMATE OF COSTS

_____ Completed If checked enter 2. _____
Date _____
_____ 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 _____.
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 _____

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: May 18, 2023

Date: May 5, 2023

Action Transmittal: 2022-31

Program Year Shift Request: Brooklyn Park's CSAH 103 Reconstruction

To: TAC Funding and Programming Committee

Prepared By: Steve Peterson, Senior Manager of Highway Planning and TAB/TAC Process
(Steven.Peterson@metc.state.mn.us)

Requested Action

The City of Brooklyn Park requests a program year (PY) shift for the CSAH 103 roadway project from 2025 to 2026 to better align with the Blue Line Light Rail Transit (LRT) Extension.

Recommended Motion

That the TAC Funding and Programming committee recommend (approval/disapproval) of the request to move the City of Brooklyn Park's CSAH 103 Regional Solicitation grant (110-020-041) from 2025 to 2026 with the technical comments described below.

Background and Purpose

Due to delays associated with the Blue Line LRT extension, the City of Brooklyn Park is requesting an exception to TAB's Program Year Policy (attached). The City would like to move the CSAH 103 reconstruction project to align with construction of the Blue Line LRT extension.

In the 2018 Regional Solicitation, Brooklyn Park was awarded a roadway project with LRT running down the center median (refer to Table 1). The Blue Line extension was originally scheduled to begin construction in 2019 but that has been delayed until 2026 due to railroad negotiations and additional environmental documentation requirements.

Table 1: Brooklyn Park's Regional Solicitation Projects related to Blue Line LRT Extension

Funding Cycle	Applicant	Project	Award Amount	Original PY	Current PY	Requested PY
2018	Brooklyn Park	CSAH 103 from 85 th Ave to 93 rd Ave	\$7,000,000	2022	2025	2026

Relationship to Regional Policy

The Transportation Advisory Board (TAB) manages the annual program of projects programmed by the Regional Solicitation. The request does not follow TAB's Program Year Policy which states that a project can request one program year extension one time. Due to extenuating circumstances and to align the projects with Blue Line Light Rail Transit (LRT) Extension construction.

Staff Analysis

The CSAH 103 project was originally programmed for 2022. In 2021, this project received a three-year extension to 2025. This delay occurred due to LRT-related BNSF railroad negotiations and project partners needing additional time to evaluate other options to advance the project without using the railroad property. The project is on the north end of the LRT alignment and the routing has not changed in this area.

The Blue Line LRT extension is currently working through a Supplemental Environmental Impact Statement process, with a draft expected in the fall of 2023 and a final document anticipated in 2024. The Blue Line LRT construction is expected to start in 2026. While the program year policy only allows for one-time, one-year program year extension, this remains a complex, regionally significant project that a coordinated approach to construction is valuable to minimize impacts to the public. For example, the roadway project will provide final grading for the Blue Line extension so coordinating timing is important.

Brooklyn Park also has two other Regional Solicitation projects related to Blue Line Extension (both in 2026), so approval of this request would put all three projects in the same program year, 2026.

Table 2 provides a starting point of pros and cons for the committees to consider.

Table 2: Pros/Cons of Granting Exception to Program Year Policy

Pros	Cons
The Blue Line LRT extension alignment is no longer on the BNSF right-of-way, lowering risk for change, provided the project moves forward.	There is risk that the Blue Line LRT extension is further delayed due to findings in the Supplemental Environmental Impact Statement currently in progress.
Limited financial impact to the overall Regional Solicitation program.	The approach is not consistent with the program year extension policy, although several exceptions have been made in recent years.
Would enable the successful completion of one of the largest transit expansion projects planned in the region in the next decade.	
Coordinating projects is better for the traveling public due to minimization of construction impacts.	
There is not time for the City of Brooklyn Park to reapply for the 2024 Regional Solicitation cycle for the CSAH 103 project since the program years for the next cycle are 2028 and 2029.	

Committee Comments and Actions

This issue was brought to the TAB Executive Committee on April 19, 2023, given the complexity of the issue relative to current TAB Policy. The Policy was written with stand-alone projects in mind, whereas how to treat a project that connects to a larger project is not adequately addressed. This



circumstance is happening more often and is likely to continue. Other examples of past Regional Solicitation projects tied to larger projects include smaller projects tied to the Green Line Extension, Gold Line, and various Arterial Bus Rapid Transit projects, signify a need to reexamine the TAB policy.

Routing

To	Action Requested	Date <i>Scheduled/</i> Completed
TAC Funding & Programming Committee	Review & Recommend	<i>May 18, 2023</i>
Technical Advisory Committee	Review & Recommend	<i>June 7, 2023</i>
Transportation Advisory Board	Review & Adopt	<i>June 21, 2023</i>



Brooklyn Park
Operations & Maintenance

City of Brooklyn Park
Operations and
Maintenance
8300 Noble Ave N.
Brooklyn Park, MN 55443
763-493-8007
www.brooklynpark.org

April 17, 2023

James Hovland
Chair, TAB Executive Committee
Metropolitan Council
390 Robert Street North
St. Paul, MN 55101-1805

RE: Program Year Change Request for:
SP 110-020-041 – Brooklyn Park: Hennepin CSAH 103 Recon. & Expansion from CSAH 109 to
CSAH 30 (From 2025 to 2026)

Mr. Hovland,

The City of Brooklyn Park respectfully requests support from the TAB Executive Committee for a program year change to the year 2026 for the above referenced project located along Hennepin CSAH 103. This project is directly linked to the Blue Line Extension Light Rail Transit Project (BLRT) and was previously awarded federal funds through the Regional Solicitation process.

Following is a brief history of this project:

- Brooklyn Park was awarded funding for the project in program years 2022 as part of the 2018 Regional Solicitation.
- The BLRT Project was initially scheduled to begin construction in 2019 and be completed by 2023. The BLRT Project was delayed to an estimated 2024/2025 start and 2028 opening because of negotiations with the BNSF Railroad and then subsequent need to determine an alternative route through North Minneapolis, Robbinsdale and Crystal.
- The City of Brooklyn Park requested extension for the project in 2021 to Program Year 2025.
- Extensions were granted later in 2021.
- The project schedule was further delayed by the complexity associated with determining a new alignment through North Minneapolis, Robbinsdale and Crystal, additional engagement efforts and preparation and approval of an amended EIS.
- The BLRT Project is now expected to start construction in 2026.
- The City was also awarded Regional Solicitation funding for two other projects tied to the BLRT Project. These projects currently have program years of 2026.

The City of Brooklyn Park understands that Metropolitan Council's policy is to only grant one

program year extension. However, due to the complex, intertwined nature of the BLRT Project and the regional significance, sensitivity in completing an extensive environmental amendment and the benefits of tying multiple projects together, the project team is requesting an exception to the program year policy. Some of the reasons this project has been pushed back from 2025 to 2026 is due to the complex nature of the BLRT Project, review and coordination with partner agencies and additional engagement, including those underrepresented and overburdened by the project.

We recognize this is outside the typical process for a program year extension. However, while this regionally significant project has progressed, all partners have continued to support the project. Based on this, the City of Brooklyn Park and Hennepin County request support to change the above identified project to program year 2026. Please contact us if additional information is needed.

Sincerely,



Jesse Struve, P.E.
Brooklyn Park City Engineer



Daniel E. Soler, P.E.
Hennepin County
Director of Transit and Mobility

Project Summary

Project Name – West Broadway Avenue (CSAH 103) Roadway Expansion

Applicant – City of Brooklyn Park

Project Location – West Broadway Avenue from 85th Avenue to 93rd Avenue in the City of Brooklyn Park, Hennepin County

Total Project Cost – \$ 13,965,399.00

Requested Federal Dollars - \$7,000,000

Before Photo –

WEST BROADWAY AVENUE (LOOKING NORTH)



Project Description – West Broadway Avenue (County State Aid Highway 103) is primarily a rural, two-lane undivided, 60-year-old roadway classified as an A-Minor Expander (from 85th Avenue to 93rd Avenue) and an A-Minor Reliever (from 93rd Avenue to Trunk Highway (TH) 610) located in Hennepin County. The West Broadway Reconstruction project is directly related to the Bottineau Light Rail Transitway (BLRT) Project that will provide for transit improvements in the highly traveled northwest area of the Twin Cities. The proposed roadway improvements will widen West Broadway Avenue from a two-lane roadway to a four-lane roadway with turn lanes, upgrade traffic signals and lighting, and provide multi-use trails along both sides of West Broadway Avenue including ADA improvements and count down timers. The proposed project will also perform the grading for the future BLRT project.

Project Benefits – The proposed West Broadway Avenue Expansion project will provide the following benefits:

- Provide final grading throughout the project limits for the future track of the BLRT Project.
- Relocate all overhead electric assets to underground.
- Enhance safety and mobility for all users.
- Address aged pavement conditions
- Underserved residents will benefit from better access to the area's jobs and improved transit facilities/routes.

The Regional Program Year Policy is intended to manage the development and timely delivery of transportation projects awarded federal funds through the TAB's Regional Solicitation Process.

Project sponsors awarded federal funds through the regional solicitation process are expected to get their project ready for authorization in their program year.

The program year is July 1 to June 30 of the year in which the project is originally programmed in the Transportation Improvement Program (TIP).

By April 1 of the program year, the project must meet the criteria on the attached sheet.

Additionally, if a regionally selected project is not ready to request authorization by June 15 of its program year, the project will not be carried over into the new TIP unless the project sponsor receives a program year extension from the TAB.

Project sponsors that have made significant progress but are delayed by circumstances that prevent them from delivering their projects on time must submit a request for a program year extension to the TAB Coordinator by December 31 of the project's program year.

The maximum length of a program year extension is one year. Projects are eligible for only one program year extension request.

If a program year extension is granted, funding the project will be contingent on the availability of federal funds. A project sponsor is responsible for funding the project until federal funding becomes available.

Projects receiving program year extensions will not receive an inflationary cost increase in their federal cost caps.

"Procedure to Request a Program Year Extension" is provided as Attachment 1.

Criteria for Meeting Program Year

Construction Projects through the FHWA Process:

- Environmental document approved – April 1
 - *Environmental Documentation draft submittal due December 1*
- Right of way certificate approved – April 1
 - *Condemnation proceedings formally initiated by February 28 with title and possession by June 1.*
- Final construction plans submitted and reviewed for standards, eligibility, funding and structural design – April 1
- Engineer's estimate – April 1
- Utility relocation certificate – April 1
- Permit applications submitted – April 1

Construction Projects through the FTA Process

- Environmental document completed; project plans complete and reflect the project that was selected
- Letting date can be set within 90 days
- FTA notification that grant approval imminent

Right of Way Only Projects through FHWA Process

- Environmental document approved – April 1
- OCPPM/SALT authorization to proceed – June 1

Right of Way Only Projects through FTA Process

- Environmental document completed
- Appraisals over \$250,000 approved by FTA; under \$250,000 reviewed by Right of Way Section
- FTA notifies that grant approval is imminent
- OCPPM transfers funds
- Offers made/condemnation initiated if offers refused

Program Project

- Grant application submitted to FTA; includes work plan
- Notification from FTA that grant approval is imminent
- Work will begin within 90 days after grant approval
- Agreement executed between MnDOT and proposer once funds are transferred

Procedure to Request A Program Year Extension

If it appears that a project cannot meet the deadline for authorization within its program year and a program year extension is necessary, the project sponsor must demonstrate to the Funding and Programming Committee that significant progress has been made on the project and the program year criteria can be met within the requested one-year time extension. Projects may be granted only one program year extension. Requests for a program year extension must be submitted by December 31 of the project's program year.

The answers provided on the Progress Schedule for Program Year Extension on Attachment 1 will determine whether a project is **eligible** for a one-year extension. In addition to responding to the Progress Schedule for Program Year Extension, the project sponsor must submit the following materials to the Funding and Programming Committee so it can determine if a program year extension is reasonable:

- 1) Project Background (will be provided by TAB Coordinator).
- 2) Project Progress:
 - a) Complete attached progress schedule with actual dates.
 - b) Right of way acquisition - provide map showing status of individual parcels.
 - c) Plans - Provide layout and discussion on percent of plan completion.
 - d) Permits - provide a list of permitting agencies, permits needed and status.
 - e) Approvals - provide a list of agencies with approval authority and approval status.
 - f) Identify funds and other resources spent to date on project.
- 3) Justification for Extension Request:
 - a) What is unique about this project that requires an extension of the program year?
 - b) What are the financial impacts if this project does not meet its current program year?
 - c) What are the implications if the project does not obtain the requested extension?
 - d) What actions will the agency take to resolve the problems facing the project in the next three to six months?

PROCESS AND ROLES

The Funding and Programming Committee will hear all requests for extensions. The Committee's recommendation will be forwarded to the TAC and TAB for action. The requests will be presented to the TAB for action on its consent agenda. Staff for the Funding and Programming Committee will notify the applicant of the committee's decision.

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

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

_____ Reviewed by State Aid _____ If checked enter 4. _____
Date of approval _____

_____ Completed/Approved _____ If checked enter 5. _____
Date of approval _____

_____ EA _____
_____ Completed/Approved _____ If checked enter 2. _____
Date of approval _____

EITHER
_____ Not Complete _____
Anticipated Date of Completion _____
If prior to January 31 of the program year, enter 1. _____

OPPORTUNITY FOR PUBLIC HEARING (not necessary for project memorandum)

_____ Completed _____
Date of Hearing _____ If checked enter 2. _____

_____ Not Complete _____
Anticipated Date of Completion _____
If prior to February 28 of the program year, enter 1. _____

FINAL ENVIRONMENTAL ASSESSMENT (not required for project memorandum)

_____ Completed/FONSI Approved _____ If checked enter 2. _____
Date of approval _____

_____ Not Complete _____
Anticipated Date of Completion _____
If prior to March 31 of the program year, enter 1. _____

STUDY REPORT (required for Environmental Assessment Only)

_____ Complete/Approved _____ If checked enter 1. _____
Date of Approval _____

_____ Not Complete _____
Anticipated Date of Completion _____

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. _____
_____ Completed (approved by District State Aid as to SA Standards but not signed)
Date _____ If checked enter 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 _____
_____ Not Complete
Anticipated Date of Completion _____
If prior to December 31 of the year following the original program year, enter 1. _____

ENGINEERS ESTIMATE OF COSTS

_____ Completed If checked enter 2. _____
Date _____
_____ 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 _____.
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 _____

Action Transmittal

Transportation Advisory Board



Committee Meeting Date: May 18, 2023

Date: May 5, 2023

Action Transmittal: 2022-32

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) funding allocation options for FY 2025-2027

To: TAC Funding and Programming Committee

Prepared By: Steve Peterson, Senior Manager of Highway Planning and TAB/TAC Process
(Steven.Peterson@metc.state.mn.us)

Requested Action

Distribute available regional Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) funding for fiscal years (FY) 2025 through 2027.

Recommended Motion

That the Funding and Programming Committee recommend distribution of PROTECT funding for fiscal years 2025 through 2027 using one of the options below with the technical committee comments described below.

Background and Purpose

The 2021 Infrastructure Investment and Jobs Act (IIJA) established the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) funding program to help make surface transportation more resilient to natural hazards, including climate change, flooding, and extreme weather events through support of resilience improvements. MnDOT provided 30 percent of formula PROTECT funds for regional distribution, including the funds to the Met Council and TAB shown in Table 1. MnDOT anticipates that this funding program will continue beyond the end of IIJA with funding levels for 2028 and beyond being similar to 2027 levels (approximately \$3.5M per year).

Table 1: PROTECT Funding Allocations to the Metropolitan Council and TAB

Year	PROTECT Funding
2024	\$6,278,400
2025	\$6,278,400
2026	\$4,708,800
2027	\$3,531,600
2028-2029	2024 Regional Solicitation Cycle
2023-2031	2026 Regional Solicitation Cycle

Unlike the other federal funding programs that are used in the Regional Solicitation, PROTECT typically funds specific elements within a larger project instead of the entire project. PROTECT has strict and narrow eligibility that includes, but is not limited to, storm sewer, ponding, erosion control, retaining walls, and lifting/realigning transportation infrastructure out of floodplains.

Due to the short deadlines and narrow eligibility, the 2024 allocation was applied to eligible elements within existing projects selected in past Regional Solicitation cycles. This action focuses on the \$14,518,800 of PROTECT funds available for 2025-2027.

For 2028 and 2029 PROTECT funds, additional language has been added to the draft 2024 Regional Solicitation application materials for project sponsors to identify PROTECT-eligible items. The 2028 and 2029 PROTECT funding years will line up with the years for the other federal programs making PROTECT funds easier to utilize.

As part of the Regional Solicitation Evaluation, the selected consultant will identify the best and most appropriate way to use the PROTECT funds, including changes to the 2026 Regional Solicitation cycle (program years 2030 and 2031). Potential changes may include the creation of a separate application category for projects that address resiliency, for example. The Regional Solicitation Evaluation, which begins in August, will be the best opportunity to focus on what the region wants to do with the new funding source.

Relationship to Regional Policy

The Transportation Advisory Board manages the annual program of projects programmed by the Regional Solicitation.

Staff Analysis

PROTECT is a new federal funding program created by IJJA. MnDOT is providing a portion of the state’s formula PROTECT funds to the Metropolitan Council for distribution. With PROTECT’s strict and narrow eligibility, there are challenges with spending the money in the near-term, especially in the first four years (2024-2027). For the 2024 funding allocation, funding was applied to eligible elements within already programmed projects and inserted into the draft 2024-2027 TIP.

Based on PROTECT program constraints, Council staff have developed options for the Funding and Programming committee to consider and provide recommendations to TAC and TAB. The total PROTECT funds available for 2025-2027 is \$14,518,800.

Option 1: Use on existing projects/reduce overprogramming

Similar to the approach for 2024, use the PROTECT funding on eligible project elements within recently selected Regional Solicitation projects.

Table 2: Option 1: Use on Existing Projects/Reduce Overprogramming

	2025	2026*	2027*
Overall Regional Solicitation Starting Balance by Year	(\$11,077,234)	(\$15,233,627)	(\$19,442,095)
PROTECT Funding by Year: Total of \$14,518,800 Total over Three Years	\$6,278,400	\$4,708,800	\$3,531,600
Use PROTECT on Eligible 2022 Project Elements Reduces Overprogramming: End Regional Solicitation Balance by Year:	(\$4,798,834)	(\$10,524,827)	(\$15,920,495)

*There is also \$8M of Carbon Reduction Program funds in 2026 and \$6.5M in 2027 that have not been programmed.



If both program year shifts (i.e., 2023-30 and 2023-31) are approved, then Option 1 is less viable. The impact of the program year shifts would create additional funding available in both 2025 and 2026, so there would be no overprogramming to pay down. Available funding of \$2.2M in 2025 and \$8.4M in 2026 would result with Option 1. If the program year shifts are approved, then new projects/spending is needed in 2025 and 2026.

Option 2: Use on a mix of existing projects and new projects

At the March 16, 2023, meeting, the TAC Funding and Programming Committee requested options that could utilize the 2025 through 2027 PROTECT funds by selecting unfunded projects from the last Regional Solicitation. Council staff identified that the next unfunded project from three of the 12 application categories in the 2022 Regional Solicitation had eligible PROTECT elements. These next three unfunded projects are shown in Table 3.

Table 3: 2022 Regional Solicitation Next Unfunded Projects List from Each of the Three Application Categories with Eligible Project Elements

Application Category	Project	Eligible Elements	PROTECT Eligible Costs	Total Federal Request
Spot Mobility and Safety	Hennepin County Rockford Road Project	Storm sewer	\$200,000	\$1,624,000
Strategic Capacity	Carver County Highway 5 Lake Minnewashta and Arboretum Access and Mobility Project	Raising roadway out of the floodplain & reconnecting aquatic habitats	\$10,000,000	\$10,000,000
Roadway Reconstruction	Washington County CR 19A/100 th Street Realignment	Storm sewer	\$7,000,000	\$7,000,000
Totals				\$18,624,000

2A: If the two program year shifts are not approved, then \$14.5M is available for one or more of the projects in Table 3. There would not be other federal funds to combine with the PROTECT funds in 2025 through 2027, thereby only providing the Hennepin County a portion of their total funding request. Carver County’s entire \$10M project request and Washington County’s \$7,000,000 request can both be funded with PROTECT given their eligibility. However, only \$14,500,000 is available for \$17,000,000 of requests for these two projects.

2B: If the two program year shifts are approved, this creates a surplus of \$3,669,013 in 2026 after shifting out the Highway 252 projects and paying down overprogramming (see Table 4). These remaining funds would be considered “Future Program Year Funds” in TAB’s Federal Funds Reallocation Policy (see attached). Options include:

- Selecting 2026 program year projects in the 2024 Regional Solicitation cycle (i.e., the 2024 Regional Solicitation cycle, which will not be finalized until the 2025 program year, so some projects will not be able to deliver a 2026 project given this limited timeframe),
- Moving already selected projects forward from 2027 to 2026 (to date, no project sponsors were interested in moving up from 2027 to 2026 when recently asked), or
- Selecting an unfunded project from the most recent Regional Solicitation (i.e., the 2022 Regional Solicitation) that could be delivered within the required timeframe. One advantage of reallocating the funds now to unfunded projects from the 2022 cycle is that it provides project sponsors enough time to develop a new project in the federal process.



When combining the \$14,518,800 of PROTECT with the \$3,669,013 of surplus funding in 2026, then there is up to \$18,187,813 available. There is enough funding available to fund the requests for either one, two, or all three of the projects in Table 3 (i.e., Hennepin County, Carver County, and Washington County), which requested a total of \$18,624,000. The addition of one to three new roadway projects would slightly shift the modal balance of the 2022 funding cycle upwards for roadways by about one to two percent from 53 percent to 54 or 55 percent with a proportionate percentage decrease for the other modes.

If the committee would like to push the \$3,669,013 funds to the next solicitation, it would leave up to \$14,518,000 of PROTECT that could be distributed to one or more of the projects in Table 3 depending on their PROTECT eligibility. This would be similar to option 2A.

Table 4: Option 2 Mix of existing and new projects

	2025	2026	2027
Overall Regional Solicitation Starting Balance by Year	(\$11,077,234)	(\$15,233,627)	(\$19,442,095)
Impact of Program Year Shifts, if they are both Approved	+\$7,000,000	\$(7,000,000) +\$25,902,640	No Changes
Overall Regional Solicitation Starting Balance After Program Year Shifts	(4,077,234)	\$3,669,013	\$(19,442,095)
PROTECT Funding by Year: Total of \$14,518,800 Available	\$6,278,400	\$4,708,800	\$3,531,600
Use PROTECT on New Projects: End Regional Solicitation Balance by Year	(4,077,234)	2A:\$3,669,013 or 2B: \$0 if use surplus on new projects	\$(19,442,095)

*There is also \$8M of Carbon Reduction Program funds in 2026 and \$6.5M in 2027 that have not been programmed.

Routing

To	Action Requested	Date Scheduled/ Completed
TAC Funding & Programming Committee	Review & Recommend	May 18, 2023
Technical Advisory Committee	Review & Recommend	June 7, 2023
Transportation Advisory Board	Review & Approve	June 21, 2023
Transportation Committee	Review & Recommend	July 17, 2023
Met Council	Review & Concur	July 26, 2023



Projects awarded federal funds by the Transportation Advisory Board (TAB) as part of the Regional Solicitation or Highway Safety Improvement Program (HSIP) can be advanced or deferred based on TAB policy, project deliverability and funding availability, provided fiscal balance is maintained. The process assumes some projects will be deferred, withdrawn, or advanced. This process establishes policy and priority in assigning alternative uses for federal transportation funds when TAB-selected projects in the Transportation Improvement Program (TIP) are deferred, withdrawn, or advanced. This process also addresses the distribution of the limited amount of federal funds available to the region at the end of the fiscal year, known as "August Redistribution." This process does not address how to distribute new federal dollars available through larger, specific programs. TAB will make separate decisions specific to those kinds of programs and timing.

Current Program Year Funds

For funding that is available due to project deferrals or withdrawals, the funds shall be reallocated as shown in the below priority order. When there is insufficient time to go through the TAB committee process, TAB authorizes staff (Minnesota Department of Transportation (MnDOT) Metro District State Aid or Metropolitan Council Grants Department, as appropriate), working with the TAB Coordinator, to reallocate funds to projects that have been selected through the regional solicitation per the below priorities on TAB's behalf.

Reallocation priorities¹ for available funding programmed for the current fiscal year:

1. Regionally selected projects in the same mode slated for advanced construction/advanced construction authority (AC/ACA)² payback that have already advanced because sponsors were able to complete them sooner. If more than one project is slated for AC/ACA payback, the projects using the smallest amount of federal funding will be funded first. Partial AC/ACA payback can be paid on a project up to available levels of funds.
2. Projects in the same mode slated for AC/ACA payback that have been moved due to previous deferrals. If more than one project is slated for AC/ACA payback, the projects using the smallest amount of federal funding will be funded first. Partial AC/ACA payback can be paid on a project up to available levels of funds.
3. Regionally selected projects in the same mode that are able to be advanced.
4. Regionally-selected project(s) from another mode to pay back or advance using steps 1-3 above. Should this action be used, TAB shall consider the amount when addressing modal distribution in programming the next regional solicitation.
5. Regionally-selected projects programmed in the current program year in the same mode up to the federally allowed maximum. If more than one project can accept additional federal funds, the project needing the smallest amount of funds to achieve full federal participation³ based on the latest engineer's estimate will be funded first

¹ Regional Solicitation and HSIP funds should be considered separately for purposes of this policy.

² Note: Advanced construction (AC) is used for Federal Highway Administration-funded projects. Federal Transit Administration-funded projects use advanced construction authority (ACA).

³ Up to 80% of eligible project costs paid for with the federal funds, except in the case of HSIP, which funds up to 90% of eligible costs with federal funds.

up to the federal maximum, followed by the project needing the second smallest amount of federal funds, and so on.

Future Program Year Funds

While history shows that most deferrals and withdrawals will be in the current program year, even current year withdrawals can affect future year funding by advancing a project from a future year into the current year. For future-year funds, the TAB Coordinator will work with MnDOT Metro State Aid and/or Metro Transit Grants staff, Metropolitan Council staff and project sponsors to provide a set of options to be considered by the Technical Advisory Committee (TAC) Funding & Programming Committee, TAC, and TAB.

The first priority for use of future-year funds will be to include the funds in a future TAB solicitation process if at all possible. When not possible, TAB should first consider items 1-3 and 5 from the above list. It can also consider other options such as selecting an unfunded project from the most recent solicitation⁴ that could be delivered within the required timeframe. Other options could include setting up a special solicitation, depending on the amount of funds and time available, or other measures as TAB deems appropriate to address unique opportunities. TAB will consider the established “Guiding Principles” in making its decisions.

⁴ Note that projects must be selected prior to December 1 of the program year.



Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Funding



Information Item

May 2023

Approach to PROTECT Funds

- New Federal Program to Improve the Resiliency of the Transportation System
- MnDOT providing 30% of its statewide share to the Area Transportation Partnerships (ATPs) including the Met Council
- 2025–2027: Recommendation Today
- Incorporate language into the 2024 solicitation application to identify new projects for 2028 and 2029
- Explore additional opportunities during the Reg. Solicitation Evaluation for the 2026 solicitation cycle and beyond (2030+)



PROTECT Funding by Year

	2024	2025	2026	2027	2028	2029	2030	2031
PROTECT Funding	\$6,278,400	\$6,278,400	\$4,708,800	\$3,531,600	2024 Regional Solicitation Cycle		2026 Regional Solicitation Cycle	
Approach	Existing Projects	\$14,518,800 for Existing or New Projects			New Projects		New Projects	

- PROTECT funds in 2024 were inserted into the draft TIP and will be used on existing Regional Solicitation projects given the TIP timelines/rules.
- TAC F&P requested 2025-2027 PROTECT options that could explore unfunded projects from the last Regional Solicitation given that the years line up with the last solicitation.

Eligible Elements



Elements Identified in Current Regional Solicitation Projects

- Storm sewer
- Ponding
- Erosion and landscaping
- Retaining walls
- Bridges over floodplains
- Road realignments out of floodplains

2025-2027: Option 1

Use on Projects/Reduce Overprogramming

Similar to the approach for 2024 funds, use the PROTECT funding on eligible project elements within recently selected Regional Solicitation projects.

	2025	2026	2027
Regional Solicitation Starting Balance by Year	\$(11,077,234)	\$(15,233,627)	\$(19,442,095)
PROTECT Funding by Year: Total of \$14,518,800 Available	\$6,278,400	\$4,708,800	\$3,531,600
Use PROTECT on Eligible 2022 Projects Elements Results in Reduced Overprogramming:	\$(4,798,834)	\$(10,524,827)	\$(15,910,495)
End Regional Solicitation Balance:			

There is also \$8M of Carbon Reduction Program funds in 2026 and \$6.5M in 2027 that have not been programmed.

Impact of Program Year Shifts

- Option 1 is less viable of an option if both program year shifts are recommended for approval.
- In 2025 and 2026, investment in new projects is needed as there is no longer overprogramming to pay down.
- In 2027, overprogramming remains.

2025-2027: Option 1 Use on Projects/Reduce Overprogramming

	2025	2026	2027
Regional Solicitation Starting Balance by Year	\$(11,077,234)	\$(15,233,627)	\$(19,442,095)
Impact of Program Year Shifts, if they are both Approved	+\$7,000,000	\$(7,0000) +\$25,902,640	No Changes
Regional Solicitation Balance After Program Year Shifts	(4,077,234)	\$3,669,013	\$(19,442,095)
PROTECT Funding by Year: Total of \$14,518,800 Available	\$6,278,400	\$4,708,800	\$3,531,600
Use PROTECT on Eligible 2022 Projects Elements Creates a Surplus in 2025 and 2026 End Balance:	\$2,201,166	\$8,377,813	\$(15,910,495)

There is also \$8M of Carbon Reduction Program funds in 2026 and \$6.5M in 2027 that have not been programmed.

2025-2027: Option 2

Use on a Mix of Existing Projects/Reduce Overprogramming and New Projects

The next unfunded project from 3 of the 12 application categories in the 2022 Regional Solicitation had eligible PROTECT elements as follows:

Application Category	Project	Eligible Elements	Eligible Costs	Total Project Request
Spot Mobility and Safety	Hennepin Co Rockford Rd Project	Storm sewer	\$200,000	\$1,624,000
Strategic Capacity	Carver Co Highway 5 Lake Minnewashta and Arboretum Access and Mobility Project	Raising roadway out of the floodplain & reconnecting aquatic habitats	\$10,000,000	\$10,000,000
Roadway Reconstruction	Washington Co CR 19A/100 th St Realignment	Storm sewer, raising roadway out of floodplain, bridge	\$7,000,000	\$7,000,000
Total				\$18,624,000

2025-2027: Option 2

Use on a Mix of Existing Projects/Reduce Overprogramming and New Projects

- There is \$14,518,800 of PROTECT Funds available for 2025-2027.
- 2A: If the program year shifts are not approved, then use up to \$14.5M on eligible elements within the 3 identified unfunded projects with PROTECT elements.
- 2B: If both program year extensions are approved, then this creates a surplus of \$3,669,013 in 2026, so a total of up to \$18,187,813 is available. This surplus could be used to help fund projects now or be shifted into the next funding cycle.
- The total funding requests for the three unfunded projects is \$18,624,000, so one, two, or all three projects (i.e., Hennepin County, Carver County, and Washington County) could be funded with available funds.
- Using the PROTECT funding on roadways projects will impact the modal balance in favor of roadways by one to two percent, depending on the number of new projects added.



