

2025–2028
TRANSPORTATION
IMPROVEMENT PROGRAM
FOR THE TWIN CITIES METROPOLITAN AREA

DRAFT



METROPOLITAN
C O U N C I L

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The preparation of this document has been funded in part by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. The contents of this document reflect the views of the Metropolitan Planning Organization (MPO), which is responsible for the facts or accuracy of the data presented herein. The contents do not necessarily reflect the official views of the U.S. Department of Transportation. The report does not constitute a standard, specification or regulation.

2025 - 2028 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 2025 through 2028 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) 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 2025-2028 TIP for the Twin Cities Metropolitan Area includes highway, freight, transit, bicycle, and pedestrian projects valued at approximately \$6.3 billion. Highlights of the TIP include the following:

- Approximately 54% (or \$3.3 billion) of the total spending shown in the TIP is from federal sources, with 10% from state sources and 36% from local/other sources.
- The \$6.3 billion program includes \$2.9 billion (46%) for transit, \$2.7 billion (43%) for highways/roads, \$222 million (4%) for non-motorized transportation, and \$461 million (7%) 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: (see project 14 on Table 21).

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 18, 2024. The TAB will consider public comments received on the draft TIP prior to adopting the final TIP.

The 2025-2028 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 2025-2028 TIP will be fiscally constrained, will be consistent with the TPP, and its development process will provide acceptable opportunity for public involvement.

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

1. INTRODUCTION

The 2025-2028 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area (shown in Figure 1, including 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 Department of Transportation (MnDOT). 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 2025-2028 TIP for the Twin Cities Metropolitan Area will meet all of these requirements and will be submitted to the Minnesota Department of Transportation for inclusion in the State Transportation Improvement Program (STIP) to be approved by the Governors' designee.

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.

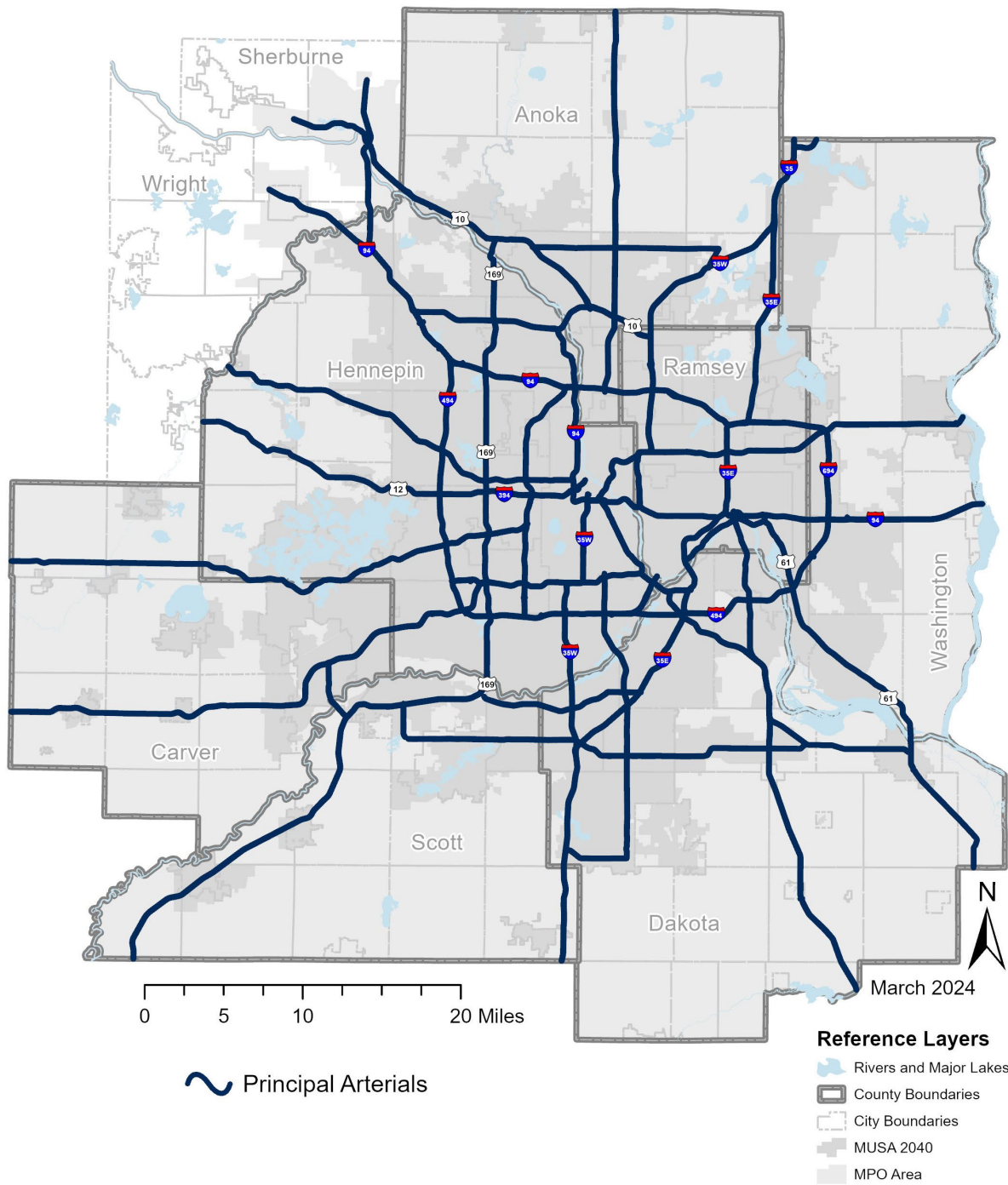


Figure 1: Twin Cities Metropolitan Area Political Boundaries – Also includes parts of Sherburne and Wright Counties

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

- Program year
- Parent project grouping
- 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 13) 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
- Indication of whether the project is regionally significant

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 will accept public comments on the draft TIP. The following is the schedule of public comment opportunities prior to adoption of the 2025-2028 TIP.

- May 15, 2024 – At its monthly meeting, the TAB released the draft TIP for the purpose of soliciting public comment.
- May 17 through July 1, 2024 – The TAB will accept comments submitted by email, telephone, and mail.
- June 18, 2024 – Council transportation and communications staff will host a virtual public meeting.
- August 21, 2024 – The TAB will review public comments and recommend the TIP for adoption, forwarding it to the Metropolitan Council.

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

For TIP amendment requests (discussed on page 10) public input opportunities are offered at board and committee meetings, during which they are presented as business items.

Amendment requests 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 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 2023-2042](#) (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](#).

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.

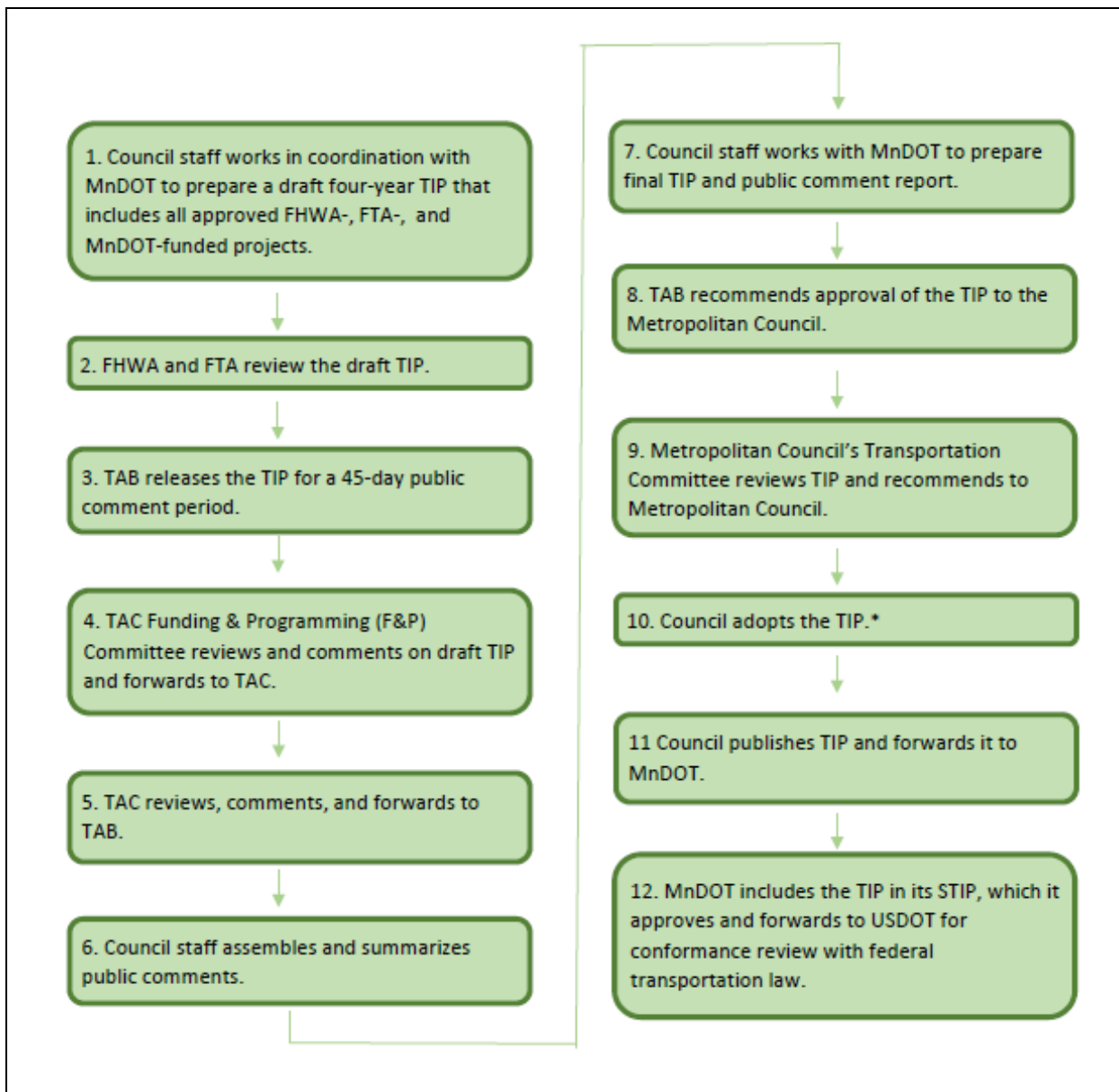
The funding percentages in Table 1 represent the approximate share of total funds of all projects in the TIP (federal, state, and local), but it should be emphasized that the funding percentages in Table 1 are not reflective of the total funding package for transportation. The TIP includes MnDOT's entire 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

Table 1: Percentage of Funding by Selection Process

| Funding Process | Share of TIP | Share of Federal in TIP |
|--------------------------------------------|---------------------|--------------------------------|
| Federal (HPP and Other) | 3% | 3% |
| TAB Regional Solicitation Selection | 18% | 17% |
| MnDOT District Selection* | 34% | 32% |
| MnDOT Office of Transit Selection* | <1% | <1% |
| Metro Transit Providers Selection** | 45% | 47% |
| Local-Only Regionally Significant Projects | <1% | <1% |

*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.

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 2025-2028 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 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 2.

Table 2: 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 14, 16, and 17.

In the spring of 2012, the U.S. Census Bureau released the updated urbanized area (UZA) boundaries for metropolitan areas across the country. At the time, the data added portions of Wright and Sherburne counties in Minnesota, and the city of Houlton, Wisconsin into the Minneapolis-St. Paul urbanized area. In 2023, the region's UZA boundaries were again updated to reflect the 2022 Census data, which included a slight expansion of the urbanized area in Wright and Sherburne counties and the elimination of the Wisconsin urbanized portion. As the metropolitan planning organization for the Twin Cities region, the Metropolitan Council is required by federal law to become involved in the transportation planning efforts of areas that are within the urbanized boundary even if they extend beyond the seven-county region. Therefore, the 2025-2028 TIP must include projects within the contiguous urbanized areas of Wright and Sherburne counties but no longer is required to include projects within the now removed urbanized area of Houlton, Wisconsin.

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, bicycle/pedestrian 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 set-aside 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 events, 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 in Appendix A.
- Federal Land Access Program (FLAP).

Demo/High Priority Projects. High priority projects, the National Corridor Improvement Program, and projects of regional and national significance.

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.

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2. REGIONAL PLAN AND PRIORITIES

All projects in the TIP are reviewed for consistency with the Transportation Policy Plan (TPP). The Metropolitan Council adopted the TPP on 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 2025-2028 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 metropolitan transportation plan (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 3 shows the adopted targets for 2024.

Table 3: Adopted Safety Targets for 2024

| Measure | 2024 Target |
|---------------------------------------------------------|--------------------|
| Number of Traffic Fatalities | 82 |
| Fatality Rate (per 100 million VMT) | 0.29 |
| Number of Serious Injuries | 532 |
| Serious Injury Rate (per 100 million VMT) | 1.89 |
| Number of non-motorized fatalities and serious injuries | 131 |

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 will complete the Regional Safety Action Plan in 2024.

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 2025-2028 TIP is anticipated to have a positive effect towards meeting the region’s established safety performance targets. The TIP reflects \$123.5 million in FHWA Highway Safety Improvement Program (HSIP) funds, in addition to state and local match funding of \$6.1 million and \$33.5 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 designs. 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 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 4 depicts the existing metro area performance as well as the targets adopted by the Council in 2023.

Table 4: 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 2025-2028 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 are 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:

- 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)

- Repair I-94 bridges over St. Croix River (8281-06)
- I-35W in Burnsville (1981-140, 1981-140S, 1981-140N, 1981-140TR, 1981-140BFP)
- Replace Pillsbury Avenue S. historic bridge over Midtown Greenway in Minneapolis (141-597-001)
- Replace 10th Avenue S. bridge over Midtown Greenway in Minneapolis (141-597-002)
- Replace I-35E bridge over Shepard Rd (6280-419)
- Rehabilitation of 13 bridges on MN 280 (6242-83)
- Flood-sealing St. Anthony Bridges – I-35W over Mississippi River in Minneapolis (2783-228)
- Repair 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)
- 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 (027-604-017)
- Replace Pioneer Trail Bridge over HCCRA Railroad in Eden Prairie (027-601-047)
- Replace CSAH 1 bridge over HCCRA Railroad in Eden Prairie (027-752-039)
- Repair five bridges on I-94 from MN 55 to East Frankline Avenue SE (2781-528)
- Rehabilitate ten bridges on MN 77 in Eagan and Bloomington (2758-75)

System Performance Measures and Congestion Mitigation and Air Quality

Council Activities and Progress

The Council adopted both the initial system reliability (shown on Table 5) and congestion mitigation and air quality (CMAQ) (Table 6) 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 its 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 5: 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 6: 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 \$89.5 million in CMAQ funding programmed for projects in the 2025-2028 TIP. 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 2025-2028 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 of MN 65 at CSAH 12 and MSAS 147 in Blaine (002-596-028) and construction of a roundabout at Nightingale Street and Veterans Boulevard in Andover (198-124-003).

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

- Rolling stock (buses and trains 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 7 summarizes the adopted targets:

Table 7: 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.

Key pools of funds used to replace aging assets are 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 8.

Table 8: 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, act 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 mechanical failures include breakdowns of brakes, doors, engine cooling systems, steering, axles and suspension.

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.

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 one 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 providers 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 processes 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 TIP 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 monitors 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 9: 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 | 105 per Calendar Year | 75 per Calendar Year |
| Rate of Injuries | 0.31 per 100k Vehicle Miles | 2.04 per 100k Vehicle Miles |
| Number of Safety Events | 117 per Calendar Year | 91 per Calendar Year |
| Rate of Safety Events | 0.43 per 100k Vehicle Miles | 2.47 per 100k Vehicle Miles |
| Total Major Mechanical Failures | 3,905 | 192 |
| System Reliability – Vehicle Mean Distance Between Failures (MDBF) | 6,900 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 its transit safety performance targets in the development of its Agency Safety Plan. Safety performance targets are based on past performance of each mode that MTS Contracted Service operates.

Table 10: 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 11: 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 12: 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 contribute to the draft State Transportation Improvement Program (STIP).
5. OTSM circulates the draft STIP to the ATPs. Each ATP may then modify and adopt its 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 2025–2028

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 \$6.3 billion over the 2025 to 2028 period (See Tables 14, 15, and 16). 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 well as bicycle and pedestrian elements of roadway projects.

The approximate amounts programmed by mode are displayed in Figure 3. 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 percentage 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 the Green Line Extension, Blue Line Extension, and Gold Line are included in the TIP years.

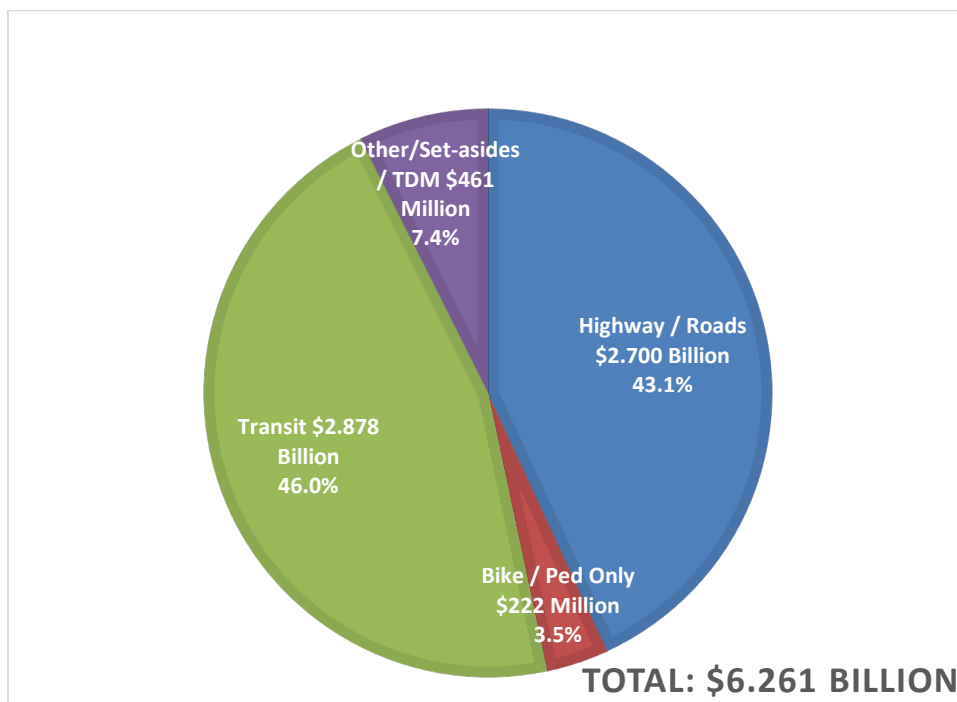


Figure 3: Approximate Amount Programmed by Primary Mode Served.

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

Highways and Roads

The traditional highway funding sources available to the region are summarized in Table 15. The four-year total is approximately \$3.4 billion and includes \$1.1 billion of federal formula funds and \$583 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 13.

Table 13: 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 \$609 million over four years.

Transit

Transit funds available to the region in 2025-2028 are summarized in Table 16. 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 \$1.9 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 repaying bonds that fund capital projects, and state general funds that are directed to the region's ADA service, regular transit service, or to repay state bonds for transit projects. 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 \$1.2 billion will be used to match federal transit funds (including Section 5309) and to locally fund various transit capital investments.