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Action Transmittal

Transportation Advisory Board



Meeting Date: May 18, 2023

Date: May 11, 2023

Action Transmittal: 2023-33

Adoption of the Draft 2024-2027 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 staff requests adoption of the draft 2024-2027 Transportation Improvement Program (TIP).

Recommended Motion

That the TAC Funding & Programming Committee recommend that TAC recommend adoption of the draft 2024-2027 Transportation Improvement Program (TIP).

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 2024-2027 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 19 to July 3.

The 2024-2027 TIP approval schedule is as follows:

- May 17, 2023 – TAB releases draft TIP for public review
- July 3, 2023 – Public review/comment period ends
- August 16, 2023 – TAB considers public comments, recommends potential changes in response to the comments and recommends approval of the final TIP to the Metropolitan Council
- August 28, 2023 – Transportation Committee recommends approval of the TIP to the Metropolitan Council
- September 13, 2023 – Metropolitan Council approves the TIP
- September/October 2023 – MnDOT inclusion of metro area TIP into State Transportation Improvement Program (STIP)
- November 2023 – USDOT approves Minnesota STIP

The 2024-2027 TIP includes projects valued at approximately \$6.4 billion for highway, freight transit, bicycle, and pedestrian projects. Roughly 19% of federal funding is from the Regional Solicitation. The sources of funds over the four years are summarized as follows:

- Total – \$6.4 Billion
 - Federal Highway – \$1.8 Billion
 - Federal Transit – \$1.7 Billion
 - Property Tax and State Taxes – \$2.0 Billion
 - Trunk Highway Funds – \$897 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	5/18/2023
Technical Advisory Committee	Review & Recommend	6/7/2023
Transportation Advisory Board	Review & Recommend	8/16/2023
Transportation Committee	Review & Recommend	8/28/2023
Metropolitan Council	Review & Adopt	9/13/2023



2024–2027
TRANSPORTATION
IMPROVEMENT PROGRAM
FOR THE TWIN CITIES METROPOLITAN AREA

DRAFT



METROPOLITAN
C O U N C I L

May 2023

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APPENDICES

APPENDIX A	Detailed Project Descriptions by Funding Category
APPENDIX B	Streamlined TIP Amendment Process

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.

2024 - 2027 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) that outlines funded highway, transit, bicycle, and pedestrian projects within the metropolitan planning area. The 2024 through 2027 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 2024-2027 TIP for the Twin Cities Metropolitan Area includes highway, freight, transit, bicycle, and pedestrian projects valued at approximately \$6.35 billion. Highlights of the TIP include the following:

- Approximately 54% (or \$3.4 billion) of the total spending shown in the TIP are from federal sources, with 14% from state sources and 32% from local/other sources.
- The \$6.35 billion program includes \$2.9 billion (46%) for transit, \$2.7 billion (43%) for highways/roads, \$311 million (5%) for non-motorized transportation, and \$386 million (6%) for travel demand management, other projects, and yet-to-be-programmed set-aside funds.
- One major project is included in the TIP for the first time: a \$70 million bridge maintenance project on Minnesota Highway 77, addressing five bridges.

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 on June 20, 2023. The TAB will consider public comments received on the draft TIP prior to adopting the final TIP.

The 2024-2027 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 2024-2027 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 2024-2027 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 2024-2027 TIP for the Twin Cities Metropolitan Area meets all of these requirements and the final TIP will be submitted to the Minnesota and Wisconsin Departments of Transportation for inclusion in their respective State Transportation Improvement Programs (STIPs) approved by the Governors' designees, the Commissioner of Transportation (MN) and the Secretary of Transportation (WI).

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

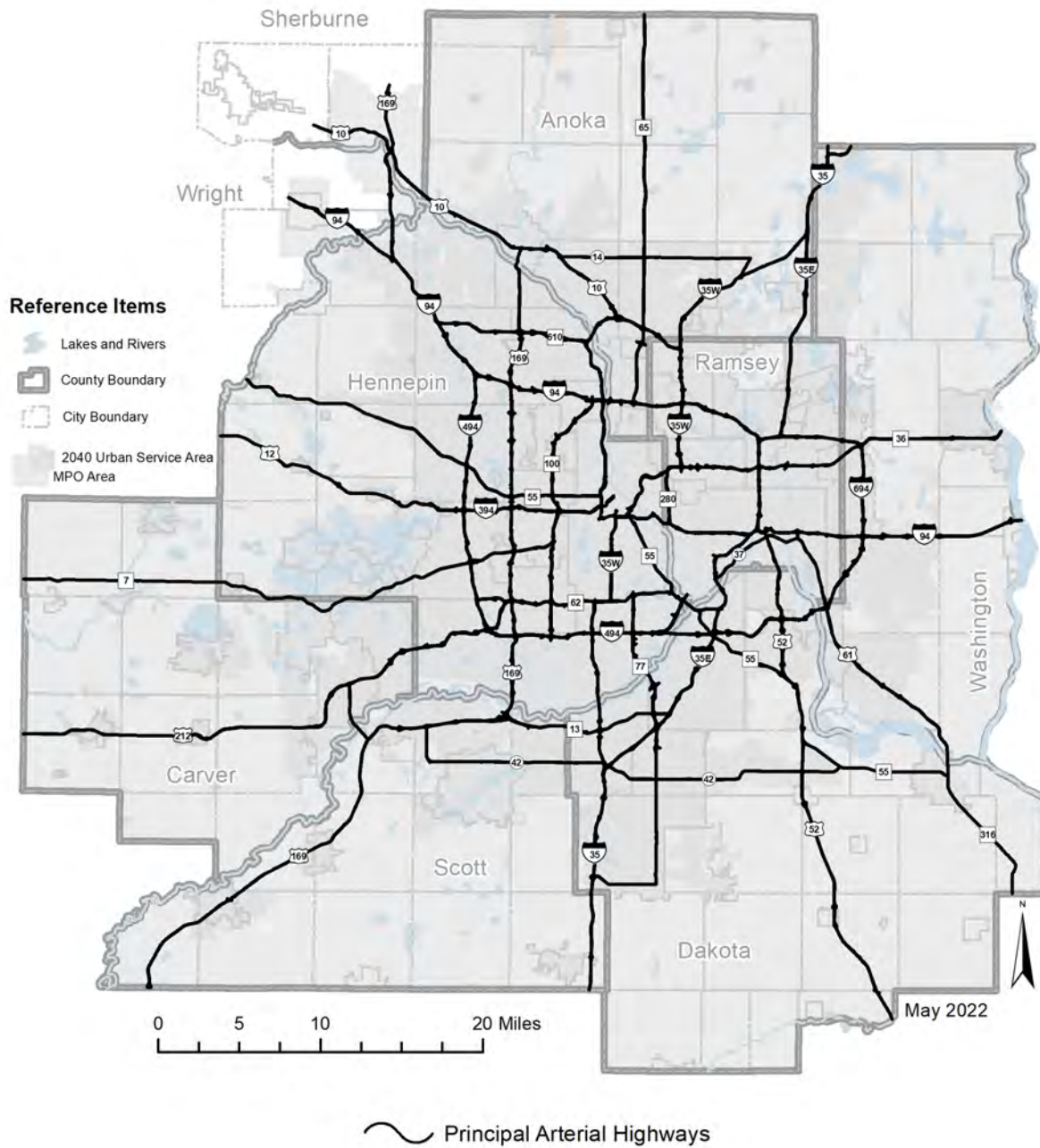


Figure 1: Twin Cities Metropolitan Area Political Boundaries – Also includes parts of Sherburne and Wright Counties (MN) and St. Croix County (WI)

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

- Program year
- Parent project
- 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 2024-2027 TIP.

- May 17, 2023 – At its monthly meeting, the TAB released the draft TIP for the purpose of soliciting public comment.
- May 19 through July 3, 2023 – The TAB will accept comments submitted by email, telephone, and mail.
- June 20, 2023 – Council transportation and communications staff will host a virtual public meeting.
- August 16, 2023 – A public meeting of the TAB where public comments were 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

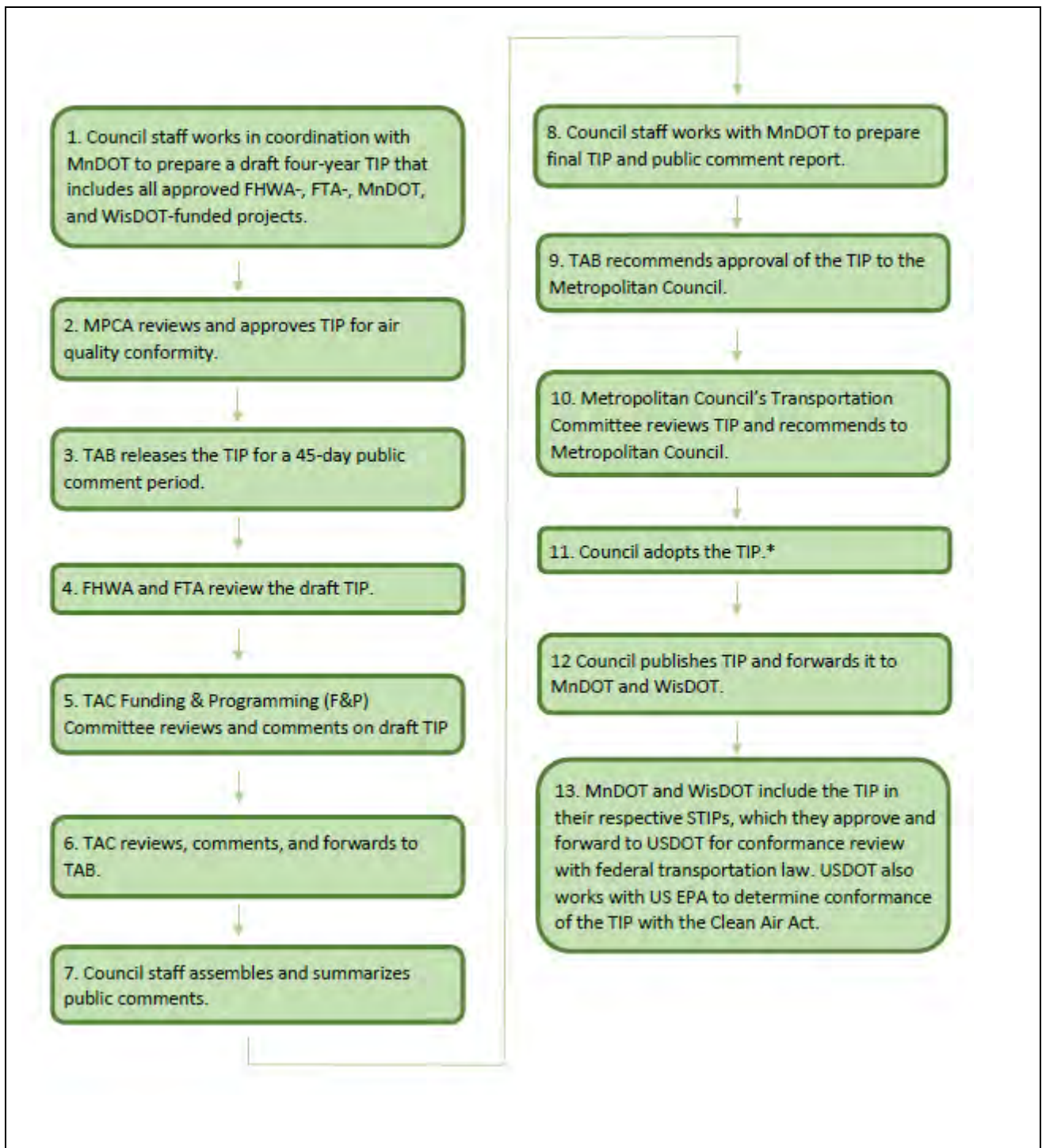
the FTA Capital Investment Grants program as selected by Congress. These selection processes are discussed in Chapter 4. While most projects are programmed by MnDOT, the projects selected through the TAB's Regional Solicitation are programmed every other year, by the Council through a competitive selection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

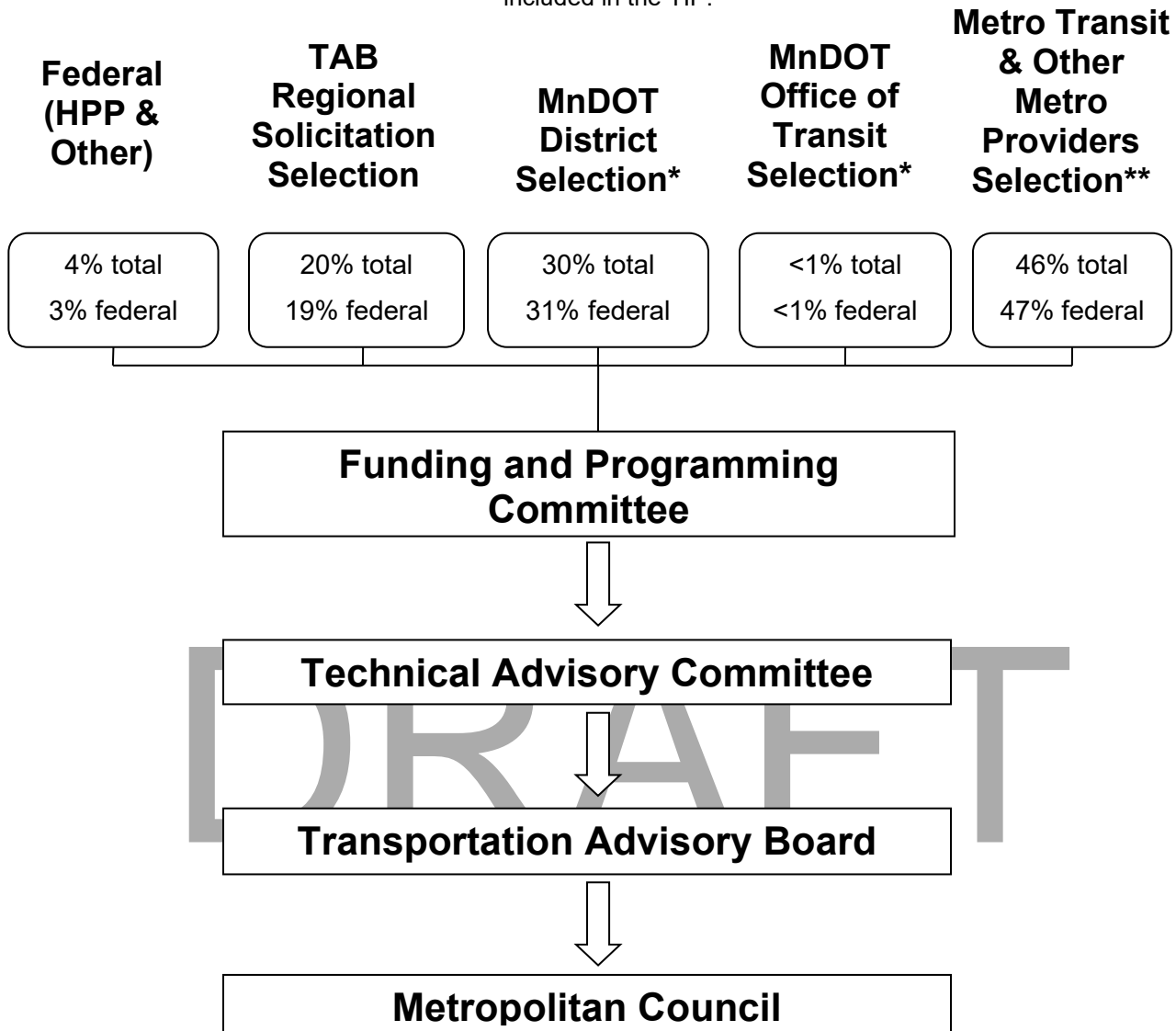
City and county federal aid projects are products of local comprehensive and transportation planning programs and reflect local and regional priorities. These projects are determined to be consistent with regional plans before being included in the TIP. Such plans must also be consistent with the TPP.



* 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), 2024-2027. 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 an 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 2024-2027 TIP, projects to be administered by FHWA awarded via the 2022 Regional Solicitation were adjusted at two percent per obligation year, with 2022 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 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 new federally funded project, a change to the type of work on a project, a significant cost change, or 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 request. Standard TIP amendment requests are provided to the Funding & Programming Committee and TAC for technical recommendations 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 request.
 - TIP amendment request to amend 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 request. 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 for recommendation to the Council. 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; 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 B. 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 2024-2027 TIP must include projects within the contiguous urbanized areas of Wright and Sherburne counties and in Houlton, Wisconsin. There are no projects in the Houlton, WI urbanized area.

The U.S. Census Bureau recently released the updated (2020) UZA boundary. Due to changes in the methodology for determining urbanized areas, Wisconsin is no longer within the Council's urbanized area. The updated boundary must be adopted by the Council before it is official; it is anticipated that this will happen in late 2023.

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. 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, which are safety-focused, are part of this program.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). This program is aimed at helping make surface transportation more resilient to natural hazards such as climate change, flooding, extreme weather and other natural disasters.

Carbon Reduction Program (CRP). This provides funding for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂), from on-road highway sources.

Bridge Funding Program. This program provides funding for the rehabilitation and replacement of existing bridges. This program applies to bridges under the jurisdiction of a public authority, located on a federal aid roadway (i.e., on the federal aid system) and open to the public.

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 2024-2027 TIP does not include any Demo projects.

State Funds. Projects funded almost exclusively with state funds.

Bond Funds. Projects funded almost exclusively with bond funds.

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 Minneapolis-Saint Paul region is within an EPA-designated attainment area for all transportation related pollutants. In the past, portions of the region had unacceptably high measured concentrations for carbon monoxide and for PM₁₀. The region has been in full attainment for carbon monoxide since November 29, 2019, and for PM₁₀ since September 24, 2022. Formal conformity requirements under the federal Transportation Conformity Rule no longer apply to the TIP.

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. It reflects concerns and aspirations, anticipates future needs in the region, and addresses responsibility to future generations. The region's investments provide an important economic foundation, so all residents can prosper.

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

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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 2024-2027 TIP:

- Highway Safety Performance
- Pavement Condition
- Bridge Condition
- System Reliability
- Congestion Mitigation and Air Quality (CMAQ)
- Transit Asset Management (TAM)
- Transit Safety Performance (PTASP)

Highway Safety Performance Measure

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 2023.

Table 2: Adopted Safety Targets for 2023

Measure	2023 Target
Number of Traffic Fatalities	90
Fatality Rate (per 100 million VMT)	0.33
Number of Serious Injuries	600
Serious Injury Rate (per 100 million VMT)	2.18
Number of non-motorized fatalities and serious injuries	147

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 \(CMSP\) IV](#); the [Intersection Mobility and Safety Study \(formerly Principal Arterial Intersection Conversion Study\)](#); and applicable modal and county-produced safety plans. The Council completed a regional Pedestrian Safety Action Plan in the Fall of 2022. In addition, the Council is starting the Regional Safety Action Plan in 2023.

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 2024-2027 TIP is anticipated to have a positive effect towards meeting the region’s established safety performance targets. The TIP reflects \$116.7 million in FHWA Highway Safety Improvement Program (HSIP) funds, in addition to state and local match funding of \$4.9 million and \$41.2 million, respectively. These projects address both existing 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 and Bridge Condition Performance Measures

Council Activities and Progress

The Council reviews and adopts pavement and bridge condition performance 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. In the past, 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. However, due to the uncertainty of the data from the COVID-19 pandemic, the Council chose to adopt the same targets as MnDOT. Table 3 depicts the existing metro area performance as well as the targets adopted by the Council in 2023.

Table 3: Existing Conditions and Adopted Condition Targets

Measure	Existing Performance	Council 2025 Target
Bridges		
1. % of bridges by deck area in good condition	28%	35%
2. % of bridges by deck area in poor condition	5%	5%
Pavement		
1. % of interstate pavement in good condition	70%	60%
2. % of interstate pavement in poor condition	2%	2%
3. % of non-interstate NHS pavement in good condition	57%	55%
4. % of non-interstate NHS pavement in poor condition	0.5%	2%

Anticipated Effect of the Pavement/Bridge Performance Measures

The 2024-2027 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 and 164-158-028PRO)
- CSAH 158 over CP Railroad in Edina (027-758-006)
- 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 (6282-224)
- 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, 1981-140S, 1981-140N, 1981-140TR, 1981-140BFP)
- 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, paint two bridges, and replace the superstructure on two bridges on I-94 and I-35E in St. Paul (6282-216)
- Rehabilitation of 13 bridges on MN 280 (6242-83)
- Flood-sealing St. Anthony Bridges – I-35W over Mississippi River in Minneapolis (2783-228)
- Repair of 12 bridges on MN 100 from St. Louis Park to Brooklyn Center (2735-212)
- Redeck two US 52 bridges over I-494 in Inver Grove Heights (1928-91)
- Rehabilitate Nicollet Avenue bridge over Minnehaha Creek and Minnehaha Parkway in Minneapolis (141-430-012)
- Replace CSAH 77 bridge over commercial railroad in New Brighton (062-677-035)
- Replace Bass Lake Road Bridge over Twin Lakes inlet in Brooklyn Center and Crystal (027-610-034)
- Replace Eden Prairie Road Bridge over TC&W Railroad in Eden Prairie (027-610-034)
- Replace Pioneer Trail Bridge over HCCRA Railroad in Brooklyn Center and Crystal (027-610-034)
- Replace two Central Avenue Bridges over Coon Creek and a box culvert bridge in Spring Lake Park and East Bethel (0208-165)

System Performance Measures and Congestion Mitigation and Air Quality

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.

The existing metro area performance for the percent of reliable person-miles traveled on the interstate system is approximately 91%. MnDOT established a state-wide target of 82%, which the Council also adopted for the metro area. Because almost all congestion within the State of Minnesota occurs within the Metro Area, the Council will usually adopt targets specific to the region that differ from the state-wide targets. However, the Council did not do so for 2023 due to the use of pandemic-era data, which likely inflates the existing reliability data. In the future, post-pandemic data will enable a better evaluation of system reliability and greater ability for the Council to establish a 2025 target.

For the same reason, the Council has also elected to adopt MnDOT’s targets for the truck travel time reliability index measure. The use of pandemic-era data leads these targets to appear to aspire to declining performance. However, pre-pandemic data performance was only 69.5% for reliable person-miles traveled on the Interstate, 79.6% for of reliable person-miles traveled on the non-Interstate NHS, and a truck-travel time reliability index of 2.32. Post-pandemic data is likely to bring performance closer to these numbers. There is no consequence for 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 (versus likely post-pandemic performance) 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	Council 2023 Target	Council 2025 Target
% of reliable person-miles traveled on the Interstate	91%	82%	82%
% of reliable person-miles traveled on the non-Interstate NHS	95%	90%	90%
Truck travel time reliability index	1.49	<1.4	<1.4

Table 5: Existing Conditions and Adopted CMAQ Targets

Measure	Existing Performance	Council 2023 Target	Council 2025 Target
On-road mobile source emissions – sum of emissions reductions of pollutants, in kilograms per day, for all projects funded with CMAQ funds	0.0 kg/day	0.0 kg/day	0.0 kg/day
% of non-single occupancy vehicles	27%	28%	29%
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	8.5

Anticipated Effect of the System Reliability and Congestion Reduction Performance Measures

In total, there is over \$115 million in CMAQ funding programmed for projects in the 2024-2027 TIP. Because the metro area spent less than three months with only a small area not in attainment, no mobile-source performance is shown. Nevertheless, CMAQ projects are valuable for air quality. The CMAQ projects included in the TIP include arterial bus rapid transit projects, 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 2024-2027 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 grade separation 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 2022. Table 6 summarizes the adopted targets:

Table 6: Adopted Transit Asset Management Targets

Measure	Target
Rolling Stock: % exceeding useful life	
Articulated Bus	18%
Over-the-Road Bus	0%
Bus	14%
Cutaway	39.92%
Light Rail Vehicle	0%
Other	0%
Commuter Rail Locomotive	0%
Commuter Rail Passenger Coach	0%
Equipment: % meeting or exceeding useful life	
Automobiles	29%
Trucks/other Rubber Tire Vehicles	21%
Facility: % rated below 3 on condition scale	
Passenger/Parking Facilities	0%
Administrative/Maintenance Facilities	0%
Infrastructure: % of track with performance restrictions	
Light Rail	1%

Transit Investment Priorities

The Council’s Transportation Policy Plan (TPP) outlines the goals, objectives, and strategies that are used to set transit investment priorities for the region. These factors, in turn, directly

guide the investment plan and transit projects programmed within the TIP. The TPP guides transit investments through the following objectives and strategies:

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

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

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 God²
- **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 because actual movement is limited or because of safety concerns. Examples of major

² 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.

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	62 per Calendar Year	100 per Calendar Year
Rate of Injuries	0.31 per 100k Vehicle Miles	2.08 per 100k Vehicle Miles
Number of Safety Events	68 per Calendar Year	122 per Calendar Year
Rate of Safety Events	0.34 per 100k Vehicle Miles	2.54 per 100k Vehicle Miles
Total Major Mechanical Failures	2,364	192
System Reliability – Vehicle Mean Distance Between Failures (MDBF)	8,460 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)	3,000,000	26,000,000	700,000
Annual Fatalities	0	0	0
Fatalities per 100k VRM	0	0	0
Annual Injuries	3	11	0
Injuries per 100k VRM	0.1	0.042	0
Annual Safety Events	4	34	0
Safety Events per 100k VRM	0.133	0.13	0
Annual Major Mechanical Failures	5	300	0
System Reliability – Miles Between Major Mechanical Failures	600,000	86,667	700,000

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.

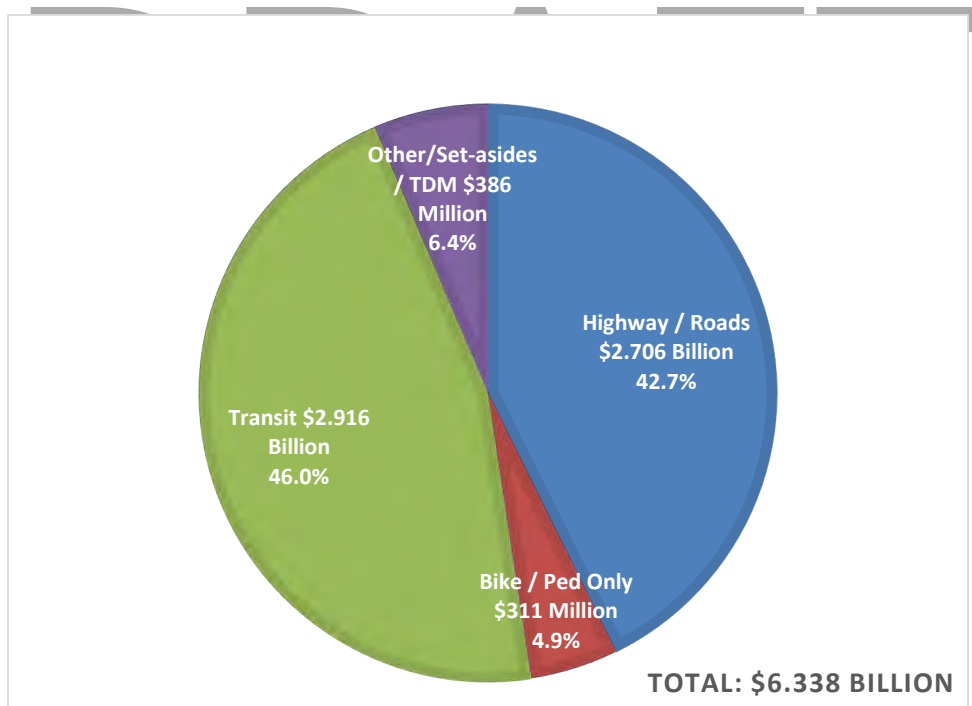
Some transit funding is allocated by federal formula (Section 5307, Section 5310, Section 5311, Section 5337, and Section 5339), but funding for the FTA Capital Investment Grants program (Section 5309) is secured through a national competition. Section 1 (Introduction) includes a list of each federal 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 2024–2027

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 \$5.6 billion over the 2024 to 2027 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 \$3.3 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. 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 \$450 million over four years.

Transit

Transit funds available to the region in 2024-2027 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 \$1.7 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 providers³ may also use local general fund money to subsidize operating cost or to match federal funds. Regional Capital Bonds and other local funds of \$1.1 billion will be used to match

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

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	\$1.51B	
High Priority Funds	\$51M	\$1.78 Billion
Misc. Federal Funds	\$186M	
Additional MnDOT Allocation	\$31M	
<i>Federal Transit</i>		
Formula/Discretionary	\$1.66B	\$1.66 Billion
<i>Property Tax and Other State Taxes</i>		
Local and TRLF	\$804M	
Regional Transit Capital Bonds and Other Local Transit Funds	\$1.1BM	\$2.04 Billion
Bonds	\$121M	
<i>State Trunk Highway Formula</i>		
Target	\$804M	
Additional MnDOT Allocation	\$18M	\$897 Million
Lapsed Projects	\$75M	
TOTAL:		\$6.4 Billion
<i>Advanced Construction (additional authorization available against future funds)</i>		\$122 Million

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Table 14: Federal Highway and State Highway Funds Assumed to be Available to Region 2024-2027 (In Millions)

Source	2024	2025	2026	2027	Total
Federal Highway Funds	389	389	404	333	1,514
State Funds (MN)	117	131	124	132	504
Bonds	24	0	96	0	121
Target for Region	531	520	624	465	2,138
Additional MnDOT State Funds Allocations	10	8	0	0	18
Additional MnDOT Federal Allocations	23	6	1	0	30
Anticipated Lapsed Projects	0	32	17	26	75
High Priority Projects	26	23	2	0	51
Misc Federal Funds	34	105	47	0	187
Local Funds	298	198	116	193	804
Wisconsin Projects	0	0	0	0	0
Total Funds Available	923	891	807	684	3,304
Advanced Construction (Additional authorization available against future funds)	19	22	46	35	122

Table 15: Federal Transit and Matching Funds Available and Requested by Region 2024-2027 (In Millions)

Source	2024	2025	2026	2027	Total
Section 5307	91.0	146.7	174.3	135.1	547.1
Section 5309	142.7	100.0	100.0	100.0	442.0
Section 5310	2.4	5.9	0.0	0.0	8.3
Section 5311	0.0	0.0	0.0	0.0	0.0
Section 5337	41.8	20.9	13.1	18.2	94.0
Section 5339	10.4	5.6	5.7	5.8	27.5
Total Federal Funds	288.3	279.1	293.1	259.1	1119.6
Local/Regional Capital Bonds	161.6	159.4	472.7	328.9	1122.6
Total Funds Available	449.9	438.5	765.8	588.0	2242.2
Section 5309 - Requested	0	0	342.8	195.2	538.0
Total Funds Requested	449.9	438.5	1108.6	783.2	2780.2

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
High Priority Projects	Selected and appropriated by Congress
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 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. Some STBGP funding is distributed through a competitive solicitation process conducted TAB while other HSIP funding is distributed by MnDOT.
Congestion Mitigation and Air Quality Improvement (CMAQ) Program	Federal funding program that funds projects that will contribute air quality improvements or provide congestion relief. Funding is distributed through the competitive regional solicitation process.
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)	Federal funding program aimed at building resiliency to natural hazards and disasters. 2024 – 2027 funds were distributed through the Regional Solicitation while distribution for future-year funds will be decided upon in the future.
Carbon Reduction Program (CRP)	Federal funding program to projects that will help reduce transportation emissions, defined as carbon dioxide (CO ₂), from on-road highway sources. 2024 – 2025 funds were distributed through the Regional Solicitation while distribution for future-year funds will be decided upon in the future.
Bridge Funding Program	Federal funding aimed at bridges both on and off the federal aid system. Many 2024 – 2026 funds were distributed through the Regional Solicitation while distribution for future-year funds will be decided upon in the future. The program is not assumed to continue beyond the end of IJJA (2026).
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).
FTA Section 5307	Regional Transit Capital Improvement Program (CIP) developed by Metropolitan Council with regional transit provider assistance
FTA Section 5309	Selected and appropriated by Congress
FTA Section 5310	MnDOT Office of Transit/Statewide Competitive Process
FTA Section 5311	MnDOT Office of Transit/Categorical Allocation
FTA 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, PROTECT, 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. See the 2022 [Regional Solicitation Public Comment Report](#).

The 2022 Regional Solicitation selected projects for federal highway funding primarily in program years 2028 and 2029 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
- Unique Projects
- Highway Safety Improvement Program (HSIP)

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

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

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

The 2024 Regional Solicitation applications are due to be released in September of 2023.

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 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.

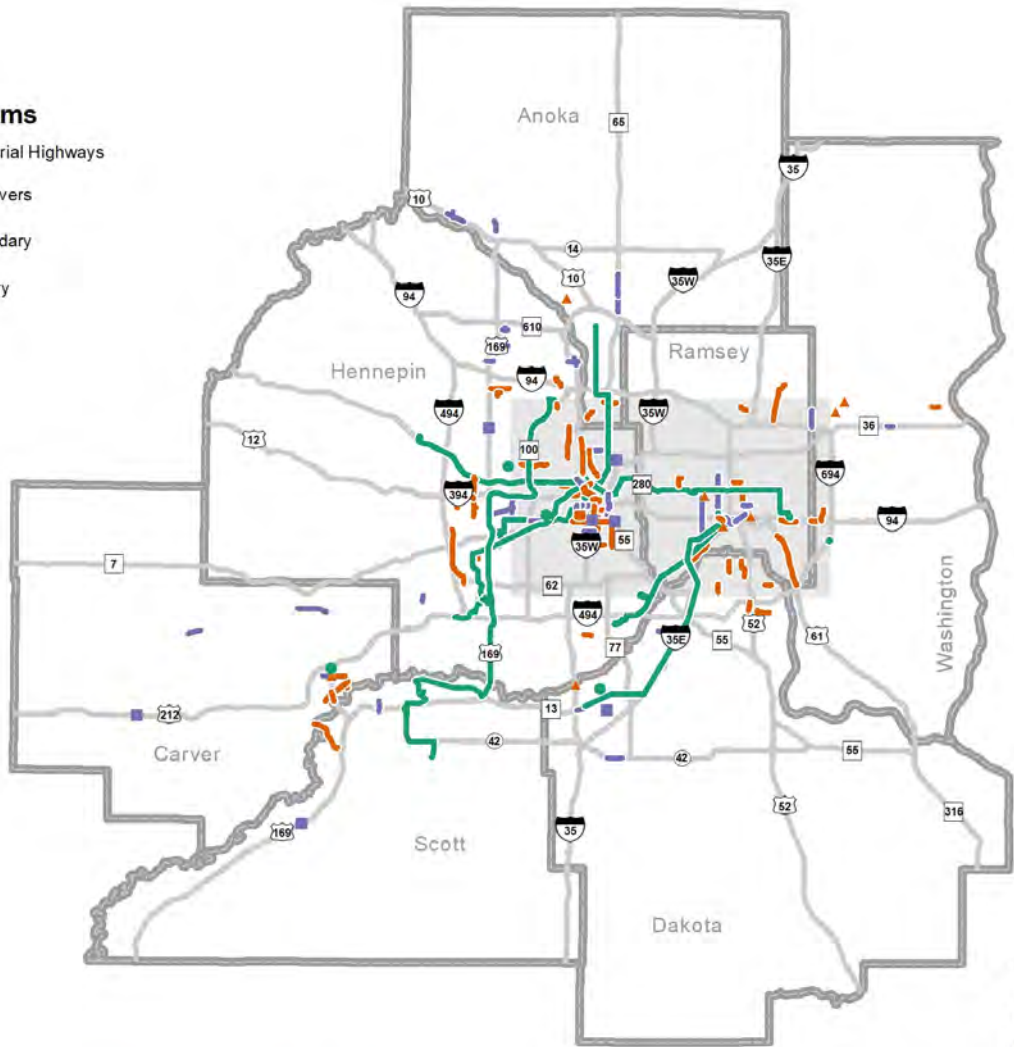
Table 17: Summary of Federal Funding Allocated through the TAB’S Regional Solicitation for Projects in State Fiscal Years 2024-2027 (In millions; Federal Amount only)

Program Category	2024	2025	2026	2027	Total
Congestion Mitigation Air Quality (CMAQ)	\$29.8	37.7	41.7	6.5	115.7
Transportation Alternatives (TA)	\$8.1	10.0	0	0	18.1
Carbon Reduction Program (CRP)	6.3	0	0	0	6.3
PROTECT	22.5	6.2	2.9	0	31.6
Surface Transportation Program (STP)	\$67.8	98.2	97.1	99.7	362.8
Highway Safety Improvement Program (HSIP)	\$16.5	17.1	19.6	24.3	77.5
TOTALS	\$151.0	169.2	161.3	130.5	612.0

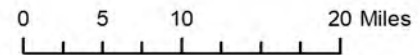
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Reference Items

-  Principal Arterial Highways
-  Lakes and Rivers
-  County Boundary
-  City Boundary
-  Inset



May 2023



Project Types

-  Roadway
-  Transit & Travel
-  Demand Management
-  Pedestrian & Bicycle

Figure 5: 2020 and 2022 Regional Solicitation Selected Projects

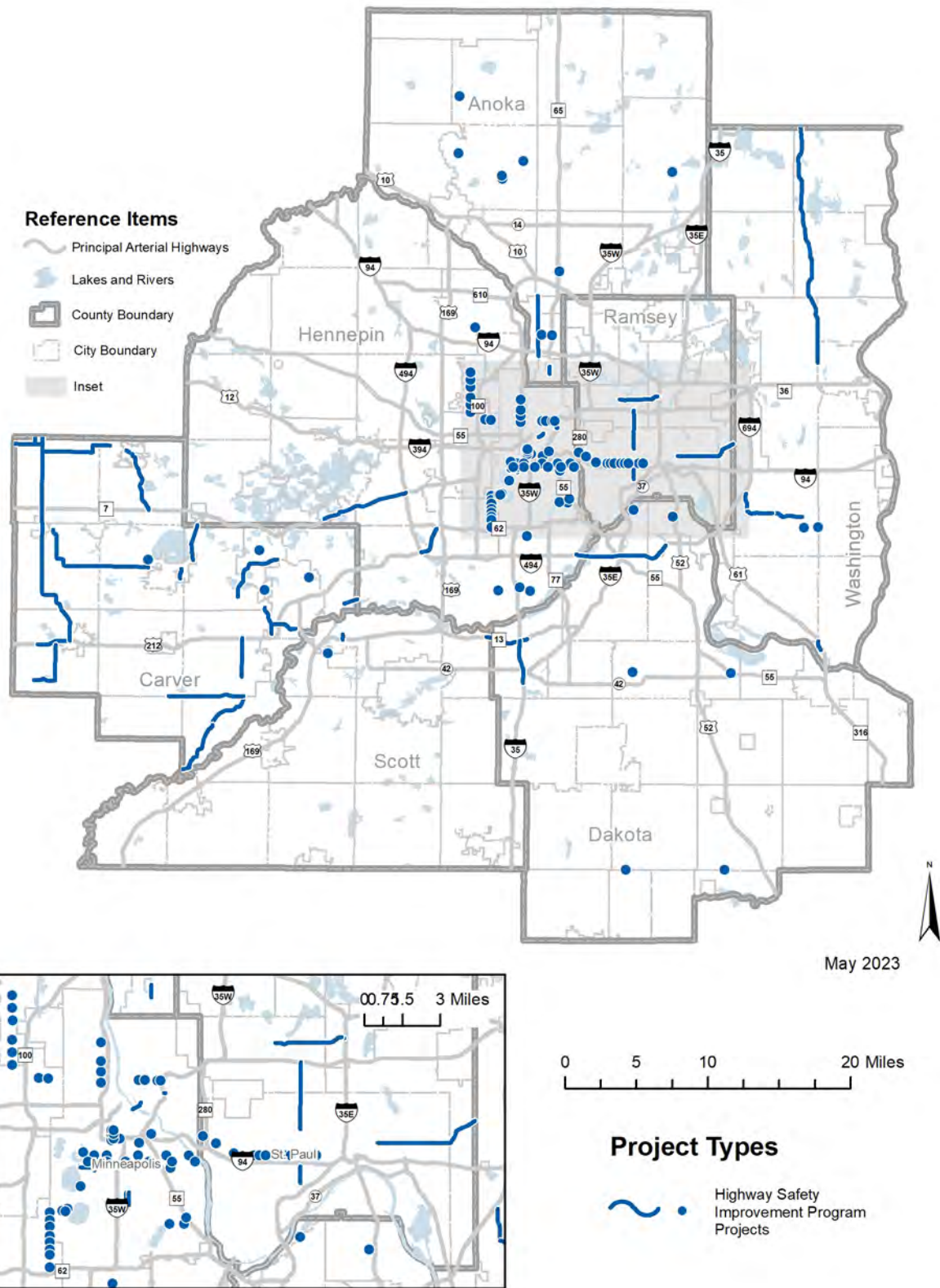


Figure 6: 2020 and 2022 HSIP Regional Solicitation Selected Projects

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 IJA 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 2024 to 2027 closely match the funds available as shown in Table 14, and the highway project program costs identified in Table 19 for State Fiscal Year 2024 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 2024 have a total value of approximately \$449 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 2024-2027 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) 2024-2027

Source	Total	Federal	State	Other (+ Bonds)	AC**
CMAQ	149.6	115.7	0	33.8	0
TAP	59.9	35.7	0	24.2	0
STP	1219.8	602.2	67.2	550.4	17.6
Bridge Funding Program	69.6	63.4	6.1	0.2	0
Carbon Reduction Prog	59.7	31.9	0	27.9	1.5
PROTECT	48.1	39.2	3.3	5.5	0
NHPP	848.2	714.6	123.3	10.3	94.2
NHFP	30	26.6	0	3.4	0
HPP	151.8	40.8	0	111	0
100% State Funded (MN)	342.5	0	338.8	3.8	0
HSIP	162.9	116.7	4.9	41.3	1.1
Bond Proj with no Fed \$\$	96	0	0	96	0
Misc Fed	72.1	53.5	1.9	16.8	5
Wisconsin Projects	0	0	0	0	0
TOTAL	3305.2	1835.2	545.5	924.6	119.4

Table 19: Distribution of Federal Highway, State Trunk Highway and Matching Funds (in millions) 2024 Annual Element

Source	Total	Federal	State	Other (+ Bonds)	AC**
CMAQ	40.9	29.8	0	11.1	0
TAP	42.2	25.1	0	17.1	0
STP	318.7	147.4	3.9	167.5	14
Bridge Funding Program	7.6	6.6	1	0	0
Carbon Reduction Prog	26.8	8.2	0	18.6	1.5
PROTECT	19.1	16.1	1.1	1.9	0
NHPP	180.7	157.2	20.1	3.3	0.5
NHFP	6.4	5.5	0	0.9	0
HPP	98.3	15.2	0	83.1	0
100% State Funded (MN)	115.5	0	115.4	0	0.2
HSIP	43.5	28.8	1	13.8	1.1
Bond Proj with no Fed \$\$	0	0	0	0	0
Misc Fed	22.9	17.6	0.3	5	0
Wisconsin Projects	0	0	0	0	0
TOTAL	922.6	457.5	142.8	322.3	17.3

**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 2020 through 2029. 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 2024-2027 TIP, cost, and status of each. In recent years, major projects obligated (and, therefore, not included in this TIP) included:

- [I-94 Oakdale to St. Croix long term pavement preservation project](#) includes safety and traffic flow improvements. Construction started in 2022 with completion expected in 2024. (Project 3 on Table 20)
- [MN 52 Hampton project extends the pavement life](#). Construction began in 2022 and completion is expected in 2024. (Project 9 on Table 20)
- [Conversion of US 169 in Elk River to a Freeway](#). Construction started in 2022 and completion is expected in 2024. (Project 4 on Table 20)
- [I-494 MnPASS and Directional Ramp](#) includes MnPASS lane and interchange work.
- [US 10 interchange construction at CSAH 56 \(Ramsey Blvd NW\) and CSAH 57 \(Sunfish Lake Blvd NW\) in Ramsey](#) over BNSF railway and adjacent frontage roads. Construction started in 2023 and completion is expected in 2025. (Project 11 on Table 20)
- [US 10 bridge replacement and reconstruction of MN 47 / US 169 / Ferry Street interchange, auxiliary lanes, noisewalls, ADA improvements](#). Construction started in 2022 and completion is scheduled in 2024. (Project 2 on Table 20)
- [Metro E Line Arterial Bus Rapid Transit](#) is targeted to open in 2025. (Project 20 on Table 21)

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

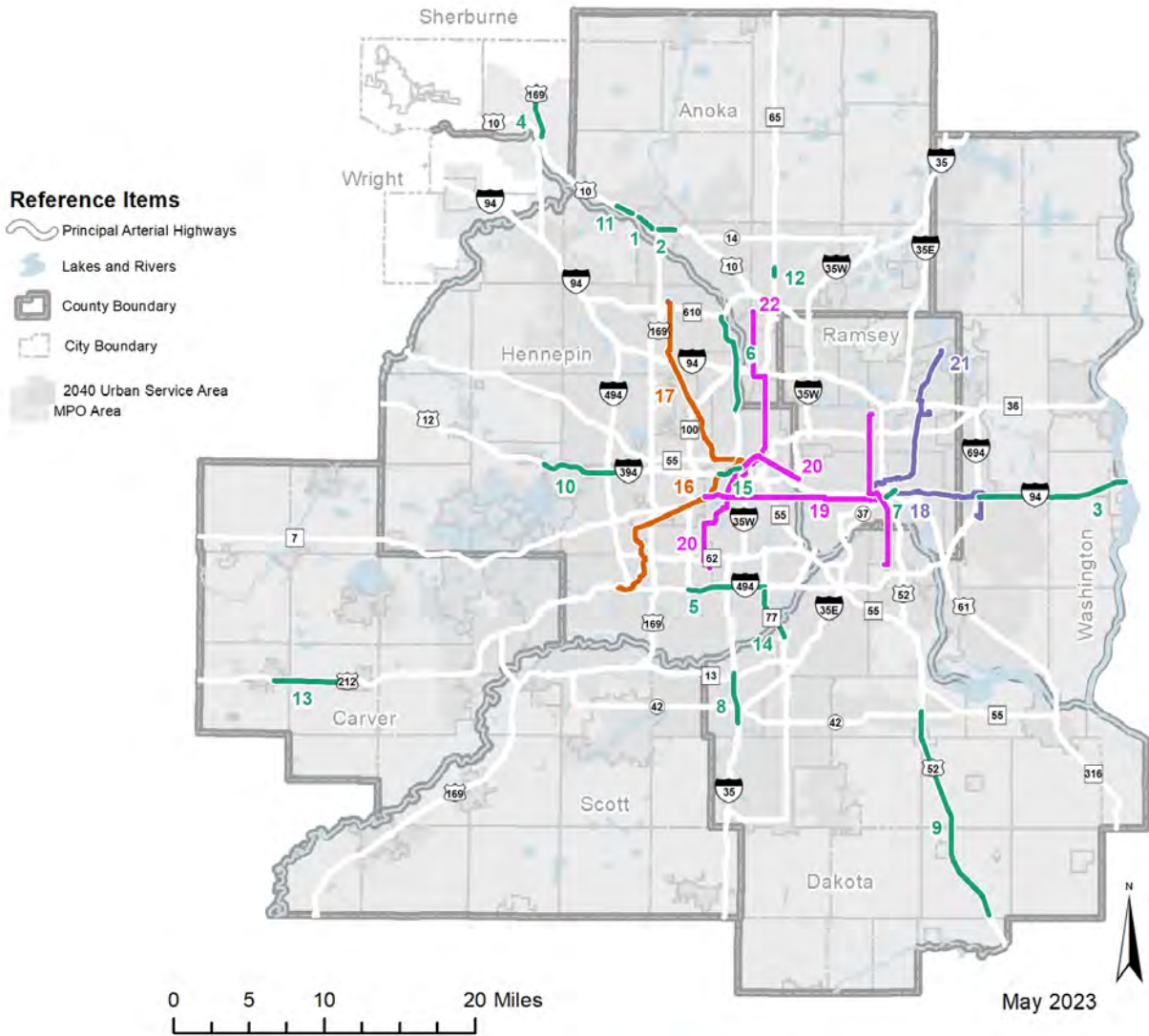
- [Bridge Rehabilitation on Minnesota Highway 65 at 3rd Avenue South over the Mississippi River in Minneapolis](#). Construction was completed in 2023.
- [Metro D Line Arterial Bus Rapid Transit](#) is in operation.

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

- Maintenance and reconstruction on five bridges on Minnesota 77 in Bloomington

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

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Roadways

1. US 10/US 169
2. US 10
3. I-94 Oakdale to St. Croix River
4. US 169 in Elk River
5. I-494 MnPASS and Directional Ramp
6. MN 252 and I-94
7. Kellogg Ave/3rd St Bridge
8. I-35W/ MN 13
9. US 52
10. US 12
11. US 10 Interchanges in Ramsey
12. MN 65 Grade Separations in Blaine
13. US 212 Expansion in Benton Township
14. MN 77 Bridges Rehabilitation in Bloomington
15. I-394 and I-94 Bridges Rehab

Light Rail Transit

16. METRO Green Line Extension
17. METRO Blue Line Extension

Bus Rapid Transit

18. METRO Gold Line BRT
19. METRO Purple Line BRT

Arterial Bus Rapid Transit

20. METRO B Line (Lake/Marshall/Selby) Arterial BRT
21. METRO E Line (Hennepin/France) Arterial BRT
22. METRO F Line (Central/University) Arterial BRT
23. METRO G Line (Rice/Robert) Arterial BRT

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: 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: 2022. Construction Complete: 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: 2023. Construction Complete: 2025
6. MN 252 and I-94 (2748-65; 110-010-010)	TBD	2027	MN 610 to Dowling Avenue. Convert MN 252 to Freeway and install MnPASS lanes The two project lines total \$128,215,015 in the TIP.
7. Kellogg Ave / 3rd Street (164-158-028)	\$60,737,180	2024	MSAS 158 (Kellogg/3 rd St) from Broadway St to near Maria Ave in St. Paul – Replace bridges Construction Start: 2024. Construction Complete: 2025/2026
8. I-35W Construction in Burnsville (1981-140)	\$99,447,000	2025	Resurface and replacement of three bridges Construction Start: 2025. Construction Complete: 2026
9. US 52 in Rosemount and Hampton (1906-71)	\$60,000,000	2023	Concrete surfacing, drainage, cable median guardrail, and bridge repair Construction Start: 2023. Construction Complete: 2024

Project	Cost Estimates	Year of Last SP#	Project Status/Comments
10. US 12 Pavement (2713-129)	50,081,000	2026	In Orono and Minnetonka – Pavement rehab, lighting, drainage improvements, ADA, pier protection Construction Start: 2026. Construction Complete: 2027.
11. US 10 Interchanges in Ramsey	\$91,500,000	2023	New US 10 interchange at Ramsey Blvd NW and Sunfish Lake Blvd over BNSF railway in Ramsey Construction Start: 2023. Construction Complete: 2025
12. MN 65 Grade Separations in Blaine	\$46,160,028	2027	Grade separation and frontage road on Minnesota 65 (Central Ave) at CSAH 12 (109th Ave) and 105th Ave in Blaine Construction Start: 2027. Construction Complete: TBD
13. US 212 Lane Expansion / Overpass in Benton Township	\$71,000,000	2024	Lane expansion including a new overpass at CSAH 51 with right-in/right-out access Construction start: 2024 Construction Complete: 2026
14. MN 77 Bridge Rehabilitation (2758-75)	\$50,372,000	2026	Maintenance and reconstruction on five bridges on Minnesota 77 in Bloomington Construction start: 2026 Construction Complete: 2027
15. I-394 and I-94 Bridge Rehab (2789-174)	\$69,739,000	2025	Rehabilitation of 25 bridges on I-394 and six bridges on I-94 in Minneapolis Construction start: 2025 Construction Complete: 2027

Table 21: Status of Major Transit Capital Projects

Project Title	Last TIP Included In	Cost Estimate	Federal Participation	Project Status
16. METRO Green Line Extension (TRF-TCMT-22AG, TRF-TCMT-23D, TRF-TCMT-24V, TRF-TCMT-25S, TRF-TCMT-26, TRF-TCMT-27J)	Current	\$2,283,000,000	\$928,800,000	Construction; Target Opening 2027
17. METRO Blue Line Extension (TRF-TCMT-25A, TRF-TCMT-26A, TRF-TCMT-27S)	Current	\$1,536,000,000	\$752,700,000	Engineering; Target Opening TBD
18. METRO Gold Line BRT (TRS-TCMT-24B, TRF-TCMT-25E, TRF-TCMT-26W, TRS-TCMT-27Y)	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
19. METRO Purple Line BRT (TRS-TCMT-26AA)	Current	\$445,000,000	\$218,000,000	Entered project development in 2021; Target Opening TBD.
20. METRO B Line (Lake/Marshall/Selby) Arterial BRT (TRS-TCMT-20A, TRS-TCMT-22B)	2022-2025	\$65,000,000	\$28,000,000	Construction Starting Spring 2023; Target Opening 2024
21. METRO E Line (Hennepin/France Avenue) Arterial BRT (TRS-TCMT-21A, TRS-TCMT-23B)	2023-2026	\$68,400,000	\$24,800,000	Engineering; Target Opening 2025
22. METRO F Line (Central Ave) Arterial BRT (TRS-TCMT-25B)	Current	\$98,000,000	\$78,400,000	Planning; Target Opening 2026
23. METRO G Line (Rice/Robert) Arterial BRT (TRS-TCMT-26B)	Current	\$82,200,000	\$25,000,000	Planning; Target Opening 2027

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 ("parent") 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

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

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.
RS	Regionally significant projects are denoted with "RS" in this column.

MnDOT Metro District Construction Projects

2024-2027 Parent Projects

This table will be included in the final TIP.

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Twin Cities Metropolitan Area
2024 - 2027 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:	RS:
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 027-603-075PRO, 2724-130)	5,374,000	2,959,200	0	0	2,414,800	HENNEPIN COUNTY	
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	
2024	N/A		164-080-020	TR	ELECTRIC VEHICLE NETWORK EXPANSION	1,822,500	1,440,000	0	0	382,500	SAINT PAUL	
2024	N/A		TRS-TCMT-24D	TM	CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VANPOOLS, CARPOOL 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	
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	
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	
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	RS
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	
2024	TRANSIT		TRS-TCMT-24H	TR	DEVELOPMENT OF REGIONAL MOBILITY HUBS AT BROOKLYN CENTER TC, SUN RAY TC, MAPLEWOOD MALL TC, AND OTHER TRANSIT AREAS	2,000,000	1,600,000	0	0	400,000	MET COUNCIL-MT	
2024	TRANSIT		TRS-TCMT-24M	TR	OPERATING FUNDS FOR NEW SHAKOPEE-BROOKLYN CENTER ST EXPRESS ROUTE	5,372,390	4,297,912	0	0	1,074,478	MVTA	
2024	TRANSIT		TRS-TCMT-24N	TR	OPERATING FUNDS FOR NEW RICE STREET EXPRESS ROUTE	3,515,975	2,812,780	0	0	703,195	MVTA	
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	

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2025		CSAH 53	062-653-018	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	
2025		N/A	TRS-TCMT-25A	TM	CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VANPOOLS, CARPOOL 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	
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	
2025		TRANSIT	TRS-TCMT-25B	TR	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	
2026		CSAH 152	141-020-134	TM	VARIOUS LOCATIONS ALONG CSAH 152 (CEDAR AVE IN MPLS - UPGRADE TRAFFIC MANAGEMENT SYSTEMS, ITS, CCTV AND FIBER OPTIC CABLE	3,240,000	2,400,000	0	0	840,000	MINNEAPOLIS	
2026		CSAH 18	010-030-011	TM	CSAH 18 (LYMAN BLVD) FROM CSAH 15 (GALPIN BLVD) TO CSAH 101 (GREAT PLAINS BLVD), CSAH 14 (PIONEER TRAIL) FROM MSAS 127 (VILLAGE RD) TO CSAH 101 (GREAT PLAINS BLVD) AND CSAH 59 (MAIN ST E) FROM MN5 TO CSAH 10 (ENGLER BLVD) IN CHANHASSEN, CHASKA, WACONIA - ADD AND UPGRADE TRAFFIC MANAGEMENT(ATMS) AND INTELLIGENT TRANSPORTATION SYSTEMS (ITS)	2,700,000	2,000,000	0	0	700,000	CARVER COUNTY	
2026		N/A	TRS-TCMT-26D	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	2,625,000	2,100,000	0	0	525,000	MET COUNCIL-MT	
2026		TRANSIT	TRS-TCMT-26A	TR	PROVIDE OPERATING FUNDS AND CAPITAL DOLLARS TO PURCHASE UP TO 12 ACCESSIBLE AND/OR ELECTRIC VEHICLES FOR SW PRIME SERVICE BETWEEN SWT SERVICE AREA AND MINNETONKA, HOPKINS, EDINA, EXCELSIOR, ST LOUIS PARK AND PLYMOUTH	7,000,000	5,600,000	0	0	1,400,000	SW TRANSIT	

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2026	TRANSIT		TRS-TCMT-26B	TR	ROBERT ST AND RICE ST BUS RAPID TRANSIT – PURCHASE 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	
2026	TRANSIT		TRS-TCMT-26C	TR	OPERATE ROUTE 3 SERVICE IMPROVEMENT	8,400,014	6,720,011	0	0	1,680,003	MET COUNCIL-MT	
2027	CSAH 31		164-020-169	TM	CSAH 31 (MARYLAND AVE) FROM CSAH 53 (DALE ST) TO CSAH 65 (WHITE BEAR AVE) IN ST PAUL - TRAFFIC SIGNAL REPLACEMENT AND REVISIONS, FIBER OPTIC INTERCONNECT, CCTV CAMERAS	3,193,300	2,322,400	0	0	870,900	SAINT PAUL	
2027	N/A		TRS-TCMT-27	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	2,625,000	2,100,000	0	0	525,000	MET COUNCIL-MT	
Totals						149,560,669	115,736,502	0	0	33,824,167		

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Twin Cities Metropolitan Area
2024 - 2027 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:	RS:
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	
2024	CSAH	40	027-640-008	BT CSAH 40 (GLENWOOD AVE) FROM PENN AVE (CSAH 2) TO BRYANT AVE IN MPLS - PEDESTRIAN RAMPS AND SIGNAL MODIFICATION	1,660,000	1,000,000	0	0	660,000	HENNEPIN COUNTY	
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	
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	
2024	LOCAL		027-090-026	BT MIDTOWN GREENWAY BETWEEN GARFIELD AVE AND HARRIET AVE IN MPLS - CONSTRUCT MULTI-USE TRAIL, RETAINING WALLS, ADA	1,800,000	1,120,000	0	0	680,000	HENNEPIN COUNTY	
2024	LOCAL		110-103-017	BT 63RD AVE FROM MENDELSSOHN AVE TO BOONE AVE IN BROOKLYN PARK - CONSTRUCT TRAIL AND MILL AND OVERLAY	1,455,000	744,000	0	0	711,000	BROOKLYN PARK	
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	
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	
2024	Local		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	
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	
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	

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
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	
2024	Local		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	
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	
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	
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 COUNCIL-MT	
2024	MN 41		010-591-002	BT	MN 41 (CHESTNUT ST) JUST NORTH OF CSAH 10 (ENGLER BLVD) IN CHASKA - CONSTRUCT PEDESTRIAN UNDERPASS (ASSOCIATE TO 1008-106, 1008-106A, 010-610-056 AND 010-610-056PRO)	1,600,000	933,360	0	0	666,640	CHASKA	
2024	MSAS 216		164-216-021	BT	BURNS AVE (MSAS 216) AND SUBURBAN AVE (MSAS 290) 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	
2024	MSAS 236		185-236-003	BT	MULTI-USE TRAIL ALONG W SIDE OF GREENWAY AVE N (MSAS 236) FROM HUDSON BLVD TO 7TH ST N IN OAKDALE - CONSTRUCT SIDEWALK AND PEDESTRIAN RAMPS	540,000	400,000	0	0	140,000	OAKDALE	
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	
2025	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	
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	
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	

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2026	LOCAL		086-090-XXX	BT	CONSTRUCT CROW RIVER REGIONAL TRAIL PHASE 2 BETWEEN ROCKFORD AND HANOVER	898,777	719,021	0	0	179,756	WRIGHT COUNTY	
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	
Totals						59,917,212	35,749,373	0	0	24,167,839		

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Twin Cities Metropolitan Area
2024 - 2027 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:	RS:
2024	999		8825-1126	SC	DISTRICTWIDE - REPLACE OVERHEAD SIGN STRUCTURES AND MODIFY/REPLACE TRAFFIC BARRIERS AT MULTIPLE SITES IN METRO	2,000,000	1,628,400	0	371,600	0	MNDOT	
2024	999		8825-1132	PM	**IDIQ**: DISTRICTWIDE BITUMINOUS PAVEMENT CRACK TREATMENTS (\$1.113M MINIMUM, \$4M MAXIMUM, CONTRACT EXPIRATION 2/28/26) (PREVENTIVE MAINTENANCE FUNDS)	1,113,000	906,205	0	206,795	0	MNDOT	
2024	999		8825-1143	PM	DISTRICTWIDE - CONCRETE PAVEMENT REHAB (PREVENTIVE MAINTENANCE FUNDS)	3,131,000	2,549,260	0	581,740	0	MNDOT	
2024	999		8825-1147	PM	**IDIQ**: DISTRICTWIDE ULTRA-THIN BONDED WEAR COURSE (UTBWC) (MINIMUM \$2.457M, MAXIMUM \$4M, CONTRACT EXPIRATION 2/28/2026) (PREVENTIVE MAINTENANCE FUNDS)	2,457,000	2,000,489	0	456,511	0	MNDOT	
2024	999		8825-1155	SC	DISTRICTWIDE - REPLACE OVERHEAD SIGN STRUCTURES AND MODIFY/REPLACE TRAFFIC BARRIERS AT MULTIPLE SITES IN METRO	2,000,000	1,628,400	0	371,600	0	MNDOT	
2024	999		8825-773	SC	DISTRICTWIDE - AT MN62 AND MN3, 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	421,000	342,778	0	78,222	0	MNDOT	
2024	999		8825-820	TM	METROWIDE - REPLACE DYNAMIC MESSAGE SIGNS AND CABLES	925,000	753,135	0	171,865	0	MNDOT	
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, 1008-106A, 010-591-002 AND 010-610-056PRO)	7,552,000	5,289,600	0	0	2,262,400	CARVER COUNTY	RS
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	
2024	CSAH 13		071-613-012AC	MC	**AC**: SHERBURNE CSAH 13, LINE AVE TO TYLER ST IN ELK RIVER, CONSTRUCT ROUND-A-BOUT (PAYBACK 1 OF 1)(ASSOCIATED SP 204-020-007)	1,031,000	1,031,000	0	0	0	SHERBURNE COUNTY	