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

Table 14: Twin Cities Transportation Improvement Program; Four-Year Summary by Funding Source

| | | |
|----------------------------------------------------------------------------------------|---------|-----------------------|
| <i>Federal Highway</i> | | |
| Target | \$1.44B | |
| High Priority Funds | \$60M | \$1.74Billion |
| Misc. Federal Funds | \$207M | |
| Additional MnDOT Allocation | \$28M | |
| <i>Federal Transit</i> | | |
| Formula/Discretionary | \$1.61B | \$1.61 Billion |
| <i>Property Tax and Other State Taxes</i> | | |
| Local and TRLF | \$609M | |
| Regional Transit Capital Bonds and Other Local Transit Funds | \$1.17B | \$2.1 Billion |
| Bonds | \$339M | |
| <i>State Trunk Highway Formula</i> | | |
| Target | \$583M | |
| Additional MnDOT Allocation | \$88M | \$714Million |
| Lapsed Projects | \$43M | |
| TOTAL: | | \$6.16 Billion |
| <i>Advanced Construction (additional authorization available against future funds)</i> | | \$168 Million |

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Table 15: Federal Highway and State Highway Funds Assumed to be Available to Region 2025-2028 (In Millions)

| Source | 2025 | 2026 | 2027 | 2028 | Total |
|---------------------------------------------------------------------------------|-------------|--------------|-------------|-------------|--------------|
| Federal Highway Funds | 376 | 401 | 323 | 335 | 1,435 |
| State Funds (MN) | 133 | 153 | 141 | 155 | 583 |
| Bonds | 44 | 232 | 63 | 0 | 339 |
| Target for Region | 553 | 786 | 528 | 490 | 2,358 |
| Additional MnDOT State Funds Allocations | 32 | 49 | 5 | 2 | 88 |
| Additional MnDOT Federal Allocations | 9 | 1 | 11 | 6 | 28 |
| Anticipated Lapsed Projects | 18 | 2 | 23 | 1 | 43 |
| High Priority Projects | 24 | 31 | 5 | 0 | 60 |
| Misc Federal Funds | 139 | 68 | 0 | 0 | 207 |
| Local Funds | 163 | 78 | 235 | 133 | 609 |
| Total Funds Available | 938 | 1,015 | 806 | 633 | 3,392 |
| Advanced Construction (Additional authorization available against future funds) | 28 | 55 | 53 | 32 | 168 |

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Table 16: Federal Transit and Matching Funds Available and Requested by Region 2025-2028 (In Millions)

| Source | 2025 | 2026 | 2027 | 2028 | Total |
|------------------------------|--------------|--------------|--------------|--------------|---------------|
| Section 5307 | 100.4 | 80.4 | 225.0 | 159.9 | 565.9 |
| Section 5309 | 100.0 | 100.0 | 100.0 | 100.0 | 400.0 |
| Section 5310 | 5.5 | 0.0 | 2.8 | 0.0 | 8.3 |
| Section 5337 | 42.6 | 35.4 | 34.0 | 58.6 | 170.6 |
| Section 5339 | 5.8 | 5.8 | 5.8 | 5.9 | 23.3 |
| Total Federal Funds | 254.3 | 221.6 | 367.6 | 424.4 | 1168.1 |
| Local/Regional Capital Bonds | 204.0 | 195.8 | 385.6 | 386.1 | 1171.5 |
| Total Funds Available | 458.3 | 417.4 | 753.2 | 810.5 | 2339.6 |
| Section 5309 - Requested | 0 | 0 | 200.0 | 245.3 | 445.3 |
| Total Funds Requested | 458.3 | 417.4 | 953.2 | 955.8 | 2784.7 |

Project Selection Processes and Criteria

The sources of federal transportation funds that come to the region are summarized in Table 17, 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 17: 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 STBG Program funding is distributed through a competitive solicitation process conducted by TAB while other funding is distributed by MnDOT. |
| Congestion Mitigation and Air Quality Improvement (CMAQ) Program | Federal funding program that funds projects that will contribute air quality improvements or provide congestion relief. Funding is distributed through the competitive regional solicitation process. |
| 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 fund 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 \(MnSHIP\), 2023-2042](#). 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 funding and inclusion in the TIP. The process, known as 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 17 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 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 particular mode. Some parameters, such as a range of funds to be dedicated to each mode, are set prior to release of the Regional Solicitation.

The 2024 Regional Solicitation applications were released in September of 2023 and a program of projects should be selected in July of 2024.

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 2024 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 18. This table reports only the federal funds allocated to the projects and does not include the local match.






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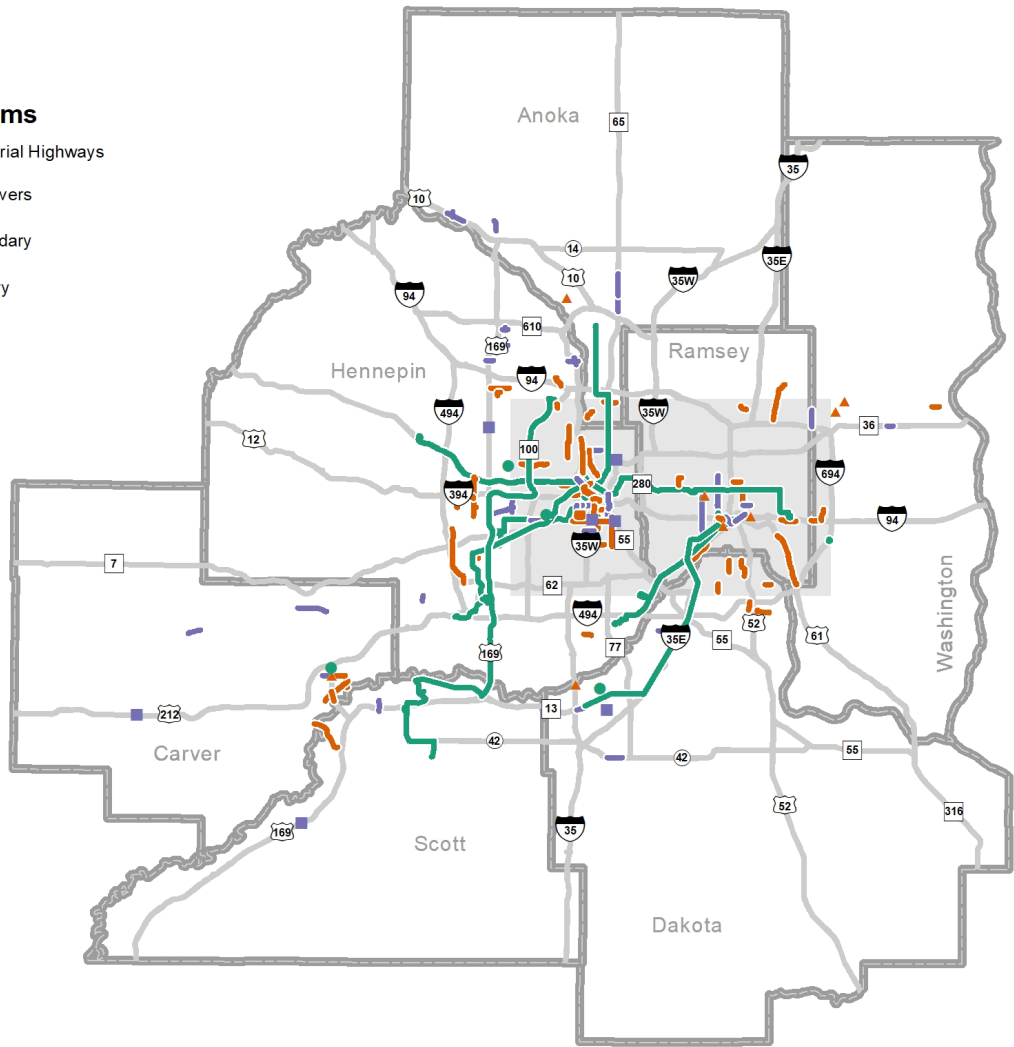
Table 18: Summary of Federal Funding Allocated through the TAB’s Regional Solicitation for Projects in State Fiscal Years 2025-2028 (In millions; Federal Amount only)

| Program Category | 2024 | 2025 | 2026 | 2027 | Total |
|-------------------------------------------|----------------|--------------|--------------|--------------|--------------|
| Congestion Mitigation Air Quality (CMAQ) | \$37.7 | 43.8 | 4.4 | 0 | 85.9 |
| Transportation Alternatives (TA) | \$7.2 | 0 | 0 | 1.0 | 8.2 |
| PROTECT | \$6.3 | 4.7 | 3.5 | 0 | 14.5 |
| Carbon Reduction Program (CRP) | \$6.6 | 0 | 0 | 2.9 | 9.5 |
| Surface Transportation Program (STP) | \$78.9 | 104.9 | 130.1 | 110.8 | 424.7 |
| Highway Safety Improvement Program (HSIP) | \$16.5 | 20.8 | 28.2 | 14.8 | 80.3 |
| TOTALS | \$153.2 | 174.2 | 166.2 | 129.5 | 623.1 |

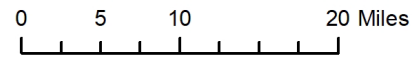
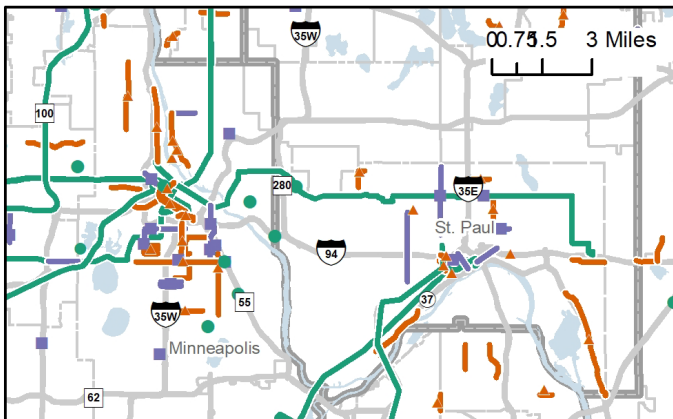
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Reference Items

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



May 2023



Project Types





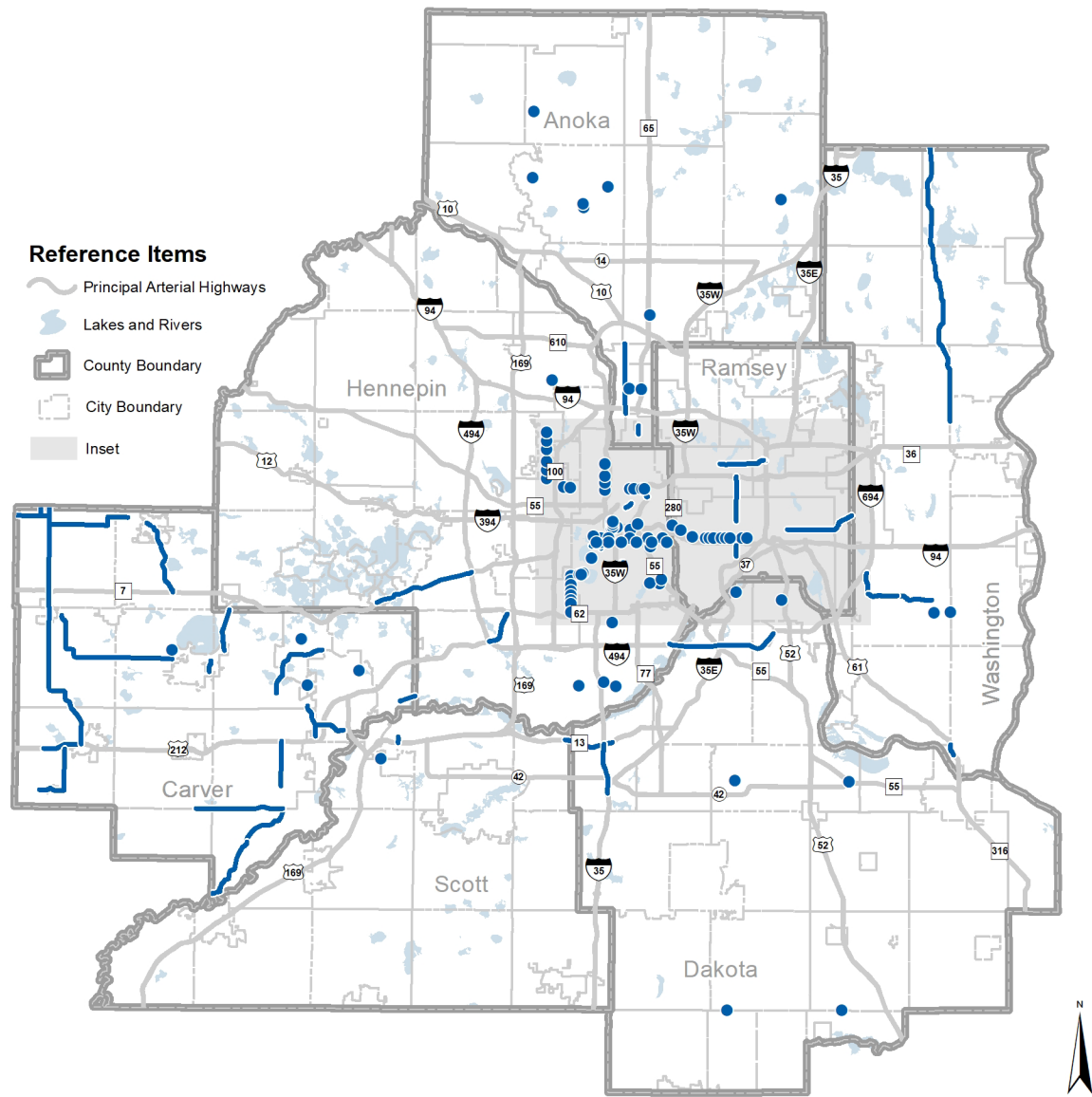
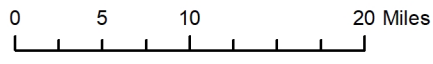
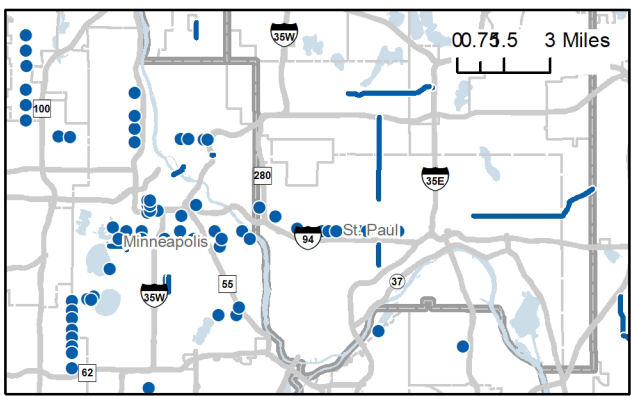
-  Roadway
-  Transit & Travel
-  Demand Management
-  Pedestrian & Bicycle

Figure 4: 2020 and 2022 Regional Solicitation Selected Projects



May 2023



Project Types

- Highway Safety Improvement Program Projects
- Projects

Figure 5: 2020 and 2022 HSIP Regional Solicitation Selected Projects

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 19 for 2025 to 2028 closely match the funds available as shown in Table 15, and the highway project program costs identified in Table 20 for State Fiscal Year 2025 closely match the funds available as shown in Table 15. 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 2025 have a total value of approximately \$515 million (Table 16).

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 2025-2028 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 19: Distribution of Federal Highway, State Trunk Highway and Matching Funds (in millions) 2025-2028

| Source | Total | Federal | State | Other (+ Bonds) | AC** |
|----------------------------|---------------|---------------|--------------|-----------------|--------------|
| CMAQ | 108.7 | 85.9 | 0 | 22.7 | 0 |
| TAP | 20.9 | 12.7 | 0 | 8.2 | 0 |
| STP | 1173.4 | 632.2 | 102.8 | 438.3 | 15.2 |
| Bridge Funding Program | 261.2 | 228.6 | 32.1 | 0.5 | 6.3 |
| Carbon Reduction Prog | 57.4 | 43.1 | 3.2 | 11.1 | 1.0 |
| PROTECT | 63.2 | 39.6 | 15.4 | 8.2 | 7.3 |
| NHPP | 747.9 | 530.8 | 102.3 | 114.8 | 133.8 |
| NHFP | 11.1 | 11.1 | 0 | 0 | 0 |
| HPP | 69.9 | 39.0 | 8.0 | 22.9 | 0 |
| 100% State Funded | 381.3 | 0 | 378.2 | 3.1 | 0 |
| HSIP | 163.0 | 123.5 | 6.1 | 33.5 | 4.0 |
| Bond Proj with no Fed \$\$ | 236.0 | 0 | 9.0 | 227.0 | 0 |
| Misc Fed | 113.6 | 76.5 | 9.2 | 27.9 | 0 |
| TOTAL | 3409.7 | 1823.0 | 666.3 | 918.2 | 167.6 |

Table 20: Distribution of Federal Highway, State Trunk Highway and Matching Funds (in millions) 2025 Annual Element

| Source | Total | Federal | State | Other (+ Bonds) | AC** |
|----------------------------|--------------|--------------|--------------|-----------------|-------------|
| CMAQ | 47.6 | 37.7 | 0 | 10.0 | 0 |
| TAP | 10.4 | 7.5 | 0 | 2.9 | 0 |
| STP | 272.7 | 156.8 | 23.4 | 92.5 | 4.2 |
| Bridge Funding Program | 147.0 | 128.7 | 18.1 | 0.1 | 6.3 |
| Carbon Reduction Prog | 16.9 | 10.2 | 0.7 | 5.9 | 1.0 |
| PROTECT | 39.6 | 20.0 | 13.4 | 6.1 | 3.7 |
| NHPP | 167.3 | 112.7 | 15.1 | 39.6 | 10.8 |
| NHFP | 11.1 | 11.1 | 0 | 0 | 0 |
| HPP | 30.1 | 16.3 | 0 | 13.8 | 0 |
| 100% State Funded | 101.3 | 0 | 99.1 | 2.3 | 0 |
| HSIP | 38.7 | 30.5 | 1.0 | 7.3 | 1.4 |
| Bond Proj with no Fed \$\$ | 8.0 | 0 | 0 | 8.0 | 0 |
| Misc Fed | 41.6 | 26.7 | 1.6 | 13.3 | 1.5 |
| TOTAL | 932.3 | 558.2 | 172.4 | 201.8 | 28.9 |

**Advanced construction is shown in Tables 19 and 20 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 21 and 22 and Figure 6 identify the major highway and transit projects in the 2025-2028 TIP, cost, and status of each. In recent years, major projects obligated (and, therefore, not included in this TIP) include:

- [I-494 MnPASS and Directional Ramp](#). Construction began in 2023. Completion is expected in 2026. (Project 1 on Table 21)
- [US 212 Lane Expansion/Overpass in Benton Township](#). (Project 8 on Table 21)
- [Replacement of the Kellogg Avenue / Third Street Bridge](#). (Project 3 on Table 21)
- [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 6 on Table 21)
- [Metro E Line Arterial Bus Rapid Transit](#) is targeted to open in 2025. (Project 18 on Table 22)

During the past year, construction was completed on the following major projects (Projects no longer included in Table 21 or 22):