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2024	CSAH 158	027-758-006	BR	**AC**:	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, 120-020-044 AND 120-020-044PRO) (AC PROJECT, PAYBACK IN FY28)	13,400,000	4,701,826	2,298,174	0	6,400,000	HENNEPIN COUNTY	
2024	CSAH 158	120-020-044	MC		CSAH 158 (VERNON AVE) AT MN 100 IN EDINA-RECONSTRUCT, MULTI-USE PATHS, SIGNALS, LIGHTING, ADA (ASSOCIATE TO 027-758-006, 120-020-044PRO AND 2734-56)	4,711,746	3,845,200	0	0	866,546	EDINA	
2024	CSAH 2	002-602-015	BT		CSAH 2 (44TH AVE NW) FROM CSAH 1 (EAST RIVER RD) TO MAIN ST IN FRIDLEY - CONSTRUCT MULTIUSE TRAIL AND MODIFY BRIDGE 02523 (ASSOCIATE TO 002-602-015CRP)	929,337	714,874	0	0	214,463	ANOKA COUNTY	
2024	CSAH 26	019-626-031	MC	**AC**PR**:	CSAH 26 (LONE OAK RD) FROM MN 13 TO CSAH 31 (PILOT KNOB)-RECONSTRUCT, TRAIL AND CSAH 31 (PILOT KNOB RD) TO I-35E INTERCHANGE IN EAGAN - FOUR-TO-THREE LANE CONVERSION, MILL AND OVERLAY, SIGNALS (AC PROJECT, PAYBACK IN FY26)	6,415,200	0	4,740,000	0	1,675,200	DAKOTA COUNTY	RS
2024	CSAH 3	027-603-080	RC	**AC**:	CSAH 3 (LAKE ST) FROM MSAS 170 (DUPONT AVE) TO MSAS 326 (21ST AVE S) IN MPLS - APS, PEDESTRIAN RAMPS (AC PROJECT, PAYBACK IN FY25) (ASSOCIATE TO 027-603-080CRP, 027-603-081, 027-603-079)	1,054,212	0	494,540	0	559,672	HENNEPIN COUNTY	
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	15,027,808	8,000,000	0	0	7,027,808	INVER GROVE HEIGHTS	
2024	CSAH 49	002-649-003	MC		CSAH 49 (HODGSON RD) AT CSAH 32/CSAH 1 (ASH ST) IN LINO LAKES AND SHOREVIEW - ROUNDABOUT, RECONSTRUCTION, TURN LANES, SHARED USE PATH, LIGHTING (ASSOCIATE TO 002-649-003PRO)	3,462,038	2,663,106	0	0	798,932	ANOKA COUNTY	

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
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 (ASSOCIATE TO 027-605-033PRO)	17,168,000	5,934,400	0	0	11,233,600	HENNEPIN COUNTY	
2024	CSAH 63		019-663-008	BT	CSAH 63 (DELAWARE AVE) FROM MN62 TO MSAS 122 (MARIE AVE) IN WEST ST PAUL AND MENDOTA HEIGHTS - MULTIUSE TRAIL, AND PED CROSSING MEDIAN, LIGHTING AND RRFB	1,340,000	600,000	0	0	740,000	DAKOTA COUNTY	
2024	LOCAL		019-090-025	BT	MSAS 104 (140TH ST W) AT CSAH 23 (CEDAR AVE) IN APPLE VALLEY - PEDESTRIAN/BICYCLE OVERPASS, MULTIUSE TRAIL	2,986,706	2,000,000	0	0	986,706	DAKOTA COUNTY	
2024	LOCAL		091-090-090	BT	EAST BANK TRAIL FROM GRACO PARK TO BOOM ISLAND PARK IN MPLS - UNDERPASS UNDER PLYMOUTH AVE, BRIDGE, SAFETY IMPROVEMENTS	3,328,000	2,560,000	0	0	768,000	MINNEAPOLIS PARK & RECREATION	
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	
2024	MN 101		2736-46	RS	MN101 (W 192ND AVE), FROM MN 5 (W 78TH ST) TO CSAH 62 (TOWNLINE RD) IN CHANHASSEN/EDEN PRAIRIE - MILL AND OVERLAY, DRAINAGE AND ADA IMPROVEMENTS	1,887,000	1,399,610	0	319,390	168,000	MNDOT	
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	2,183,000	1,569,778	0	358,222	255,000	MNDOT	
2024	MN 55		1910-63	TM	MN55, FROM COURTHOUSE BLVD IN ROSEMOUNT TO 145TH ST E IN HASTINGS AND ON MN 95 (ST CROIX TRAIL) FROM MN 36 IN OAK PARK HEIGHTS TO I94 IN LAKELAND - INSTALL TRAFFIC MANAGEMENT SYSTEM	1,000,000	814,200	0	185,800	0	MNDOT	
2024	MN 55		2724-130	SC	MN 55 (HIAWATHA), INTERSECTION OF MN 55 (HIAWATHA) RAMPS AND LAKE ST IN MPLS - RECONSTRUCT INTERSECTION (ASSOCIATE TO 027-603-075 AND 027-603-075PRO)	1,250,000	1,000,000	0	250,000	0	MNDOT	

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2024		MN 65	0208-173	RC	MN65 FROM CSAH 10 (MOUNDS VIEW BLVD) IN SPRING LK PK TO KLONDIKE DR IN EAST BETHEL- CROSSOVER CONSTRUCTION AND DRAINAGE	2,727,000	2,220,323	0	506,677	0	MNDOT	
2024		MN 65	106-010-020	MC	**MN291**PRS**: MN 65 (CENTRAL AVE NE) AT 99TH AVE (MSAS 101) IN BLAINE- GRADE SEPARATION, IMPROVE FRONTAGE ROAD CONFIGURATIONS, PEDESTRIAN FACILITIES	32,184,000	12,000,000	0	0	20,184,000	BLAINE	RS
2024		MSAS 143	189-143-001	MC	**MN293**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)	22,261,000	9,750,000	0	0	12,511,000	MAPLE GROVE	RS
2024		MSAS 158	164-158-028	BR	**AC**: MSAS 158 (KELLOGG/3RD ST) FROM BROADWAY ST TO 0.04 MI W OF MARIA AVE IN ST PAUL - REPLACE BRIDGE NOS. 62080 AND 62080A WITH NEW BRIDGE 62666 INCLUDING APPROACH ROADWAYS AND INTERSECTIONS (AC PROJECT, PAYBACK FY28) (ASSOCIATE TO 164-158-028PRO)	66,157,180	2,015,400	3,720,600	0	60,421,180	SAINT PAUL	
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)	2,933,000	1,466,000	0	0	1,467,000	MET COUNCIL	
2024		TRANSIT	141-080-053	TR	5TH ST TRANSIT CENTER IN MPLS - MODERNIZATION OF RAMP B, TRANSIT OPERATIONS	2,486,799	1,989,439	0	0	497,360	MINNEAPOLIS	
2024		TRANSIT	TRS-TCMT-24J	TR	RENOVATE METRO BLUE LINE 38TH STREET STATION	6,420,000	5,136,000	0	0	1,284,000	MET COUNCIL-MT	
2024		TRANSIT	TRS-TCMT-24K	TR	TECHNOLOGY, ADA ENHANCEMENTS, REAL-TIME INFORMATION, WAYFINDING, BUS STOP BEACONS, SMART LIGHTING, TEXT-TO-SPEECH, AND ANNUNCIATORS	625,000	500,000	0	0	125,000	MVTA	
2024		TRANSIT	TRS-TCMT-24L	TR	APPLE VALLEY TRANSIT STATION MODERNIZATION. OPERATOR TRAINING LOT, CONNECT SERVICE DESIGNATED SERVICE AREA, CUSTOMER AMENITIES, AND TECHNOLOGY IMPROVEMENTS	5,000,000	4,000,000	0	0	1,000,000	MVTA	

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2024	US 10		002-596-026FAC	MC	**AC**PR**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	RS
2024	US 212		010-596-013	SC	**AC**PR**: US 212 AT CSAH 51 (CR 51) IN BENTON TOWNSHIP-CONSTRUCTION OF OVERPASS WITH RIGHT IN RIGHT OUT ACCESS (ASSOCIATE TO 010-596-013F, 1013-77 AND 010-596-013PRO) (AC PROJECT, PAYBACK IN FY25)	5,058,000	0	2,746,400	0	2,311,600	CARVER COUNTY	RS
2024	US 212		010-596-013F	SC	**PR**SPPF**INFRA**MN269**MN289**: US 212 FROM CSAH 34 (TACOMA AVE) TO WESTERN JCT OF CSAH 36 (LAKE ST W) IN BENTON TOWNSHIP-RECONSTRUCT AND EXPAND FROM A 2-LANE TO A 4-LANE DIVIDED HIGHWAY, REDUCED CONFLICT INTERSECTIONS AND OVERPASS WITH RIGHT IN RIGHT OUT ACCESS (ASSOCIATE TO 010-596-013, 1013-77 AND 010-596-013PRO)	31,000,000	24,000,000	0	0	7,000,000	CARVER COUNTY	RS
2024	US 212		1013-77	SC	**B2021**PR**: US 212 FROM CSAH 34 (TACOMA AVE) TO WESTERN JCT OF CSAH 36 (LAKE ST W) IN BENTON TOWNSHIP-RECONSTRUCT AND EXPAND FROM A 2-LANE TO A 4-LANE DIVIDED HIGHWAY, REDUCED CONFLICT INTERSECTIONS AND OVERPASS WITH RIGHT IN RIGHT OUT ACCESS (ASSOCIATE TO 010-596-013, 010-596-013F AND 010-596-013PRO)	34,000,000	9,000,000	0	0	25,000,000	MNDOT	RS
2025	999		880M-CA-25	CA	DISTRICTWIDE SETASIDE - EXTERNAL CONSULTANTS - 2025	22,000,000	5,000,000	0	17,000,000	0	MNDOT	
2025	999		880M-PM-25	PM	DISTRICTWIDE SETASIDE - PREVENTIVE MAINTENANCE - 2025	5,000,000	4,071,000	0	929,000	0	MNDOT	
2025	999		880M-SS-25	MA	DISTRICTWIDE SETASIDE - SYSTEM SUPPORT - 2025	6,611,000	814,200	0	5,796,800	0	MNDOT	
2025	999		8825-710	TM	METROWIDE - REPLACE DYNAMIC MESSAGE SIGNS	925,000	753,135	0	171,865	0	MNDOT	
2025	CSAH 10		027-610-034	BR	**LONSYS**: CSAH 10 (BASS LK RD) OVER TWIN LAKES INLET IN BROOKLYN CENTER AND CRYSTAL - REPLACE BRIDGE #91131, APPROACHES, SIDEWALK, ADA	1,378,000	1,040,000	0	0	338,000	HENNEPIN COUNTY	
2025	CSAH 103		110-020-041	MC	**PR**: 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	RS

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
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	11,300,000	7,000,000	0	0	4,300,000	HENNEPIN COUNTY	
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	RS
2025	CSAH 3		027-603-080AC	RC	**AC**: CSAH 3 (LAKE ST) FROM MSAS 170 (DUPONT AVE) TO MSAS 326 (21ST AVE S) IN MPLS - APS, PEDESTRIAN RAMPS (AC PAYBACK 1 OF 1)	494,540	494,540	0	0	0	HENNEPIN COUNTY	
2025	CSAH 49		062-649-055	MC	CSAH 49 (RICE ST) FROM CSAH 33 (W PENNSYLVANIA AVE) TO WHEELLOCK PARKWAY IN ST PAUL - RECONSTRUCTION, ADA, SIGNALS, MULTI-USE TRAIL, SIDEWALKS	38,902,000	7,000,000	0	0	31,902,000	RAMSEY COUNTY	
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 (ASSOCIATE TO 027-605-034)	15,160,200	7,000,000	0	0	8,160,200	HENNEPIN COUNTY	
2025	CSAH 5		027-605-034	MC	**PRS**: CSAH 5 (FRANKLIN AVE) FROM CSAH 22 (LYNDALE AVE S) TO 250 FT W OF BLAISDELL AVE S IN MPLS - RECONSTRUCTION, 4 LANE TO 2 LANE ROADWAY, PED AND BIKE IMPROVEMENTS, ADA, STREETSCAPE (ASSOCIATE TO 027-605-032)	4,091,600	3,088,000	0	0	1,003,600	HENNEPIN COUNTY	RS
2025	CSAH 60		062-660-014	MC	CSAH 60 (OTTER LK RD)/CR 81 FROM CSAH 59/CSAH 21 (CENTERVILLE RD) TO CSAH 60 (OTTER LK RD)/22ND AVE S IN NORTH OAKS, LINO LAKES, WHITE BEAR TOWNSHIP - RECONSTRUCT INTERCHANGE AT I35, ROUNDABOUTS, BRIDGE, TRAIL	15,422,713	10,000,000	0	0	5,422,713	RAMSEY COUNTY	
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	

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2025	CSAH 9		070-609-010	MC	**PRS**: CSAH 9 (QUAKER AVE), MN 282 (2ND ST W), AND US 169 (JOHNSON MEMORIAL DR) IN JORDAN - CONSTRUCT INTERCHANGE AT US 169, ROUNDABOUTS, SIGNALS, REHAB BR 6802, 8840 AND 70509, NEW BR 70052, 70556 AND 70J68 (ASSOCIATE TO 070-609-010R, 246-090-001, 7008-112)	18,100,000	7,000,000	0	0	11,100,000	SCOTT COUNTY	RS
2025	HIGHWAY		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	
2025	LOCAL		091-090-093	BT	NINE MILE CREEK TRAIL FROM MN RIVER BLUFFS TRAIL TO 7TH ST S IN HOPKINS - RECONSTRUCT MULTIUSE TRAIL (ASSOCIATE TO 091-090-093CRP)	212,000	160,000	0	0	52,000	THREE RIVERS PARK DISTRICT	
2025	LOCAL		204-133-005	LP	US 10, RECONSTRUCT YALE COURT NW & TWIN LAKES RD TO INTERSECTION WITH US 10 IN ELK RIVER (ASSOCIATED TO 204-133-005, 204-143-001)	5,240,000	2,000,000	0	0	3,240,000	SHERBURNE COUNTY	
2025	LOCAL		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		SAINT MICHAEL	
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	1,642,000	1,052,761	0	240,239	349,000	MNDOT	
2025	MN 3		164-010-081	RC	MN3 (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)	8,740,000	6,000,000	0	0	2,740,000	SAINT PAUL	
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	
2025	MN 47		0205-110	DR	MN47 (UNIVERSITY AVE), FROM 37TH AVE IN COLUMBIA HEIGHTS TO US10 IN COON RAPIDS - REPAIR/REPLACE DRAINAGE (ASSOCIATED TO 0205-110S) (TIE TO 0207-125)	443,000	360,691	0	82,309	0	MNDOT	

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
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	RS
2025	MN 5		010-611-025	MC	MN 5 (ARBORETUM BLVD) AT CSAH 11 (VICTORIA DR) IN VICTORIA - ROUNDABOUT	3,180,000	2,400,000	0	0	780,000	CARVER COUNTY	
2025	MN 913A		1901-195	RS	MN913A (SIBLEY MEMORIAL HWY) FROM JCT MN13 TO JCT MN13 IN MENDOTA HEIGHTS - MILL AND OVERLAY AND DRAINAGE	2,473,000	2,013,517	0	459,483	0	MNDOT	
2025	MN 97		8201-21	RS	MN 97 (SCANDIA TRAIL N), FROM 0.24 MI E I35 TO US61 (FOREST BLVD N) IN FOREST LAKE - RECONSTRUCT PAVEMENT, TRAIL (ASSOCIATE TO 8201-21S)	13,286,000	10,521,092	0	2,400,908	364,000	MNDOT	
2025	MSAS 100		166-100-004	MC	MSAS 100 (MARYSTOWN RD) FROM 600 FT N OF MSAS 104 (VIERLING DR) TO LUSITANO ST, US 169 EB AND WB RAMPS IN SHAKOPEE - RECONSTRUCTION, ROUNDABOUTS	4,933,203	3,723,172	0	0	1,210,031	SHAKOPEE	
2025	MSAS 106		110-106-007	RC	**AC**: MSAS 106 (109TH AVE N) FROM 0.1 MI W OF MSAS 137 (JEFFERSON HWY) TO 0.2 MI E CSAH 103 (WINNETKA AVE) IN BROOKLYN PARK AND CHAMPLIN- RECONSTRUCTION, TURN LANES, SIGNALS, SIDEWALK, ADA (AC PROJECT, PAYBACK IN FY26)	11,423,255	0	2,494,800	0	8,928,455	BROOKLYN PARK	
2025	TRANSIT		TRS-TCMT-25C	TR	RENOVATION OF METRO BLUE LINE LAKE ST/MIDTOWN STATION IN MPLS - LIGHT RAIL TRANSIT STATION AND TWO VERTICAL CIRCULATION BUILDINGS	8,750,000	7,000,000	0	0	1,750,000	MET COUNCIL-MT	
2025	US 169		7008-112	MC	**PRS**: US 169, 0.4 MI S OF MN 282 (2ND ST W)/CSAH 9 (QUAKER AVE) TO 0.2 MI N OF SYNDICATE ST IN JORDAN- CONSTRUCT INTERCHANGE AT CSAH 9 (QUAKER AVE), ROUNDABOUTS, SIGNALS, REHAB BR 6802, 8840 AND 70509, NEW BR 70052, 70556 AND 70J68 (ASSOCIATE TO 070-6)	10,000,000	8,000,000	0	0	2,000,000	MNDOT	RS
2025	US 212		010-596-013AC	SC	**AC**PRS**: US 212 AT CSAH 51 (CR 51) IN BENTON TOWNSHIP-CONSTRUCTION OF OVERPASS WITH RIGHT IN RIGHT OUT ACCESS (AC PAYBACK 1 OF 1)	2,746,400	2,746,400	0	0	0	CARVER COUNTY	RS

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2025		US 61	6221-107P	RS	US 61 (ARCADE ST) FROM E 7TH ST TO 0.2 MI S ROSELAWN AVE IN MAPLEWOOD AND ON MN 5 FROM E END BRIDGE 62703 TO MINNEHAHA AVE IN ST PAUL - IMPROVE PAVEMENT CONDITIONS, STORMWATER DRAINAGE, CORRIDOR SAFETY, WALKABILITY, TRAFFIC SIGNALS, LANDSCAPING, TRAILS, BUS STOPS, LIGHTING, AND SIDEWALK CURB RAMPS (ASSOCIATE TO 6221-107 AND 6221-107PRO)	11,875,000	8,367,200	0	2,091,800	1,416,000	MNDOT	
2026		999	880M-CA-26	CA	DISTRICTWIDE SETASIDE - EXTERNAL CONSULTANTS - 2026	22,500,000	5,000,000	0	17,500,000	0	MNDOT	
2026		999	880M-PM-26	PM	DISTRICTWIDE SETASIDE - PREVENTIVE MAINTENANCE - 2026	5,000,000	4,071,000	0	929,000	0	MNDOT	
2026		999	880M-STP-26	MC	METRO ATP SETASIDE FOR SURFACE TRANSPORTATION BLOCK GRANT PROGRAM PROJECTS (UNIQUE) YET TO BE SELECTED FOR FY2026	2,812,500	2,250,000	0	0	562,500	MET COUNCIL	
2026		999	8825-1013	TM	METROWIDE - REPLACE DYNAMIC MESSAGE SIGNS	925,000	753,135	0	171,865	0	MNDOT	
2026		CSAH 1	027-601-047	BR	**LONSYS**: CSAH 1 (PIONEER TRAIL) FROM HIGHVIEW DR TO SETTLEMENT DR IN EDEN PRAIRIE - REPLACE BRIDGE #27542 OVER HCCRA RAILROAD, APPROACHES, AND TRAIL	6,426,000	4,760,000	0	0	1,666,000	HENNEPIN COUNTY	
2026		CSAH 152	027-752-039	RC	CSAH 152 (CEDAR AVE) FROM CSAH 3 (LAKE ST) TO 24TH ST IN MPLS - RECONSTRUCTION, SAFETY IMPROVEMENTS, PEDESTRIAN IMPROVEMENTS, ADA, STREETSCAPE	7,473,600	5,536,000	0	0	1,937,600	HENNEPIN COUNTY	
2026		CSAH 26	019-626-031AC	MC	**AC**PRS**: CSAH 26 (LONE OAK RD) FROM MN 13 TO CSAH 31 (PILOT KNOB)- RECONSTRUCT, TRAIL AND CSAH 31 (PILOT KNOB RD) TO I-35E INTERCHANGE IN EAGAN - FOUR-TO-THREE LANE CONVERSION, MILL AND OVERLAY, SIGNALS (AC PAYBACK 1 OF 1)	4,740,000	4,740,000	0	0	0	DAKOTA COUNTY	RS
2026		CSAH 30	110-020-043	MC	CSAH 30 (93RD AVE N) FROM XYLON AVE TO CSAH 103 (W BROADWAY AVE) IN BROOKLYN PARK - UPGRADE TO A 4-LANE ROADWAY, SIGNAL, TRAIL, ADA	3,404,160	2,521,600	0	0	882,560	BROOKLYN PARK	
2026		CSAH 36	086-636-XXX	MC	**AC**RECONSTRUCT WRIGHT CSAH 36 FROM PALMGREN LANE NE TO MN 101 (PAYBACK IN 2027)	6,000,000	1,123,500	1,076,500	0	3,800,000	WRIGHT COUNTY	
2026		CSAH 5	082-605-019	BT	CSAH 5 (W OLIVE ST) FROM OWENS ST TO PINE TREE TRAIL IN STILLWATER - SIDEWALK CONSTRUCTION	540,000	400,000	0	0	140,000	WASHINGTON COUNTY	
2026		CSAH 61	027-661-058	RC	CSAH 61 (HEMLOCK LN) AT CSAH 130 (ELM CREEK BLVD) IN MAPLE GROVE - RECONSTRUCT INTERSECTION	2,505,600	1,856,000	0	0	649,600	HENNEPIN COUNTY	

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2026	LOCAL		141-591-016	BT	21ST AVE S FROM MSAS 241 (E 28TH ST/MIDTOWN GREENWAY TO E 43RD ST IN MPLS-PEDESTRIAN AND BICYCLE IMPROVEMENTS	1,489,158	1,000,000	0	0	489,158	MINNEAPOLIS	
2026	LOCAL		157-591-003	BT	73RD ST FROM MSAS 368 (BLOOMINGTON AVE S) TO MSAS 369 (CEDAR AVE S) IN RICHFIELD - MULTIUSE TRAIL	874,800	635,000	0	0	239,800	RICHFIELD	
2026	LOCAL		164-090-020	BT	POINT DOUGLAS REGIONAL TRAIL FROM CSAH 18 (BAILEY RD) TO BATTLE CREEK PARK ENTRANCE RD IN ST PAUL AND NEWPORT - CONSTRUCT MULTIUSE TRAIL	7,425,000	5,500,000	0	0	1,925,000	SAINT PAUL	
2026	MN 101		238-010-004	MC	MN 101 AT I94 IN ROGERS-INTERCHANGE RECONSTRUCTION TO DDI	9,153,000	6,780,000	0	0	2,373,000	ROGERS	
2026	MN 244		8219-26	RS	MN 244 (DELLWOOD/MAHTOMEDI AVE) FROM CR 12 (STILLWATER RD) IN MAHTOMEDI TO MN 96 (DELLWOOD RD) IN DELLWOOD - MICRO MILL AND OVERLAY, DRAINAGE AND ADA IMPROVEMENTS	6,299,000	5,128,646	0	1,170,354	0	MNDOT	
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	RS
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	RS
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	RS
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	13,775,000	10,849,215	0	2,475,785	450,000	MNDOT	
2026	MN 5		1002-122	SC	MN5 (ARBORETUM RD), AT STIEGER LK LN AND 78TH AVE IN VICTORIA-INTERSECTION IMPROVEMENTS, DRAINAGE (ASSOCIATE TO 1002-122S)	484,000	276,828	0	63,172	144,000	MNDOT	

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2026	MN 5		231-010-010	BT	MN 5, FROM CSAH 284 (W 13TH ST) TO E CSAH 59/MSAS 123 (MAIN ST) IN WACONIA - RECONSTRUCTION, ACCESS MANAGEMENT, MULTIUSE TRAIL	12,177,972	7,000,000	0	0	5,177,972	WACONIA	
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	7,196,000	5,858,983	0	1,337,017	0	MNDOT	
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	6,678,000	5,358,250	0	1,222,750	97,000	MNDOT	
2026	MN 610		6221-112	BT	US61, FROM MN5 (7TH ST E) TO KELLOGG BLVD IN ST PAUL - SIDEWALK, TRAIL, NEW SIGNALS AT E 6TH ST, CURB AND GUTTER, ADA RAMPS	1,255,000	887,478	0	202,522	165,000	MNDOT	
2026	MSAS 104		241-090-001	BT	MSAS 104 (78TH ST) AT MN 5 IN VICTORIA - CONSTRUCT PEDESTRIAN BRIDGE	3,460,320	2,000,000	0	0	1,460,320	VICTORIA	
2026	MSAS 106		110-106-007AC	RC	**AC**: MSAS 106 (109TH AVE N) FROM 0.1 MI W OF MSAS 137 (JEFFERSON HWY) TO 0.2 MI E CSAH 103 (WINNETKA AVE) IN BROOKLYN PARK AND CHAMPLIN- RECONSTRUCTION, TURN LANES, SIGNALS, SIDEWALK, ADA (AC PAYBACK 1 OF 1)	2,494,800	2,494,800	0	0	0	BROOKLYN PARK	
2026	MSAS 109		164-109-025	BT	MSAS 109 (ARLINGTON AVE) FROM MSAS 285 (WESTMINSTER ST) TO CSAH 58 (EGERTON ST) IN ST PAUL - CONSTRUCT SIDEWALK	1,242,000	920,000	0	0	322,000	SAINT PAUL	
2026	MSAS 145		164-145-043	BT	HAMLIN AVE (MSAS 145) FROM MSAS 122 (W MIDWAY PKWY) TO MSAS 142 (HOYT AVE) AND MSAS 142 (HOYT AVE) FROM MSAS 145 (HAMLIN AVE) TO HURON ST IN ST PAUL, CHELSEA HEIGHTS ELEMENTARY SCHOOL PED IMPROVEMENTS, CURB EXTENSIONS, MEDIAN ISLANDS, ADA	1,555,200	1,000,000	0	0	555,200	SAINT PAUL	
2026	MSAS 179		164-179-017	BT	MSAS 179 (PAYNE AVE) FROM MSAS 288 (PHALEN BLVD) TO CSAH 31 (MARYLAND AVE) IN ST PAUL - SIDEWALK, PED RAMPS	1,620,000	1,200,000	0	0	420,000	SAINT PAUL	
2026	MSAS 222		141-222-006	BT	MSAS 222 (9TH ST S) AND MSAS 223 (10TH S ST S) FROM 14TH ST E TO 2ND AVE N IN MPLS - CONSTRUCT CURB-PROTECTED BIKEWAY	6,091,121	4,511,942	0	0	1,579,179	MINNEAPOLIS	

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2026	MSAS 239		141-239-018	RC	MSAS 239 (26TH ST E) AT MN 55 (HIAWATHA AVE) IN MPLS - RECONSTRUCT TURN LANES, TRAFFIC SIGNAL, BIKE AND PED IMPROVEMENTS, ADA	1,795,068	1,329,600	0	0	465,468	MINNEAPOLIS	
2026	MSAS 249		141-260-007	BT	MSAS 260 (E 42ND ST) FROM STEVEN AVE S TO MSAS 160 (BLOOMINGTON AVE S) IN MPLS - PEDESTRIAN SAFETY IMPROVEMENTS, ADA, SIGNS	2,191,698	1,623,480	0	0	568,218	MINNEAPOLIS	
2026	MSAS 296		163-296-006	RC	MSAS 296 (CEDAR LK RD S) FROM US 169 TO KENTUCKY AVE AND MSAS 276 (LOUISIANA AVE S), FROM W 23RD ST TO I394 IN ST LOUIS PARK -RECONSTRUCT, ADA, BIKEWAY, SIGNAL, ROUNDABOUT	12,943,800	7,000,000	0	0	5,943,800	SAINT LOUIS PARK	
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	MNDOT	
2026	US 169		141-090-042	BT	HUMBOLDT AVE N AND IRVING AVE N FROM CSAH 152 (44TH AVE N) TO MSAS 240 (26TH AVE N) IN MPLS - CONSTRUCT NORTHSIDE GREENWAY MULTIUSE TRAIL	5,655,087	4,188,954	0	0	1,466,133	MINNEAPOLIS	
2027	999		880M-PM-27	PM	DISTRICTWIDE SETASIDE - PREVENTIVE MAINTENANCE - 2027	5,000,000	4,071,000	0	929,000	0	MNDOT	
2027	999		880M-STP-27	MC	METRO ATP SETASIDE FOR SURFACE TRANSPORTATION BLOCK GRANT PROGRAM PROJECTS (UNIQUE) YET TO BE SELECTED FOR FY2027	2,812,500	2,250,000	0	0	562,500	MET COUNCIL	
2027	999		8825-1137	TM	METROWIDE - REPLACE DYNAMIC MESSAGE SIGNS AND CABLE	941,000	766,162	0	174,838	0	MNDOT	
2027	CSAH 11		010-611-024	RC	CSAH 11 (VICTORIA DR/JONATHAN CARVER PKWY) AT CSAH 10 (ENGLER BLVD) IN LAKETOWN TOWNSHIP - RECONSTRUCT INTERSECTION	4,180,000	3,040,000	0	0	1,140,000	CARVER COUNTY	
2027	CSAH 130		189-730-001	MC	CSAH 130 (BROOKLYN BLVD) AT US 169 IN MAPLE GROVE AND BROOKLYN PARK - RECONSTRUCT INTERCHANGE, MULTIUSE TRAIL	16,098,500	7,000,000	0	0	9,098,500	MAPLE GROVE	
2027	CSAH 22		027-622-006	RC	CSAH 22 (LYNDALE AVE) FRPOM CSAH 3 (LAKE ST) TO CSAH 5 (FRANKLIN AVE) IN MPLS - RECONSTRUCTION, PEDESTRIAN IMPROVEMENTS, ADA, STREETSCAPE	14,905,000	7,000,000	0	0	7,905,000	HENNEPIN COUNTY	
2027	CSAH 23		027-623-006	BT	CSAH 23 (MARSHALL ST NE) FROM 3RD AVE NE TO CSAH 153 (LOWRY AVE) IN MPLS - PROTECTED BIKEWAY	6,754,000	4,912,000	0	0	1,842,000	HENNEPIN COUNTY	