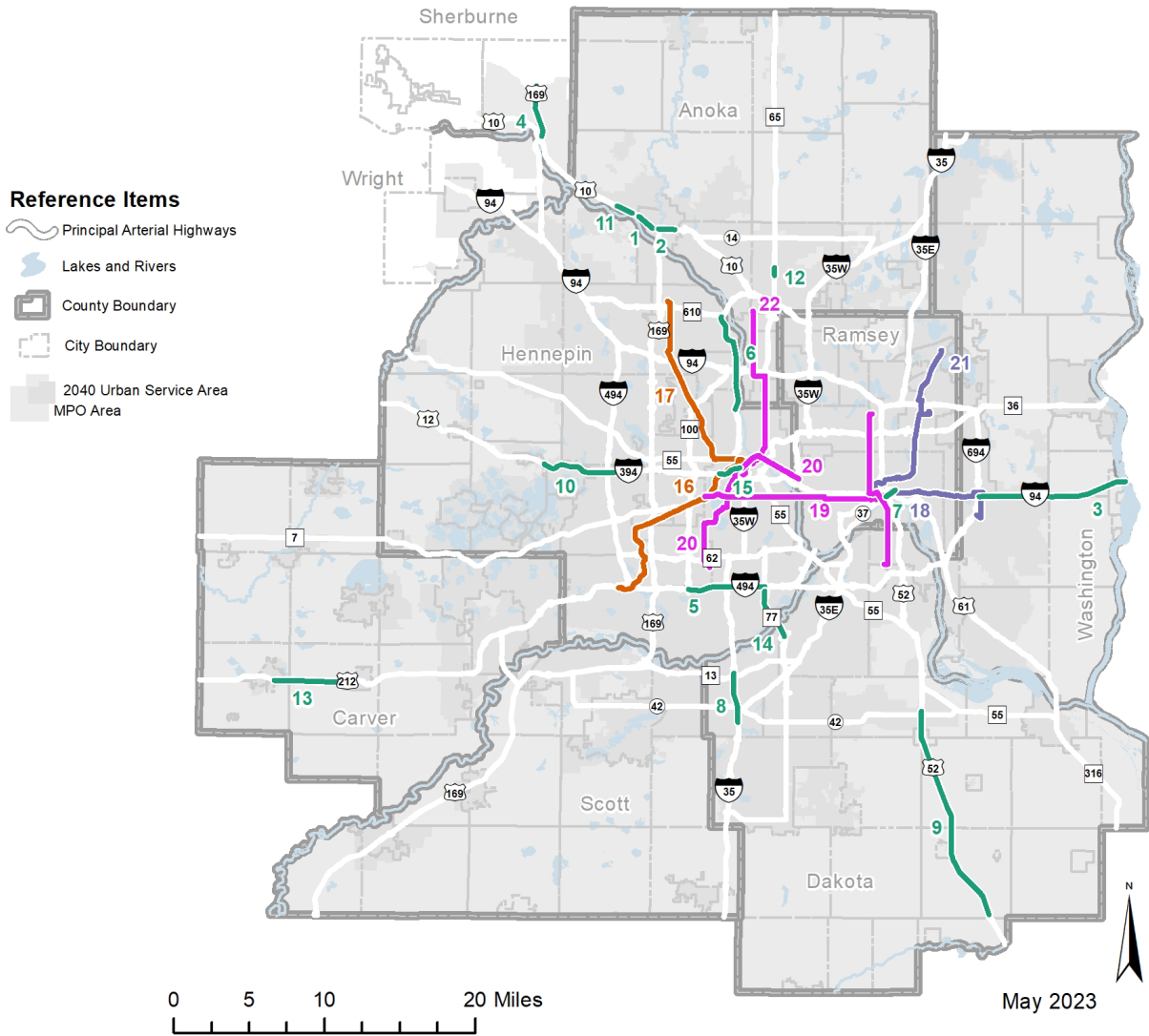
- [US 10 Bridge replacement and reconstruction of MN 47 / US 169 / Ferry Street interchange. Auxiliary lanes, noisewalls, ADA improvements](#). Construction to be completed in Spring 2024.
- [MN 52 Hampton project extends the pavement life](#). Construction began in 2022 and completion is expected in fall of 2024. (Project 7 on Table 21)
- [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.
- [Conversion of US 169 in Elk River to a Freeway](#). Construction started in 2022 and completion is expected in 2024.

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 (Project 14 on Table 21)

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 6: Major Projects Shown in Tables 21 and 22

Table 21: Status of Major Highway Projects

| Project | Cost Estimates | Year of Last SP# | Project Status/Comments |
|--------------------------------------------------------------------------------------------------------------------------------|----------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. I-494 MnPASS and Directional Ramp (2785-424; 2785-424C; 2785-424G) | \$377,000,000 | 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: 2026 |
| 2. MN 252 and I-94 (2748-65; 110-010-010) | \$129,215,015 | 2028 | MN 610 to Dowling Avenue. Convert MN 252 to Freeway and install MnPASS lanes The two project lines total \$129,215,015 in the TIP. |
| 3 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 |
| 4. I-35W Construction in Burnsville (1981-140, 1981-140BFP, 1981-140N, 1981-140S, 1981-140TR) | \$99,220,000 | 2025 | Resurface and replacement of three bridges Construction Start: 2025. Construction Complete: 2026 |
| 5. US 12 Pavement (2713-129) | \$50,081,000 | 2026 | In Wayzata and Minnetonka – Pavement rehab, lighting, drainage improvements, ADA, pier protection Construction Start: 2026. Construction Complete: 2027. |
| 6. 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 |
| 7. MN 65 Grade Separations in Blaine (106-010-020, 0208-169TED, 0208-169, 0208-169R, 002-612-033, 002-596-028) | \$167,000,000 | 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. |

| Project | Cost Estimates | Year of Last SP# | Project Status/Comments |
|-----------------------------------------------------------------------------------------------------------------------------|----------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|
| 8. US 212 Lane Expansion / Overpass in Benton Township (010-596-013, 010-596-013F, 010-596-013PRO, 1013-77) | \$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. |
| 9. 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. |
| 10. I-394 and I-94 Bridge Rehab (2789-174) | \$79,222,000 | 2025 | Rehabilitation of 25 bridges on I-394 and six bridges on I-94 in Minneapolis Construction start: 2025. Construction Complete: 2027. |
| 11. MN 13 Savage to Burnsville (1901-203, 179-121-026) | \$140,408,000 | 2027 | Reconstruction, grade separation, signals, multiuse trail, new bridges Construction start: TBD. Construction Complete: TBD. |
| 12. MN 5 Chanhassen to Victoria (010-596-016, 010-596-014, 010-596-019, 241-090-001, 1002-124) | \$78,183,000 | 2025 | Two-lane to four-lane conversion, signals, median, pedestrian bridge, Trail, bridge, underpass Construction start: 2025. Construction Complete: 2027. |

Table 22: Status of Major Transit Capital Projects

| Project Title | Last TIP Included In | Cost Estimate | Federal Participation | Project Status |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|----------------------|------------------------------|------------------------------------------------------------------------------------|
| 13. METRO Green Line Extension (TRF-TCMT-22AG, TRF-TCMT-23D, TRF-TCMT-24V, TRF-TCMT-25S, TRF-TCMT-25AD, TRF-TCMT-26, TRF-TCMT-26AC, TRF-TCMT-27J, TRF-TCMT-28P) | Current | \$2,863,000,000 | \$928,800,000 | Construction; Target Opening 2027 |
| 14. METRO Blue Line Extension (TRF-TCMT-25A, TRF-TCMT-26A, TRF-TCMT-27S, TRF-TCMT-28A) | Current | \$1,536,000,000 | \$752,700,000 | Engineering; Target Opening TBD |
| 15. METRO Gold Line BRT (TRS-TCMT-24B, TRF-TCMT-25E, TRF-TCMT-26W, TRS-TCMT-27Y) | 2024-2027 | \$505,306,409 | \$239,350,000 | Construction started 2022; Target Opening 2025 |
| 16. METRO Purple Line BRT (TRS-TCMT-26AA, TRF-TCMT-27AA, TRF-TCMT-28H) | Current | \$445,000,000 | \$218,000,000 | Entered project development in 2021; Route Modification Study; Target Opening TBD. |
| 17. METRO B Line (Lake/Marshall/Selby) Arterial BRT (TRS-TCMT-20A, TRS-TCMT-22B) | 2022-2025 | \$65,000,000 | \$28,000,000 | Construction started 2023; Target Opening 2025 |
| 18. METRO E Line (Hennepin/France Avenue) Arterial BRT (TRS-TCMT-21A, TRS-TCMT-23B) | 2023-2026 | \$68,400,000 | \$24,800,000 | Construction started 2024; Target Opening 2025 |
| 19. METRO F Line (Central Ave) Arterial BRT (TRS-TCMT-24AD, TRS-TCMT-25B) | Current | \$98,000,000 | \$78,400,000 | Engineering; Target Opening TBD |
| 20. METRO G Line (Rice/Robert) Arterial BRT (TRS-TCMT-26B) | Current | \$82,200,000 | \$25,000,000 | Planning; Target Opening TBD |
| 21. METRO H Line (Como Maryland) Arterial BRT (TRS-TCMT-27Z) | Current | \$118,000,000 | Unknown | Planning; Target Opening TBD |

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 | BB: Bus and Bus Facilities |
| 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 | NO: Noise Walls |
| NB: FTA Elderly & Persons w/ Disabilities – Sec 5310 | PM: Preventive Maintenance |
| PL: Planning | RC: Reconstruction |
| RB: Rest Area/Beautification | RS: Resurfacing |
| RD: Reconditioning | SC: Safety Capacity Improvements |
| RW: Right of Way Acquisition | SR: Safety, Rail |
| SA: Supplemental Agreement and Cost Overrun | TM: Traffic Management |
| RX: Road Repair (Bridge-Road Construction (BARC)) | TR: Transit |
| SH: Highway Safety Improvement Program | |

| | |
|-------------------|-----------------------------------------------------------------------|
| 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

2025-2028 Parent Projects

This table will be included in the final TIP.

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Twin Cities Metropolitan Area
2025 - 2028 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: |
|------|----------|-------|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|------------|-------|----------|-----------|----------------|-----|
| 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 | |
| 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 (ASSOCIATE TO 062-653-017) | 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 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 RE | 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 **PRS**: CENTRAL AVE ARTERIAL BUS RAPID TRANSIT - PURCHASE 18 BUSES AND CONSTRUCT ENHANCED SHELTERS WITH TECHNOLOGY, REAL-TIME INFORMATION, SECURITY FEATURES, FURNISHINGS | 31,250,000 | 25,000,000 | 0 | 0 | 6,250,000 | MET COUNCIL-MT | |
| 2026 | CSAH 152 | | 141-030-060 | TM ALONG CSAH 152 (CEDAR AVE) AND VARIOUS OTHER LOCATIONS 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 AT VARIOUS LOCATIONS 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 RE | 2,625,000 | 2,100,000 | 0 | 0 | 525,000 | MET COUNCIL-MT | |

**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-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 | SOUTHWEST TRANSIT | |
| 2026 | TRANSIT | | TRS-TCMT-26B | TR | **PRS**: ROBERT ST AND RICE ST BUS RAPID TRANSIT PURCHASE BUSES AND CONSTRUCT ENHANCED SHELTERS WITH TECHNOLOGY, REALTIME 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 RE | 2,625,000 | 2,100,000 | 0 | 0 | 525,000 | MET COUNCIL-MT | |
| Totals | | | | | | 108,683,772 | 85,912,697 | 0 | 0 | 22,771,075 | | |

Twin Cities Metropolitan Area
2025 - 2028 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: |
|---------------|----------|-------|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-------------------|----------|----------|------------------|-----------------|-----|
| 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 | | 204-090-005AC | RT **AC**CSAH 13 & CR 40, CONSTRUCT TRAIL GAP CONNECTIONS IN THE CITY OF ELK RIVER | 830,332 | 830,332 | 0 | 0 | 0 | ELK RIVER | |
| 2025 | MSAS 158 | | 164-158-030 | 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 | |
| 2025 | 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 | 700,000 | 400,000 | 0 | 0 | 300,000 | OAKDALE | |
| 2026 | CSAH 20 | | 086-090-008 | BT CONSTRUCT CROW RIVER REGIONAL TRAIL PHASE 2 FROM BRIDGE ST (IN ROCKFORD) TO MAIN ST (IN HANOVER) | 898,780 | 719,024 | 0 | 0 | 179,756 | WRIGHT COUNTY | |
| 2028 | 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 | |
| 2028 | CSAH 36 | | 227-090-XXX | RT CSAH 36 FROM WB I-94 OFF RAMPS TO MN 101, CONSTRUCT TRAIL IN THE CITY OF ST MICHAEL | 777,500 | 622,000 | 0 | 0 | 155,500 | SAINT MICHAEL | |
| 2028 | 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 | | | | | 18,966,306 | 11,693,996 | 0 | 0 | 7,272,310 | | |

Twin Cities Metropolitan Area
2025 - 2028 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: |
|------|----------|-------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-----------|-----------|----------|-----------|------------------|-----|
| 2025 | 999 | | 8825-1219 | TM METROWIDE - INSTALL REPLACEMENT GENERATORS, DMS FILL-INS AND REPLACE FAILING SHELTERS | 1,000,000 | 814,200 | 0 | 185,800 | 0 | MNDOT | |
| 2025 | 999 | | 8825-1249 | SC METROWIDE- REPLACE OVERHEAD SIGN STRUCTURES AND MODIFY/REPLACE TRAFFIC BARRIERS | 2,100,000 | 1,709,820 | 0 | 390,180 | 0 | MNDOT | |
| 2025 | 999 | | 8825-1250 | SC METROWIDE- REPLACE OVERHEAD SIGN STRUCTURES AND MODIFY/REPLACE TRAFFIC BARRIERS | 2,100,000 | 1,709,820 | 0 | 390,180 | 0 | MNDOT | |
| 2025 | 999 | | 8825-1254 | TM METROWIDE FILL IN CAMERAS AT VARIOUS LOCATIONS FOR TRAFFIC MANAGEMENT SYSTEM | 800,000 | 651,360 | 0 | 148,640 | 0 | MNDOT | |
| 2025 | 999 | | 8825-1280 | SC METROWIDE - REPLACE LED LIGHTING | 1,000,000 | 814,200 | 0 | 185,800 | 0 | MNDOT | |
| 2025 | 999 | | 8825-710 | TM METROWIDE - REPLACE DYNAMIC MESSAGE SIGNS | 1,850,000 | 1,506,270 | 0 | 343,730 | 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 (NEW BRIDGE 27J84), APPROACHES, SIDEWALK, ADA | 1,378,000 | 1,040,000 | 0 | 0 | 338,000 | MNDOT | |
| 2025 | CSAH 153 | | 027-753-021 | RC **AC** : 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 (AC PROJECT, PAYBACK IN FY26) | 11,300,000 | 7,000,000 | 600,000 | 0 | 3,700,000 | HENNEPIN COUNTY | |
| 2025 | 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 | |
| 2025 | CSAH 26 | | 019-626-031 | MC **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, RESURFACING, SIGNALS | 8,400,000 | 4,740,000 | 0 | 0 | 3,660,000 | DAKOTA COUNTY | RS |
| 2025 | CSAH 33 | | 071-633-002 | RC **AC**SPFF** 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)(PAYBACK IN 2026) | 9,000,000 | 1,135,120 | 1,364,880 | 0 | 6,500,000 | 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: |
|------|-----|---------|-------------|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|------------|-------|-----------|------------|----------------------------|-----|
| 2025 | | CSAH 36 | 086-636-009 | MC | RECONSTRUCT WRIGHT CSAH 36 FROM I-94 WB OFF RAMP TO PALMGREN LANE NE | 3,000,000 | 2,000,000 | 0 | 0 | 1,000,000 | WRIGHT COUNTY | |
| 2025 | | CSAH 5 | 027-605-032 | RC | CSAH 5 (FRANKLIN AVE) FROM BLAISDELL AVE TO CHICAGO AVE, BRIDGE #27W06 IN MPLS - RECONSTRUCTION, SIGNAL UPGRADES, ADA, APS, STREETScape, BIKE/PED IMPROVEMENTS (ASSOCIATE TO 027-605-034) | 17,500,000 | 7,000,000 | 0 | 0 | 10,500,000 | HENNEPIN COUNTY | |
| 2025 | | CSAH 5 | 027-605-034 | MC | **PRS**: CSAH 5 (FRANKLIN AVE) FROM CSAH 22 (LYNDALE AVE S) TO 0.05 MI 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) | 7,000,000 | 3,088,000 | 0 | 0 | 3,912,000 | HENNEPIN COUNTY | RS |
| 2025 | | CSAH 60 | 062-660-013 | MC | CSAH 60 (OTTER LK RD)/CR 81 (ASH ST) 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 (ASSOCIATE TO 6281-53) | 12,550,000 | 10,000,000 | 0 | 0 | 2,550,000 | RAMSEY COUNTY | |
| 2025 | | CSAH 66 | 091-090-088 | BT | CSAH 66 (GOLDEN VALLEY RD/DULUTH ST) FROM LILAC DR TO DOUGLAS DR AND TOLEDO AVE TO THEODORE WIRTH PARKWAY IN GOLDEN VALLEY - CONSTRUCT TRAIL, RECONSTRUCT CURB AND ASSOCIATED STORM SEWER, RESURFACE, REVISE TRAFFIC SIGNALS, ADA (ASSOCIATE TO 027-030-055) | 3,700,000 | 2,561,876 | 0 | 0 | 1,138,124 | THREE RIVERS PARK DISTRICT | |
| 2025 | | CSAH 73 | 155-090-003 | BT | EAGLE LAKE REGIONAL TRAIL; CSAH 73 (ZACHARY LN) FROM MN55 TO 1ST AVE IN PLYMOUTH - MULTIUSE TRAIL | 1,100,000 | 800,000 | 0 | 0 | 300,000 | PLYMOUTH | |
| 2025 | | CSAH 9 | 070-609-010 | MC | **LFTH**PRS**: CSAH 9 (QUAKER AVE), MN 282 (2ND ST W), AND US 169 (JOHNSON MEMORIAL DR) IN JORDAN - CONSTRUCT INTERCHANGE AT US 169, ROUNDABOUT, SIGNALS, REHAB BR 6802, 8840 AND 70509, NEW BR 70052, 70556 AND 70J68 (ASSOCIATE TO 7008-112, 7008-112R, 246-0) | 21,705,000 | 7,000,000 | 0 | 4,900,000 | 9,805,000 | SCOTT COUNTY | RS |
| 2025 | | I 35W | 6281-53 | AM | I35E, AT CR J (ASH ST) AND TO NB I35E - ADD MISSING INTERCHANGE RAMPS AND CR J ROUNDABOUTS (ASSOCIATE TO 062-660-013) | 11,250,000 | 9,000,000 | 0 | 0 | 2,250,000 | 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: |
|------|--------|-------|---------------|------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-----------|-------|----------|------------|----------------------------|-----|
| 2025 | I | 1494 | 2785-465 | CA | **ELLE**: I494 FROM MSP AIRPORT TO US169 IN BLOOMINGTON - PHASE 2 EA REEVALUATION AND PRELIMINARY DESIGN CONSULTANT AGREEMENT | 2,500,000 | 2,000,000 | 0 | 500,000 | 0 | MNDOT | |
| 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 | | 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 | |
| 2025 | Local | | 227-123-001AC | RC | **AC**MSAS 123, FROM 43RD ST NE TO 47TH ST NE IN ST MICHAEL, RECONSTRUCT (TIED PROJECT SAP 227-122-003) (PAYBACK 1 OF 1)(TIED TO LOCAL PROJECT 227-122-003) | 1,372,092 | 1,372,092 | 0 | 0 | 0 | SAINT MICHAEL | |
| 2025 | Local | | 2726-81AC | BI | **AC** STONE ARCH BRIDGE OVER MISSISSIPPI RIVER IN MPLS - REPAIR PED/BIKE BRIDGE 27004 (AC PAYBACK 1 OF 1) | 9,040,400 | 9,040,400 | 0 | 0 | 0 | MNDOT | |
| 2025 | MN 121 | | 2728-52 | RS | MN 121, FROM 0.5 MI S OF I35W (PED BRIDGE OVER LYNDALE) TO W 58TH ST AND ON CSAH 22 (LYNDALE AVE S) FROM W 58TH ST TO W 56TH ST IN MPLS - BITUMINOUS MILL AND OVERLAY, LANE REDUCTION, REPLACE GUARDRAILS, SIGNALS, DRAINAGE AND ADA (ASSOCIATE TO 2728-52S) | 2,164,000 | 1,129,295 | 0 | 257,705 | 777,000 | MNDOT | |
| 2025 | MN 20 | | 2504-18 | PM | MN20 (CANNON FALLS BLVD), MILL AND OVERLAY FROM RIVER ROAD IN CANNON FALLS TO 280TH ST E AT GOODHUE AND DAKOTA COUNTY LINE IN CANNON FALLS TOWNSHIP | 3,420,000 | 2,784,564 | 0 | 635,436 | 0 | 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 | 30,400,000 | 6,500,000 | 0 | 0 | 23,900,000 | SAINT PAUL | |
| 2025 | MN 47 | | 0205-110 | AM | MN47 (UNIVERSITY AVE), FROM MISSISSIPPI ST NE IN FRIDLEY TO UNIVERSITY AVE NE IN BLAINE - REPAIR/REPLACE DRAINAGE (ASSOCIATE TO 0205-110S) | 475,000 | 386,745 | 0 | 88,255 | 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 | **CDS**PRs**: MN 5 (ARBORETUM BLVD) FROM PARK DR TO 0.3 MI E MINNEWASHTA PKWY AND CSAH 13 (ROLLING ACRES RD/BAVARIA RD) FROM MSAS 104 (78TH ST) TO 0.25 MI N MN5 (ARBORETUM BLVD) IN VICTORIA AND CHANHASSEN-TWO-LANE TO FOUR-LANE CONVERSION, SIGNALS, MEDIAN | 29,178,000 | 17,000,000 | 0 | 10,000,000 | 2,178,000 | CARVER COUNTY | RS |
| 2025 | | MN 5 | 010-611-025 | MC | MN 5 (ARBORETUM BLVD) FROM 0.1 MI W CSAH 11 (VICTORIA DR) TO 0.3 MI E OF CSAH 11 (VICTORIA DR) AND CSAH 11 (VICTORIA DR) FROM MN5 (ARBORETUM BLVD) TO 0.26 MI N MN5 (ARBORETUM BLVD) IN VICTORIA - RECONSTRUCTION, CONSTRUCT ROUNDABOUT (ASSOCIATE TO 1002-121 | 3,850,000 | 2,400,000 | 0 | 0 | 1,450,000 | CARVER COUNTY | |
| 2025 | | MN 5 | 1002-124 | AM | **PRs**: MN 5 (ARBORETUM BLVD) FROM PARK DR TO 0.3 MI E MINNEWASHTA PKWY AND CSAH 13 (ROLLING ACRES RD/BAVARIA RD) FROM MSAS 104 (78TH ST) TO 0.25 MI N MN5 (ARBORETUM BLVD) IN VICTORIA AND CHANHASSEN-TWO-LANE TO FOUR-LANE CONVERSION, SIGNALS, MEDIAN CHANN | 5,800,000 | 4,640,000 | 0 | 1,160,000 | 0 | MNDOT | RS |
| 2025 | | MN 65 | 0207-132 | CA | MN65 FROM 37TH AVE TO I694 IN COLUMBIA HEIGHTS AND HILLTOP - DESIGN CONSULTANT AGREEMENT | 750,000 | 610,650 | 0 | 139,350 | 0 | MNDOT | |
| 2025 | | MN 95 | 8210-123 | BI | MN95 AT PED LIFT BRIDGE #4654 IN STILLWATER-REPLACE CABLES | 2,300,000 | 1,872,660 | 0 | 427,340 | 0 | MNDOT | |
| 2025 | | MN 97 | 8201-21 | RC | 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) | 13,711,000 | 10,855,729 | 0 | 2,477,271 | 378,000 | MNDOT | |
| 2025 | | MSAS 100 | 166-100-004 | MC | MSAS 100 (MARYSTOWN RD) FROM 600 FT N OF MSAS 104 (VIERLING DR) TO 17TH AVE W, US 169 EB AND WB RAMPS IN SHAKOPEE - RECONSTRUCTION, TRAIL, BR # 70011, ROUNDABOUTS | 6,363,967 | 3,723,172 | 0 | 0 | 2,640,795 | SHAKOPEE | |
| 2025 | | MSAS 104 | 241-090-001 | BT | **AC**: MSAS 104 (78TH ST) AT MN 5 IN VICTORIA - CONSTRUCT PEDESTRIAN BRIDGE (ASSOCIATE TO 010-596-014, 010-596-016, 010-596-019, 1002-124) (AC PROJECT, PAYBACK IN FY26) | 3,561,000 | 0 | 2,000,000 | 0 | 1,561,000 | VICTORIA | |

**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 | MSAS | 296 | 163-296-007 | RC | **AC**: MSAS 296 (CEDAR LAKE RD S) FROM RHODE ISLAND AVE TO KENTUCKY AVE AND MSAS 276 (LOUISIANA AVE) FROM 0.1 MI S OF W 23RD ST TO I394 IN ST LOUIS PARK - RECONSTRUCT, ADA, BIKEWAY, SIDEWALK, SIGNAL, ROUNDABOUT (AC PROJECT, PAYBACK IN FY26) | 11,070,000 | 4,543,426 | 192,574 | 0 | 6,334,000 | SAINT LOUIS PARK | |
| 2025 | TRANSIT | | TRS-TCMT-22G | TR | COORDINATE UTILITY SUPPLY INFRASTRUCTURE AND INSTALL ADEQUATE PUBLIC-FACING FAST CHARGING INFRASTRUCTURE IN SOUTHWEST VILLAGE (CHANHASSEN, MN), EAST CREEK STATION (CHASKA, MN) AND SOUTHWEST STATION (EDEN PRAIRIE, MN) FOR ELECTRIC BUSES | 429,220 | 236,071 | 0 | 0 | 193,149 | SOUTHWEST TRANSIT | |
| 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 070-60) | 16,195,000 | 12,344,100 | 0 | 0 | 3,850,900 | MNDOT | |
| 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, B | 6,819,000 | 4,290,144 | 0 | 1,137,856 | 1,391,000 | MNDOT | |
| 2026 | 999 | | 880M-CA-26 | CA | DISTRICTWIDE SETASIDE - EXTERNAL CONSULTANTS - 2026 | 19,750,000 | 2,782,250 | 0 | 16,967,750 | 0 | MNDOT | |
| 2026 | 999 | | 880M-STP-26 | MC | METRO ATP: SETASIDE FOR SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FY2026 PROJECTS | 4,894,299 | 3,915,439 | 0 | 0 | 978,860 | MET COUNCIL | |
| 2026 | 999 | | 880M-STP-26U | MC | METRO ATP: SETASIDE FOR SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (UNIQUE) FY2026 PROJECTS | 2,812,500 | 2,250,000 | 0 | 0 | 562,500 | MET COUNCIL | |

**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 | | 999 | 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) | 3,750,000 | 733,000 | 0 | 0 | 3,017,000 | 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 | 17 | 082-596-008 | MC | **PRS**: CSAH 17 (LAKE ELMO AVE) AT TH 36 IN GRANT AND LAKE ELMO- CONSTRUCT INTERCHANGE (ASSOCIATE TO 8204-57) | 35,206,443 | 10,000,000 | 0 | 10,000,000 | 15,206,443 | WASHINGTON COUNTY | RS |
| 2026 | CSAH | 19 | 082-596-010 | RC | **CDS**: CR19A (KEATS AVE) FROM 1.2 MI E OF JAMAICA AVE TO US61 IN COTTAGE GROVE - RECONSTRUCTION, BRIDGE #82538 OVER RR, MULTI-USE TRAIL (ASSOCIATE TO 082-596-010PRO) | 5,184,349 | 4,147,479 | 0 | 0 | 1,036,870 | WASHINGTON COUNTY | |
| 2026 | CSAH | 33 | 071-633-002 | RC | **AC**SPPF**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)(PAYBACK 1 of 1) | 1,364,880 | 1,364,880 | 0 | 0 | | SHERBURNE COUNTY | |
| 2026 | CSAH | 36 | 086-636-010 | RC | **AC**RECONSTRUCT WRIGHT CSAH 36 FROM PALMGREN LANE NE TO MN 101 IN THE CITY OF ST MICHAEL (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 | |
| 2026 | I | 494 | 2785-465(26) | CA | I494 FROM MSP AIRPORT TO US169 IN BLOOMINGTON - PHASE 2 EA REEVALUATION AND PRELIMINARY DESIGN CONSULTANT AGREEMENT | 1,500,000 | 1,200,000 | 0 | 300,000 | 0 | MNDOT | |
| 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 | |

**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 | | 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 | | 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 | 12,500,000 | 10,000,000 | 0 | 0 | 2,500,000 | BROOKLYN CENTER | RS |
| 2026 | MN 36 | | 8204-57 | AM | **PRS**: TH36 AT CSAH 17 (LAKE ELMO AVE) IN GRANT AND LAKE ELMO- CONSTRUCT INTERCHANGE (ASSOCIATE TO 082-596-008) | 3,000,000 | 2,442,600 | 0 | 557,400 | 0 | MNDOT | |
| 2026 | MN 5 | | 231-010-010 | MC | MN 5, FROM MN 284 (OLIVE ST) TO E CSAH 59/MSAS 123 (MAIN ST) IN WACONIA - RECONSTRUCTION, ACCESS MANAGEMENT, MULTIUSE TRAIL (ASSOCIATE TO 1002-131) | 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 (LILLEHEI AVE) IN DOUGLAS TOWNSHIP - MEDIUM BITUMINOUS MILL AND OVERLAY | 8,000,000 | 6,513,600 | 0 | 1,486,400 | 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 | 6,477,000 | 5,190,525 | 0 | 1,184,475 | 102,000 | MNDOT | |
| 2026 | MN 55 | | 2724-158 | AM | MN55, HIAWATHA AVE FROM 26TH ST TO 0.19 MI N IN MPLS - CONSTRUCT CONCRETE MEDIAN BARRIER (ASSOCIATE TO 141-239-018) | 300,000 | 240,000 | 0 | 60,000 | 0 | MNDOT | |
| 2026 | MN 65 | | 002-596-028 | MC | **AC**B2023**LFTH**PRS**: MN 65 (CENTRAL AVE) AT CSAH 12 (109TH AVE) AND MSAS 147 (105TH AVE) IN BLAINE - GRADE SEPARATION, FRONTAGE ROAD (ASSOCIATE TO 0208-169TED, 0208-169, 0208-169R, 002-612-033, 106-010-020) (AC PROJECT, PAYBACK IN FY27) | 12,500,000 | 0 | 10,000,000 | 2,500,000 | 0 | 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: |
|------|-----|----------|---------------|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|------------|-------|----------|------------|---------------|-----|
| 2026 | | MN 65 | 0207-132(26) | CA | MN65 FROM 37TH AVE TO I694 IN COLUMBIA HEIGHTS AND HILLTOP - DESIGN CONSULTANT AGREEMENT | 1,250,000 | 1,017,750 | 0 | 232,250 | 0 | MNDOT | |
| 2026 | | MN 65 | 106-010-020 | MC | **MN291**B2023**LFTH**PRS**: MN 65 (CENTRAL AVE NE) AT 99TH AVE (MSAS 101) IN BLAINE-GRADE SEPARATION, IMPROVE FRONTAGE ROAD CONFIGURATIONS, PEDESTRIAN FACILITIES (ASSOCIATE TO 0208-169TED, 0208-169, 0208-169R, 002-612-033, 002-596-028) | 75,000,000 | 14,000,000 | 0 | 0 | 61,000,000 | BLAINE | |
| 2026 | | MN 913A | 1901-195 | RS | MN913A (SIBLEY MEMORIAL HWY) FROM JCT MN13 TO JCT MN13 IN MENDOTA HEIGHTS - MILL AND OVERLAY AND DRAINAGE | 2,300,000 | 1,872,660 | 0 | 427,340 | 0 | MNDOT | |
| 2026 | | MSAS 104 | 241-090-001AC | BT | **AC**: MSAS 104 (78TH ST) AT MN 5 IN VICTORIA - CONSTRUCT PEDESTRIAN BRIDGE (AC PAYBACK 1 OF 1) | 2,000,000 | 2,000,000 | 0 | 0 | 0 | VICTORIA | |
| 2026 | | MSAS 106 | 193-106-018 | RC | MSAS 106 (109TH AVE N) AT US169 IN BROOKLYN PARK AND CHAMPLIN-RECONSTRUCTION, TURN LANES, SIGNALS, SIDEWALK, ADA | 3,118,500 | 2,494,800 | 0 | 623,700 | 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 | |
| 2026 | | MSAS 239 | 141-239-018 | RC | MSAS 239 (26TH ST E) AT MN 55 (HIAWATHA AVE) IN MPLS - RECONSTRUCT TURN LANES, TRAFFIC SIGNAL REVISION, BIKE AND PED IMPROVEMENTS, ADA (ASSOCIATE TO 2724-158) | 1,795,068 | 1,329,600 | 0 | 0 | 465,468 | 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 260 | | 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 | | 163-296-007AC | RC | **AC**: MSAS 296 (CEDAR LAKE RD S) FROM RHODE ISLAND AVE TO KENTUCKY AVE AND MSAS 276 (LOUISIANA AVE) FROM 0.1 MI S OF W 23RD ST TO I394 IN ST LOUIS PARK - RECONSTRUCT, ADA, BIKEWAY. SIDEWALK, SIGNAL, ROUNDABOUT (AC PAYBACK 1 OF 1) | 192,574 | 192,574 | 0 | 0 | 0 | SAINT LOUIS PARK | |
| 2026 | US 10 | | 0202-126 | TM | US10 FROM ARMSTRONG IN THE CITY OF RAMSEY TO MN101 IN ELK RIVER AND MN101 FROM CSAH36 (53RD ST NE) TO N OF CSAH39 IN OTSEGO - TRAFFIC MANAGEMENT SYSTEM FOR CAMERAS, DMS, DETECTIONS | 700,000 | 569,940 | 0 | 130,060 | 0 | 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 | |
| 2026 | US 61 | | 6221-112 | BT | US61 (MOUNDS BLVD), ALONG W SIDE FROM MN5 (7TH ST E) TO KELLOGG BLVD IN ST PAUL - CONSTRUCT SIDEWALK AND TRAIL, ADA, REPLACE EXISTING SIGNAL AT E 6TH ST | 1,267,000 | 887,478 | 0 | 202,522 | 177,000 | MNDOT | |
| 2027 | 952A | | 2726-87 | RS | US952A, 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 | 5,820,000 | 4,270,479 | 0 | 974,521 | 575,000 | MNDOT | |
| 2027 | 999 | | 880M-STP-27 | MC | METRO ATP: SETASIDE FOR SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (UNIQUE) FY2027 PROJECTS | 2,812,500 | 2,250,000 | 0 | 0 | 562,500 | MNDOT | |
| 2027 | 999 | | 8825-1137 | TM | METROWIDE - REPLACE DYNAMIC MESSAGE SIGNS AND CABLE | 925,000 | 753,135 | 0 | 171,865 | 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 22 | | 027-622-006 | RC | CSAH 22 (LYNDALE AVE) FROM 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 (PARK 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, MILL AND OVERLAY (ASSOCIATE TO 027-633-008) | 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 | 086-636-010AC | RC | **AC**RECONSTRUCT WRIGHT CSAH 36 FROM PALMGREN LANE NE TO MN 101 IN THE CITY OF ST MICHAEL (PAYBACK IN 2027) | 1,076,500 | 1,076,500 | 0 | 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, MULTIUSE TRAIL, UNDERPASS BR # | 8,997,280 | 6,540,000 | 0 | 0 | 2,457,280 | DAKOTA COUNTY | |
| 2027 | | CSAH 73 | 091-090-091 | BT | EAGLE LAKE REGIONAL TRAIL; CSAH 73 (ZACHARY LN/CROSSROADS BLVD) FROM 1ST AVE TO MSAS 156 (WAYZATA BLVD), SOUTH FRONTAGE RD FROM CSAH 73 (CROSSROADS BLVD) TO CSAH 61 (PLYMOUTH RD), AND FROM SOUTH FRONTAGE RD TO CSAH 5 (MINNETONKA BLVD) IN MINNETONKA AND PL | 3,107,598 | 2,260,333 | 0 | 0 | 847,265 | THREE RIVERS PARK DISTRICT | |
| 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 | 091-090-094 | 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 | |

**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 | 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 | |
| 2027 | MN 101 | | 8608-33 | 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 | | 6227-86 | RD | **ELLE**: 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 (COUNTY RD E) IN WHITE BEAR LAKE - BITUMINOUS MILL AND OVERLAY | 8,770,000 | 6,196,062 | 0 | 1,413,938 | 1,160,000 | MNDOT | |
| 2027 | MN 13 | | 179-121-026 | MC | **LFTH**MN285**PRS**: MN 13 AT MSAS 121 (NICOLLET AVE) IN BURNSVILLE - GRADE SEPARATION (ASSOCIATE TO 1901-203) | 42,303,500 | 13,000,000 | 0 | 3,900,000 | 25,403,500 | BURNSVILLE | |
| 2027 | MN 3 | | 6217-50 | RS | MN3 (ROBERT ST), FROM ANNAPOLIS ST E TO MISSISSIPPI RIVER IN ST PAUL - PAVEMENT REHAB, SIDEWALK REPLACEMENT AND ADA IMPROVEMENTS | 13,529,000 | 10,689,632 | 0 | 2,439,368 | 400,000 | MNDOT | |
| 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 | 10,330,000 | 8,036,154 | 0 | 1,833,846 | 460,000 | MNDOT | |
| 2027 | MN 5 | | 6230-33 | SC | **ELLE**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 | 925,745 | 0 | 211,255 | 405,000 | 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: |
|------|-----|----------|---------------|------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|------------|-------|----------|-----------|--------------|-----|
| 2027 | | MN 65 | 002-596-028AC | MC | **AC**PRS**: MN 65 (CENTRAL AVE) AT CSAH 12 (109TH AVE) AND MSAS 147 (105TH AVE) IN BLAINE - GRADE SEPARATION, FRONTAGE ROAD (AC PAYBACK 1 OF 1) | 10,000,000 | 10,000,000 | 0 | 0 | 0 | ANOKA COUNTY | RS |
| 2027 | | MN 65 | 0207-132(27) | CA | MN65 FROM 37TH AVE TO I694 IN COLUMBIA HEIGHTS AND HILLTOP - DESIGN CONSULTANT AGREEMENT | 1,250,000 | 1,017,750 | 0 | 232,250 | 0 | MNDOT | |
| 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 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 | | 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 STREETSCAPING | 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 | |