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2027	CSAH	23	027-623-007	BT	CSAH 23 (MARSHALL ST NE) FROM 3RD AVE NE TO CSAH 153 (LOWRY AVE NE) IN MPLS - SIDEWALK, ADA, APS, CURB EXTENSIONS, STREETSCAPING	2,101,000	1,528,000	0	0	573,000	HENNEPIN COUNTY	
2027	CSAH	33	027-633-007	BT	CSAH 33 (PAREK AVE S) AND CSAH 35 (PORTLAND AVE S) FROM THE MIDTOWN GREENWAY TO THE I94/I35W BRIDGE IN MPLS - PROTECTED BICYCLE FACILITIES, SIGNAL UPGRADES, CURB EXTENSIONS, STREETSCAPING	8,976,000	5,500,000	0	0	3,476,000	HENNEPIN COUNTY	
2027	CSAH	35	141-030-056	TM	CSAH 35 (PORTLAND AVE) AT MSAS 281 (15TH ST); CSAH 33 (PARK AVE) AT E 14TH ST; AND MSAS 213 (11TH AVE S) AT E 15TH ST AND MSAS 213 (11TH AVE) AT 17TH ST IN MPLS- SIGNALS, SIDEWALK, STREETSCAPING, ADA	2,821,247	2,000,000	0	0	821,247	MINNEAPOLIS	
2027	CSAH	36	086-636-XXXAC	MC	**AC**RECONSTRUCT WRIGHT CSAH 36 FROM PALMGREN LANE NE TO MN 101 (PAYBACK 1 OF 1)	1,076,500	1,076,500	0	0		WRIGHT COUNTY	
2027	CSAH	4	027-604-017	BR	**LONSY** CSAH 4 (EDEN PRAIRIE RD) OVER TC&W RAILROAD IN EDEN PRAIRIE - REPLACE BRIDGE #27502	7,634,000	5,552,000	0	0	2,082,000	HENNEPIN COUNTY	
2027	CSAH	42	019-642-068	RC	CSAH 42 (150TH ST W) FROM REDWOOD DR TO MSAS 111 (147TH ST) IN APPLY VALLEY - RECONSTRUCT, SIGNALS, MEDIAN	8,997,280	6,540,000	0	0	2,457,280	DAKOTA COUNTY	
2027	CSAH	77	062-677-035	BR	**LONSY** CSAH 77 (OLD HWY 8 NW) OVER MN COMMERCIAL RAILROAD IN NEW BRIGHTON - REPLACE BRIDGE #4533	2,663,877	1,937,365	0	0	726,512	RAMSEY COUNTY	
2027	LOCAL		091-090-091	BT	EAGLE LAKE REGIONAL TRAIL; CSAH 73 (ZACHARY LN/CROSSROADS BLVD) FROM MN 55 TO MSAS 156 (WAYZATA BLVD) AND CSAH 61 (PLYMOUTH RD) FROM MN55 TO CSAH 5 (MINNETONKA BLVD) IN MINNETONKA AND PLYMOUTH - MULTIUSE TRAIL	4,207,958	3,060,333	0	0	1,147,625	THREE RIVERS PARK DISTRICT	
2027	LOCAL		091-090-094	BT	SHINGLE CREEK REGIONAL TRAIL FROM YORK AVE N TO VIOLET AVE N, 69TH AVE N TO I94, AND MN 100 TO 53RD AVE N IN BROOKLYN CENTER - MULTIUSE TRAIL, WAYFINDING	3,385,580	2,462,240	0	0	923,340	THREE RIVERS PARK DISTRICT	
2027	LOCAL		091-090-096	BT	BRYANT LAKE REGIONAL TRAIL ALONG CSAH 60 (BAKER RD) AND LAKE MINNETONKA REGIONAL TRAIL TO MSAS 140 (ROWLAND RD) IN EDEN PRAIRIE AND MINNETONKA - MULTI-USE TRAIL	7,562,500	5,500,000	0	0	2,062,500	THREE RIVERS PARK DISTRICT	

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2027		MN 101	8608-30	RS	MN 101, FROM WRIGHT/HENNEPIN CO LINE (CROW RIVER) TO WRIGHT CR 38 IN OTSEGO (NB AND SB), MILL AND OVERLAY INCL INTERCHANGE RAMP (ASSOCIATED WITH 2738-31 & 31S)	2,500,000	2,035,500	0	464,500	0	MNDOT	
2027		MN 120	082-596-009	RC	MN 120 (N CENTURY AVE) FROM I694 TO CSAH 12 (WILDWOOD RD) IN WHITE BEAR LAKE AND MAHTOMEDI - MILL AND OVERLAY, RECONSTRUCTION, CONSTRUCTION	9,869,672	7,000,000	0	0	2,869,672	WASHINGTON COUNTY	
2027		MN 120	6227-81	RS	MN 120 FROM NORTH RAMP TERMINAL OF I694/MN120 TO JUNCTION OF CSAH 12 (OLD MN244) IN WHITE BEAR LK AND MAHTOMEDI - MILL AND OVERLAY	974,000	793,031	0	180,969	0	MNDOT	
2027		MN 120	6227-86	RD	MN120 (CENTURY AVE) FROM 35 FEET NORTH OF 4TH ST TO MN 36 IN MAPLEWOOD - FULL DEPTH RECLAMATION AND MN120 (CENTURY AVE) FROM MN36 TO MN244 IN WHITE BEAR LAKE- BITUMINOUS MILL AND OVERLAY	8,770,000	6,179,778	0	1,410,222	1,180,000	MNDOT	
2027		MN 13	179-121-026	MC	**PRS**: MN 13 AT MSAS 121 (NICOLLET AVE) IN BURNSVILLE - GRADE SEPARATION	35,403,500	10,000,000	0	0	25,403,500	BURNSVILLE	RS
2027		MN 47	103-010-021	BT	MN 47 (SAINT FRANCIS BLVD NW), FROM XKIMO ST TO CSAH 116 (BUNKER LK BLVD) IN ANOKA - SIGNAL, RECONSTRUCT, CENTER TURN LANE, MULTI-USE TRAIL, SIDEWALK, ADA	6,882,700	4,951,600	0	0	1,931,100	ANOKA	
2027		MN 47	2726-78	RS	MN47 (UNIVERSITY AVE), FROM MN65 (NE CENTRAL AVE) TO JUST S OF 27TH AVE NE IN MPLS - BITUMINOUS MILL AND OVERLAY, SIDEWALKS, DRAINAGE AND ADA CURB RAMPS	7,653,000	5,856,541	0	1,336,459	460,000	MNDOT	
2027		MN 5	6230-33	SC	**PRS**: MN 5 (STILLWATER RD) FROM MCKNIGHT IN ST PAUL TO LAKEWOOD DR IN MAPLEWOOD -REPLACE SIGNAL SYSTEM, STRIPING, LIGHTING, DRAINAGE (ASSOCIATE TO 6230-33S)	1,542,000	946,915	0	216,085	379,000	MNDOT	RS
2027		MN 65	002-596-028	MC	**PRS**: MN 65 (CENTRAL AVE) AT CSAH 12 (109TH AVE) AND MSAS 147 (105TH AVE) IN BLAINE - GRADE SEPARATION, FRONTAGE ROAD	46,160,028	10,000,000	0	0	36,160,028	ANOKA COUNTY	RS
2027		MN 95	8210-123	BI	MN95 AT PED LIFT BRIDGE #4654 IN STILLWATER-REPLACE CABLES	2,000,000	1,628,400	0	371,600	0	MNDOT	

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2027	MSAS	108	164-108-026	BT	MSAS 108 (MINNEHAHA AVE) FROM MSAS 179 (PAYNE AVE) TO MN 5 IN ST PAUL - RECONSTRUCTION, ADA , OFF-STREET BIKEWAY, LANDSCAPING, SIGNALS, LIGHTING AND STORMWATER MANAGEMENT	7,183,880	5,224,640	0	0	1,959,240	SAINT PAUL	
2027	MSAS	111	182-591-003	BT	MSAS 111 (62ND AVE) AND MSAS 104 (BOONE AVE) IN NEW HOPE AND BROOKLYN PARK - CURB EXTENSIONS, ADA, STOP SIGN FLASHERS	499,973	363,617	0	0	136,356	NEW HOPE	
2027	MSAS	158	164-158-029	BT	CAPITAL CITY BIKEWAY ON MSAS 158 (KELLOGG BLVD) FROM WEST 7TH ST TO MSAS 154 (JOHN IRELAND BLVD) IN ST PAUL - RECONSTRUCTION, TRAIL, SIDEWALK, LIGHTING, TRAFFIC SIGNALS	10,379,504	5,500,000	0	0	4,879,504	SAINT PAUL	
2027	MSAS	215	141-215-019	BT	MSAS 215 (2ND ST N) FROM MSAS 169 (DOWLING AVE N) TO MSAS 197 (PLYMOUTH AVE N) IN MPLS - CONSTRUCT MULTIUSE TRAIL	5,500,000	4,000,000	0	0	1,500,000	MINNEAPOLIS	
2027	MSAS	221	141-221-008	RC	MSAS 221 (7TH ST N) FROM MSAS 223 (10TH ST N) AND E LYNDAL AVE N IN MPLS -RECONSTRUCTION, SIDEWALK, BIKE TRAIL, TRAFFIC SIGNALS AND STREEETSCAPING	9,703,375	7,000,000	0	0	2,703,375	MINNEAPOLIS	
2027	MSAS	235	164-235-026	BT	MSAS 235 (WABASHA ST) FROM MN 5 (7TH ST) TO MSAS 305 (W 11TH ST) IN ST PAUL - RECONSTRUCTION, ADA, OFF-STREET BIKEWAY, LANDSCAPING, SIGNALS, LIGHTING	7,339,200	5,337,600	0	0	2,001,600	SAINT PAUL	
2027	MSAS	236	164-236-010	BT	CAPITAL CITY BIKEWAY ON MSAS 236 (ST PETER ST) FROM MSAS 204 (10TH AVE) TO MSAS 236 (RICE ST)/MSAS 299 (SAINT ANTHONY AVE) - TRAIL, SIDEWALK, LIGHTING, TRAFFIC SIGNALS	9,201,341	5,500,000	0	0	3,701,341	SAINT PAUL	
2027	MSAS	239	141-591-017	BT	MSAS 239 (W 26TH ST), W 27TH ST, AND MSAS 241 (W 28TH ST) FROM CSAH 22 (LYNDAL AVE S) AND BLAISDELL AVE S IN MPLS -WHITTIER ELEMENTARY SCHOOL CROSSING IMPROVEMENTS, ADA , TRAFFIC CALMING	1,448,733	1,000,000	0	0	448,733	MINNEAPOLIS	
2027	MSAS	249	141-249-017	TM	MSAS 249 (E 35TH ST) AND MSAS 251 (E 36TH) FROM MSAS 430 (NICOLLET AVE) TO CSAH 33 (PARK AVE) IN MPLS- RECONSTRUCT, SIDEWALK, TRAFFIC SIGNALS AND STREETSAPING	29,940,702	7,000,000	0	0	22,940,702	MINNEAPOLIS	
2027	MSAS	350	141-350-008	RC	MSAS 350 (1ST AVE N) FROM CSAH 152 (WASHINGTON AVE) TO MSAS 434 (8TH ST) - RECONSTRUCT, SIDEWALK, STREETSAPING, ADA	13,951,410	2,000,000	0	0	11,951,410	MINNEAPOLIS	

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2027	MSAS	430	141-430-012	BI	**LONSYS**: MSAS 430 (NICOLLET AVE S) OVER MINNEHAHA CREEK AND MINNEHAHA PARKWAY IN MPLS - REHABILITATE BRIDGE #90951	23,650,000	7,000,000	0	0	16,650,000	MINNEAPOLIS	
2027	US	952A	2726-87	RS	US 952A, UNIVERSITY (MN47) AND 4TH ST SE FROM CENTRAL AVE (MN65) TO I35W IN MPLS - BITUMINOUS MILL & OVERLAY, CONSTRUCT SEPARATED BIKE LANES, SIGNAL, ADA AND SIDEWALKS	7,201,000	5,505,620	0	1,256,380	439,000	MNDOT	
Totals						1,237,324,242		17,571,014		550,377,532		
							602,217,814		67,157,882			

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Twin Cities Metropolitan Area
2024 - 2027 Transportation Improvement Program

TABLE A-4
Bridge Funding Program Projects

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2024	US 52		1928-91	BI **BFP**: US 52 OVER I494 IN INVER GROVE HEIGHTS - REDECK BRIDGES BR# 19855 AND 19856	4,600,000	4,140,000	0	460,000	0	MNDOT	
2024	US 952A		2770-07	BI **BFP**: US 952A (4TH ST) IN MPLS - REPAIR PIERS AND CONSTRUCT INFILL WALL ON BR# 27816N AND 27816S	3,000,000	2,442,600	0	557,400	0	MNDOT	
2025	I 35W		1981-140BFP	BR **BFP**: I35W, AT BURNSVILLE PARKWAY IN BURNSVILLE-REPLACE BRIDGE 19863 (ASSOCIATE TO 1981-140, 1981-140S, 1981-140N, 1981-140TR)	8,274,000	7,446,600	0	827,400	0	MNDOT	
2025	I 394		2789-196	BI **BFP**: OVER I394 AT CSAH 2 (PENN AVE) IN MPLS- REDECK BR #27758, DRAINAGE, ADA AND SIDEWALK (TIE TO 2789-174)	3,000,000	2,700,000	0	300,000	0	MNDOT	
2025	I 94		2781-544	BI **BFP**: I94 FROM 0.1 MI W MN55 TO 0.2 MI E FRANKLIN AVE SE IN MPLS - REPAIR BRIDGES 9350, 9421, 27855, 27859, 27863, CONSTRUCT CROSSOVERS, GUARDRAIL	12,690,000	11,421,000	0	1,269,000	0	MNDOT	
2026	I 35W		2783-168	BR **BFP**: OVER I35W AT UNIVERSITY AND 4TH ST IN MPLS- REPLACE BR #27882 AND 27883	16,179,000	14,454,000	0	1,606,000	119,000	MNDOT	
2026	I 94		2781-552	BR **BFP**: OVER I94 AT MSAS 283 (NICOLLET AVE) IN MPLS - REPLACE BR# 27837	8,460,000	7,614,000	0	846,000	0	MNDOT	
2026	LOCAL		141-597-003	BR **BFP**: 18TH AVE S OVER MIDTOWN GREENWAY IN MPLS- REPLACE BR L8923	6,000,000	6,000,000	0	0	0	MINNEAPOLIS	
2026	LOCAL		141-597-004	BR **BFP**: GRAND AVE S OVER MIDTOWN GREENWAY IN MPLS - REPLACE BR L8907	6,300,000	6,300,000	0	0	0	MINNEAPOLIS	
2026	MN 65		2710-61	BI **BFP**: MN 65 (CENTRAL AVE) IN MPLS - OVERLAY BR #27015 AND 27164 OVER BNSF RR	1,100,000	895,620	0	204,380	0	MNDOT	
Totals					69,603,000	63,413,820	0	6,070,180	119,000		

Twin Cities Metropolitan Area
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**TABLE A-5
Carbon Reduciton Program Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2024	CSAH	10	010-610-058	BT	**CRP**: CSAH 10 (ENGLER BLVD) FROM RIDGE LANE TO MSAS 128 (RAVOUX ROAD) IN CHASKA-MULTIUSE TRAIL	1,073,176	825,520	0	0	247,656	CARVER COUNTY	
2024	CSAH	14	062-614-004	BT	**CRP**: CSAH 14 (KOEHLER RD) FROM MSAS 103 (EDGERTON ST) TO CSAH 59 (CENTERVILLE RD) IN VADNAIS HEIGHTS - SHARED USE PATH, ADA RAMPS, PEDESTRIAN CROSSINGS	724,951	557,654	0	0	167,297	RAMSEY COUNTY	
2024	CSAH	2	002-602-015CRP	BT	**CRP**: CSAH 2 (44TH AVE NW) FROM CSAH 1 (EAST RIVER RD) TO MAIN ST IN FRIDLEY - CONSTRUCT MULTIUSE TRAIL AND MODIFY BRIDGE 02523 (ASSOCIATE TO 002-602-015)	1,690,424	1,300,326	0	0	390,098	ANOKA COUNTY	
2024	CSAH	3	027-603-080CRP	BT	**AC**CRP**: CSAH 3 (LAKE ST) FROM DUPONT AVE TO 21ST AVE IN MPLS - PEDESTRIAN IMPROVEMENTS, APS, PEDESTRIAN RAMPS (AC PROJECT, PAYBACK IN FY25) (ASSOCIATE TO 027-603-080, 027-603-079, 027-603-081)	3,503,788	0	1,505,460	0	1,998,328	HENNEPIN COUNTY	
2024	LOCAL		070-090-003	BT	**CRP**: MERRIAM JUNCTION REGIONAL TRAIL FROM 145TH ST W IN LOUISVILLE TOWNSHIP TO CITY OF CARVER CITY LIMITS - CONSTRUCT MULTIUSE TRAIL, BR R0907, R0908, R0909, R0910, WAYFINDING, RIVERBANK STABILIZATION	21,320,000	5,500,000	0	0	15,820,000	SCOTT COUNTY	
2025	CSAH	3	027-603-080CRPA	BT	**AC**CRP**: CSAH 3 (LAKE ST) FROM DUPONT AVE TO 21ST AVE IN MPLS - PEDESTRIAN IMPROVEMENTS, APS, PEDESTRIAN RAMPS (AC PAYBACK 1 OF 1)	1,505,460	1,505,460	0	0	0	HENNEPIN COUNTY	
2025	CSAH	31	103-020-019	BT	**CRP**: ALONG CSAH 31 (4TH AVE) FROM MSAS 137 (JOHNSON ST) TO CSAH 30 (PIERCE ST) IN ANOKA - CONSTRUCT RUM RIVER REGIONAL TRAIL; TRAIL BRIDGE OVER BNSF	748,360	556,000	0	0	192,360	ANOKA	
2025	CSAH	73	178-020-033	BT	**CRP**: CSAH 73 (BABCOCK TRAIL) FROM I494 E BRIDGE TO MSAS 106 (UPPER 55TH ST E) IN INVER GROVE HEIGHTS - CONSTRUCT MULTIUSE TRAIL	555,228	419,040	0	0	136,188	INVER GROVE HEIGHTS	
2025	LOCAL		091-090-093CRP	BT	**CRP**: NINE MILE CREEK TRAIL FROM MN RIVER BLUFFS TRAIL TO 7TH ST S IN HOPKINS - RECONSTRUCT MULTIUSE TRAIL (ASSOCIATE TO 091-090-093)	795,000	600,000	0	0	195,000	THREE RIVERS PARK DISTRICT	

**TABLE A-5
Carbon Reduciton Program Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2025	LOCAL		091-090-095	BT	**CRP**: BRUCE VENTO REGIONAL TRAIL FROM BUERKLE RD TO HOFFMAN RD/US 61 INTERSECTION IN WHITE BEAR LK- MULTI-USE TRAIL, BRIDGE, LANDSCAPING, STORMWATER MANAGEMENT AND AMENITIES	7,420,000	4,000,000	0	0	3,420,000	RAMSEY COUNTY	
2025	LOCAL		107-591-007	BT	**CRP**: VALLEY VIEW SCHOOLS AREA PEDESTRIAN AND BICYCLE IMPROVEMENTS ON E 88TH ST FROM CSAH 52 (NICOLLET AVE) TO CSAH 35 (PORTLAND AVE) AND CSAH 35 (PORTLAND AVE) AT BISCHOFF LANE IN BLOOMINGTON - SIDEWALK, CURB RAMPS, PEDESTRIAN ISLAND, CROSSWALK	527,922	398,000	0	0	129,922	BLOOMINGTON	
2025	MSAS 104		168-104-011	BT	**CRP**: MSAS 104 (MARIE AVE) FROM CSAH 14 (3RD AVE) TO 9TH AVE S, 2ND ST N FROM 9TH AVE N TO 7TH AVE N AND 7TH AVE N FROM MSAS 104 (MARIE AVE) TO 2ND ST N IN SOUTH ST PAUL- SIDEWALK, BIKE LANES, AND ADA	2,380,760	1,000,000	0	0	1,380,760	SOUTH SAINT PAUL	
2026	999		880M-CRP-26	BT	**CRP**: METRO ATP: SETASIDE FOR CARBON REDUCTION PROGRAM FY2026 PROJECTS	10,484,325	8,387,460	0	0	2,096,865	MNDOT	
2027	999		880M-CRP-27	BT	**CRP**: METRO ATP: SETASIDE FOR CARBON REDUCTION PROGRAM FY2027 PROJECTS	8,524,675	6,819,740	0	0	1,704,935	MNDOT	
Totals						61,254,069	31,869,200	1,505,460	0	27,879,409		

Twin Cities Metropolitan Area
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**TABLE A-6
PROTECT Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2024		999	880M-PRO-24	MC	**PROTECT**: METRO DISTRICT: SETASIDE FOR PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION PROGRAM FY2024 PROJECTS	10,920,000	9,828,000	0	1,092,000	0	MNDOT	
2024	CSAH 10		010-610-056PRO	MC	**PROTECT**PRs**: CSAH 10 (ENGLER BLVD) AT MN 41 IN CHASKA - RECONSTRUCTION OF CSAH 10 TO FOUR-LANE DIVIDED SECTION WITH ROUNDABOUTS, STORM SEWER, PONDING, RETAINING WALL, EROSION CONTROL, AT BAVARIA RD AND PARK RIDGE DR AND RECONSTRUCTION OF MN 41 WITH TURN LANE IMPROVEMENTS (ASSOCIATE TO 1008-106, 1008-106A, 010-591-002 AND 010-610-056)	2,138,000	1,710,400	0	0	427,600	CARVER COUNTY	RS
2024	CSAH 158		120-020-044PRO	MC	**PROTECT**: CSAH 158 (VERNON AVE) AT MN 100 IN EDINA-RECONSTRUCT, STORM SEWER, EROSION CONTROL, RETAINING WALL, MULTI-USE PATHS, SIGNALS, LIGHTING, ADA (ASSOCIATE TO 027-758-006, 120-020-044 AND 2734-56)	765,414	368,000	0	0	397,414	EDINA	
2024	CSAH 3		027-603-075PRO	SC	**PROTECT**: 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, STORM SEWER, EROSION CONTROL (ASSOCIATE TO 2724-130 AND 027-603-075)	676,000	540,800	0	0	135,200	HENNEPIN COUNTY	
2024	CSAH 49		002-649-003PRO	MC	**PROTECT**: CSAH 49 (HODGSON RD) AT CSAH 32/CSAH 1 (ASH ST) IN LINO LAKES AND SHOREVIEW - ROUNDABOUT, STORM SEWER, EROSION CONTROL, RECONSTRUCTION, TURN LANES, SHARED USE PATH, LIGHTING (ASSOCIATE TO 002-649-003)	748,800	576,000	0	0	172,800	ANOKA COUNTY	
2024	CSAH 5		027-605-033PRO	RC	**PROTECT**: CSAH 5 (MINNETONKA BLVD) FROM THE MN 100 NB RAMPS TO FRANCE AVE IN ST LOUIS PARK - RECONSTRUCTION, STORM SEWER, EROSION CONTROL, RETAINING WALL, SIGNAL UPGRADES, ADA, APS, STREETScape, BIKE/PED IMPROVEMENTS (ASSOCIATE TO 027-605-033)	1,332,000	1,065,600	0	0	266,400	HENNEPIN COUNTY	

**TABLE A-6
PROTECT Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2024	MSAS	158	164-158-028PRO	BR	**PROTECT**: 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, STORM SEWER, PONDS, EROSION CONTROL, RETAINING WALL (ASSOCIATE TO 164-158-028)	1,580,000	1,264,000	0	0	316,000	SAINT PAUL	
2024	US	212	010-596-013PRO	SC	**PROTECT**PRS**: US 212 AT CSAH 51 (CR 51) IN BENTON TOWNSHIP- CONSTRUCTION OF OVERPASS WITH RIGHT IN RIGHT OUT ACCESS, STORM SEWER, (ASSOCIATE TO 010-596-013F, 1013-77 AND 010-596-013)	942,000	753,600	0	0	188,400	CARVER COUNTY	RS
2025	999		880M-PRO-25	MC	**PROTECT**: METRO ATP: SETASIDE FOR PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION PROGRAM FY2025 PROJECTS	7,848,000	6,278,400	0	0	1,569,600	MNDOT	
2025	US	61	6221-107PRO	RS	**PROTECT**: US 61 (ARCADE ST) FROM E 7TH ST TO 0.2 MI S ROSELAWN AVE IN MAPLEWOOD AND ON MN 5 FROM E END BRIDGE 62703 TO MINNEHAHA AVE IN ST PAUL - IMPROVE PAVEMENT CONDITIONS, STORMWATER DRAINAGE, CORRIDOR SAFETY, WALKABILITY, TRAFFIC SIGNALS, LANDSCAPING, TRAILS, BUS STOPS, LIGHTING, AND SIDEWALK CURB RAMPS (ASSOCIATE TO 6221-107 AND 6221-107P)	10,800,000	8,640,000	0	2,160,000	0	MNDOT	
2026	999		880M-PRO-26	MC	**PROTECT**: METRO ATP: SETASIDE FOR PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION PROGRAM FY2026 PROJECTS	5,886,000	4,708,800	0	0	1,177,200	MNDOT	
2027	999		880M-PRO-27	MC	**PROTECT**: METRO ATP: SETASIDE FOR PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION PROGRAM FY2027 PROJECTS	4,414,500	3,531,600	0	0	882,900	MNDOT	
Totals						48,050,714	39,265,200	0	3,252,000	5,533,514		

Twin Cities Metropolitan Area
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TABLE A-7
Demo/High Priority Projects

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	RS
2024		CSAH 50	019-650-021	PL	**MN284**PRS**: I35/CSAH 50 (KENWOOD TRL) INTERCHANGE IN LAKEVILLE - PRELIMINARY ENGINEERING	6,300,000	0	5,040,000	0	0	1,260,000	DAKOTA COUNTY	RS
2024		LOCAL	062-090-004	BT	**MN274****: BRUCE VENTO TRAIL EXTENSION FROM BUERKLE RD TO CR J IN RAMSEY COUNTY	1,625,000	0	1,300,000	0	0	325,000	RAMSEY COUNTY	
2024		LOCAL	082-090-010	BT	**MN275****: CENTRAL GREENWAY REGIONAL TRAIL TRAILHEAD IN LAKE ELMO; TRAILHEAD AMENITIES, PAVEMENT REHAB, PARKING LOT, RESTROOM FACILITIES, LANDSCAPING AND LIGHTING	1,340,000	0	840,000	0	0	500,000	WASHINGTON COUNTY	
2024		LOCAL	201-010-007	BT	**MN282****: ALONG MN 13 FROM MSAS 111 (ANNA TR SE) TO MSAS 102 (PLEASANT ST SE) IN PRIOR LAKE- CONSTRUCT MULTI-USE TRAIL	801,000	0	632,150	0	0	168,850	PRIOR LAKE	
2024		MSAS 102	110-102-016	BT	**MN292****: MSAS 102 (ZANE AVE) FROM 63RD AVE TO BROOKLYN BLVD IN BROOKLYN PARK-MULTI-USE TRAIL, RRFB	1,093,000	0	874,400	0	0	218,600	BROOKLYN PARK	
2024		MSAS 136	238-136-001	MC	**MN271****: FLETCHER BYPASS FROM 0.23 MI S OF TERRITORIAL RD (CR 159) TO CSAH 81 (INDUSTRIAL BLVD) IN ROGERS-CONSTRUCTION, TRAIL, SIDEWALK	7,100,000	0	3,501,040	0	0	3,598,960	ROGERS	
2024		US 8	013-596-010	MC	**MN295****: US8 (LAKE BLVD), FROM I35 TO CHISAGO COUNTY LINE IN FOREST LAKE; RECONSTRUCT AND US 8 (LAKE BLVD) FROM CHISAGO CO LINE IN WYOMING TO KARMEL AVE/ WYOMING AVE IN CHISAGO CITY- EXPANSION OF TWO-LANE UNDIVIDED TO FOUR-LANE DIVIDED ROADWAY, SIGNALS, TRAIL	80,000,000	0	3,000,000	0	0	77,000,000	CHISAGO COUNTY	
2025		CSAH 12	002-612-032	RW	**MN290**PRS****: CSAH 12 (109TH AVE) AT MN 65 (CENTRAL AVE) IN BLAINE - RIGHT OF WAY ACQUISITION	3,125,000	0	2,500,000	0	0	625,000	ANOKA COUNTY	RS

**TABLE A-7
Demo/High Priority Projects**

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	RS
2025		CSAH 12	002-612-033	MC	**MN290**PRS**: CSAH 12 (109TH AVE) AT MN 65 (CENTRAL AVE) IN BLAINE -GRADE SEPARATED INTERCHANGE, PEDESTRIAN FACILITIES	3,125,000	0	2,500,000	0	0	625,000	ANOKA COUNTY	RS
2025		LOCAL	019-090-026	BT	**MN281** : VETERANS MEMORIAL GREENWAY TRAIL FROM MN 149 (DODD RD) TO ALAMEDA PATH AND CSAH 71 (RICH VALLEY BLVD) TO TH 52 (COURTHOUSE BLVD) IN INVER GROVE HEIGHTS; MULTI-USE TRAIL, PED BRIDGE, PED UNDERPASS AND BOARDWALK	15,000,000	0	4,995,000	0	0	10,005,000	DAKOTA COUNTY	
2025		LOCAL	246-090-001	BT	**MN273** : UNDERPASS AT US 169 TRAIL FROM SYNDICATE ST TO TRIANGLE LN IN JORDAN - MULTI-USE TRAIL, SIDEWALK, AND PEDESTRIAN UNDERPASS BR 70X05 (ASSOCIATED TO 070-609-010, 070-609-010R AND 7008-112)	1,500,000	0	1,124,000	0	0	376,000	JORDAN	
2025		MSAS 101	106-101-012	RW	**MN291**PRS**: MSAS 101 (99TH AVE) AT MN 65 (CENTRAL AVE) IN BLAINE - RIGHT OF WAY ACQUISITION	2,500,000	0	2,000,000	0	0	500,000	BLAINE	RS
2025		MSAS 102	180-102-020	RC	**MN283** : MSAS 102 (80TH ST) S FROM TH 61 TO IDEAL AVE IN COTTAGE GROVE - RECONSTRUCTION, SIGNALS, TRAIL, ADA, LIGHTING	6,500,000	0	5,000,000	0	0	1,500,000	COTTAGE GROVE	
2025		MSAS 119	173-119-006	MC	**MN280** : MSAS 119 (DODD RD) AT MN 149 (SMITH AVE) IN WEST ST PAUL - RECONSTRUCTION	3,875,000	0	3,100,000	0	0	775,000	WEST ST PAUL	
2025		MSAS 296	163-296-007	MC	**MN278** : MSAS 296 (CEDAR LAKE RD) FROM US 169 TO NEVADA AVE AND MSAS 276 (LOUISIANA AVE) FROM MSAS 316 (WAYZATA BLVD) TO S OF MSAS 296 (CEDAR LAKE RD) IN ST LOUIS PARK - RECONSTRUCTION, ROUNDABOUT, TRAIL, SIDEWALK	14,800,000	0	2,000,000	0	0	12,800,000	ST LOUIS PARK	

**TABLE A-7
Demo/High Priority Projects**

Yr	Prt	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Demo \$	AC \$	State \$	Other \$	Agency	RS
2026		LOCAL	092-090-065	BT	**MN294**: MN VALLEY TRAIL FROM LYNDALE AVE TO NINE MILE CREEK IN BLOOMINGTON - CONSTRUCT TRAIL AND PEDESTRIAN BRIDGE OVER NINE MILE CREEK	3,102,500	0	2,350,000	0	0	752,500	DNR	
Totals						151,786,500	0	40,756,590	0	0	111,029,910		

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Twin Cities Metropolitan Area
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**TABLE A-8
National Highway Performance Program Projects**

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2024	CSAH 14	002-614-049	MC	**AC**: CSAH 14 (MAIN ST) AT SUNSET AVE IN BLAINE AND LINO LAKES; CONSTRUCT ROUNDABOUT (AC PROJECT, PAYBACK FY25)	2,000,000	1,027,525	572,475	0	400,000	ANOKA COUNTY	
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	
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	
2024	I 35E	6280-415	SC	I35E, BETWEEN VICTORIA ST AND UNIVERSITY AVE IN ST PAUL- SIGN REPLACEMENT (TIE TO 6280-416)	552,000	496,800	0	55,200	0	MNDOT	
2024	I 35E	6280-416	SC	I35E, BETWEEN MARIE AVE IN MENDOTA HEIGHTS AND VICTORIA ST IN ST PAUL- SIGN REPLACEMENT (TIE TO 6280-415)	341,000	306,900	0	34,100	0	MNDOT	
2024	I 494	1985-162	SC	I494, FROM DAKOTA/WASHINGTON COUNTY BORDER IN S ST PAUL TO ARGENTA TRL IN INVER GROVE HTS- SIGN REPLACEMENT, OVERLAY EXTRUDED SIGN PANELS, ADD/REMOVE SIGNS AS NEEDED	462,000	415,800	0	46,200	0	MNDOT	
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	
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	
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)	52,629,518	52,629,518	0	0	0	MNDOT	
2024	I 94	8282-136	RB	**ELLE**: I94, AT ST CROIX REST AREA IN W LAKELAND TWP - BUILDING AND SITE RECONSTRUCTION	9,098,295	8,188,465	0	909,830	0	MNDOT	
2024	MN 316	1926-23	RS	MN 316 (RED WING BLVD), FROM S JCT US61 IN WELCH TWP TO TUTTLE IN HASTINGS-BITUMINOUS MILL AND OVERLAY (ASSOCIATE TO 1926-23S)	5,981,000	4,869,730	0	1,111,270	0	MNDOT	

**TABLE A-8
National Highway Performance Program Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2024	MN	36	6212-192	RS	**PRS**: MN36, FROM JCT WITH I35W IN ROSEVILLE TO 0.023 MI E EDGERTON IN MAPLEWOOD/LITTLE CANADA-BITUMINOUS MILL AND OVERLAY AND AUXILIARY LANE EXTENSION, GUARDRAIL REPLACEMENT, ADA IMPROVEMENTS AND RAMP RECONSTRUCTION AT I35W SB/CLEVELAND AVE TO MN36 EB	13,873,000	11,295,397	0	2,577,603	0	MNDOT	RS
2024	MN	5	2732-112	SC	MN5, AT POST ROAD IN MENDOTA HEIGHTS - REPLACE LIGHTING	431,000	350,920	0	80,080	0	MNDOT	
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, TMS AND ADD TURN LANE (ASSOCIATE TO 2723-144S)	16,203,000	12,864,360	0	2,935,640	403,000	MNDOT	
2024	MN	610	2771-120N	AM	**PRS**: MN 610 WB TO EB I94 IN MAPLE GROVE-CONSTRUCT INTERCHANGE (ASSOCIATE TO 189-143-001 AND 2771-120)	15,300,000	13,770,000	0	1,530,000	0	MNDOT	RS
2024	MN	62	1918-119	RS	MN62, BETWEEN MN13 AND LEXINGTON AVE IN MENDOTA HEIGHTS - CPR, SHOULDER REPAIR AND GUARDRAIL	2,166,000	1,763,557	0	402,443	0	MNDOT	
2024	MN	65	0208-165	RS	**BFP**: MN65 (CENTRAL AVE), FROM CSAH 10 (MOUNDS VIEW BLVD) IN SPRING LAKE PARK TO 217TH AVE IN EAST BETHEL - MEDIUM MILL AND OVERLAY, REPLACE BRIDGES 6817 (NEW BRIDGE #02X06) AND 9417 (NEW BRIDGE #02X07) OVER COON CREEK, REPLACE BOX CULVERT BRIDGE 9465, ADA, SIGNAL REPLACEMENT (ASSOCIATE TO 0208-165S)	38,015,000	30,368,846	0	6,930,154	716,000	MNDOT	
2024	US	169	2772-125	BR	US 169, AT 36TH AVE IN NEW HOPE/PLYMOUTH - REPLACE BRIDGE 27550	6,452,000	5,053,739	0	1,153,261	245,000	MNDOT	
2024	US	169	2772-127	SC	US169, AT HENNEPIN-CSAH 3 (EXCELSIOR BLVD) IN HOPKINS - SIGNAL REPLACEMENT ON E AND W RAMPS AND REMOVE FREE RIGHTS	1,210,000	726,266	0	165,734	318,000	MNDOT	
2024	US	169	7009-85	RS	US 169 (JOHNSON MEMORIAL HWY), FROM 0.27 MI S MN 21 (BROADWAY ST N) TO 0.2 MI W CSAH 15 (MARYSTOWN RD) IN SHAKOPEE - MILL AND OVERLAY, TMS, CONCRETE PAVEMENT REHAB, ACCESS MODIFICATIONS (ASSOCIATE TO 7009-85S)	10,268,000	8,360,206	0	1,907,794	0	MNDOT	
2024	US	52	1928-79	SC	US 52, BETWEEN N JUNCTION MN55 (COURTHOUSE BLVD) AND I494 IN INVER GROVE HEIGHTS - SIGN REPLACEMENT	320,000	260,544	0	59,456	0	MNDOT	

**TABLE A-8
National Highway Performance Program Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2025		999	880M-MO-25	MC	DISTRICTWIDE SETASIDE - METRO/TWIN CITIES MOBILITY - 2025	67,500,000	60,750,000	0	6,750,000	0	MNDOT	
2025	CSAH 14		002-614-049AC	MC	**AC**: CSAH 14 (MAIN ST) AT SUNSET AVE IN BLAINE AND LINO LAKES - CONSTRUCT ROUNDABOUT (AC PAYBACK 1 OF 1)	572,475	572,475	0	0	0	ANOKA COUNTY	
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	
2025	I 35W		1981-140N	RS	**AC**PR**: I35W, FROM JCT 35E/35W TO 0.4 MI N OF CLIFF RD IN BURNSVILLE - MILL BITUMINOUS PAVEMENT, CONCRETE OVERLAY, RECONSTRUCT CONCRETE PAVEMENT, RECONSTRUCT BITUMINOUS PAVEMENT, REPLACE BR#6583, CONSTRUCT AUXILIARY LANES, CONSTRUCT ADDITIONAL SB EXIT AT CSAH 42, SIGNAL SYSTEM, CONTINUOUS ROADWAY LIGHTING, AND ADA IMPROVEMENTS, AND ON MN 13 AT I 35W - REPLACE BR#9779 AND BR#9780 AND INSTALL HIGH TENSION CABLE MEDIAN BARRIER (ASSOCIATE TO 1981-140, 1981-140S, 1981-140TR, 1981-140BFP) (AC PROJECT, PAYBACK IN FY26)	79,155,492	57,542,743	13,600,000	7,904,749	108,000	MNDOT	RS
2025	I 35W		1981-140TR	RS	**PR**: I35W, FROM JCT 35E/35W TO 0.4 MI N OF CLIFF RD IN BURNSVILLE - MILL BITUMINOUS PAVEMENT, CONCRETE OVERLAY, RECONSTRUCT CONCRETE PAVEMENT, RECONSTRUCT BITUMINOUS PAVEMENT, REPLACE BR#6583, CONSTRUCT AUXILIARY LANES, CONSTRUCT ADDITIONAL SB EXIT AT CSAH 42, SIGNAL SYSTEM, CONTINUOUS ROADWAY LIGHTING, AND ADA IMPROVEMENTS, AND ON MN 13 AT I 35W - REPLACE BR#9779 AND BR#9780 AND INSTALL HIGH TENSION CABLE MEDIAN BARRIER (ASSOCIATE TO 1981-140, 1981-140S, 1981-140N, 1981-140BFP)	5,676,508	4,541,206	0	1,135,302	0	MNDOT	RS
2025	I 394		2789-170	SC	I394, FROM I494 IN MINNETONKA TO 0.25 MI E US 169 IN GOLDEN VALLEY- SIGN REPLACEMENT	658,000	592,200	0	65,800	0	MNDOT	
2025	I 394		2789-174	BI	**BFP**: I394, FROM PENN AVE TO 11TH ST N AND ON I94 FROM GLENWOOD AVE N TO I394 IN MPLS - REHAB 25 BRIDGES ON I394 AND 6 BRIDGES ON I94, LIGHTING, SIDEWALK, ADA (TIE TO 2789-196)	66,739,000	58,061,400	0	8,677,600	0	MNDOT	
2025	I 94		6282-216	BI	**BFP**: 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, PAINT BRIDGES 62878, 62879; REPLACE SUPERSTRUCTURE ON BRIDGES 9631 AND 9632 (TIE TO 6282-224)	17,023,000	14,005,987	0	3,017,013	0	MNDOT	
2025	I 94		6282-224	BI	I94, AT MARION ST (CSAH 56) IN ST PAUL - REHAB BRIDGE #62878 (MARION/CSAH 56 OVER I-94 & EB RAMP), SIGNAL REPLACEMENT, ADA IMPROVEMENTS (TIE TO 6282-216)	2,429,000	1,821,600	0	202,400	405,000	MNDOT	

**TABLE A-8
National Highway Performance Program Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
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	1,303,000	707,540	0	161,460	434,000	MNDOT	
2025	MN	55	2752-43	RS	**BFP** 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, OVERLAY BRIDGE 27237, ADA, CONSTRUCT TRAIL AND TURN LANE RECONSTRUCTION AT DAHLBERG DR	6,407,000	5,216,580	0	1,190,420	0	MNDOT	
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) (TIE TO 0205-110)	558,000	454,324	0	103,676	0	MNDOT	
2025	US	169	2772-126	SC	US169, AT CSAH 5 (MINNETONKA BLVD) IN ST LOUIS PARK -SIGNAL REPLACEMENTS, REMOVE FREE RIGHT AND CONSTRUCT SIDEWALK	1,040,000	581,339	0	132,661	326,000	MNDOT	
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	968,000	534,115	0	121,885	312,000	MNDOT	
2025	US	61	8207-65	SC	US61 (S LAKE ST), AT 11TH AVE IN FOREST LAKE -SIGNAL REPLACEMENT, DRAINAGE AND ADA IMPROVEMENTS	895,000	502,361	0	114,639	278,000	MNDOT	
2025	US	61	8207-66	SC	US61 (S LAKE ST), AT 8TH AVE IN FOREST LAKE -SIGNAL REPLACEMENT, DRAINAGE AND ADA IMPROVEMENTS	806,000	420,941	0	96,059	289,000	MNDOT	
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, LIGHTING, CONSTRUCT POND, TRAIL CONNECTION, SIDEWALK, ADA IMPROVEMENTS (ASSOCIATE TO 1308-27S)	13,657,000	11,119,529	0	2,537,471	0	MNDOT	
2026	999		880M-MO-26	MC	DISTRICTWIDE SETASIDE - METRO/TWIN CITIES MOBILITY - 2026	50,000,000	45,000,000	0	5,000,000	0	MNDOT	
2026	999		880M-PED-26	BI	DISTRICTWIDE SETASIDE - PEDESTRIAN BRIDGE - 2026	3,000,000	2,700,000	0	300,000	0	MNDOT	
2026	999		880M-SM-26	RC	DISTRICTWIDE SETASIDE - SPOT MOBILITY - 2026	12,500,000	11,250,000	0	1,250,000	0	MNDOT	

**TABLE A-8
National Highway Performance Program Projects**

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2026	I 35E		6280-419	BR **BFP**: I35E, FROM N EXIT OF SHEPARD RD TO MN 5 (W 7TH ST) IN ST PAUL - REPLACE CONCRETE PAVEMENT, REPLACE BRIDGE 9534 (NEW BR 62947) OVER SHEPARD RD AND OVERLAY BRIDGE 62912	19,728,000	17,755,200	0	1,972,800	0	MNDOT	
2026	I 35W		1981-140NAC	RS **AC**: I35W, FROM JCT 35E/35W TO 0.4 MI N OF CLIFF RD IN BURNSVILLE - MILL BITUMINOUS PAVEMENT, CONCRETE OVERLAY, RECONSTRUCT CONCRETE PAVEMENT, RECONSTRUCT BITUMINOUS PAVEMENT, REPLACE BR#6583, CONSTRUCT AUXILIARY LANES, CONSTRUCT ADDITIONAL SB EXIT AT CSAH 42, SIGNAL SYSTEM, CONTINUOUS ROADWAY LIGHTING, AND ADA IMPROVEMENTS, AND ON MN 13 AT I 35W - REPLACE BR#9779 AND BR#9780 AND INSTALL HIGH TENSION CABLE MEDIAN BARRIER (AC PAYBACK 1 OF 1)	13,600,000	13,600,000	0	0	0	MNDOT	
2026	I 35W		2782-366	SC I35W, AT W 98TH ST IN BLOOMINGTON - SIGNAL REPLACEMENT, ADA RAMPS/SIDEWALKS (ASSOCIATE TO 2782-366S)	730,000	277,200	0	30,800	422,000	MNDOT	
2026	I 394		2789-137	SC I394, AT CSAH 73 AT NORTH RAMP IN MINNETONKA - SIGNAL REPLACEMENT, ADA	567,000	307,800	0	34,200	225,000	MNDOT	
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	
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	594,000	534,600	0	59,400	0	MNDOT	
2026	I 494		1986-47	DR I494 AND MN RIVER IN EAGAN - DRAINAGE REPAIR, RECONSTRUCT BEAVER POND	1,653,000	1,487,700	0	165,300	0	MNDOT	
2026	I 94		8282-147	DR I94, FROM E OF MN95 (STAGECOACH TRAIL N) TO ST CROIX RIVER IN LAKELAND - REPAIR DRAINAGE	1,457,000	1,311,300	0	145,700	0	MNDOT	
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 BRIDGES 62033, 62034, 62843, 62844, 9471, 9472, 6805, 6894, 62821, 62860, 9050, 62808, 62812 (ASSOCIATE TO 6242-83S) (AC PROJECT, PAYBACK IN FY27)	30,722,000	17,087,293	7,000,000	5,496,707	1,138,000	MNDOT	
2026	MN 77		1929-50	RS **AC**: MN 77 (CEDAR), FROM 138TH ST (CSAH 23) 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)	43,537,000	27,405,487	8,000,000	8,079,513	52,000	MNDOT	

**TABLE A-8
National Highway Performance Program Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2026		MN 77	2758-75	BI	**BFP**: MN 77, REOVERLAY AND PAINT ON BR 27046 (KILLEBREW EB/WB OVER MN 77), REDECK BR 27048 (SB COLLECTOR DISTRIBUTOR LANE TO LINDAU LANE) AND BR 27045 (CEDAR AVE) AND ON BR 9600N AND 9600S REOVERLAY AND REPLACE CABLES IN BLOOMINGTON	50,372,000	41,012,882	0	9,359,118	0	MNDOT	
2026		US 12	2713-129	RS	**AC**: US 12 (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)	50,081,000	10,745,011	30,000,000	9,297,989	38,000	MNDOT	
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	963,000	376,160	0	85,840	501,000	MNDOT	
2026		US 61	6222-190	SC	US61, AT CSAH 96 (LAKE AVE) IN WHITE BEAR LAKE- SIGNAL REPLACEMENT, ADA AND DRAINAGE	854,000	526,787	0	120,213	207,000	MNDOT	
2026		US 61	6222-191	SC	US61, AT CR B IN MAPLEWOOD- SIGNAL REPLACEMENT, ADA AND DRAINAGE	404,000	251,588	0	57,412	95,000	MNDOT	
2027		999	880M-PED-27	BI	DISTRICTWIDE SETASIDE - PEDESTRIAN BRIDGE - 2027	3,000,000	2,442,600	0	557,400	0	MNDOT	
2027		999	880M-SM-27	RC	DISTRICTWIDE SETASIDE - SPOT MOBILITY - 2027	13,000,000	11,700,000	0	1,300,000	0	MNDOT	
2027		I 35E	6280-407	SC	I35E AND CSAH 21 (LITTLE CANADA RD E) AT EAST AND WEST RAMPS IN LITTLE CANADA - SIGNAL REPLACEMENTS	1,014,000	387,900	0	43,100	583,000	MNDOT	
2027		I 35W	2783-228	BI	I35W OVER MISSISSIPPI RIVER IN MPLS- FLOOD SEAL BRIDGE 27409 AND 27410 (ST ANTHONY BRIDGES)	600,000	540,000	0	60,000	0	MNDOT	
2027		I 394	2789-168	SC	I394 FROM I494 IN MINNETONKA TO US169 IN GOLDEN VALLEY - REPLACE LIGHTING SYSTEMS	1,164,000	1,047,600	0	116,400	0	MNDOT	
2027		I 394	2789-189	SC	I394 AT PLYMOUTH RD NORTH RAMP AND AT RIDGEDALE DR NORTH AND SOUTH RAMP IN MINNETONKA - TRAFFIC SIGNAL REPLACEMENT	1,119,000	568,800	0	63,200	487,000	MNDOT	
2027		I 394	2789-191	SC	I394 AT LOUISIANA AVE NORTH AND SOUTH RAMP TERMINALS AND METRO TRANSIT PARK AND RIDE LOT IN GOLDEN VALLEY - REPLACE TRAFFIC SIGNALS (ASSOCIATE TO 2789-191S)	836,000	497,700	0	55,300	283,000	MNDOT	
2027		I 94	2787-31	SC	I94/694 FROM I494 IN MAPLE GROVE TO JUST EAST MN 252 IN FRIDLEY - REPLACE TRAFFIC SIGNS	863,000	776,700	0	86,300	0	MNDOT	

**TABLE A-8
National Highway Performance Program Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2027		MN 100	2735-212	RS	**AC**: MN 100, FROM UNDER PED BRIDGE/EXIT CEDAR LK RD IN ST LOUIS PARK TO JCT I694 IN BROOKLYN CENTER - PAVEMENT REHABILITATION, REPAIR BRIDGE'S 27982, 27039, 27040, 27754, 27754A, 27788, 27789, 27789A, 27752, 27752A, 27913, 27914, RAMP RE-ALIGNMENT AND REMOVAL OF BR# 27042, CURB & GUTTER REPAIR, ACCESS REMOVAL (ASSOCIATE TO 2735-212S) (AC PROJECT, PAYBACK IN FY28)	48,486,000	22,477,301	17,000,000	9,008,699	0	MNDOT	
2027		MN 101	2738-31	RS	MN 101 FROM 0.07 MI S OF I94 IN ROGERS TO 0.1 MILES S OF CR 38 (70TH ST NE) IN OTSEGO- MILL & OVERLAY, GUARDRAIL AND MEDIAN BARRIER UPDATE, SIGNAL REPLACEMENT, ADA CURB RAMPS, DRAINAGE (ASSOCIATE TO 8608-33 IN DISTRICT 3 AND 2738-31S)	12,498,000	10,175,872	0	2,322,128	0	MNDOT	
2027		MN 280	6242-83AC	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 BRIDGES 62033, 62034, 62843, 62844, 9471, 9472, 6805, 6894, 62821, 62860, 9050, 62808, 62812 (AC PAYBACK 1 OF 1)	7,000,000	7,000,000	0	0	0	MNDOT	
2027		MN 3	6217-56	TM	MN 3 (ROBERT ST) SOUTH OF MISSISSIPPI RIVER IN ST PAUL - CONSTRUCT ARTERIAL BUS RAPID TRANSIT IMPROVEMENTS	978,000	796,288	0	181,712	0	MNDOT	
2027		MN 36	8204-89	SC	MN 36 AT KEATS AVE IN GRANT AND LAKE ELMO - ACCESS IMPROVEMENTS	986,000	802,801	0	183,199	0	MNDOT	
2027		MN 55	1909-110	DR	MN 55 AT BLUE WATER RD/BEVERLY DR IN EAGAN - REPAIR/REPLACE PIPES (ASSOCIATE TO 1909-110S)	454,000	369,647	0	84,353	0	MNDOT	
2027		MN 62	1918-122	SC	MN 62 AT CR 14 (MENDOTA RD) IN SUNFISH LAKE - REPLACE SIGNAL SYSTEM, CONSTRUCT TRAIL AND ADA IMPROVEMENTS	373,000	221,462	0	50,538	101,000	MNDOT	
2027		MN 62	2774-27	SC	MN 62 FROM PENN AVE IN RICHFIELD TO MN 55 (HIAWATHA AVE) IN MPLS - SIGN REPLACEMENT	575,000	468,165	0	106,835	0	MNDOT	
2027		MN 62	2775-25	RS	**AC**: MN 62 FROM 28TH AVE TO 0.1 MI E OF 43RD AVE IN MPLS - RECONSTRUCT ROAD, CURB AND GUTTER, GUARDRAIL, DRAINAGE, SIDEWALK, RAILING REPLACEMENT AND REPAIR BR# 27521 (AC PROJECT, PAYBACK IN FY28)	22,918,000	10,659,836	8,000,000	4,258,164	0	MNDOT	
2027		MN 65	0208-172	DR	MN 65 FROM 0.5 MILES NORTH OF CR 22 (VIKING BLVD NE) TO 0.26 MILES SOUTH OF CR 74 (221ST AVE NE) IN EAST BETHEL - DRAINAGE (ASSOCIATE TO 0208-172S)	347,000	282,527	0	64,473	0	MNDOT	

**TABLE A-8
National Highway Performance Program Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2027	MN	7	2706-240	BI	MN 7, FROM 0.02 MI W US 169 TO 0.09 MI W OF AQUILA AVE IN HOPKINS - REDECK BR# 27033 (TH 7 OVER US 169), REPAIR BR# 27193 (TH 7 OVER MINNEHAHA CREEK), REPAIR BR# 27068 (TH 7 OVER RECREATION TRAIL)	7,689,000	6,260,384	0	1,428,616	0	MNDOT	
2027	MN	7	2706-254	DR	MN 7 FROM MN 41 (HAZELTINE BLVD) TO CSAH 19 (OAK ST) IN SHOREWOOD AND FROM I494 TO CSAH 61 (SHADY OAK RD) IN MINNETONKA -DRAINAGE REPAIRS (ASSOCIATE TO 2706-254S)	541,000	440,482	0	100,518	0	MNDOT	
2027	MN	77	1929-50AC	RS	**AC**: MN77 (CEDAR), FROM 138TH ST (CSAH 23) TO DAKOTA/HENNEPIN COUNTY LINE IN APPLE VALLEY - UNBONDED CONCRETE OVERLAY ON SOUTH SEGMENT AND MEDIUM MILL AND OVERLAY ON NORTH SEGMENT (AC PAYBACK 1 OF 1)	8,000,000	8,000,000	0	0	0	MNDOT	
2027	US	10	0202-119	RS	US10, FROM CLEVELAND/JARVIS IN ELK RIVER TO 0.5 MI W JCT RAMSEY BLVD IN ANOKA- BITUMINOUS MILL AND OVERLAY, ADA, DRAINAGE REHAB AND INTERSECTION IMPROVEMENTS (OTHER IS OPERATING FUNDS) (ASSOCIATE TO 0202-119S)	8,082,000	6,545,354	0	1,493,646	43,000	MNDOT	
2027	US	10	0202-124	SC	US 10 FROM MN 101 IN ELK RIVER TO TRAPROCK ST IN RAMSEY- REPLACE EXISITNG SIGNS, OVERLAY EXTRUDED SIGN PANELS AND ADD/REMOVE SIGNS	546,000	444,553	0	101,447	0	MNDOT	
2027	US	12	2713-129AC	RS	**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 PAYBACK 1 OF 1)	30,000,000	30,000,000	0	0	0	MNDOT	
2027	US	61	1913-107	RS	US 61 FROM N JCT MN316 TO 4TH ST IN HASTINGS - MEDIUM BITUMINOUS MILL AND OVERLAY AND OVERLAY BRIDGE 19075	10,867,000	8,847,911	0	2,019,089	0	MNDOT	
2027	US	61	6220-96	RS	**AC**: US 61 FROM 0.2 MI N OF CARVER AVE TO EAST JUNCTION OF I94 IN ST PAUL - BITUMINOUS MILL AND OVERLAY, TRAFFIC SIGNALS, PEDESTRIAN IMPROVEMENTS, DRAINAGE, CURB AND GUTTER AND REPLACE BR# 96093 (AC PROJECT, PAYBACK IN FY28)	25,267,000	10,183,204	10,000,000	4,605,796	478,000	MNDOT	
2027	US	61	6222-196	SC	US 61 AT 2ND ST IN WHITE BEAR LK AND I694 N RAMPS IN VADNAIS HEIGHTS - SIGNAL REPLACEMENT, ADA, ADD LEFT TURN LANE, DRAINAGE, TRAIL	4,575,000	3,578,409	0	816,591	180,000	MNDOT	

**TABLE A-8
National Highway Performance Program Projects**

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2027		US 61	8205-155	DR US 61 (POINT DOUGLAS DR) FROM MN 95 (MANNING AVE S) IN COTTAGE GROVE TO US 10 (POINT DOUGLAS S) IN DENMARK TWSP - DRAINAGE, RELOCATE SIGNALS (ASSOCIATE TO 8205-155S)	478,000	389,188	0	88,812	0	MNDOT	
Totals					942,351,288	714,563,205	94,172,475	123,310,608	10,305,000		

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Twin Cities Metropolitan Area
2024 - 2027 Transportation Improvement Program

**TABLE A-9
National Freight Program Projects**

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2024	CSAH 13,		071-633-002AC	RC CSAH 33 RECONSTRUCT FROM AUBURNE ST TO CSAH 13 IN ELK RIVER & CSAH 13 FROM 400' N TO 1500' S OF CR 34 IN ELK RIVER (ASSOCIATED SAP 071-613-013)	3,350,000	2,500,000	0	0	850,000	SHERBURNE COUNTY	
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	RS
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	MNDOT	RS
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 (ASSOCIATED TO 109-010-007)	12,500,000	10,000,000	0	0	2,500,000	BROOKLYN CENTER	RS
Totals					29,950,000	26,600,000	0	0	3,350,000		

Twin Cities Metropolitan Area
2024 - 2027 Transportation Improvement Program

TABLE A-10
Highway Safety Improvement Projects

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2024	999		010-030-012	SH COUNTY WIDE - INSTALL ENHANCED PAVEMENT MARKINGS	936,000	810,000	0	0	126,000	CARVER COUNTY	
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	
2024	CSAH 3		027-603-081	SH **AC**: CSAH 3 (LAKE ST), CSAH 43 (LAGOON AVE) FROM KNOX AVE TO EMERSON AVE IN MPLS - CURB EXTENSIONS, ADA, ROADWAY MODIFICATIONS, SIGNAL REVISIONS (AC PROJECT, PAYBACK IN FY25) (ASSOCIATE TO 027-603-080, 027-603-080CRP, 027-603-079)	3,201,200	910,827	1,089,173	0	1,201,200	HENNEPIN COUNTY	
2024	CSAH 32		62-00221	SR BNSF RR, REPLACE EXISTING SIGNAL SYSTEM AT CSAH 32, ENERGY PARK DRIVE, ST PAUL, RAMSEY COUNTY	350,000	175,000	0	0	175,000	MNDOT	
2024	CSAH 34		062-634-009	SH CSAH 34 (UNIVERSITY AVE) AT CURFEW ST, LASALLE ST, LYNNHURST AVE, OXFORD ST, MILTON ST, AVON ST, AND FARRINGTON ST IN ST PAUL - INSTALL RRFB'S	1,019,200	882,000	0	0	137,200	RAMSEY COUNTY	
2024	CSAH 40		010-640-016	SH 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	9,182,856	2,000,000	0	0	7,182,856	CARVER COUNTY	
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	HENNEPIN COUNTY	
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	RS
2024	CSAH 6		002-606-013	SH CSAH 6 (MISSISSIPPI ST) AT CSAH 35 (CENTRAL AVE) IN FRIDLEY - MINI-ROUNDBOUT	1,352,000	1,170,000	0	0	182,000	ANOKA COUNTY	
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 ROUNDBOUT	1,914,840	1,595,700	0	0	319,140	SCOTT COUNTY	

**TABLE A-10
Highway Safety Improvement Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2024	Local		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	
2024	Local		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	
2024	MN 316		1926-23S	SH	MN 316 (RED WING BLVD), VARIOUS LOCATIONS IN RAVENNA TWP - CONSTRUCT TURN LANES (ASSOCIATE TO 1926-23)	926,000	833,400	0	92,600	0	MNDOT	
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	
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) AND VARIOUS SAFETY UPGRADES (DISTRICT HSIP)(ATP HSIP ORIGINALLY AWARDED UNDER 164-010-075) (AC PAYBACK 1 OF 1)	1,080,000	1,080,000	0	0	0	MNDOT	
2024	MN 51		6215-117S	SH	MN51 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)	1,188,000	1,069,200	0	118,800	0	MNDOT	
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)	2,877,000	2,589,300	0	287,700	0	MNDOT	
2024	MN 62		1918-123	SH	MN62, FROM MN13 IN MENDOTA HTS TO MN3 IN INVER GROVE HTS - INSTALL CABLE MEDIAN BARRIER	1,300,000	1,170,000	0	130,000	0	MNDOT	
2024	MN 65		0208-165S	SH	MN 65 (CENTRAL AVE), FROM BUNKER LAKE BLVD IN HAM LAKE TO 237TH IN EAST BETHEL - CABLE MEDIAN BARRIER, AND FIBER OPTIC CONNECTIVITY BETWEEN VIKING BLVD AND 237TH AVE (ASSOCIATE TO 0208-165)	2,531,000	2,277,900	0	253,100	0	MNDOT	

**TABLE A-10
Highway Safety Improvement Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2024	MSAS	101	27-00330	SR	BNSF RR, REPLACE EXISTING SIGNAL SYSTEM AT MSAS 101, ZACHARY LANE, MAPLE GROVE, HENNEPIN COUNTY	350,000	175,000	0	0	175,000	MNDOT	
2024	MSAS	105	19-00153	SR	PGR RR, REPLACE EXISTING SIGNAL SYSTEM AT MSAS 105, HOLYOKE AVE, LAKEVILLE, DAKOTA COUNTY	225,000	225,000	0	0	0	MNDOT	
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)	85,033	85,033	0	0	0	WOODBURY	RS
2024	MSAS	108	192-108-029	SH	**PRS**: MSAS 108 (LAKE RD) FROM BLUE RIDGE DR TO CHERRY LANE IN WOODBURY - 4 TO 3 LAND CONVERSION, ADA, BUMP OUTS	3,120,000	2,000,000	0	0	1,120,000	WOODBURY	RS
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	
2025	999		010-030-013	SH	COUNTY WIDE - RURAL INTERSECTION LIGHTING	530,000	450,000	0	0	80,000	CARVER COUNTY	
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	
2025	999		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	
2025	CSAH	10	231-020-003	SH	CSAH 10 (WACONIA PKWY) AT WACONIA PARKWAY IN WACONIA - CONSTRUCT ROUNDABOUT	2,150,983	1,759,895	0	0	391,088	WACONIA	
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	
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	
2025	CSAH	22	002-622-041	SH	CSAH 22 (VIKING BLVD) AT CSAH 7 (RUM RIVER BLVD) IN OAK GROVE - CONSTRUCT ROUNDABOUT	2,465,000	1,350,000	0	0	1,115,000	ANOKA COUNTY	
2025	CSAH	3	027-603-081AC	SH	**AC**: CSAH 3 (LAKE ST), CSAH 43 (LAGOON AVE) FROM KNOX AVE TO EMERSON AVE IN MPLS - CURB EXTENSIONS, ADA, ROADWAY MODIFICATIONS, SIGNAL REVISIONS (AC PAYBACK 1 OF 1)	1,089,173	1,089,173	0	0	0	HENNEPIN COUNTY	