**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 | 239 | 141-591-017 | BT | MSAS 239 (W 26TH ST), W 27TH ST, AND MSAS 241 (W 28TH ST) FROM CSAH 22 (LYNDALE 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 STREETSCAPING | 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, STREETSCAPING, ADA | 13,951,410 | 2,000,000 | 0 | 0 | 11,951,410 | MINNEAPOLIS | |
| 2027 | MSAS | 430 | 141-430-012 | BI | **LONSYS**: MSAS 430 (NICOLLET AVE S) OVER MINNEHAHA CREEK AND MINNEHAHA PARKWAY IN MPLS - REHABILITATE BRIDGE #90591 | 43,000,000 | 7,000,000 | 0 | 0 | 36,000,000 | MINNEAPOLIS | |
| 2028 | 999 | | 880M-MS-28 | MC | SETASIDE - MAINSTREET IMPROVEMENTS - 2028 | 23,740,000 | 2,329,108 | 0 | 21,410,892 | 0 | MNDOT | |
| 2028 | 999 | | 880M-STP-28 | MC | METRO ATP: SETASIDE FOR SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FY2028 PROJECTS | 95,594,700 | 76,475,760 | 0 | 0 | 19,118,940 | MET COUNCIL | |
| 2028 | 999 | | 8825-1187 | BI | DISTRICTWIDE FLOOD SEAL BRIDGES IN MPLS AND ST PAUL | 1,566,000 | 1,275,037 | 0 | 290,963 | 0 | MNDOT | |
| 2028 | 999 | | 8825-1255 | TM | METROWIDE - TRAFFIC MANAGEMENT SYSTEM DEVICES INCLUDING DYNAMIC MESSAGE SIGNS, FIBER OPTIC CABLES AND NON INTRUSIVE DETECTION POLES | 925,000 | 753,135 | 0 | 171,865 | 0 | MNDOT | |
| 2028 | 999 | | TRS-TCMT-28 | 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) | 2,550,000 | 850,000 | 0 | 0 | 1,700,000 | MNDOT | |
| 2028 | CSAH | 103 | 110-020-041 | MC | **PRS**: CSAH 103 (W BROADWAY AVE) FROM 0.07 MILES N OF 85TH AVE TO 0.11 MILES N OF 93RD AVE AND CSAH 30 (93RD AVE) FROM 0.07 MILES W OF CSAH 103 (W BROADWAY AVE) TO 0.25 MILES E OF CSAH 103 (W BROADWAY AVE) IN BROOKLYN PARK- RECONSTRUCT, 2-LANE TO 4-LANE | 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: |
|------|-----|---------|--------------|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|------------|-------|-----------|------------|-----------------|-----|
| 2028 | | CSAH 30 | 110-020-043 | MC | **PRS**: 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 | RS |
| 2028 | | 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 |
| 2028 | | 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 | 9,796,000 | 7,000,000 | 0 | 0 | 2,796,000 | BROOKLYN CENTER | RS |
| 2028 | | 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 |
| 2028 | | MN 41 | 1008-108 | SC | **ELLE**: MN41, ON EB AND WB EXIT RAMP IN CHASKA - IMPROVE ADA, REPAIR DRAINAGE (ASSOCIATE TO 1008-108S) | 46,000 | 37,453 | 0 | 8,547 | 0 | MNDOT | |
| 2028 | | MN 47 | 0206-88 | RS | MN47, FROM JCT 142ND AVE TO 0.2 MI N OF 153RD (ALPINE DR) IN RAMSEY - THIN BITUMINOUS MILL AND OVERLAY | 3,900,000 | 3,127,342 | 0 | 713,658 | 59,000 | MNDOT | |
| 2028 | | MN 5 | 6201-91 | RS | MN 5, FROM MUNSTER AVE TO 0.02 MI E OF ST CLAIR AVE IN ST PAUL - RESURFACE ROAD, ADA IMPROVEMENTS, SIDEWALK INFILL, PED CROSSING, DRAINAGE, LIGHTING UPGRADES, TRAFFIC SIGNAL REPLACEMENT, BRIDGE REPAIRS | 27,117,000 | 21,109,763 | 0 | 4,817,237 | 1,190,000 | MNDOT | |
| 2028 | | MN 51 | 6216-147 | SC | MN51 (SNELLING AVE), AT LARPEN TEUR AVE IN FALCON HEIGHTS - SIGNAL REPLACEMENT, DRAINAGE, ADA IMPROVEMENTS | 731,000 | 400,586 | 0 | 91,414 | 239,000 | MNDOT | |
| 2028 | | MN 62 | 1918-124 | BI | MN62, FROM 0.1 MI W OF MN13 TO 5TH AVE S IN MENDOTA HTS - BITUMINOUS OVERLAY, ADA IMPROVEMENTS, CABLE MEDIAN BARRIER, SIGNALS AND MILL AND OVERLAY BR. 19037, 19038, 19837, 19853, 19854, 19884, 19894, 19895 (ASSOCIATE TO 1918-124S) | 11,703,000 | 9,528,583 | 0 | 2,174,417 | 0 | MNDOT | |
| 2028 | | MN 65 | 0207-132(28) | CA | MN65 FROM 37TH AVE TO I694 IN COLUMBIA HEIGHTS AND HILLTOP - DESIGN CONSULTANT AGREEMENT | 750,000 | 610,650 | 0 | 139,350 | 0 | MNDOT | |
| 2028 | | MN 65 | 880M-MO-28 | MC | SETASIDE - MN65 IMPROVEMENTS IN COLUMBIA HEIGHTS - 2028 | 25,000,000 | 20,355,000 | 0 | 4,645,000 | 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: |
|----|-----|-------|----------|------------------|---------------|-------------|------------|-------------|-------------|---------|-----|
| | | | | Totals | 1,188,608,643 | | 15,233,954 | | 438,814,955 | | |
| | | | | | | 632,217,054 | | 102,814,680 | | | |

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Twin Cities Metropolitan Area
2025 - 2028 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: |
|------|-------|-------|--------------|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|------------|-----------|------------|----------|-------------|-----|
| 2025 | I | 35 W | 1981-140BFP | BR | **BFP**: I35W, AT BURNSVILLE PARKWAY IN BURNSVILLE-REPLACE BRIDGE 19863 (NEW BR 19912) (ASSOCIATE TO 1981-140, 1981-140S, 1981-140N, 1981-140TR) | 8,200,000 | 7,380,000 | 0 | 820,000 | 0 | MNDOT | |
| 2025 | I | 394 | 2789-174 | BI | **BFP**: I394, FROM MN100 TO 11TH ST N AND ON I94 FROM GLENWOOD AVE N TO I394 IN MPLS REHAB 28 BRIDGES ON I394 AND 6 BRIDGES ON I94, LIGHTING, SIDEWALK, ADA , CONCRETE PAVEMENT REHAB | 78,849,000 | 68,194,800 | 0 | 10,654,200 | 0 | MNDOT | |
| 2025 | I | 394 | 2789-174(EP) | BI | **BFP**EP**: I394 FROM 0.5 MI E PENN AVE TO I94 IN MPLS-EARLY PROCUREMENT FOR MODULAR BRIDGE JOINTS FOR HOV BRIDGES 27776A, 27776B AND 27776F | 373,000 | 298,400 | 0 | 74,600 | 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 | 15,920,000 | 14,328,000 | 0 | 1,592,000 | 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 | 25,365,000 | 22,828,500 | 0 | 2,536,500 | 0 | MNDOT | |
| 2025 | Local | | 141-597-002 | BR | **AC**BFP**: 10TH AVE S OVER MIDTOWN GREENWAY IN MPLS- REPLACE BRIDGE L8915 (AC PROJECT, PAYBACK IN 2026) | 6,300,000 | 0 | 6,300,000 | 0 | 0 | MINNEAPOLIS | |
| 2025 | MN | 55 | 2752-43 | RS | **BFP**: MN55 (OLSON MEMORIAL PKWY), FROM 0.2 MI W OF MN100 IN GOLDEN VALLEY TO E END OF BRIDGE# 27237 OVER BNSF TRACKS IN MPLS- BITUMINOUS MILL AND OVERLAY, OVERLAY BRIDGE 27237, ADA, CONSTRUCT TRAIL AND TURN LANE RECONSTRUCTION AT DAHLBERG DR, GUARDRAIL | 7,200,000 | 5,704,285 | 0 | 1,301,715 | 194,000 | MNDOT | |
| 2025 | US | 52 | 1928-91 | BI | **BFP**: US 52 OVER I494 IN INVER GROVE HEIGHTS - REDECK BRIDGES BR# 19855 AND 19856 | 11,054,000 | 9,948,600 | 0 | 1,105,400 | 0 | MNDOT | |

**TABLE A-4
Bridge Funding Program Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|---------------|-----|--------|---------------|------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|--------------------|------------------|-------------------|----------------|-------------|-----|
| 2025 | | US 52 | 1928-91(EP) | BI | **BFP**EP**: US 52 OVER I494 IN INVER GROVE HEIGHTS - EARLY DIAPHRAGM STEEL MATERIAL FOR BRIDGE BR# 19855 and 19856 | 46,000 | 41,400 | 0 | 4,600 | 0 | MNDOT | |
| 2026 | | I 35 E | 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 | 18,700,000 | 16,830,000 | 0 | 1,870,000 | 0 | MNDOT | |
| 2026 | | I 35 W | 2783-168 | BR | **BFP**: OVER I35W AT UNIVERSITY AND 4TH ST IN MPLS- REPLACE BR #27882 AND 27883 | 17,720,000 | 15,834,600 | 0 | 1,759,400 | 126,000 | MNDOT | |
| 2026 | | I 94 | 2781-552 | BR | **BFP**: OVER I94 AT MSAS 283 (NICOLLET AVE) IN MPLS - REPLACE BR# 27837 | 7,300,000 | 6,570,000 | 0 | 730,000 | 0 | MNDOT | |
| 2026 | | Local | 141-597-002AC | BR | **AC**BFP**: 10TH AVE S OVER MIDTOWN GREENWAY IN MPLS- REPLACE BRIDGE L8915 (AC PAYBACK 1 OF 1) | 6,300,000 | 6,300,000 | 0 | 0 | 0 | MINNEAPOLIS | |
| 2026 | | Local | 141-597-003 | BR | **BFP**: 18TH AVE S OVER MIDTOWN GREENWAY ON M-1064 (18TH AVE) N 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) FROM 0.1 MI N OF BROADWAY AVE TO 7TH ST NE IN MPLS - OVERLAY BR #27015 AND 27164 OVER BNSF RR AND SIGNAL WORK | 3,329,000 | 2,553,331 | 0 | 582,669 | 193,000 | MNDOT | |
| 2026 | | MN 77 | 2758-75 | BI | **BFP**: MN 77, FROM 0.2 MILES S OF BR #9600N IN EAGAN TO AMERICAN BLVD IN BLOOMINGTON - REHAB BRIDGES 27045, 27046, 27047, 27048, 27049, 27050, 27056, 27058, 9600N, 9600S | 48,545,000 | 39,525,339 | 0 | 9,019,661 | 0 | MNDOT | |
| Totals | | | | | | 267,501,000 | 228,637,255 | 6,300,000 | 32,050,745 | 513,000 | | |

Twin Cities Metropolitan Area
2025 - 2028 Transportation Improvement Program

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|----------|-------|----------------|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-----------|-----------|----------|-----------|----------------------------|-----|
| 2025 | CSAH 2 | | 002-602-015CRP | BT | **AC****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) (AC PROJECT, PAYBACK IN FY28) | 1,690,424 | 266,726 | 1,033,600 | 0 | 390,098 | ANOKA 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 | | 062-090-005 | 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 | | 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 | |
| 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 | 630,000 | 398,000 | 0 | 0 | 232,000 | BLOOMINGTON | |
| 2025 | MSAS 104 | | 168-104-011 | BT | **CRP**: MSAS 104 (MARIE AVE) FROM CSAH 14 (3RD AVE) TO 9TH AVE S IN SOUTH ST PAUL-RECLAMATION, SIDEWALK, BIKE LANES, AND ADA | 2,380,760 | 1,000,000 | 0 | 0 | 1,380,760 | SOUTH SAINT PAUL | |
| 2025 | US 61 | | 6221-107CRP | RS | **CRP**: 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, | 3,680,000 | 2,996,256 | 0 | 683,744 | 0 | MNDOT | |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|---------------|--------|-------|-----------------|------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-------------------|------------------|------------------|-------------------|--------------|-----|
| 2026 | 999 | | 880M-CRP-26 | BT | **CRP**: METRO ATP: SETASIDE FOR CARBON REDUCTION PROGRAM FY2026 PROJECTS | 10,137,000 | 8,109,600 | 0 | 0 | 2,027,400 | MNDOT | |
| 2026 | 999 | | 880M-CRP-26M | BT | **CRP**: DISTRICTWIDE SETASIDE - METRO CARBON REDUCTION PROGRAM - 2026 | 3,680,000 | 2,996,256 | 0 | 683,744 | 0 | MNDOT | |
| 2027 | 952A | | 2726-87CRP | RS | **CRP**: US952A, 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 | 3,680,000 | 2,996,256 | 0 | 683,744 | 0 | MNDOT | |
| 2027 | 999 | | 880M-CRP-27 | BT | **CRP**: METRO ATP: SETASIDE FOR CARBON REDUCTION PROGRAM FY2027 PROJECTS | 8,537,500 | 6,830,000 | 0 | 0 | 1,707,500 | MNDOT | |
| 2028 | 999 | | 880M-CRP-28 | BT | **CRP**: METRO ATP: SETASIDE FOR CARBON REDUCTION PROGRAM FY2028 PROJECTS | 7,219,000 | 5,775,200 | 0 | 0 | 1,443,800 | MNDOT | |
| 2028 | 999 | | 880M-CRP-28M | BT | **CRP**: DISTRICTWIDE SETASIDE - METRO CARBON REDUCTION PROGRAM - 2028 | 6,260,000 | 5,096,892 | 0 | 1,163,108 | 0 | MNDOT | |
| 2028 | CSAH 2 | | 002-602-015CRPA | BT | **AC**CRP**: CSAH 2 (44TH AVE NW) FROM CSAH 1 (EAST RIVER RD) TO MAIN ST IN FRIDLEY - CONSTRUCT MULTIUSE TRAIL AND MODIFY BRIDGE 02523 (AC PAYBACK 1 OF 1) | 1,033,600 | 1,033,600 | 0 | 0 | 0 | ANOKA COUNTY | |
| Totals | | | | | | 58,446,872 | 43,073,826 | 1,033,600 | 3,214,340 | 11,125,106 | | |

Twin Cities Metropolitan Area
2025 - 2028 Transportation Improvement Program

**TABLE A-6
PROTECT Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|---------|-------|----------------|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|------------|-----------|------------|-----------|-------------------|-----|
| 2025 | 999 | | 8825-1260 | DR | **PROTECT**: DISTRICTWIDE - POND PRESERVATION AT VARIOUS LOCATIONS | 1,500,000 | 1,200,000 | 0 | 300,000 | 0 | MNDOT | |
| 2025 | 999 | | 8825-1261 | DR | **PROTECT**: DISTRICTWIDE - POND PRESERVATION AT VARIOUS LOCATIONS | 1,000,000 | 800,000 | 0 | 200,000 | 0 | MNDOT | |
| 2025 | MN 5 | | 010-596-016 | RC | **AC**PROTECT**PRS**: MN5 (ARBORETUM BLVD) FROM 0.3 MI E MINNEWASHTA PKWY TO 0.25 MI W OF MN41 IN CHANHASSEN - TWO TO FOUR LANE CONVERSION, MEDIAN, BR # (ASSOCIATE TO 010-596-014, 010-596-019, 241-090-001, 1002-124) (AC PROJECT, PAYBACK IN FY26) | 26,144,000 | 6,278,400 | 3,721,600 | 10,000,000 | 6,144,000 | CARVER COUNTY | |
| 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, LANDSCAPE | 14,676,000 | 11,740,800 | 0 | 2,935,200 | 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 | 6,000 | 4,800 | 0 | 0 | 1,200 | MNDOT | |
| 2026 | 999 | | 880M-PRO-26M | MC | **PROTECT**: DISTRICTWIDE SETASIDE - PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION - 2026 | 9,625,000 | 7,700,000 | 0 | 1,925,000 | 0 | MNDOT | |
| 2026 | CSAH 19 | | 082-596-010PRO | RC | **AC**PROTECT**: CR19A (KEATS AVE) FROM 1.2 MI E OF JAMAICA AVE TO US61 IN COTTAGE GROVE - RECONSTRUCTION, BRIDGE #82538 OVER RR, MULTI-USE TRAIL (ASSOCIATE TO 082-596-010) (AC PROJECT, PAYBACK IN FY27) | 5,648,500 | 987,200 | 3,531,600 | 0 | 1,129,700 | WASHINGTON COUNTY | |
| 2026 | MN 5 | | 010-596-016AC | RC | **AC**PROTECT**PRS**: MN5 (ARBORETUM BLVD) FROM 0.3 MI E MINNEWASHTA PKWY TO 0.25 MI W OF MN41 IN CHANHASSEN - TWO TO FOUR LANE CONVERSION, MEDIAN, BR # (AC PAYBACK 1 OF 1 | 3,721,600 | 3,721,600 | 0 | 0 | 0 | CARVER COUNTY | |

**TABLE A-6
PROTECT Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|--------|-------|-----------------|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-----------|-------|----------|----------|-------------------|-----|
| 2027 | 999 | | 880M-PRO-27 | MC | **PROTECT**: METRO ATP: SETASIDE FOR PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION PROGRAM FY2027 PROJECTS | 85,500 | 68,400 | 0 | 0 | 17,100 | MNDOT | |
| 2027 | CSAH19 | | 082-596-010PROA | RC | **AC**PROTECT**: CR19A (KEATS AVE) FROM 1.2 MI E OF JAMAICA AVE TO US61 IN COTTAGE GROVE - RECONSTRUCTION, BRIDGE #82538 OVER RR, MULTI-USE TRAIL (AC PAYBACK 1 OF 1) | 3,531,600 | 3,531,600 | 0 | 0 | 0 | WASHINGTON COUNTY | |
| 2028 | 999 | | 880M-PRO-28 | MC | **PROTECT**: METRO ATP: SETASIDE FOR PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION PROGRAM FY2028 PROJECTS | 4,482,600 | 3,586,080 | 0 | 0 | 896,520 | MNDOT | |

| | | | | | | | | | | | | |
|--------|--|--|--|--|--|------------|------------|-----------|------------|-----------|--|--|
| Totals | | | | | | 70,420,800 | 39,618,880 | 7,253,200 | 15,360,200 | 8,188,520 | | |
|--------|--|--|--|--|--|------------|------------|-----------|------------|-----------|--|--|

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Twin Cities Metropolitan Area
2025 - 2028 Transportation Improvement Program