**TABLE A-10
Highway Safety Improvement Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2025		CSAH 32	27-00332	SR	PGR RR, REPLACE EXISTING SIGNAL SYSTEM AT CSAH 32, PENN AVE S, BLOOMINGTON, HENNEPIN COUNTY	225,000	225,000	0	0	0	MNDOT	
2025		CSAH 35	086-070-024	SH	WRIGHT COUNTY CSAH 35 AND CSAH 8 INTERSECTION, CONSTRUCT ROUND-ABOUT	833,333	750,000	0	0	83,333	WRIGHT COUNTY	
2025		CSAH 53	062-653-017	SH	**PRS**: CSAH 53 (DALE ST) FROM MSAS 141 (GRAND AVE) TO IGLEHART AVE IN ST PAUL - 4 TO 3 LANE CONVERSION	1,060,000	900,000	0	0	160,000	RAMSEY COUNTY	RS
2025		CSAH 6	002-606-014	SH	CSAH 6 (MISSISSIPPI ST) AT 7TH ST IN FRIDLEY - MINI-ROUNDAABOUT	1,272,000	1,080,000	0	0	192,000	ANOKA COUNTY	
2025		I 35W	1981-140S	SH	**AC**: I35W, MN 13 TO I35E IN BURNSVILLE - INSTALL CONTINUOUS STREET LIGHTING (ASSOCIATE TO 1981-140, 1981-140N, 1981-140TR, 1981-140BFP) (AC PROJECT, PAYBACK IN FY26)	808,000	7,200	720,000	80,800	0	MNDOT	
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)	3,281,000	2,952,900	0	328,100	0	MNDOT	
2025		LOCAL	141-030-058	SH	UPTON AVE AT 43RD S, XERXES AVE AT 44TH ST, VINCENT AVE AT 44TH ST, RICHFIELD RD AT 36TH ST IN MPLS - TRAFFIC SIGNAL REPLACEMENT, APS, ADA, CURB EXTENSIONS	2,332,000	1,980,000	0	0	352,000	MINNEAPOLIS	
2025		LOCAL	141-239-019	SH	26TH ST W AND 28TH ST W FROM GARFIELD AVE S TO STEVENS AVE S IN MPLS - SAFETY IMPROVEMENTS, ADA, CURB EXTENSIONS AND/OR PED MEDIANS, BIKE BUFFER MEDIANS	1,590,000	1,350,000	0	0	240,000	MINNEAPOLIS	
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	
2025		LOCAL	27-00334	SR	PGR RR, REPLACE EXISTING SIGNAL SYSTEM AT M 278, QUEEN AVE S, BLOOMINGTON, HENNEPIN COUNTY	225,000	225,000	0	0	0	MNDOT	
2025		MN 13	1901-186S	SH	MN 13, LYNN AVE IN SAVAGE TO CSAH 5 (KENWOOD TRL) IN BURNSVILLE - INSTALL CABLE MEDIAN BARRIER (ASSOCIATE TO SP 1901-186)	513,000	461,700	0	51,300	0	MNDOT	
2025		MN 3	1921-107S	SH	MN 3 (S ROBERT TRAIL) AND 142ND ST IN ROSEMOUNT - CONSTRUCT ROUNDAABOUT (ASSOCIATE TO 1921-107)	1,727,000	1,107,000	0	123,000	497,000	MNDOT	
2025		MN 47	0205-110S	SH	MN47 (UNIVERSITY AVE), FROM 37TH AVE IN COLUMBIA HEIGHTS TO US10 IN COON RAPIDS - PEDESTRIAN SAFETY IMPROVEMENTS (ASSOCIATED TO 0205-110) (TIE TO 0207-125)	613,000	551,700	0	61,300	0	MNDOT	

**TABLE A-10
Highway Safety Improvement Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
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) (TIE TO 0205-110)	613,000	551,700	0	61,300	0	MNDOT	
2025	MN 65		113-010-023	SH	MN65 (CENTRAL AVE) FROM 43RD AVE TO 47TH AVE IN COLUMBIA HEIGHTS - CONTINUOUS STREET LIGHTING, SIDEWALK, ADA	2,957,612	2,000,000	0	0	957,612	COLUMBIA HEIGHTS	
2025	MN 97		8201-21S	SH	MN 97 (SCANDIA TRAIL N), FROM W OF EVERTON AVE N TO US61 (FOREST BLVD N) IN FOREST LAKE - ROUNDABOUT, ACCESS REVISION AT FOREST RD AND FLORAL BAY RD, LEFT TURN LANE AT FONDANT, LIGHTING (ASSOCIATE TO 8201-21)	2,598,000	2,059,200	0	228,800	310,000	MNDOT	
2025	MSAS 123		10-00124	SR	TCWR RR, REPLACE EXISTING SIGNAL SYSTEM AT MSAS 123, MARKET BLVD, CHANHASSEN, CARVER COUNTY	230,000	230,000	0	0	0	MNDOT	
2025	MSAS 124		198-124-003	SH	MSAS 124 (NIGHTINGALE ST) AT MSAS 137 (VETERANS MEMORIAL BLVD) IN ANDOVER - ROUNDABOUT	1,219,000	1,035,000	0	0	184,000	ANDOVER	
2025	MSAS 124		198-124-004	SH	MSAS 124 (NIGHTINGALE ST) AT CROSSTOWN BLVD (CR 18) IN ANDOVER - CONSTRUCT ROUNDABOUT	2,325,400	1,902,600	0	0	422,800	ANDOVER	
2025	MSAS 411		27-00333	SR	PGR RR, REPLACE EXISTING SIGNAL SYSTEM AT MSAS 411, W 102ND ST, BLOOMINGTON, HENNEPIN COUNTY	225,000	225,000	0	0	0	MNDOT	
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)	618,000	556,200	0	61,800	0	MNDOT	
2026	CSAH 102		027-702-023	SH	CSAH 102 (DOUGLAS DR) AT VARIOUS INTERSECTIONS BETWEEN CSAH 70 (MEDICINE LK RD) AND 51ST PL IN CRYSTAL - CURB EXTENSIONS, MEDIANS, SIDEWALK, STORM WATER, TRAFFIC SIGNALS, ADA	3,693,600	2,000,000	0	0	1,693,600	HENNEPIN COUNTY	
2026	CSAH 120		200-020-013	SH	CSAH 120 (LITTLE CANADA RD) AT CR C/LAKE SHORE AVE FROM CR C TO COUNTRY DR IN LITTLE CANADA - ROUNDABOUT AND ROAD DIET	2,484,000	2,000,000	0	0	484,000	LITTLE CANADA	
2026	CSAH 17		027-617-036	SH	CSAH 17 (FRANCE AVE) AT VARIOUS INTERSECTIONS BETWEEN 62ND AND 44TH STREETS IN EDINA AND MPLS - CURB EXTENSIONS, ADA, ROADWAY MODIFICATIONS, AND/OR SIGNAL REVISIONS	2,862,000	2,000,000	0	0	862,000	HENNEPIN COUNTY	

**TABLE A-10
Highway Safety Improvement Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2026	CSAH 18		002-618-037	SH	CSAH 18 (CROSSTOWN BLVD) AT CSAH 20 (161ST AVE)/CR 60 (CONSTANCE BLVD) IN HAME LAKE - ROUNDABOUT	1,728,000	1,440,000	0	0	288,000	ANDOVER	
2026	CSAH 23		062-623-060	SH	**PRS**: CSAH 23 (CR C) FROM CSAH 51 (LEXINGTON AVE) TO CSAH 21 (LITTLE CANADA RD) IN ROSEVILLE - 4 TO 3 LANE CONVERSION, SIGNAL AND PED ENHANCEMENTS	3,240,000	2,000,000	0	0	1,240,000	RAMSEY COUNTY	RS
2026	CSAH 26		19-00156	SR	PGR RR, REPLACE EXISTING SIGNAL SYSTEM AT CSAH 26, LONE OAK ROAD, EAGAN, DAKOTA COUNTY	220,000	220,000	0	0	0	MNDOT	
2026	CSAH 32		19-00155	SR	PGR RR, REPLACE EXISTING SIGNAL SYSTEM AT CSAH 32, 110TH ST W, EAGAN, DAKOTA COUNTY	220,000	220,000	0	0	0	MNDOT	
2026	CSAH 60		62-00222	SR	MNNR RR, REPLACE EXISTING SIGNAL SYSTEM AT CSAH 60, OTTER LAKE RD, GEM LAKE, RAMSEY COUNTY	203,500	203,500	0	0	0	MNDOT	
2026	CSAH 86		019-686-021	SH	CSAH 86 (280TH ST E) AT MN 56 (RANDOLPH BLVD/EMERY AVE) IN RANDOLPH TOWNSHIP - ROUNDABOUT	2,062,368	1,718,640	0	0	343,728	DAKOTA COUNTY	
2026	CSAH 86		019-686-022	SH	CSAH 86 (280TH ST) AT MN 3 (HIAWATHA PIONEER TRL) IN FARMINGTON - ROUNDABOUT	2,227,728	1,856,440	0	0	371,288	DAKOTA COUNTY	
2026	I 35W		1981-140SAC	SH	**AC**: I35W, MN 13 TO I35E IN BURNSVILLE - INSTALL CONTINUOUS STREET LIGHTING (AC PAYBACK 1 OF 1)	720,000	720,000	0	0	0	MNDOT	
2026	I 35W		2782-366S	SH	I35W, AT W 98TH ST IN BLOOMINGTON - REMOVE FREE RIGHT (ASSOCIATE TO 2782-366)	55,000	49,500	0	5,500	0	MNDOT	
2026	MN 280		6242-83S	SH	MN 280, AT BROADWAY IN LAUDERDALE CLOSE MEDIAN AND AT KOSATA AVE AND RAMP WITH ENERGY PARK DR IN ST PAUL INSTALL SIGNALS (ASSOCIATE TO 6242-83)	1,754,000	1,222,200	0	135,800	396,000	MNDOT	
2026	MN 5		1002-122S	SH	MN 5 (ARBORETUM RD), AT STIEGER LK LN AND 78TH AVE IN VICTORIA- ADA IMPROVEMENTS, GUARDRAIL (ASSOCIATE TO 1002-122)	809,000	722,700	0	80,300	6,000	MNDOT	
2026	MN 55		2724-139	SH	MN 55 (HIAWATHA AVE) AT 46TH ST IN MPLS - PED REFUGE, BUMPOUTS, TURN LANES	1,000,000	900,000	0	100,000	0	MNDOT	
2026	MN 95		8208-44	SH	MN 95 AT CSAH 18 (BAILEY RD/40TH ST) IN AFTON/WOODBURY - CONSTRUCT ROUNDABOUT	3,045,000	2,740,500	0	304,500	0	MNDOT	
2026	MSAS 101		27-00335	SR	SOO RR, REPLACE EXISTING SIGNAL SYSTEM AT MSAS 101, BOONE AVE, NEW HOPE, HENNEPIN COUNTY	300,000	270,000	0	0	30,000	MNDOT	

**TABLE A-10
Highway Safety Improvement Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2026	MSAS	109	192-109-020	SH	**PRS**: MSAS 109 (WOODLANE DR) FROM CSAH 16 (VALLEY CREEK RD) TO MSAS 108 (LAKE RD) IN WOODBURY - 4 TO 3 LANE CONVERSION, ADA, BUMP OUTS	3,240,000	1,000,000	0	0	2,240,000	WOODBURY	RS
2026	MSAS	160	141-030-057	SH	MSAS 160 (BLOOMINGTON AVE S) AT MSAS 249 (35TH ST), MSAS 251 (36TH ST), AND MINNEHAHA PKWY AND MSAS 241 (28TH AVE) AT MINNEHAHA PKWY IN MPLS - TRAFFIC SIGNALS, ADA, CURB EXTENSIONS OR PEDESTRIAN MEDIANS	2,376,000	1,980,000	0	0	396,000	MINNEAPOLIS	
2026	US	212	1012-27	SH	US 212 (YELLOWSTONE TRL) FROM W JCT MN 5 TO E JCT MN 5 IN NORWOOD YOUNG AMERICA-CONSTRUCT RCI'S, INSTALL CABLE MEDIAN BARRIER	3,281,000	2,952,900	0	328,100	0	MNDOT	
2027	CSAH	11	010-611-026	SH	CSAH 11 (VICTORIA DR) AT CSAH 14 (PIONEER TRAIL/MARSH LAKE RD) IN CHASKA - ROUNDABOUT	2,912,800	2,000,000	0	0	912,800	CARVER COUNTY	
2027	CSAH	152	027-752-040	SH	CSAH 152 (BROOKLYN BLVD) AT WELCOME AVE IN BROOKLYN PARK - CURB EXTENSIONS, ADA, ROADWAY MODIFICATIONS, SIGNAL, LIGHTING	2,288,000	1,872,000	0	0	416,000	HENNEPIN COUNTY	
2027	CSAH	18	082-618-030	SH	CSAH 18 (BAILEY RD) AT MSAS 127 (SETTLERS RIDGE PARKWAY/COTTAGE GROVE DR) IN WOODBURY - ROUNDABOUT	4,051,300	2,000,000	0	0	2,051,300	WASHINGTON COUNTY	
2027	CSAH	22	027-622-007	SH	CSAH 22 (LYNDALE AVE) FROM 31ST ST TO CSAH 3 (LAKE ST) IN MPLS - SIDEWALK, LANDSCAPING, CURB EXTENSIONS, MEDIANS, SIGNALS	2,805,000	2,000,000	0	0	805,000	HENNEPIN COUNTY	
2027	CSAH	23	002-623-006	SH	CSAH 23 (LAKE DR) AT CSAH 62 (KETTLE RIVER BLVD) IN COLUMBUS TOWNSHIP - CONSTRUCT ROUNDABOUT, TURN LANES	2,750,000	2,000,000	0	0	750,000	ANOKA COUNTY	
2027	CSAH	33	027-633-008	SH	CSAH 33 (PARK AVE) AND CSAH 35 (PORTLAND AVE) FROM 42ND ST TO 38TH ST IN MPLS - BIKEWAY ENHANCEMENTS, TRAFFIC CALMING, SIGNALS, ADA	3,333,000	2,000,000	0	0	1,333,000	HENNEPIN COUNTY	
2027	CSAH	40	010-640-017	SH	CSAH 40 (CR 40) BETWEEN CSAH 50 (CR 50) AND CSAH 52/174TH ST IN SAN FRANCISCO TOWNSHIP - SHOULDER WIDENING, SAFETY EDGE, CURVE REALIGNMENT, ENHANCED SIGNING AND PAVEMENT MARKINGS	5,401,440	2,000,000	0	0	3,401,440	CARVER COUNTY	
2027	CSAH	7	002-607-029	SH	CSAH 7 (7TH AVE) AT CR 158 (165TH AVE) IN ANDOVER - ROUNDABOUT	1,980,000	1,620,000	0	0	360,000	ANOKA COUNTY	

**TABLE A-10
Highway Safety Improvement Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2027	I	394	2789-191S	SH	I394 AT LOUISIANA AVE NORTH AND SOUTH RAMP TERMINALS IN GOLDEN VALLEY- ELIMINATE FREE RIGHT (ASSOCIATE TO 2789-191)	117,000	105,300	0	11,700	0	MNDOT	
2027	I	494	1985-164	SH	I494 FROM MN RIVER BRIDGE TO MN 3 (S ROBERT TRL) IN EAGAN - INSTALL CONTINUOUS LIGHTING	2,100,000	1,890,000	0	210,000	0	MNDOT	
2027	MN	100	2735-212S	SH	MN 100 FROM BASS LAKE RD TO JOHN MARTIN DRIVE IN BROOKLYN CENTER - ACCESS CLOSURE/CHANGES (ASSOCIATE TO 2735-212)	917,000	825,300	0	91,700	0	MNDOT	
2027	MN	101	2738-31S	SH	MN 101 FROM 0.07 MI S OF I94 TO DIAMOND LK RD IN ROGERS - TURN LANE EXTENSION AND PORK CHOP REALIGNMENT (ASSOCIATE TO 8608-33 IN DISTRICT 3 AND 2738-31)	176,000	158,400	0	17,600	0	MNDOT	
2027	MN	5	6230-33S	SH	**PRS**: MN 5 (STILLWATER RD) FROM MINNEHAHA AVE IN ST PAUL TO MSAS 139 (E STILLWATER AVE) IN MAPLEWOOD - 4 TO 3 LANE CONVERSION, PED FACILITIES AND LIGHTING (ASSOCIATE TO 6230-33)	600,000	540,000	0	60,000	0	MNDOT	RS
2027	MN	55	1909-110S	SH	MN 55 AT BLUE WATER RD/BEVERLY DR IN EAGAN - ACCESS IMPROVEMENTS (ASSOCIATE TO 1909-110)	756,000	680,400	0	75,600	0	MNDOT	
2027	MN	55	1910-61	SH	MN 55 (HASTINGS TRL) AT CSAH 42 (GOODWIN AVE/MISSISSIPPI TRL) IN HASTINGS - ROUNDABOUT	4,238,000	2,000,700	0	222,300	2,015,000	MNDOT	
2027	MN	65	0208-172S	SH	MN 65 FROM 0.5 MI N CR22 (VIKING BLVD NE) TO 0.26 MI S CR 74 (221ST AVE NE) IN EAST BETHEL - CONSTRUCT REDUCED CONFLICT INTERSECTIONS AND ADA AT 209TH AVE, 217TH AVE, 219TH AVE AND JUST SOUTH OF KLONDIKE AVE (ASSOCIATE TO 0208-172)	2,244,000	2,019,600	0	224,400	0	MNDOT	
2027	MN	65	2710-60	SH	MN 65 (3RD AVE S) FROM 1ST St TO 2ND St IN MPLS - CONSTRUCT BUMP OUTS AND PROTECTED BIKEWAY	1,500,000	1,350,000	0	150,000	0	MNDOT	
2027	MN	7	2706-254S	SH	MN 7 FROM MN 41 (HAZELTINE BLVD) TO CSAH 19 (OAK ST) IN SHOREWOOD AND FROM I494 TO CSAH 61 (SHADY OAK RD) IN MINNETONKA - INSTALL CABLE MEDIAN BARRIER (ASSOCIATE TO 2706-254)	1,100,000	990,000	0	110,000	0	MNDOT	
2027	MN	95	8208-45	SH	MN 95 AT 70TH ST IN COTTAGE GROVE/DENMARK TOWNSHIP - ROUNDABOUT	3,414,000	1,900,800	0	211,200	1,302,000	MNDOT	

**TABLE A-10
Highway Safety Improvement Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2027		US 10	0202-119S	SH	US10, FROM ADAMS ST NW IN ELK RIVER TO BEATTY ST NW IN RAMSEY - INTERSECTION IMPROVEMENTS (ASSOCIATE TO 0202-119)	2,340,000	2,106,000	0	234,000	0	MNDOT	
2027		US 61	8205-155S	SH	US 61 (POINT DOUGLAS DR) FROM MN 95 (MANNING AVE S) IN COTTAGE GROVE TO US 10 (POINT DOUGLAS S) IN DENMARK TWSP - 2 RCI'S, MULTI-USE PATH (ASSOCIATE TO 8205-155)	2,270,000	2,043,000	0	227,000	0	MNDOT	
Totals						164,678,646		1,809,173		41,265,275		
							116,726,898		4,877,300			

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Twin Cities Metropolitan Area
2024 - 2027 Transportation Improvement Program

TABLE A-11
Miscellaneous Federal Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	AC \$	Other Fed \$	State \$	Other \$	Agency:	RS:
2024	CSAH 3		027-603-079	BT	**RAISE**: CSAH 3 (LAKE ST) FROM MSAS 453 (FRANCE AVE) TO 21ST AVE IN MPLS- PED IMPROVEMENTS, MILL AND OVERLAY, RESTRIPE FROM 4 TO 3 LANES, BUS LANE, BUMP OUTS, BIKE TRAIL, SIGNAL REVISIONS (ASSOCIATE TO 027-603-080, 027-603-080CRP, 027-603-081)	15,000,000	0	12,000,000	0	3,000,000	HENNEPIN COUNTY	
2024	CSAH 73		155-020-022	RW	**RAISE**: CSAH 73 (ZACHARY LN) FROM S PLYMOUTH CITY LIMITS TO MN 55 AND MSAS 169 (SOUTH SHORE DR) FROM MN 55 TO MSAS 169 (10TH AVE) IN PLYMOUTH - ROW ACQUISITION	3,600,000	0	2,850,000	0	750,000	PLYMOUTH	
2024	LOCAL		027-080-001	PL	**BIP**: MINNETONKA BOULEVARD OVER ST ALBAN'S BAY OF LAKE MINNETONKA IN EXCELSIOR - PRELIMINARY ENGINEERING FOR BRIDGE IMPROVEMENTS	337,375	0	269,900	0	67,475	EXCELSIOR	
2024	LOCAL		091-090-089	BT	**AC**: RUSH CREEK TRAIL AT WEST RIVER ROAD IN BROOKLYN PARK - CONSTRUCT UNDERPASS AND AMENITIES (AC PROJECT, PAYBACK IN FY26)	1,875,000	1,500,000	0	0	375,000	THREE RIVERS PARK	
2024	MN 51		6215-117	SC	MN51 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)	2,061,000	0	1,000,000	250,000	811,000	MNDOT	
2025	CSAH 73		155-020-023	MC	**RAISE**: CSAH 73 (ZACHARY LN) FROM S PLYMOUTH CITY LIMITS TO MN 55 AND MSAS 169 (SOUTH SHORE DR) FROM MN 55 TO MSAS 169 (10TH AVE) IN PLYMOUTH - RECONSTRUCTION, MULTI-USE TRAILS, BUS PLATFORMS, PED UNDERPASS, SIGNAL REVISIONS	19,230,000	0	12,150,000	0	7,080,000	PLYMOUTH	
2025	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 AT US 169, ROUNDABOUTS, SIGNALS, REHAB BR 6802, 8840 AND 70509, NEW BR 70052, 70556, 70J68 AND 70X05 (ASSOCIATE TO 070-609-010, 246-090-001, 7008-112)	10,000,000	0	8,000,000	0	2,000,000	SCOTT COUNTY	RS
2025	LOCAL		141-597-001	BR	ON PILLSBURY AVE S OVER MIDTOWN GREENWAY IN MPLS-REHAB/REPLACE HISTORIC BRIDGE L8909	5,600,000	0	4,160,000	0	1,440,000	MINNEAPOLIS	

**TABLE A-11
Miscellaneous Federal Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	AC \$	Other Fed \$	State \$	Other \$	Agency:	RS:
2025	LOCAL		141-597-002	BR	**AC**: 10TH AVE S OVER MIDTOWN GREENWAY IN MPLS-REPLACE BRIDGE L8915 (AC PROJECT, PAYBACK IN FY26)	6,300,000	5,040,000	0	0	1,260,000	MINNEAPOLIS	
2025	US 61		6221-107	RS	**RAISE**: US 61 (ARCADE ST) FROM E 7TH ST TO 0.2 MI S ROSELAWN AVE IN MAPLEWOOD AND ON MN 5 FROM E END BRIDGE 62703 TO MINNEHAHA AVE IN ST PAUL - IMPROVE PAVEMENT CONDITIONS, STORMWATER DRAINAGE, CORRIDOR SAFETY, WALKABILITY, TRAFFIC SIGNALS, LANDSCAPING, TRAILS, BUS STOPS, LIGHTING, AND SIDEWALK CURB RAMPS (ASSOCIATE TO 6221-107P AND 6221-107PRO)	8,125,000	0	6,500,000	1,625,000	0	MNDOT	
2026	LOCAL		091-090-089AC	BT	**AC**: RUSH CREEK TRAIL AT WEST RIVER ROAD IN BROOKLYN PARK - CONSTRUCT UNDERPASS AND AMENITIES (AC PAYBACK 1 OF 1)	1,500,000	1,500,000	0	0	0	THREE RIVERS PARK	
2026	LOCAL		141-597-002AC	BR	**AC**: 10TH AVE S OVER MIDTOWN GREENWAY IN MPLS-REPLACE BRIDGE L8915 (AC PAYBACK 1 OF 1)	5,040,000	5,040,000	0	0	0	MINNEAPOLIS	

Totals						78,668,375	6,540,000	60,009,900	1,875,000	16,783,475		
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Twin Cities Metropolitan Area
2024 - 2027 Transportation Improvement Program

TABLE A-12
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2024	999		880M-CA-24	CA DISTRICTWIDE SETASIDE - EXTERNAL CONSULTANTS - 2024	30,000,000	0	0	30,000,000	0	MNDOT	
2024	999		880M-LP-24	RB DISTRICTWIDE SETASIDE - LANDSCAPE AND LANDSCAPE PARTNERSHIPS - 2024	30,000	0	0	30,000	0	MNDOT	
2024	999		880M-PD-24	CA DISTRICTWIDE SETASIDE - INTERNAL PROGRAM DELIVERY - 2024	8,615,000	0	0	8,615,000	0	MNDOT	
2024	999		880M-RW-24	RW DISTRICTWIDE SETASIDE - RIGHT-OF-WAY - 2024	14,870,000	0	0	14,870,000	0	MNDOT	
2024	999		880M-RX-24	RX DISTRICTWIDE SETASIDE - BRIDGE AND ROAD CONSTRUCTION (BARC) - 2024	8,000,000	0	0	8,000,000	0	MNDOT	
2024	999		880M-SA-24	SA DISTRICTWIDE SETASIDE - SUPPLEMENTAL AGREEMENTS AND COST OVERRUNS - 2024	23,870,000	0	0	23,870,000	0	MNDOT	
2024	999		880M-SS-24	MA DISTRICTWIDE SETASIDE - SYSTEM SUPPORT - 2024	6,200,000	0	0	6,200,000	0	MNDOT	
2024	999		8825-821	TM METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000	0	0	75,000	0	MNDOT	
2024	999		8825-824	TM METROWIDE-TRAFFIC SIGNAL LOOP REPLACEMENTS	50,000	0	0	50,000	0	MNDOT	
2024	999		8825-877	PM **IDIQ** : DISTRICTWIDE MILL AND OVERLAY WITH UTBWC, TO#3 (MINIMUM \$1M, MAXIMUM \$10M, CONTRACT EXPIRATION 2/28/2024) (PREVENTIVE MAINTENANCE FUNDS)	770,000	0	0	770,000	0	MNDOT	
2024	I 35W		2782-369	RB I35W FROM CLIFF RD IN BURNSVILLE TO 106TH ST IN BLOOMINGTON - LANDSCAPING	300,000	0	0	300,000	0	MNDOT	
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	
2024	I 94		2780-106	RB I94, AT ELM CREEK REST AREA IN MAPLE GROVE - CONSTRUCT/REPLACE ADA PEDESTRIAN FACILITIES	855,000	0	0	855,000	0	MNDOT	
2024	I 94		6283-254	AM I94, PEDESTRIAN BRIDGE 62868 OVER I94 (PARALLEL TO MAPLE ST) IN ST PAUL - REPLACE PED BRIDGE (AMOUNTS IN FY22, FY23, FY24)	131,965	0	0	131,965	0	MNDOT	
2024	MN 100		2734-56	AM MN100, SB OFF RAMP TO VERNON AVE (CSAH 158) IN EDINA - REALIGN RAMP (ASSOCIATE TO 027-758-006, 120-020-044 AND 120-020-044PRO)	300,000	0	0	300,000	0	MNDOT	
2024	MN 13		7001-134	TM MN13, BETWEEN MN101 IN SAVAGE AND I35W IN BURNSVILLE - SIGNS FOR BUS SHOULDERS, REINFORCE CATCH BASINS	231,000	0	0	231,000	0	MNDOT	

TABLE A-12
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2024		MN 282	7011-34	DR	MN 282, FROM MILL ST TO 0.03 MI E MILL ST IN JORDAN - REMOVE RETAINING WALL, REALIGN CURB AND GUTTER, RECONSTRUCT DRAINAGE AND PAVEMENT AND 0.05 MI W OF NAYLOR AVE REPLACE CULVERT	193,000	0	0	193,000	0	MNDOT	
2024		MN 41	1008-106	MC	**TED** MN41 (CHESTNUT ST) AND CSAH 10 (ENGLER BLVD) IN CHASKA- RECONSTRUCTION (ASSOCIATE TO 010-610-056, 010-610-056PRO, 010-591-002 AND 1008-106A)	3,000,000	0	0	3,000,000	0	CARVER COUNTY	
2024		MN 41	1008-106A	LP	MN41 (CHESTNUT ST) AT CSAH 10 (ENGLER BLVD) IN CHASKA - EXPAND INTERSECTION TO 4-LANE AND TURN LANES (ASSOCIATE TO 1008-106, 010-610-056, 010-610-056PRO AND 010-591-002)	710,000	0	0	710,000	0	MNDOT	
2024		MN 41	7010-115	LP	MN41 AT 145TH ST IN SHAKOPEE MDEWAKANTON SIOUX COMMUNITY - INTERSECTION IMPROVEMENT WITH TURN LANES	432,000	0	0	432,000	0	MNDOT	
2024		MN 51	6215-118	LP	MN51 AT GRAND AVE IN ST PAUL - TRAFFIC SIGNAL RECONSTRUCTION	368,000	0	0	368,000	0	MNDOT	
2024		MN 610	2771-120	MC	**TED**PRS** MN 610 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	RS
2024		MN 62	2763-60	NO	MN62 FROM 0.37 MI E OF GLEASON RD TO 0.24 MI W OF TRACY AVE IN EDINA - NOISEWALL AND TMS	1,800,000	0	0	1,620,000	180,000	MNDOT	
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	26,000	0	0	26,000	0	MNDOT	
2024		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)	2,270,000	0	0	2,270,000	0	MNDOT	
2024		US 10	0215-86	RB	US10, FROM 0.25 MI E OF FERRY ST TO BRIDGE 9717 OVER BNSF IN ANOKA - LANDSCAPING	150,000	0	0	150,000	0	MNDOT	
2024		US 169	2772-124	BR	US169, AT 63RD AVE IN BROOKLYN PARK/MAPLE GROVE - REPLACE BRIDGE 27534 (NEW BR 27317), CONSTRUCT NEW MULTI-USE TRAIL, ADA AT RAMP INTERSECTIONS AND EXTEND ACCELERATION LANES	5,303,000	0	0	5,302,285	715	MNDOT	

TABLE A-12
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2024		US 61	6220-97	LP	US61 BETWEEN BURNS AVE AND WARNER RD IN ST PAUL - REBUILD SIGNAL INTERCONNECT	58,000	0	0	58,000	0	MNDOT	
2024		US 61	8205-156	LP	US61 AT POINT DOUGLAS RD IN COTTAGE GROVE - CONSTRUCT RESTRICTED CROSSING U-TURN	1,010,000	0	0	1,010,000	0	MNDOT	
2024		US 61	8206-53	LP	US61 AT 159TH ST IN HUGO - ROUNDABOUT	710,000	0	0	710,000	0	MNDOT	
2025			8608-36	EN	**ELLE**MN 101, NORTH BOUND AND SOUTH BOUND, WEIGH IN MOTION AT CSAH 38 (70TH ST) INTERCHANGE		0	0	350,000	0	MNDOT	
2025	999		880M-LP-25	RB	DISTRICTWIDE SETASIDE - LANDSCAPE PARTNERSHIPS - 2025	30,000	0	0	30,000	0	MNDOT	
2025	999		880M-LPP-25	LP	DISTRICTWIDE SETASIDE - LOCAL PARTNERSHIP PROGRAM - 2025	4,000,000	0	0	4,000,000	0	MNDOT	
2025	999		880M-PD-25	CA	DISTRICTWIDE SETASIDE - INTERNAL PROGRAM DELIVERY - 2025	8,830,000	0	0	8,830,000	0	MNDOT	
2025	999		880M-RW-25	RW	DISTRICTWIDE SETASIDE - RIGHT-OF-WAY - 2025	10,000,000	0	0	10,000,000	0	MNDOT	
2025	999		880M-RX-25	RX	DISTRICTWIDE SETASIDE - BRIDGE AND ROAD CONSTRUCTION (BARC) - 2025	8,000,000	0	0	8,000,000	0	MNDOT	
2025	999		880M-SA-25	SA	DISTRICTWIDE SETASIDE - SUPPLEMENTAL AGREEMENTS AND COST OVERRUNS - 2025	22,400,000	0	0	22,400,000	0	MNDOT	
2025	999		8825-825	TM	METROWIDE-TRAFFIC SIGNAL LOOP REPLACEMENTS	50,000	0	0	50,000	0	MNDOT	
2025	999		8825-906	TM	METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000	0	0	75,000	0	MNDOT	
2025	I 35W		1981-140	RS	**TED**PRS**: I35W, AT CSAH 42 IN BURNSVILLE-CONSTRUCT ADDITIONAL SB EXIT RAMP AND ROUNDABOUT FROM I35W TO BUCK HILL ROAD, SOUTH OF CSAH 42 (ASSOCIATE TO 1981-140S, 1981-140N, 1981-140TR, 1981-140BFP)	5,533,000	0	0	3,100,000	2,433,000	BURNSVILLE	RS
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	
2025	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)	1,000,000	0	0	1,000,000	0	SHERBURNE COUNTY	
2025	MN 13		1901-186	DR	MN 13, LYNN AVE IN SAVAGE TO CSAH 5 (KENWOOD TRL) IN BURNSVILLE - REPAIR OR REPLACE DRAINAGE (ASSOCIATE TO SP 1901-186S)	138,000	0	0	138,000	0	MNDOT	

TABLE A-12
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2025		MN 13	7001-135	RB	MN13 (SIOUX TRL), AT INTERSECTIONS OF DAKOTA AVE, YOSEMITE AVE AND VERNON AVE IN SAVAGE - LANDSCAPING	125,000	0	0	125,000	0	MNDOT	
2025		MN 3	1921-107	DR	MN 3 (S ROBERT TRAIL) AND 142ND ST IN ROSEMOUNT - ADA AND DRAINAGE (ASSOCIATE TO 1921-107S)	86,000	0	0	86,000	0	MNDOT	
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	
2025		MN 55	1909-105	BT	MN 55, FROM CR 28 (ARGENTA TRAIL) TO COURTHOUSE BLVD IN INVER GROVE HEIGHTS- NEW TRAIL	102,000	0	0	102,000	0	MNDOT	
2025		MN 62	2774-28	NO	MN62 EB FROM APPROXIMATELY XERXES AVE TO RUSSELL AVE IN RICHFIELD - CONSTRUCT NOISEWALL AND DRAINAGE REPAIRS	4,628,000	0	0	4,183,000	445,000	MNDOT	
2025		MN 65	0208-174	MC	**TED**PRS**: MN65 (CENTRAL AVE) FROM 99TH AVE TO 109TH AVE IN BLAINE - CONSTRUCT WEST SIDE FRONTAGE ROAD	4,600,000	0	0	4,600,000	0	BLAINE	RS
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	
2026		999	880M-LP-26	RB	DISTRICTWIDE SETASIDE - LANDSCAPE AND LANDSCAPE PARTNERSHIP - 2026	200,000	0	0	200,000	0	MNDOT	
2026		999	880M-LPP-26	LP	DISTRICTWIDE SETASIDE - LOCAL PARTNERSHIP PROGRAM - 2026	4,300,000	0	0	4,300,000	0	MNDOT	
2026		999	880M-PD-26	CA	DISTRICTWIDE SETASIDE - INTERNAL PROGRAM DELIVERY - 2026	9,100,000	0	0	9,100,000	0	MNDOT	
2026		999	880M-RW-26	RW	DISTRICTWIDE SETASIDE - RIGHT-OF-WAY - 2026	12,000,000	0	0	12,000,000	0	MNDOT	
2026		999	880M-RX-26	RX	DISTRICTWIDE SETASIDE - BRIDGE AND ROAD CONSTRUCTION (BARC) - 2026	8,000,000	0	0	8,000,000	0	MNDOT	
2026		999	880M-SA-26	SA	DISTRICTWIDE SETASIDE - SUPPLEMENTAL AGREEMENTS AND COST OVERRUNS - 2026	22,500,000	0	0	22,500,000	0	MNDOT	
2026		999	880M-SS-26	MA	DISTRICTWIDE SETASIDE - SYSTEM SUPPORT - 2026	5,813,000	0	0	5,813,000	0	MNDOT	
2026		999	8825-1014	TM	METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000	0	0	75,000	0	MNDOT	
2026		999	8825-976	TM	METROWIDE-TRAFFIC SIGNAL LOOP REPLACEMENTS	50,000	0	0	50,000	0	MNDOT	
2026		I 94	8282-150	RB	I94, FROM MN120 (CENTURY AVE) IN OAKDALE TO ST CROIX RIVER IN LAKELAND - LANDSCAPING	50,000	0	0	50,000	0	MNDOT	

TABLE A-12
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2026	MN	149	1917-53	BT	MN149 (DODD RD) AT EMERSON AVE W IN MENDOTA HTS - SCHOOL/PEDESTRIAN CROSSING IMPROVEMENTS	43,000	0	0	43,000	0	MNDOT	
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	
2026	US	52	1905-48	SC	US52, FROM MN 19 IN CANNON FALLS TO 0.02 MILES N OF CR 86 (ROCHESTER BLVD) IN HAMPTON- SIGN REPLACEMENT	165,000	0	0	165,000	0	MNDOT	
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	1,924,000	0	0	1,739,000	185,000	MNDOT	
2027	999		880M-CA-27	CA	DISTRICTWIDE SETASIDE - EXTERNAL CONSULTANTS - 2027	22,500,000	0	0	22,500,000	0	MNDOT	
2027	999		880M-LP-27	RB	DISTRICTWIDE SETASIDE - LANDSCAPE AND LANDSCAPE PARTNERSHIP - 2027	350,000	0	0	350,000	0	MNDOT	
2027	999		880M-LPP-27	LP	DISTRICTWIDE SETASIDE - LOCAL PARTNERSHIP PROGRAM - 2027	5,400,000	0	0	5,400,000	0	MNDOT	
2027	999		880M-PD-27	CA	DISTRICTWIDE SETASIDE - INTERNAL PROGRAM DELIVERY - 2027	9,300,000	0	0	9,300,000	0	MNDOT	
2027	999		880M-RW-27	RW	DISTRICTWIDE SETASIDE - RIGHT-OF-WAY - 2027	12,000,000	0	0	12,000,000	0	MNDOT	
2027	999		880M-RX-27	RX	DISTRICTWIDE SETASIDE - BRIDGE AND ROAD CONSTRUCTION (BARC) - 2027	8,000,000	0	0	8,000,000	0	MNDOT	
2027	999		880M-SA-27	SA	DISTRICTWIDE SETASIDE - SUPPLEMENTAL AGREEMENTS AND COST OVERRUNS - 2027	22,500,000	0	0	22,500,000	0	MNDOT	
2027	999		880M-SS-27	MA	DISTRICTWIDE SETASIDE - SYSTEM SUPPORT - 2027	6,350,000	0	0	6,350,000	0	MNDOT	
2027	999		8825-1111	TM	METROWIDE-TRAFFIC SIGNAL LOOP REPLACEMENTS	70,000	0	0	70,000	0	MNDOT	
2027	999		8825-1135	TM	METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000	0	0	75,000	0	MNDOT	
2027	MN	13	7001-139	MA	**LGA**: MN13, AT FISH LAKE RD IN PRIOR LAKE-SIGNAL REPLACEMENT AND ADA IMPROVEMENTS	282,000	0	0	282,000	0	MNDOT	
2027	US	169	2772-136	NO	US 169 SB, FROM NORTH OF CIMMARON TRL TO CEDAR LAKE ROAD IN MINNETONKA - CONSTRUCT NOISE BARRIER	5,489,000	0	0	4,940,000	549,000	MNDOT	
2027	US	169	7008-118	RB	US169, AT MN282/CR9 INTERCHANGE IN JORDAN - LANDSCAPING	150,000	0	0	150,000	0	MNDOT	
Totals						342,535,965	0	0	338,743,250	3,792,715		

Twin Cities Metropolitan Area
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TABLE A-13
Bond Projects with no Federal \$\$

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	RS:
2026		MN 252	2748-65	MC MN252 FROM I94 TO MN 610 AND ON I94 FROM 4TH ST N TO MN 252 IN MPLS, BROOKLYN CENTER AND BROOKLYN PARK - IMPROVE SAFETY AND MOBILITY ON AND ACROSS MN252 AND I94	96,000,000	0	0	0	96,000,000	MNDOT	RS
Totals					96,000,000	0	0	0	96,000,000		

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Twin Cities Metropolitan Area
2024 - 2027 Transportation Improvement Program

TABLE A-14
Transit Section 5307

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	RS
2024	TRANSIT		TRF-TCMT-24AA	B9 SECT 5307: TWIN CITIES MET COUNCIL MT BUS ACQUISITION	1,250,000	0	1,000,000	0	250,000	MET COUNCIL-MT	
2024	TRANSIT		TRF-TCMT-24AB	B9 SECT 5307: TWIN CITIES MET COUNCIL MT-HEYWOOD CAMPUS EXPANSION DESIGN, ENGINEERING AND CONSTRUCTION	2,000,000	0	1,600,000	0	400,000	MET COUNCIL-MT	
2024	TRANSIT		TRF-TCMT-24AE	B9 SECT 5307: H LINE ARTERIAL BUS RAPID TRANSIT	11,000,000	0	8,800,000	0	2,200,000	MET COUNCIL-MT	
2024	TRANSIT		TRF-TCMT-24AF	B9 SECT 5307: TWIN CITIES MET COUNCIL MT TRANSIT BUSINESS COMPUTER HARDWARE AND SOFTWARE	1,108,000	0	886,400	0	221,600	MET COUNCIL-MT	
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	
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	2,275,000	0	1,820,000	0	455,000	MET COUNCIL-MT	
2024	TRANSIT		TRF-TCMT-24H	B9 SECT 5307: TWIN CITIES MET COUNCIL MTS BUS ACQUISITION	54,921,736	0	43,937,389	0	10,984,347	MET COUNCIL-MTS	
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	
2024	TRANSIT		TRF-TCMT-24K	B9 SECT 5307: TWIN CITIES MET COUNCIL U OF M BUS ACQUISITION	840,058	0	672,046	0	168,012	MET COUNCIL-MTS	
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	14,375,000	0	11,500,000	0	2,875,000	MET COUNCIL-MT	
2024	TRANSIT		TRF-TCMT-24N	B9 SECT 5307: TWIN CITIES MET COUNCIL MT PREVENTIVE MAINTENANCE	12,500,000	0	10,000,000	0	2,500,000	MET COUNCIL-MT	
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	6,626,606	0	5,301,285	0	1,325,321	MET COUNCIL-MT	
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	600,000	0	480,000	0	120,000	MET COUNCIL-MT	

**TABLE A-14
Transit Section 5307**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	RS
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	1,148,000	0	918,400	0	229,600	MET COUNCIL-MT		
2025	TRANSIT	TRF-TCMT-25AA	B9	SECT 5307: H LINE ARTERIAL BUS RAPID TRANSIT	300,000	0	240,000	0	60,000	MET COUNCIL-MT		
2025	TRANSIT	TRF-TCMT-25AB	B9	SECT 5307: TWIN CITIES MET COUNCIL MT TRANSIT BUSINESS COMPUTER HARDWARE AND SOFTWARE	1,087,000	0	869,600	0	217,400	MET COUNCIL-MT		
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		
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	4,354,441	0	3,483,553	0	870,888	MET COUNCIL-MT		
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		
2025	TRANSIT	TRF-TCMT-25H	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS BUS ACQUISITION	56,237,753	0	44,990,202	0	11,247,551	MET COUNCIL-MTS		
2025	TRANSIT	TRF-TCMT-25J	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M BUS ACQUISITION	858,539	0	686,831	0	171,708	MET COUNCIL-MTS		
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	3,025,000	0	2,420,000	0	605,000	MET COUNCIL-MT		
2025	TRANSIT	TRF-TCMT-25M	B9	SECT 5307: TWIN CITIES MET COUNCIL MT PREVENTIVE MAINTENANCE	12,500,000	0	10,000,000	0	2,500,000	MET COUNCIL-MT		
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	12,594,529	0	10,075,623	0	2,518,906	MET COUNCIL-MT		
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		

**TABLE A-14
Transit Section 5307**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	RS
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	573,000	0	458,400	0	114,600	MET COUNCIL-MT	
2025	TRANSIT		TRF-TCMT-25X	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS ACQUISITION	86,829,661	0	69,463,729	0	17,365,932	MET COUNCIL-MT	
2026	TRANSIT		TRF-TCMT-26AB	B9	SECT 5307: TWIN CITIES MET COUNCIL MT TRANSIT BUSINESS COMPUTER HARDWARE AND SOFTWARE	410,000	0	328,000	0	82,000	MET COUNCIL-MT	
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	
2026	TRANSIT		TRF-TCMT-26C	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS BUS ACQUISITION	41,631,088	0	33,304,870	0	8,326,218	MET COUNCIL-MTS	
2026	TRANSIT		TRF-TCMT-26D	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS BUS ACQUISITION	877,426	0	701,941	0	175,485	MET COUNCIL-MT	
2026	TRANSIT		TRF-TCMT-26H	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS ACQUISITION	100,313,453	0	80,250,762	0	20,062,691	MET COUNCIL-MT	
2026	TRANSIT		TRF-TCMT-26J	B9	SECT 5307: TWIN CITIES MET COUNCIL MT PREVENTIVE MAINTENANCE	12,500,000	0	10,000,000	0	2,500,000	MET COUNCIL-MT	
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	
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	250,000	0	200,000	0	50,000	MET COUNCIL-MT	
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	14,175,000	0	11,340,000	0	2,835,000	MET COUNCIL-MT	
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	10,182,253	0	8,145,802	0	2,036,451	MET COUNCIL-MT	
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	1,100,000	0	880,000	0	220,000	MET COUNCIL-MT	

**TABLE A-14
Transit Section 5307**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	RS
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	
2026	TRANSIT		TRF-TCMT-26Y	B9	SECT 5307: G LINE ARTERIAL BUS RAPID TRANSIT	31,250,000	0	25,000,000	0	6,250,000	MET COUNCIL-MT	
2026	TRANSIT		TRF-TCMT-26Z	B9	SECT 5307: H LINE ARTERIAL BUS RAPID TRANSIT	315,000	0	252,000	0	63,000	MET COUNCIL-MT	
2027	TRANSIT		TRF-TCMT-27	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES ADDITIONS OR IMPROVEMENT: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS	2,275,000	0	1,820,000	0	455,000	MET COUNCIL-MT	
2027	TRANSIT		TRF-TCMT-27B	B9	SECT 5307: TWIN CITIES MET COUNCIL MT PREVENTIVE MAINTENANCE	12,500,000	0	10,000,000	0	2,500,000	MET COUNCIL-MT	
2027	TRANSIT		TRF-TCMT-27G	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY IMPROVEMENT: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT, ELECTRIC BUS INFRASTRUCTURE	10,970,175	0	8,776,140	0	2,194,035	MET COUNCIL-MT	
2027	TRANSIT		TRF-TCMT-27L	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	
2027	TRANSIT		TRF-TCMT-27M	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HARDWARE AND SOFTWARE	436,000	0	348,800	0	87,200	MET COUNCIL-MT	
2027	TRANSIT		TRF-TCMT-27N	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	
2027	TRANSIT		TRF-TCMT-27P	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS BUS ACQUISITION	28,666,189	0	22,932,951	0	5,733,238	MET COUNCIL-MTS	
2027	TRANSIT		TRF-TCMT-27Q	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M BUS ACQUISITION	896,730	0	717,384	0	179,346	MET COUNCIL-MT	
2027	TRANSIT		TRF-TCMT-27T	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS ACQUISITION	106,255,924	0	85,004,739	0	21,251,185	MET COUNCIL-MT	
2027	TRANSIT		TRF-TCMT-27V	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL OPERATIONS COMMUNICATIONS AND CONTROL CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION, ADVANCE SCHEDULE PLANNING SOFTWARE, CUSTOMER REAL-TIME SOFTWARE	1,460,000	0	1,168,000	0	292,000	MET COUNCIL-MT	

**TABLE A-14
Transit Section 5307**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	RS
2027	TRANSIT	TRF-TCMT-27W	B9		SECT 5307: TWIN CITIES MET COUNCIL MT FACILITIES ENERGY ENHANCEMENTS AND NEW ENERGY INITIATIVES	958,575	0	766,860	0	191,715	MET COUNCIL-MT	
2027	TRANSIT	TRF-TCMT-27X	B9		SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION	260,000	0	208,000	0	52,000	MET COUNCIL-MT	
Totals						683,757,326	0	547,005,859	0	136,751,467		

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TABLE A-15
Transit Section 5309

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	RS
2024	TRANSIT	TRF-TCMT-24AD	B3	SECT 5309: F LINE ARTERIAL BUS RAPID TRANSIT	53,400,000	0	42,720,000	0	10,680,000	MET COUNCIL-MT	
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	RS
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	RS
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	RS
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	RS
2026	TRANSIT	TRF-TCMT-26AA	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	RS
2026	TRANSIT	TRF-TCMT-26W	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	RS
2027	TRANSIT	TRF-TCMT-27J	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	RS
2027	TRANSIT	TRF-TCMT-27S	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	RS
2027	TRANSIT	TRF-TCMT-27Y	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	RS
Totals					1,934,181,950	0	980,757,883	0	953,424,067		

Twin Cities Metropolitan Area
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TABLE A-16
Transit Section 5310

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	RS
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	
2024	TRANSIT		TRF-0260-24	NB SECT 5310: MIDWEST SPECIAL SERVICES INC- 3 REPLACEMENT LESS THAN 30 FOOT (CLASS 400) BUSES	591,000	0	472,800	0	118,200	MNDOT	
2025	TRANSIT		TRF-0260-25	NB SECT 5310: MIDWEST SPECIAL SERVICES INC- 3 REPLACEMENT LESS THAN 30 FOOT (CLASS 400) BUSES	711,000	0	568,800	0	142,200	MNDOT	
2024	TRANSIT		TRF-1703-24	NB SECT 5310: ACHIEVE SERVICES INC- 1 REPLACEMENT LESS THAN 30 FOOT (CLASS 400) BUS	197,000	0	157,600	0	39,400	MNDOT	
2025	TRANSIT		TRF-1703-25	NB SECT 5310: ACHIEVE SERVICES INC- 1 REPLACEMENT LESS THAN 30 FOOT (CLASS 400) BUS	237,000	0	189,600	0	47,400	MNDOT	
2024	TRANSIT		TRF-1767-24	NB SECT 5310: RISE INC- 2 REPLACEMENT LESS THAN 30 FOOT (CLASS 400) BUSES	394,000	0	315,200	0	78,800	MNDOT	
2025	TRANSIT		TRF-1767-25	NB SECT 5310: RISE INC -2 REPLACEMENT LESS THAN 30 FOOT (CLASS 400) BUSES	474,000	0	379,200	0	94,800	MNDOT	
2024	TRANSIT		TRF-2428-24	NB SECT 5310: DARTS, ONE-EXPANSION LESS THAN 30 FOOT (CLASS 400) BUS	197,000	0	157,600	0	39,400	MNDOT	
2025	TRANSIT		TRF-2428-25	NB SECT 5310: DARTS - 1 EXPANSION LESS THAN 35 FOOT (CLASS 500) BUS	237,000	0	189,600	0	47,400	MNDOT	
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)	1,576,000	0	1,260,800	0	315,200	MNDOT	
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)	1,896,000	0	1,516,800	0	379,200	MNDOT	
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	
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	
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	
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	
2025	TRANSIT		TRF-9135-25	NB SECT 5310: HENNEPIN COUNTY MOBILITY MANAGEMENT 1/1/26 - 12/31/27	600,000	0	480,000	0	120,000	MNDOT	
Totals					10,291,876	0	8,233,501	0	2,058,375		

Twin Cities Metropolitan Area
2024 - 2027 Transportation Improvement Program

TABLE A-17
Transit Section 5337

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	RS
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	
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)	540,000	0	432,000	0	108,000	MET COUNCIL-MT	
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	4,750,000	0	3,800,000	0	950,000	MET COUNCIL-MT	
2024	TRANSIT		TRF-TCMT-24Q	GR SECT 5337: TWIN CITIES MET COUNCIL MT RAIL VEHICLE OVERHAUL AND MAINTENANCE	7,847,250	0	6,277,800	0	1,569,450	MET COUNCIL-MT	
2024	TRANSIT		TRF-TCMT-24S	GR SECT 5337: TWIN CITIES MET COUNCIL MT RAIL SYSTEM REHAB: TRACK REHAB REPAIR, MISCELLANEOUS MAINTENANCE, CATENARY, POWER SYSTEMS	16,897,000	0	13,517,600	0	3,379,400	MET COUNCIL-MT	
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	17,200,000	0	13,760,000	0	3,440,000	MET COUNCIL-MT	
2024	TRANSIT		TRF-TCMT-24W	GR SECT 5337: TWIN CITIES MET COUNCIL MT CAPITAL LEASE TIRES	3,605,775	0	2,884,620	0	721,155	MET COUNCIL-MT	
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	
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	3,650,000	0	2,920,000	0	730,000	MET COUNCIL-MT	
2025	TRANSIT		TRF-TCMT-25N	GR SECT 5337: TWIN CITIES MET COUNCIL MT RAIL VEHICLE OVERHAUL AND MAINTENANCE	8,494,766	0	6,795,813	0	1,698,953	MET COUNCIL-MT	
2025	TRANSIT		TRF-TCMT-25P	GR SECT 5337: TWIN CITIES MET COUNCIL MT RAIL SYSTEM REHAB: TRACK REHAB REPAIR, MISCELLANEOUS MAINTENANCE, CATENARY, POWER SYSTEMS	578,350	0	462,680	0	115,670	MET COUNCIL-MT	

**TABLE A-17
Transit Section 5337**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	RS
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	4,400,000	0	3,520,000	0	880,000	MET COUNCIL-MT	
2025	TRANSIT		TRF-TCMT-25T	GR	SECT 5337: TWIN CITIES MET COUNCIL MT CAPITAL LEASE TIRES	3,524,362	0	2,819,490	0	704,872	MET COUNCIL-MT	
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)	617,096	0	493,677	0	123,419	MET COUNCIL-MT	
2026	TRANSIT		TRF-TCMT-26E	GR	SECT 5337: TWIN CITIES MET COUNCIL MT ASSOCIATED CAPITAL MAINTENANCE BUS	987,064	0	789,651	0	197,413	MET COUNCIL-MT	
2026	TRANSIT		TRF-TCMT-26K	GR	SECT 5337: TWIN CITIES MET COUNCIL MT CAPITAL LEASE TIRES	3,815,695	0	3,052,556	0	763,139	MET COUNCIL-MT	
2026	TRANSIT		TRF-TCMT-26N	GR	SECT 5337: TWIN CITIES MET COUNCIL MT RAIL VEHICLE OVERHAUL AND MAINTENANCE	5,640,000	0	4,512,000	0	1,128,000	MET COUNCIL-MT	
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	4,000,000	0	3,200,000	0	800,000	MET COUNCIL-MT	
2026	TRANSIT		TRF-TCMT-26R	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	
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	
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	
2027	TRANSIT		TRF-TCMT-27A	GR	SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES MAINTENANCE AND REHAB: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS	5,650,000	0	4,520,000	0	1,130,000	MET COUNCIL-MT	

**TABLE A-17
Transit Section 5337**

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	RS
2027	TRANSIT	TRF-TCMT-27C	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	
2027	TRANSIT	TRF-TCMT-27D	GR	SECT 5337: TWIN CITIES MET COUNCIL MT RAIL VEHICLE OVERHAUL AND MAINTENANCE	5,700,000	0	4,560,000	0	1,140,000	MET COUNCIL-MT	
2027	TRANSIT	TRF-TCMT-27E	GR	SECT 5337: TWIN CITIES MET COUNCIL MT RAIL SYSTEM REHAB: TRACK REHAB REPAIR, MISCELLANEOUS MAINTENANCE, CATENARY, POWER SYSTEMS	4,966,171	0	3,972,937	0	993,234	MET COUNCIL-MT	
2027	TRANSIT	TRF-TCMT-27F	GR	SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL REAL TIME SIGN PROJECTS REHAB AND RENOVATE	1,000,000	0	800,000	0	200,000	MET COUNCIL-MT	
2027	TRANSIT	TRF-TCMT-27H	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	
2027	TRANSIT	TRF-TCMT-27K	GR	SECT 5337: TWIN CITIES MET COUNCIL MT CAPITAL LEASE TIRES	3,933,264	0	3,146,611	0	786,653	MET COUNCIL-MT	
2027	TRANSIT	TRF-TCMT-27R	GR	SECT 5337: TWIN CITIES MET COUNCIL MT ASSOCIATED CAPITAL MAINTENANCE BUS	150,000	0	120,000	0	30,000	MET COUNCIL-MT	
Totals					117,436,262	0	93,949,010	0	23,487,252		

Twin Cities Metropolitan Area
2024 - 2027 Transportation Improvement Program

TABLE A-18
Transit Section 5339

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	RS:
2024	TRANSIT	TRF-TCMT-24Z	BB	SECT 5339: TWIN CITIES MET COUNCIL MT BUS ACQUISITION	12,963,633	0	10,370,906	0	2,592,727	MET COUNCIL-MT	
2025	TRANSIT	TRF-TCMT-25W	BB	SECT 5339: TWIN CITIES MET COUNCIL MT BUS ACQUISITION	7,000,000	0	5,600,000	0	1,400,000	MET COUNCIL-MT	
2026	TRANSIT	TRF-TCMT-26G	BB	SECT 5339: TWIN CITIES MET COUNCIL MT BUS ACQUISITION	7,154,000	0	5,723,200	0	1,430,800	MET COUNCIL-MT	
2027	TRANSIT	TRF-TCMT-27U	BB	SECT 5339: TWIN CITIES MET COUNCIL MT BUS ACQUISITION	7,311,388	0	5,849,110	0	1,462,278	MET COUNCIL-MT	
Totals					34,429,021	0	27,543,216	0	6,885,805		

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Twin Cities Metropolitan Area
 2023 - 2027 Transportation Improvement Program

**TABLE A-19
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2024-2027 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			
						2024	2025	2026	2027	Total	Federal	State	Local	Total
No projects in the Wisconsin part of the Urbanized Area.														

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APPENDIX B

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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2024-2027 Transportation Improvement Program



TAC Funding & Programming Committee
May 18, 2023

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 2024-2027 TIP

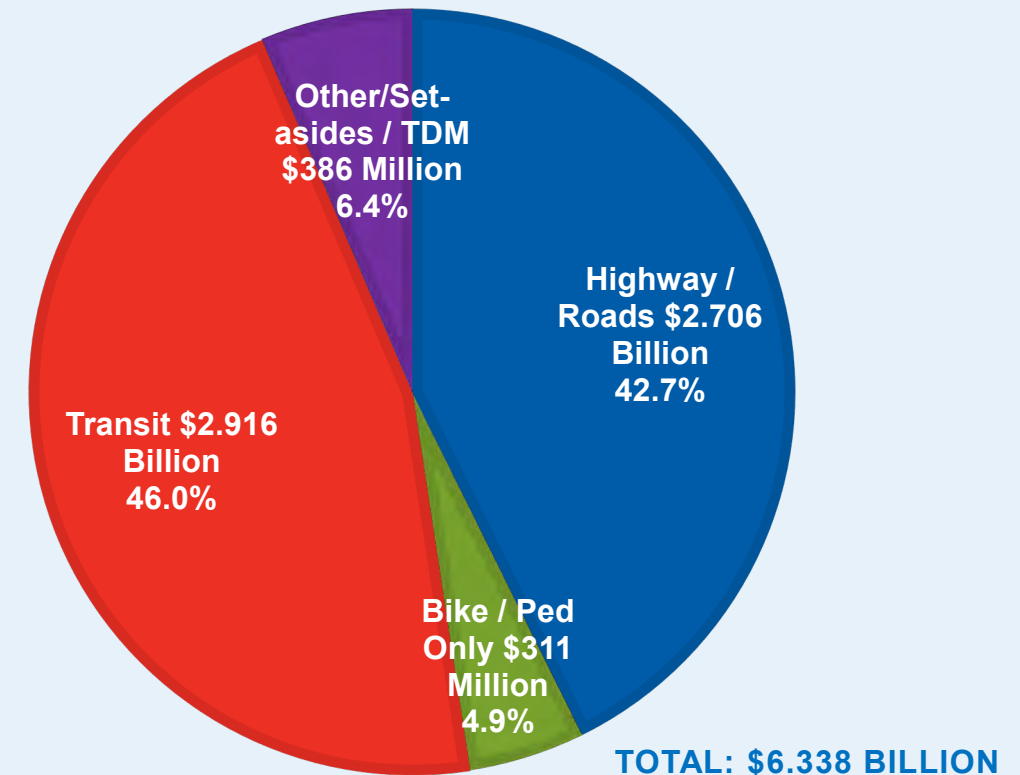
- TAB release draft for public review – May 17, 2023
- Public review/comment period ends – July 3, 2023
- TAB considers comments, recommends approval – August 16, 2023
- Transportation Committee – August 28, 2023
- Metropolitan Council approval – September 13, 2023
- MnDOT inclusion into STIP – September/October 2023
- Federal approvals – November/December 2023

Four-Year Summary

Source of Funds

- Federal Highway – \$1.8 Billion
- Federal Transit – \$1.7 Billion
- Property Tax and State Taxes – \$2.0 Billion
- Trunk Highway Funds – \$897 Million
- **Total – \$6.4 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

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