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 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 |
| 2025 | | Local | 019-090-026 | BT | **MN281**CDS**: 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 | 16,000,000 | 0 | 5,995,000 | 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, 070-609-011, 7008-112R, 7008-112) | 1,405,000 | 0 | 1,124,000 | 0 | 0 | 281,000 | JORDAN | |
| 2025 | | MN 13 | 201-010-008 | BT | **CDS**: ALONG MN13, FROM OAKLAND BEACH AVE SE TO CR 42 (140TH ST NE) IN PRIOR LAKE - CONSTRUCT MULTI USE TRAIL | 2,500,000 | 0 | 1,000,000 | 0 | 0 | 1,500,000 | PRIOR LAKE | |
| 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 SAINT PAUL | |
| 2026 | | CSAH 12 | 002-612-033 | MC | **MN290**B2023**LFTH**PRS**: CSAH 12 (109TH AVE) AT MN 65 (CENTRAL AVE) IN BLAINE - GRADE SEPARATED INTERCHANGE, PEDESTRIAN FACILITIES (ASSOCIATE TO 0208-169TED, 0208-169, 0208-169R, 002-596-028, 106-010-020) | 6,250,000 | 0 | 5,000,000 | 0 | 0 | 1,250,000 | ANOKA COUNTY | |
| 2026 | | Local | 092-090-065 | BT | **MN294**: MN VALLEY TRAIL FROM LYNDAL 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 | |

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

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | RS |
|---------------|-----|----------|-------------|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|----------|-------------------|----------|------------------|-------------------|-------------------|----|
| 2026 | | MSAS 101 | 192-101-011 | PL | **CDS**: MSAS 101 (WEIR DR) FROM 0.35 MI N TAMARACK RD TO 0.07 MI S OF ASHWOOD RD IN WOODBURY - ENGINEERING | 1,062,500 | 0 | 850,000 | 0 | 0 | 212,500 | WOODBURY | |
| 2026 | | 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 | 6,250,000 | 0 | 5,000,000 | 0 | 0 | 1,250,000 | COTTAGE GROVE | |
| 2026 | | US 8 | 013-596-010 | MC | **MN295**CDS**PRS**: 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, | 16,000,000 | 0 | 8,000,000 | 0 | 8,000,000 | 0 | CHISAGO COUNTY | RS |
| 2027 | | CSAH 19 | 027-619-028 | SC | **CDS**: CSAH 19 (109TH AVE N) AT CR 117 (109TH AVE N)/CR 203 (CROW HASSAN PARK RD) IN HANOVER - CONSTRUCT ROUNDABOUT, ADA, TRAIL CONNECTIONS | 2,910,000 | 0 | 1,020,000 | 0 | 0 | 1,890,000 | HENNEPIN COUNTY | |
| 2027 | | CSAH 96 | 082-696-001 | SC | **CDS**: CSAH 96 (DELLWOOD RD N), AT THE INTERSECTION OF NORRELL AVE/CSAH 5 (STONEBRIDGE TRAIL) IN STILLWATER TOWNSHIP - CONSTRUCT ROUNDABOUT | 4,250,000 | 0 | 500,000 | 0 | 0 | 3,750,000 | WASHINGTON COUNTY | |
| Totals | | | | | | 69,905,000 | 0 | 38,979,000 | 0 | 8,000,000 | 22,926,000 | | |

Twin Cities Metropolitan Area
2025 - 2028 Transportation Improvement Program

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|---------|-------|---------------|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|------------|-------|-----------|-----------|---------------|-----|
| 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 | CSAH 42 | | 019-642-069 | RS | CSAH 42 FROM 147TH ST TO CSAH 33 (DIAMOND PATH) IN APPLE VALLEY - MILL AND OVERLAY, ADA, SIGNAL REVISIONS | 7,700,000 | 2,500,000 | 0 | 0 | 5,200,000 | DAKOTA 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 | 0 | 100,000 | MNDOT | |
| 2025 | I 35 W | | 1981-140N | RS | **PRS**: 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 (NEW BR 19911), CONSTRUCT AUXILIARY LANES, CONSTRUCT ADDITI | 75,335,000 | 67,651,200 | 0 | 7,516,800 | 167,000 | MNDOT | RS |
| 2025 | I 35 W | | 1981-140TR | RS | **PRS**: 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 | 7,343,000 | 5,874,400 | 0 | 1,468,600 | 0 | MNDOT | RS |
| 2025 | I 35W | | 1981-150 | RS | I35W FROM I35W/I35E INTERCHANGE TO 0.4 MI N CLIFF RD IN BURNSVILLE - BITUMINOUS CROSSOVERS, DRAINAGE AND RETAINING WALL, AND ON MN13 AT I35W - BITUMINOUS SHOULDERS, BITUMINOUS CROSSOVERS, TEMPORARY DRAINAGE (EARLY WORK FOR 1981-140) | 2,780,000 | 2,502,000 | 0 | 278,000 | 0 | MNDOT | |
| 2025 | I 394 | | 2789-170 | SC | I394, FROM I494 IN MINNETONKA TO 0.25 MI E US 169 IN GOLDEN VALLEY- SIGN REPLACEMENT | 867,000 | 780,300 | 0 | 86,700 | 0 | MNDOT | |
| 2025 | I 394 | | 2789-171 | DR | I394, FROM LOUISIANA AVE TO XENIA AVE/PARK PLACE IN GOLDEN VALLEY/ST LOUIS PARK- CONSTRUCT AUX LANE, REPAIR BR #27745, TMS, RETAINING WALL, INTERSECTION MODIFICATION, SIGNAL REPLACEMENT, SIDEWALKS, ADA, AND RECONSTRUCT EB RAMPS (ASSOCIATE TO 2789-171S) | 4,725,000 | 3,915,000 | 0 | 435,000 | 375,000 | 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 | 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) | 2,304,000 | 1,716,300 | 0 | 190,700 | 397,000 | MNDOT | |
| 2025 | I 94 | | 8281-06 | AM | I94, HUDSON BR OVER ST CROIX IN LAKELAND AND HUDSON- REPAIR BRIDGES 82800 AND 9400 (WI LET) | 2,850,000 | 2,565,000 | 0 | 285,000 | 0 | MNDOT | |
| 2025 | I 94 | | 8282-152 | SC | I94 RAMP AT RADIO DR IN WOODBURY - INTERSECTION MODIFICATIONS, PEDESTRIAN IMPROVEMENT AND INSTALL NEW SIGNAL SYSTEM | 1,297,000 | 1,167,300 | 0 | 129,700 | 0 | MNDOT | |
| 2025 | 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) | 10,814,000 | 8,804,759 | 0 | 2,009,241 | 0 | MNDOT | |
| 2025 | MN 5 | | 010-596-019 | RC | **AC**PRS**: MN5 (ARBORETUM BLVD) FROM 0.15 MI W 80TH ST TO 0.3 MI E OF MN41 IN VICTORIA AND CHANHASSEN - TWO TO FOUR LANE CONVERSION, BRIDGE, UNDERPASS, BIKE TRAIL, SIGNALS, ADA (ASSOCIATE TO 010-596-014, 010-596-016, 241-090-001, 1002-124) (AC PROJECT) | 13,500,000 | 0 | 10,800,000 | 0 | 2,700,000 | CARVER COUNTY | 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 | 1,501,000 | 875,265 | 0 | 199,735 | 426,000 | MNDOT | |
| 2025 | MN 62 | | 2774-30 | AM | MN62, WEST OF VALLEY VIEW RD IN EDINA - REPLACE PEDESTRIAN BRIDGE #27520 | 3,000,000 | 2,400,000 | 0 | 600,000 | 0 | MNDOT | |
| 2025 | US 10 | | 0215-87 | MC | **B2023**PRS**: US10 FROM CSAH 78 (HANSON BLVD) TO CSAH 9 (ROUND LAKE BLVD) IN COON RAPIDS - EXPAND FROM TWO LANES TO 3 LANES, ULTRA-THIN BONDED WEARING COURSE EXISTING MAINLINE PAVEMENT, CONSTRUCT NOISEWALLS (ASSOCIATE TO 0215-87COC) | 32,500,000 | 2,500,000 | 0 | 0 | 30,000,000 | MNDOT | RS |
| 2025 | US 169 | | 2772-132 | SC | US169, AT BETTY CROCKER DR IN GOLDEN VALLEY AND PLYMOUTH - SIGNAL REPLACEMENT, ADA, GUARDRAIL REPLACEMENT AND NEW SIDEWALK/PED AND BIKE LANE | 1,000,000 | 565,055 | 0 | 128,945 | 306,000 | MNDOT | |
| 2025 | US 212 | | 2701-59 | RS | US 212, MN 5 (WEST 78TH ST) FROM 0.37 MI E OF EDEN PRAIRIE RD TO US 212 AND ON US 212 FROM 0.1 MI W OF EDEN PRAIRIE RD TO 0.1 MI E OF I494 IN EDEN PRAIRIE- CONCRETE PAVEMENT REHAB WITH DIAMOND GRINDING | 6,741,000 | 5,488,522 | 0 | 1,252,478 | 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 | | US 52 | 6244-120 | RS | US52 FROM BELVIDERE ST TO I94 IN ST PAUL - RESURFACING, SIGN REPLACEMENT AND PAVEMENT MARKINGS | 2,300,000 | 1,872,660 | 0 | 427,340 | 0 | MNDOT | |
| 2026 | | 999 | 880M-MO-26 | MC | DISTRICTWIDE SETASIDE - METRO/TWIN CITIES MOBILITY - 2026 | 52,875,000 | 47,587,500 | 0 | 5,287,500 | 0 | MNDOT | |
| 2026 | | CSAH 153 | 027-753-021AC | RC | **AC**: 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 (AC PAYBACK 1 OF 1) | 600,000 | 600,000 | 0 | 0 | 0 | HENNEPIN COUNTY | |
| 2026 | | I 35 W | 2782-366 | SC | I35W, AT W 98TH ST IN BLOOMINGTON - SIGNAL REPLACEMENT, ADA RAMPS/SIDEWALKS (ASSOCIATE TO 2782-366S) | 814,000 | 359,100 | 0 | 39,900 | 415,000 | MNDOT | |
| 2026 | | I 394 | 2789-137 | SC | I394, AT CSAH 73 (HOPKINS CROSSROAD) AT NORTH RAMP IN MINNETONKA - SIGNAL REPLACEMENT, ADA | 645,000 | 381,600 | 0 | 42,400 | 221,000 | 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 | 713,000 | 641,700 | 0 | 71,300 | 0 | MNDOT | |
| 2026 | | I 494 | 1986-47 | DR | I494 AND MN RIVER IN EAGAN - DRAINAGE REPAIR, RECONSTRUCT BEAVER POND | 1,700,000 | 1,530,000 | 0 | 170,000 | 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 WABASH IN ST PAUL TO THE JUNCTION WITH I35W IN LAUDERDALE - CONCRETE PAVEMENT REHABILITATION, MILL AND OVERLAY, TMS, GUARDRAIL, AND REHAB BRIDGES 62844, 6805, 6894, 62860, 9050, 62808, 62812 (AC PROJECT, PAYBACK IN 2027) | 25,972,000 | 16,678,237 | 4,000,000 | 4,718,763 | 575,000 | MNDOT | |
| 2026 | | MN 36 | 8204-89 | SC | MN 36 AT KEATS AVE IN GRANT AND LAKE ELMO - ACCESS MODIFICATIONS AND SOUTH FRONTAGE ROAD | 3,000,000 | 2,442,600 | 0 | 557,400 | 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 | | 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 2027) | 62,184,000 | 42,586,246 | 8,000,000 | 11,543,754 | 54,000 | MNDOT | |
| 2026 | | US 12 | 2713-129 | RS | **AC**: US12 (WAYZATA BLVD), FROM 0.5 MI W SHORELINE DR IN WAYZATA TO 0.5 MI E OF I494 IN WAYZATA AND MINNETONKA - CONCRETE RECONSTRUCT/BITUMINOUS MILL AND OVERLAY/CPR, LIGHTING, DRAINAGE IMPROVEMENTS, ADA, PIER PROTECTION ON BRIDGES 27129 AND 27130 (AC | 48,448,000 | 13,413,794 | 26,000,000 | 8,994,206 | 40,000 | 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 | 1,000,000 | 378,603 | 0 | 86,397 | 535,000 | MNDOT | |
| 2026 | | US 61 | 6222-190 | SC | US61, AT CSAH 96 (LAKE AVE) IN WHITE BEAR LAKE- SIGNAL REPLACEMENT, ADA AND DRAINAGE | 855,000 | 530,858 | 0 | 121,142 | 203,000 | MNDOT | |
| 2026 | | US 61 | 6222-191 | SC | US61, AT CR B IN MAPLEWOOD- SIGNAL REPLACEMENT, ADA AND DRAINAGE | 405,000 | 253,216 | 0 | 57,784 | 94,000 | MNDOT | |
| 2026 | | US 61 | 8205-159 | SC | US61, AT INTERCHANGE WITH 80TH IN COTTAGE GROVE -REPLACE SIGNAL SYSTEM, RECONSTRUCT ENTRANCE AND EXIT RAMPS AND ADA IMPROVEMENTS | 3,983,000 | 2,479,239 | 0 | 565,761 | 938,000 | MNDOT | |
| 2026 | | US 8 | 1308-29 | AM | **B2023**: US 8 (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, | 63,844,000 | 17,155,200 | 0 | 4,688,800 | 42,000,000 | MNDOT | |
| 2027 | | 999 | 880M-MO-27 | MC | DISTRICTWIDE SETASIDE - METRO/TWIN CITIES MOBILITY - 2027 | 13,000,000 | 13,000,000 | 0 | 0 | 0 | MNDOT | |
| 2027 | | I 35 E | 6280-407 | SC | I35E AND CSAH 21 (LITTLE CANADA RD E) AT EAST AND WEST RAMPS IN LITTLE CANADA - SIGNAL REPLACEMENTS | 1,014,000 | 396,900 | 0 | 44,100 | 573,000 | MNDOT | |
| 2027 | | I 35W | 2783-228 | BI | I35W OVER MISSISSIPPI RIVER IN MPLS- FLOOD SEAL BRIDGE 27409 AND 27410 (ST ANTHONY BRIDGES) | 800,000 | 720,000 | 0 | 80,000 | 0 | MNDOT | |
| 2027 | | I 394 | 2789-168 | SC | **ELLE**: I394 FROM I494 IN MINNETONKA TO US169 IN GOLDEN VALLEY - REPLACE LIGHTING SYSTEMS | 1,700,000 | 1,530,000 | 0 | 170,000 | 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: |
|------|-----|-------|---------------|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|------------|------------|-----------|------------|---------------|-----|
| 2027 | I | 1394 | 2789-189 | SC | **ELLE**: I394 AT PLYMOUTH RD NORTH RAMP AND AT RIDGEDALE DR NORTH AND SOUTH RAMP IN MINNETONKA - TRAFFIC SIGNAL REPLACEMENT | 1,119,000 | 583,200 | 0 | 64,800 | 471,000 | MNDOT | |
| 2027 | I | 694 | 2787-31 | SC | I94/694 FROM I494 IN MAPLE GROVE TO JUST EAST MN 252 IN FRIDLEY - REPLACE TRAFFIC SIGNS | 1,100,000 | 990,000 | 0 | 110,000 | 0 | MNDOT | |
| 2027 | I | 94 | 2781-528 | BR | I94, W OF 22ND AVE IN MPLS - REPLACE PEDESTRIAN BRIDGE #9892 AND APPROACHES | 5,442,000 | 4,897,800 | 0 | 544,200 | 0 | MNDOT | |
| 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 27787, 27960, 27982, 27039, 27040, 27754, 27754A, 27788, 27789, 27789A, 27752, 27752A, 27913, 27914, RAMP RE- | 48,701,000 | 10,652,354 | 29,000,000 | 9,048,646 | 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) | 12,489,000 | 10,168,544 | 0 | 2,320,456 | 0 | MNDOT | |
| 2027 | MN | 280 | 6242-83AC | RS | **AC**: MN280, MN280, FROM WABASH IN ST PAUL TO THE JUNCTION WITH I35W IN LAUDERDALE - CONCRETE PAVEMENT REHABILITATION, MILL AND OVERLAY, TMS, GUARDRAIL, AND REHAB BRIDGES 62844, 6805, 6894, 62860, 9050, 62808, 62812 (AC PAYBACK 1 OF 1) | 4,000,000 | 4,000,000 | 0 | 0 | 0 | MNDOT | |
| 2027 | MN | 5 | 010-596-019AC | RC | **AC**PRS**: MN5 (ARBORETUM BLVD) FROM 0.15 MI W 80TH ST TO 0.3 MI E OF MN41 IN VICTORIA AND CHANHASSEN - TWO TO FOUR LANE CONVERSION, BRIDGE, UNDERPASS, BIKE TRAIL, SIGNALS, ADA (AC PAYBACK 1 OF 1) | 10,800,000 | 10,800,000 | 0 | 0 | 0 | CARVER COUNTY | RS |
| 2027 | MN | 55 | 1909-110 | DR | MN 55 AT BLUE WATER RD/BEVERLY DR IN EAGAN - REPAIR/REPLACE PIPES (ASSOCIATE TO 1909-110S) | 505,000 | 411,171 | 0 | 93,829 | 0 | MNDOT | |
| 2027 | MN | 610 | 114-020-064 | MC | **PRS**: EAST RIVER ROAD AT MN 610 IN COON RAPIDS - CONSTRUCT INTERCHANGE | 35,687,000 | 10,800,000 | 0 | 1,000,000 | 23,887,000 | COON RAPIDS | RS |
| 2027 | MN | 62 | 1918-122 | SC | MN 62 AT CR 14 (MENDOTA RD) IN SUNFISH LAKE - REPLACE SIGNAL SYSTEM, CONSTRUCT TRAIL AND ADA IMPROVEMENTS | 501,000 | 325,680 | 0 | 74,320 | 101,000 | 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 | | MN 62 | 2774-27 | SC | MN 62 FROM PENN AVE IN RICHFIELD TO MN 55 (HIAWATHA AVE) IN MPLS - SIGN REPLACEMENT (TIE TO 2775-25) | 735,000 | 598,437 | 0 | 136,563 | 0 | MNDOT | |
| 2027 | | MN 62 | 2775-25 | RC | **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 (TIE TO 2774-27) (AC PROJECT, PAYBACK IN 2028) | 25,500,000 | 8,762,100 | 12,000,000 | 4,737,900 | 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) | 231,000 | 188,080 | 0 | 42,920 | 0 | MNDOT | |
| 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) | 7,900,000 | 6,432,180 | 0 | 1,467,820 | 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**: 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 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) (TIE TO 0202-124) | 8,709,000 | 7,090,868 | 0 | 1,618,132 | 0 | MNDOT | |
| 2027 | | US 10 | 0202-124 | SC | US 10 FROM MN 101 IN ELK RIVER TO TRAPROCK ST IN RAMSEY- REPLACE EXISTING SIGNS, OVERLAY EXTRUDED SIGN PANELS AND ADD/REMOVE SIGNS (TIE TO 0202-119 AND 0202-119S) | 650,000 | 529,230 | 0 | 120,770 | 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 | | US 12 | 2713-129AC | RS | **AC**: US12 (WAYZATA BLVD), FROM 0.5 MI W SHORELINE DR IN WAYZATA TO 0.5 MI E OF I494 IN WAYZATA AND MINNETONKA - CONCRETE RECONSTRUCT/BITUMINOUS MILL AND OVERLAY/CPR, LIGHTING, DRAINAGE IMPROVEMENTS, ADA, PIER PROTECTION ON BRIDGES 27129 AND 27130 (AC | 26,000,000 | 26,000,000 | 0 | 0 | 0 | MNDOT | |
| 2027 | | US 12 | 2713-138 | TM | US12, FROM N FERNDAL IN PLYMOUTH TO MAPLE PLAIN- EXTEND TRAFFIC MANAGEMENT SYSTEM | 1,000,000 | 814,200 | 0 | 185,800 | 0 | MNDOT | |
| 2027 | | US 61 | 1913-107 | RS | US 61 (VERMILLION ST) FROM N JCT MN316 (RED WING BLVD) 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**ELLE**: 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 2028) | 25,259,000 | 8,157,149 | 12,000,000 | 4,599,851 | 502,000 | MNDOT | |
| 2027 | | US 61 | 6222-196 | SC | **ELLE**: 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 | 3,580,852 | 0 | 817,148 | 177,000 | MNDOT | |
| 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) | 671,000 | 546,328 | 0 | 124,672 | 0 | MNDOT | |
| 2028 | | I 35W | 1982-224 | TM | I35E FROM LONE OAK RD IN EAGAN TO 10TH ST IN ST PAUL - UPGRADE TRAFFIC MANAGEMENT SYSTEM DEVICES INCLUDING DYNAMIC MESSAGE SIGNS, CAMERAS AND FIBER REPLACEMENT | 1,000,000 | 900,000 | 0 | 100,000 | 0 | MNDOT | |
| 2028 | | I 35W | 2782-372 | SC | I35W, AT 82ND ST RAMPS IN BLOOMINGTON - SIGNAL REPLACEMENT (ASSOCIATE TO 2782-372S) | 953,000 | 492,300 | 0 | 54,700 | 406,000 | MNDOT | |
| 2028 | | I 35W | 2783-230 | SC | **ELLE*: I35W, NB FROM EB I94 ENTRANCE TO EB I94 EXIT IN MPLS- CONSTRUCT AUX LANE, CRASH STRUT FOR GUARDRAIL AT PIER 2 OF BR 27854 | 2,446,000 | 2,201,400 | 0 | 244,600 | 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: |
|------|-----|-------|------------|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|------------|-------|----------|----------|---------|-----|
| 2028 | I | 35W | 2783-237 | SC | I35W FROM E HENNEPIN AVE IN MPLS TO MN36 IN ROSEVILLE - REPLACE TRAFFIC SIGNS, OVERLAY EXISTING I-BEAM AND OVERHEAD SIGN PANELS, ADD/REMOVE OTHER TRAFFIC SIGNS, MARKING AND DELINEATION | 702,000 | 631,800 | 0 | 70,200 | 0 | MNDOT | |
| 2028 | I | 394 | 2789-201 | SC | I394 FROM THEODORE WIRTH PKWY TO WASHINGTON AVE IN MPLS - REPLACE TRAFFIC SIGNS, OVERLAY EXISTING I-BEAM AND OVERHEAD SIGN PANELS, ADD/REMOVE OTHER TRAFFIC SIGNS, MARKING AND DELINEATION | 735,000 | 661,500 | 0 | 73,500 | 0 | MNDOT | |
| 2028 | I | 494 | 2785-459 | SC | I494, AT FRANCE AVE IN BLOOMINGTON - SIGNAL REPLACEMENT, DRAINAGE, ADA IMPROVEMENTS (ASSOCIATE TO 2785-459S) | 1,678,500 | 1,004,850 | 0 | 111,650 | 562,000 | MNDOT | |
| 2028 | I | 494 | 2785-461 | SC | I494 AND CSAH 10 (BASS LK RD) EAST AND WEST RAMPS IN MAPLE GROVE - TRAFFIC SIGNAL REPLACEMENT AND ADA | 1,213,000 | 737,100 | 0 | 81,900 | 394,000 | MNDOT | |
| 2028 | I | 494 | 2785-463 | SC | I494, AT CSAH 6 EAST AND WEST RAMP IN PLYMOUTH - SIGNAL REPLACEMENT AND ADA | 1,102,000 | 637,200 | 0 | 70,800 | 394,000 | MNDOT | |
| 2028 | I | 494 | 8285-117 | SC | I494 FROM I94 IN WOODBURY TO WASHINGTON/DAKOTA COUNTY BORDER IN NEWPORT - REPLACE TRAFFIC SIGNS, OVERLAY EXISTING I-BEAM AND OVERHEAD SIGN PANELS, ADD/REMOVE OTHER TRAFFIC SIGNS, MARKING AND DELINEATION | 702,000 | 631,800 | 0 | 70,200 | 0 | MNDOT | |
| 2028 | I | 694 | 0285-70 | SC | I694 FROM MN65 IN FRIDLEY TO CSAH 45 (LONG LAKE RD) IN NEW BRIGHTON - REPLACE LIGHTING SYSTEM | 1,423,000 | 1,280,700 | 0 | 142,300 | 0 | MNDOT | |
| 2028 | I | 694 | 6286-72 | SC | I694 FROM I35E IN VADNAIS HTS TO I94 IN WOODBURY - REPLACE TRAFFIC SIGNS, OVERLAY EXISTING I-BEAM AND OVERHEAD SIGN PANELS, ADD/REMOVE OTHER TRAFFIC SIGNS, MARKING AND DELINEATION | 965,000 | 868,500 | 0 | 96,500 | 0 | MNDOT | |
| 2028 | I | 94 | 2781-555 | BR | I94, AT 20TH AVE IN MPLS - REPLACE BR. 27865 OVER I-94 | 7,319,000 | 6,587,100 | 0 | 731,900 | 0 | MNDOT | |
| 2028 | MN | 100 | 2735-212AC | 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 27787, 27960, 27982, 27039, 27040, 27754, 27754A, 27788, 27789, 27789A, 27752, 27752A, 27913, 27914, RAMP RE- | 29,000,000 | 29,000,000 | 0 | 0 | 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: |
|------|-----|--------|-----------|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|------------|------------|-----------|-----------|---------|-----|
| 2028 | | MN 280 | 6242-87 | RS | MN 280, FROM WABASH AVE IN ST PAUL TO NORTH OF BROADWAY AVE IN LAUDERDALE - RESURFACE, ADA, SIGNAL WORK AND REHABILITATE BRIDGES 9471, 9472, 62033, 62034, 62843 AND ON MN 280 AT BRODWAY IN LAUDERDALE - CLOSE (ASSOCIATE TO 6242-87S) | 5,900,000 | 4,803,780 | 0 | 1,096,220 | 0 | MNDOT | |
| 2028 | | MN 3 | 1908-93 | TM | MN 3 (ROBERT ST) FROM ANNAPOLIS ST TO MENDOTA RD IN ST PAUL - CONSTRUCT ARTERIAL BUS RAPID TRANSIT IMPROVEMENTS | 978,000 | 796,288 | 0 | 181,712 | 0 | MNDOT | |
| 2028 | | MN 55 | 1910-64 | SC | MN55, AT PINE ST AND RIVER ST/FRONTAGE RD IN HASTINGS - SIGNAL REPLACEMENT, RECONSTRUCT BITUMINOUS PAVEMENT, ADA IMPROVEMENTS | 1,326,000 | 659,502 | 0 | 150,498 | 516,000 | MNDOT | |
| 2028 | | MN 55 | 2751-59 | RS | MN55 FROM 0.1 MI WEST OF BNSF BRIDGE IN GOLDEN VALLEY TO INTERSECTION OAK LAKE AVE IN MPLS - BITUMINOUS MILL AND OVERLAY, SIDEWALK, SIDEPATH CONSTRUCTION, ADA, SIGNAL REPLACEMENT ALONG THE CORRIDOR, RECONSTRUCT BRIDGE 27785 OVER I94, REPLACE BRIDGE 5908 O | 19,158,000 | 13,835,701 | 0 | 3,157,299 | 2,165,000 | MNDOT | |
| 2028 | | MN 62 | 2774-32 | SC | MN62, WB FROM VALLEY VIEW RD ON RAMP TO MN100 NB OFF RAMP IN EDINA - CONSTRUCT AUX LANE | 15,270,000 | 12,432,834 | 0 | 2,837,166 | 0 | MNDOT | |
| 2028 | | MN 62 | 2775-25AC | RC | **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 PAYBACK 1 OF 1) | 12,000,000 | 12,000,000 | 0 | 0 | 0 | MNDOT | |
| 2028 | | US 12 | 2713-137 | RS | **AC**: US 12, FROM WRIGHT/HENNEPIN CO LINE IN DELANO TO W LIMIT OF CSAH 90 RAB TO CSAH 29 IN MAPLE PLAIN - MILL AND OVERLAY, ADA UPGRADES, DRAINAGE (ASSOCIATE TO 2713-137S) (AC PROJECT, PAYBACK IN FY29) | 8,810,000 | 2,173,102 | 5,000,000 | 1,636,898 | 0 | MNDOT | |
| 2028 | | US 169 | 7005-129 | RS | **AC**LTPPS**: US 169, FROM 0.5 MI W OF CSAH 15 TO NE END OF BR # 27624A IN SHAKOPEE - UNBONDED CONCRETE OVERLAY (AC PROJECT, PAYBACK IN FY29) | 50,782,100 | 14,346,786 | 27,000,000 | 9,033,992 | 0 | MNDOT | |
| 2028 | | US 52 | 1928-88 | BT | US 52, AT SB OFF RAMP OF US 52 AT CSAH 26 (70TH ST E) IN INVER GROVE HEIGHTS - SHARED USE PATH (ASSOCIATE TO 1928-88S) | 465,000 | 378,603 | 0 | 86,397 | 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: |
|---------------|-----|-------|-----------|------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-------------|-------------|-------------|-------------|---------|-----|
| 2028 | | US 61 | 6220-96AC | 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 PAYBACK 1 OF 1) | 12,000,000 | 12,000,000 | 0 | 0 | 0 | MNDOT | |
| Totals | | | | | | 881,700,075 | | 133,800,000 | | 114,794,000 | | |
| | | | | | | | 530,790,541 | | 102,315,534 | | | |

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Twin Cities Metropolitan Area
2025 - 2028 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: |
|---------------|------|-------|---------------|--------------------------------------------------------------------------------------------------------------|---------------|------------|-------|----------|----------|---------|-----|
| 2025 | I 35 | W | 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 |
| Totals | | | | | 11,100,000 | | 0 | | 0 | | |
| | | | | | | 11,100,000 | | 0 | | | |

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Twin Cities Metropolitan Area
2025 - 2028 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: |
|------|----------|-------|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-----------|---------|----------|----------|-----------------|-----|
| 2025 | 999 | | 010-030-013 | SH COUNTY WIDE - RURAL INTERSECTION LIGHTING | 530,000 | 450,000 | 0 | 0 | 80,000 | CARVER COUNTY | |
| 2025 | CSAH 10 | | 231-118-002 | 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 11 | | 010-611-026 | SH **AC**: CSAH 11 (VICTORIA DR) AT CSAH 14 (PIONEER TRAIL/MARSH LAKE RD) IN CHASKA-ROUNDABOUT (AC PROJECT, PAYBACK IN FY27) | 2,912,800 | 1,290,332 | 709,668 | 0 | 912,800 | CARVER COUNTY | |
| 2025 | CSAH 156 | | 27-00331 | SR SOO RR, REPLACE EXISTING SIGNAL SYSTEM AT CSAH 156, WINNETKA AVE N, NEW HOPE, HENNEPIN COUNTY | 325,000 | 292,500 | 0 | 0 | 32,500 | MNDOT | |
| 2025 | CSAH 22 | | 002-622-041AC | SH **AC**: CSAH 22 (VIKING BLVD) AT CSAH 7 (RUM RIVER BLVD) IN OAK GROVE - CONSTRUCT ROUNDABOUT (AC PAYBACK 1 OF 1) | 1,350,000 | 1,350,000 | 0 | 0 | 0 | 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 | |
| 2025 | CSAH 32 | | 27-00332 | SR PGR RR, REPLACE EXISTING SIGNAL SYSTEM AT CSAH 32, PENN AVE S, BLOOMINGTON, HENNEPIN COUNTY | 275,000 | 275,000 | 0 | 0 | 0 | MNDOT | |
| 2025 | CSAH 35 | | 086-070-024 | SH WRIGHT COUNTY CSAH 35 AND CSAH 8 INTERSECTION, CONSTRUCT ROUNDABOUT | 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 (ASSOCIATE TO 062-653-018) | 1,060,000 | 900,000 | 0 | 0 | 160,000 | RAMSEY COUNTY | |
| 2025 | CSAH 66 | | 002-606-014 | SH CSAH 6 (MISSISSIPPI ST) AT 7TH ST IN FRIDLEY - MINI-ROUNDABOUT | 1,272,000 | 1,080,000 | 0 | 0 | 192,000 | ANOKA COUNTY | |
| 2025 | CSAH 66 | | 027-030-055 | SH CSAH 66 (GOLDEN VALLEY RD) AT NOBLE AVE AND CSAH 66 (GOLDEN VALLEY RD) AT HIDDEN LAKES PARKWAY IN GOLDEN VALLEY - ADA IMPROVEMENTS AND SIGNAL REPLACEMENT INCLUDING FYA'S, APS, AND COUNTDOWN TIMERS (ASSOCIATE TO 091-090-088) | 2,123,000 | 1,737,000 | 0 | 0 | 386,000 | HENNEPIN COUNTY | |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-------|-------|-------------|------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-----------|---------|----------|-----------|------------------|-----|
| 2025 | I | 35 W | 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 2026) | 909,000 | 98,100 | 720,000 | 90,900 | 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, SLOPE PAVE UNDER BR #27745, TMS, RETAINING WALL, INTERSECTION MODIFICATION, RECONSTRUCT EB RAMPS (ASSOCIATE TO 2789-171) | 3,475,000 | 3,127,500 | 0 | 347,500 | 0 | MNDOT | |
| 2025 | Local | | 141-030-058 | SH | XERXES AVE AT 44TH ST, VINCENT AVE AT 44TH ST, RICHFIELD RD AT 36TH ST IN MPLS - TRAFFIC SIGNAL REPLACEMENT, APS, ADA, CURB EXTENSIONS | 2,250,000 | 1,980,000 | 0 | 0 | 270,000 | 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 | 275,000 | 275,000 | 0 | 0 | 0 | MNDOT | |
| 2025 | MN | 121 | 2728-52S | SH | MN 121, AT WB INTERSECTION WITH THE WB MN62 LOOP IN MPLS - EXPAND PORKCHOP (ASSOCIATE TO 2728-52) | 28,000 | 25,200 | 0 | 2,800 | 0 | MNDOT | |
| 2025 | MN | 3 | 1921-107S | SH | **B2023**: MN 3 (S ROBERT TRAIL) AND 142ND ST IN ROSEMOUNT - CONSTRUCT ROUNDABOUT (ASSOCIATE TO 1921-107) | 2,917,000 | 716,000 | 0 | 0 | 2,201,000 | MNDOT | |
| 2025 | MN | 316 | 1926-23S | SH | MN 316 (RED WING BLVD), VARIOUS LOCATIONS IN RAVENNA TWP - CONSTRUCT TURN LANES (ASSOCIATE TO 1926-23) | 986,000 | 887,400 | 0 | 98,600 | 0 | MNDOT | |
| 2025 | MN | 47 | 0205-110S | AM | MN47 (UNIVERSITY AVE), FROM MISSISSIPPI ST NE IN FRIDLEY TO UNIVERSITY AVE NE IN BLAINE - PEDESTRIAN SAFETY IMPROVEMENTS (ASSOCIATE TO 0205-110) | 602,000 | 541,800 | 0 | 60,200 | 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 | |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-----|----------|---------------|------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-----------|-----------|----------|-----------|----------------------|-----|
| 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 - ROUNDAABOUT, ACCESS REVISION AT FOREST RD AND FLORAL BAY RD, LEFT TURN LANE AT FONDANT, LIGHTING (ASSOCIATE TO 8201-21) | 3,989,000 | 3,292,200 | 0 | 365,800 | 331,000 | MNDOT | |
| 2025 | | MSAS 123 | 10-00124 | SR | TCWR RR, REPLACE EXISTING SIGNAL SYSTEM AT MSAS 123, MARKET BLVD, CHANHASSEN, CARVER COUNTY | 275,000 | 275,000 | 0 | 0 | 0 | MNDOT | |
| 2025 | | MSAS 124 | 198-124-003 | SH | MSAS 124 (NIGHTINGALE ST) AT MSAS 137 (VETERANS MEMORIAL BLVD) IN ANDOVER - ROUNDAABOUT (ASSOCIATE TO 198-124-004) | 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 ROUNDAABOUT (ASSOCIATE TO 198-124-003) | 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 | 275,000 | 275,000 | 0 | 0 | 0 | MNDOT | |
| 2025 | | N/A | 086-070-023 | SH | INSTALL COUNT-DOWN TIMERS AND CONFIRMATION LIGHTS AT VARIOUS WRIGHT COUNTY URBAN INTERSECTIONS | 636,950 | 436,950 | 0 | 0 | 200,000 | WRIGHT COUNTY | |
| 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 17 | 027-617-036AC | SH | **AC**: 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 (AC PAYBACK 1 OF 1) | 2,000,000 | 2,000,000 | 0 | 0 | 0 | HENNEPIN COUNTY | |
| 2026 | | CSAH 18 | 002-618-037 | SH | CSAH 18 (CROSSTOWN BLVD) AT CSAH 20 (161ST AVE)/CR 60 (CONSTANCE BLVD) IN HAM LAKE - ROUNDAABOUT | 1,728,000 | 1,440,000 | 0 | 0 | 288,000 | ANDOVER | |
| 2026 | | CSAH 18 | 082-618-030 | SH | **AC**: CSAH 18 (BAILEY RD) AT MSAS 127 (SETTLERS RIDGE PARKWAY/COTTAGE GROVE DR) IN WOODBURY - ROUNDAABOUT (AC PROJECT, PAYBACK IN FY27) | 4,051,300 | 0 | 2,000,000 | 0 | 2,051,300 | WASHINGTON COUNTY | |
| 2026 | | CSAH 23 | 062-623-060 | SH | **PR\$**: 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 | |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-----|----------|-------------|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-----------|-------|----------|-----------|---------------|-----|
| 2026 | | CSAH 26 | 19-00156 | SR | PGR RR, REPLACE EXISTING SIGNAL SYSTEM AT CSAH 26, LONE OAK ROAD, EAGAN, DAKOTA COUNTY | 275,000 | 275,000 | 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 | 275,000 | 275,000 | 0 | 0 | 0 | MNDOT | |
| 2026 | | CSAH 60 | 62-00222 | SR | MNRR RR, REPLACE EXISTING SIGNAL SYSTEM AT CSAH 60, OTTER LAKE RD, GEM LAKE, RAMSEY COUNTY | 225,000 | 225,000 | 0 | 0 | 0 | MNDOT | |
| 2026 | | CSAH 8 | 27-00336 | SR | SOO RR, REPLACE ANTIQUATED SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES AND CONSTANT WARNING CIRCUITRY AT CSAH 8, BROADWAY AVE, CRYSTAL, HENNEPIN COUNTY | 350,000 | 315,000 | 0 | 0 | 35,000 | 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 35 W | 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 35 W | 2782-366S | SH | I35W, AT W 98TH ST IN BLOOMINGTON - REMOVE FREE RIGHT TURN (ASSOCIATE TO 2782-366) | 79,000 | 71,100 | 0 | 7,900 | 0 | MNDOT | |
| 2026 | | MN 55 | 2724-139S | SH | MN 55 (HIAWATHA AVE) AT 46TH ST IN MPLS - PED REFUGE, BUMPOUTS, TURN LANES (ASSOCIATE TO 2724-139) | 2,613,000 | 2,014,200 | 0 | 223,800 | 375,000 | MNDOT | |
| 2026 | | MN 95 | 8208-44 | SH | MN 95 AT CSAH 18 (BAILEY RD/40TH ST) IN AFTON/WOODBURY - CONSTRUCT ROUNDABOUT | 3,200,000 | 2,756,700 | 0 | 306,300 | 137,000 | MNDOT | |
| 2026 | | MSAS 101 | 27-00335 | SR | SOO RR, REPLACE EXISTING SIGNAL SYSTEM AT MSAS 101, BOONE AVE, NEW HOPE, HENNEPIN COUNTY | 325,000 | 5,000 | 0 | 0 | 320,000 | MNDOT | |
| 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 | |
| 2026 | | MSAS 120 | 200-020-013 | SH | MSAS 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 | | 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 | |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-----|----------|---------------|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-----------|---------|----------|-----------|-------------------|-----|
| 2026 | | US 212 | 1012-27 | SH | US 212 (YELLOWSTONE TRL) FROM CSAH 131 TO REFORM ST IN NORWOOD YOUNG AMERICA-CONSTRUCT RCI'S, INSTALL CABLE MEDIAN BARRIER | 3,281,000 | 2,952,900 | 0 | 328,100 | 0 | MNDOT | |
| 2026 | | US 8 | 1308-29S | AM | **AC**: US 8 (LAKE BLVD) IN WYOMING TOWNSHIP - CONSTRUCT J TURN AT HALE AVE AND CLOSE HAZEL AVE, HAMLET AVE, 250TH ST, AND 14 DRIVEWAY ACCESS POINTS (ASSOCIATE TO 1308-29, 013-596-010) (AC PROJECT, PAYBACK IN FY28) | 618,000 | 11,700 | 544,500 | 61,800 | 0 | MNDOT | |
| 2027 | | CSAH 11 | 010-611-026AC | SH | **AC**: CSAH 11 (VICTORIA DR) AT CSAH 14 (PIONEER TRAIL/MARSH LAKE RD) IN CHASKA-ROUNDAABOUT (AC PAYBACK 1 OF 1) | 709,668 | 709,668 | 0 | 0 | 0 | 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 | 082-618-030AC | SH | **AC**: CSAH 18 (BAILEY RD) AT MSAS 127 (SETTLERS RIDGE PARKWAY/COTTAGE GROVE DR) IN WOODBURY - ROUNDAABOUT (AC PAYBACK 1 OF 1) | 2,000,000 | 2,000,000 | 0 | 0 | 0 | WASHINGTON COUNTY | |
| 2027 | | CSAH 19 | 086-070-027 | SH | CSAH 19, CONSTRUCT ROUND-A-BOUT AT WRIGHT CSAH 19 & 30TH ST NE | 833,333 | 750,000 | 0 | 0 | 83,333 | WRIGHT 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 | 002-623-026 | SH | CSAH 23 (LAKE DR) AT CSAH 62 (KETTLE RIVER BLVD) IN COLUMBUS TOWNSHIP - CONSTRUCT ROUNDAABOUT, TURN LANES | 2,750,000 | 2,000,000 | 0 | 0 | 750,000 | ANOKA 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 - ROUNDAABOUT | 1,980,000 | 1,620,000 | 0 | 0 | 360,000 | ANOKA COUNTY | |
| 2027 | | CSAH33 | 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, MILL AND OVERLAY (ASSOCIATE TO 027-633-007) | 3,333,000 | 2,000,000 | 0 | 0 | 1,333,000 | HENNEPIN COUNTY | |

TABLE A-10
Highway Safety Improvement Projects

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-------|-------|-------------|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-----------|-------|----------|-----------|---------------|-----|
| 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 | Local | | 19-00157 | SR | PGR RR, REPLACE ANTIQUATED SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES AND CONSTANT WARNING CIRCUITRY AT M627, AZALEA WAY, INVER GROVE HEIGHTS, DAKOTA COUNTY | 275,000 | 275,000 | 0 | 0 | 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) | 185,000 | 166,500 | 0 | 18,500 | 0 | MNDOT | |
| 2027 | MN | 252 | 086-070-026 | SH | MN25, CONSTRUCT ROUND-A-BOUT AT WRIGHT CR 113 | 833,333 | 750,000 | 0 | 0 | 83,333 | WRIGHT COUNTY | |
| 2027 | MN | 5 | 6230-33S | SH | **ELLE**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 | |
| 2027 | MN | 55 | 1909-110S | SH | MN 55 AT BLUE WATER RD/BEVERLY DR IN EAGAN - ACCESS IMPROVEMENTS (ASSOCIATE TO 1909-110) | 795,000 | 715,500 | 0 | 79,500 | 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 | 2,897,100 | 0 | 321,900 | 1,019,000 | 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) | 2,360,000 | 2,124,000 | 0 | 236,000 | 0 | MNDOT | |
| 2027 | MN | 65 | 2710-60 | SH | MN 65 (3RD AVE S) FROM 1ST ST TO WASHINGTON AVE IN MPLS - CONSTRUCT BUMP OUTS AND PROTECTED BIKEWAY | 1,900,000 | 1,710,000 | 0 | 190,000 | 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 | |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-----|----------|-------------|------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|------------|-------|----------|-----------|---------|-----|
| 2027 | | MN 95 | 8208-45 | SH | MN 95 (MANNING AVE S) AT 70TH ST IN COTTAGE GROVE/DENMARK TOWNSHIP - ROUNDABOUT | 3,414,000 | 1,735,874 | 0 | 396,126 | 1,282,000 | MNDOT | |
| 2027 | | MSAS 120 | 62-00223 | SR | MNNR RR, REPLACE ANTIQUATED SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES AND CONSTANT WARNING CIRCUITRY AT MSAS 120, N CLEVELAND AVE, ST PAUL, RAMSEY COUNTY | 240,000 | 240,000 | 0 | 0 | 0 | MNDOT | |
| 2027 | | US 10 | 0202-119S | SH | US 10, FROM ADAMS ST NW IN ELK RIVER TO BEATTY ST NW IN RAMSEY - INTERSECTION IMPROVEMENTS (ASSOCIATE TO 0202-119) (TIE TO 0202-124) | 2,461,000 | 2,214,900 | 0 | 246,100 | 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) | 2,429,000 | 2,186,100 | 0 | 242,900 | 0 | MNDOT | |
| 2028 | | 999 | 880M-SHS-28 | SH | METRO ATP: SETASIDE FOR HIGHWAY SAFETY IMPROVEMENT PROGRAM PROJECTS YET TO BE SELECTED FOR FY 2028 | 16,395,000 | 14,755,500 | 0 | 0 | 1,639,500 | MNDOT | |
| 2028 | | I 35W | 2782-372S | SH | I35W, AT 82ND ST IN BLOOMINGTON - REMOVE FREE RIGHT (ASSOCIATE TO 2782-372) | 122,000 | 109,800 | 0 | 12,200 | 0 | MNDOT | |
| 2028 | | I 494 | 2785-459S | SH | I494, AT FRANCE AVE IN BLOOMINGTON - REMOVE FREE RIGHT (ASSOCIATE TO 2785-459) | 119,500 | 107,550 | 0 | 11,950 | 0 | MNDOT | |
| 2028 | | MN 280 | 6242-87S | SH | MN 280, AT BROADWAY IN LAUDERDALE CLOSE MEDIAN AND AT KOSATA AVE AND RAMPS WITH ENERGY PARK DR IN ST PAUL INSTALL SIGNALS (ASSOCIATE TO 6242-87) | 1,800,000 | 1,620,000 | 0 | 180,000 | 0 | MNDOT | |
| 2028 | | MN 41 | 1008-108S | SH | **ELLE**: MN41, EB AND WB RAMPS FROM US 212 IN CHASKA - CONSTRUCT DUAL LEFT TURN LANES AND DUAL RIGHT TURN LANES AND RELOCATE RTMC SYSTEMS (ASSOCIATE TO 1008-108) | 765,000 | 688,500 | 0 | 76,500 | 0 | MNDOT | |
| 2028 | | MN 62 | 1918-124S | SH | MN62, FROM MN13 TO MN3 IN MENDOTA HTS - CABLE MEDIAN BARRIER AND GUARDRAIL (ASSOCIATE TO 1918-124) | 1,552,000 | 1,396,800 | 0 | 155,200 | 0 | MNDOT | |
| 2028 | | MN 7 | 1003-42 | SH | MN7, AT CSAH 33 IN HOLLYWOOD TOWNSHIP - CONSTRUCT ROUNDABOUT | 1,936,000 | 913,500 | 0 | 101,500 | 921,000 | MNDOT | |
| 2028 | | MN 7 | 2706-257 | SH | MN7, 0.15 MI E OF TEXAS AVE IN ST LOUIS PARK - FLATTEN CREST VERTICAL CURVE | 5,024,000 | 4,521,600 | 0 | 502,400 | 0 | MNDOT | |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|--------|-----|-------|------------|------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-------------|-----------|-----------|------------|---------|-----|
| 2028 | | US 12 | 2713-137S | SH | US 12, AT COUNTY LINE ROAD IN DELANO - ROUNDABOUT, DRAINAGE (ASSOCIATE TO 2713-137 AND D3 8602-56) | 4,130,000 | 2,558,700 | 0 | 284,300 | 1,287,000 | MNDOT | |
| 2028 | | US 52 | 1928-88S | SH | US 52, AT SB OFF RAMP OF US 52 AT CSAH 26 (70TH ST E) IN INVER GROVE HEIGHTS - ROUNDABOUT, MILL AND OVERLAY BR 19022 (ASSOCIATE TO 1928-88) | 7,351,000 | 4,087,800 | 0 | 454,200 | 2,809,000 | MNDOT | |
| 2028 | | US 61 | 8205-158S | SH | US 61, AT KINGSBOROUGH TR (NORTH INTERSECTION) AND AT KIMBRO AVE IN COTTAGE GROVE - REDUCED CONFLICT INTERSECTION (ASSOCIATE TO 8205-158) | 2,081,000 | 1,872,900 | 0 | 208,100 | 0 | MNDOT | |
| 2028 | | US 8 | 1308-29SAC | AM | **AC**: US 8 (LAKE BLVD) IN WYOMING TOWNSHIP - CONSTRUCT J TURN AT HALE AVE AND CLOSE HAZEL AVE, HAMLET AVE, 250TH ST, AND 14 DRIVEWAY ACCESS POINTS (AC PAYBACK 1 OF 1) | 544,500 | 544,500 | 0 | 0 | 0 | MNDOT | |
| Totals | | | | | | 167,003,021 | 123,457,422 | 3,974,168 | 6,082,776 | 33,488,655 | | |

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Twin Cities Metropolitan Area
2025 - 2028 Transportation Improvement Program

TABLE A-11
Miscellaneous Federal Projects

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Other Fed \$ | State \$ | Other \$ | Agency: | RS: |
|------|--------|-------|-------------|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|---------|--------------|----------|-----------|---------------|-----|
| 2025 | CSAH | 28 | 019-090-027 | BT | **RAISE**CDS**: CSAH 28 (80TH ST) FROM 0.15 MI E OF CAHILL AVE TO CSAH 56 (CONCORD BLVD) AND CSAH 56 (CONCORD ST S) FROM 0.1 MI N OF CHESTNUT ST E TO LINDEN ST AND CSAH 56 (CONCORD BLVD) FROM 59TH ST E TO COFFMAN PATH AND CAHILL AVE AT 0.15 MI N OF CAFFER | 4,500,000 | 0 | 3,150,000 | 420,000 | 930,000 | DAKOTA COUNTY | |
| 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 | 22,080,000 | 0 | 15,000,000 | 0 | 7,080,000 | PLYMOUTH | |
| 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 | Local | | 019-090-028 | BT | **RAISE**: ALONG MISSISSIPPI RIVER GREENWAY IN HASTINGS AND SOUTH ST PAUL; WAYFINDING, LANDSCAPING, INTERPRETIVE SIGNING | 3,367,000 | 0 | 1,800,000 | 420,000 | 1,147,000 | DAKOTA COUNTY | |
| 2025 | 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 | |
| 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 | |
| 2025 | US 169 | | 7008-112R | MC | **RAISE**B2023**PRS**: CSAH 9 (QUAKER AVE), MN 282 (2ND ST W), AND US 169 (JOHNSON MEMORIAL DR) IN JORDAN - CONSTRUCT INTERCHANGE AT US 169, ROUNDABOUT, SIGNALS, REHAB BR 6802, 8840 AND 70509, NEW BR 70052, 70556, 70J68 AND 70X05 (ASSOCIATE TO 070-609-010 | 14,200,000 | 0 | 8,000,000 | 0 | 2,000,000 | MNDOT | RS |

**TABLE A-11
Miscellaneous Federal Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | AC \$ | Other Fed \$ | State \$ | Other \$ | Agency: | RS: |
|--------|-----|-------|---------------|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-----------|--------------|-----------|------------|----------------------------|-----|
| 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 | 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 DISTRICT | |
| 2026 | | MN 65 | 0208-169R | MC | **RAISE**CDS**B2023**PRS**: MN65 (CENTRAL AVE) BETWEEN 97TH AVE TO 121ST AVE IN BLAINE - CONSTRUCT INTERCHANGES AT 99TH AVE (BR #02063 and 02064), 105TH AVE (BR #02065 AND 02066), 109TH AVE (BR #02067 AND 02068) AND 117TH AVE (BR #02069 AND 02070), CONSTR | 34,750,000 | 0 | 24,000,000 | 6,750,000 | 0 | MNDOT | RS |
| Totals | | | | | | 113,689,375 | 1,500,000 | 66,019,900 | 9,215,000 | 19,744,475 | | |

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Twin Cities Metropolitan Area
2025 - 2028 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: |
|------|--------|-------|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|---------|-------|------------|-----------|------------|-----|
| 2025 | 999 | | 880M-CA-25 | CA DISTRICTWIDE SETASIDE - EXTERNAL CONSULTANTS - 2025 | 26,750,000 | 0 | 0 | 26,750,000 | 0 | MNDOT | |
| 2025 | 999 | | 880M-LP-25 | RB DISTRICTWIDE SETASIDE FOR LANDSCAPE PARTNERSHIPS - FY 2025 | 30,000 | 0 | 0 | 30,000 | 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 FOR SUPPLEMENTAL AGREEMENTS AND COST OVERRUNS - 2025 | 22,400,000 | 0 | 0 | 22,400,000 | 0 | MNDOT | |
| 2025 | 999 | | 880M-SS-25 | MA DISTRICTWIDE SETASIDE - SYSTEM SUPPORT - 2025 | 9,111,000 | 0 | 0 | 9,111,000 | 0 | MNDOT | |
| 2025 | 999 | | 8825-1215 | SC **IDIQ**: METROWIDE- OVERHEAD SIGN PANEL POST CLIP INSPECTION AND REPLACEMENT (\$2M MINIMUM, \$4M MAXIMUM, CONTRACT EXPIRATION 5/30/28) | 2,000,000 | 0 | 0 | 2,000,000 | 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 35 W | | 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) | 5,433,000 | 0 | 0 | 3,100,000 | 2,333,000 | BURNSVILLE | RS |
| 2025 | I 694 | | 6285-172 | PM I694 EB TO I35E SB EXIT RAMP IN LITTLE CANADA - REPAIR DAMAGED STORM SEWER, REPLACE GUARDRAIL AND REPAVE SHOULDER PAVEMENT | 286,000 | 0 | 0 | 286,000 | 0 | MNDOT | |
| 2025 | MN 101 | | 8608-36 | RB **ELLE**MN 101, NORTH BOUND AND SOUTH BOUND, WEIGH IN MOTION AT CSAH 38 (70TH ST) INTERCHANGE | 900,000 | 0 | 0 | 900,000 | 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) | 83,000 | 0 | 0 | 83,000 | 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 3 | 1921-120 | LP | MN 3 (ROBERTS TRL) AT RED PINE LN; MN 13 (SIBLEY MEMORIAL DR) AT BLACKHAWK RD AND YANKEE DOODLE RD (CSAH 28); MN 149 (DODDS RD) AT WESCOTT RD, OPPERMAN RD AND YANKEE DOODLE RD (CSAH 28) IN EAGAN - FLASHING YELLOW ARROW (FYA) UPGRADES, ADA ENHANCEMENTS | 381,000 | 0 | 0 | 381,000 | 0 | MNDOT | |
| 2025 | | MN 41 | 1008-109 | LP | MN41, AT THE MINNETONKA MIDDLE SCHOOL ENTRANCE IN CHANHASSEN - CONSTRUCT ROUNDABOUT | 950,000 | 0 | 0 | 950,000 | 0 | MNDOT | |
| 2025 | | MN 5 | 1002-121 | AM | MN5, AT CSAH 11 IN VICTORIA - CONSTRUCT ROUNDABOUT INTERSECTION IMPROVEMENTS, BITUMINOUS, GRADING, TRAIL, ADA AND RETAINING WALL (ASSOCIATE TO 010- 611-025, 1002-121TED) | 950,000 | 0 | 0 | 950,000 | 0 | MNDOT | |
| 2025 | | MN 5 | 1002-121TED | AM | **TED**: MN5, AT CSAH 11 IN VICTORIA - CONSTRUCT ROUNDABOUT (ASSOCIATE TO 010-611-025, 1002-121) | 3,200,000 | 0 | 0 | 3,200,000 | 0 | CARVER COUNTY | |
| 2025 | | MN 5 | 6229-38 | RB | MN5, FROM MENDOTA ST (EAST 7TH) IN ST PAUL TO MCKNIGHT RD IN MAPLEWOOD, LANDSCAPING | 262,000 | 0 | 0 | 262,000 | 0 | MNDOT | |
| 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 | |
| 2025 | | US 169 | 7009-92 | LP | US169, BETWEEN BETWEEN 173RD ST AND JORDAN AVE CONSTRUCT FRONTAGE RD, REMOVE ACCESSES AND NB CROSSOVER AT 173RD ST IN SAND CREEK TOWNSHIP | 540,000 | 0 | 0 | 540,000 | 0 | MNDOT | |
| 2025 | | US 61 | 8206-55 | LP | US61, BETWEEN FRENCHMAN RD AND EGG LAKE RD IN HUGO - EXTEND LEFT TURN LANES, CULVERT REPLACEMENT | 1,135,000 | 0 | 0 | 1,135,000 | 0 | MNDOT | |
| 2026 | | 999 | 880M-LP-26 | RB | DISTRICTWIDE SETASIDE - LANDSCAPE PARTNERSHIP - 2026 | 30,000 | 0 | 0 | 30,000 | 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-PM-26 | PM | DISTRICTWIDE SETASIDE - PREVENTIVE MAINTENANCE - 2026 | 5,000,000 | 0 | 0 | 5,000,000 | 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 | |

TABLE A-12
100% State Funded Projects

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-------|-------|-------------|------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|---------|-------|------------|----------|---------------|-----|
| 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 | 145,000 | 0 | 0 | 145,000 | 0 | MNDOT | |
| 2026 | 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 | |
| 2026 | MN 5 | | 1002-131 | AM | **TED**: MN 5 (ARBORETUM BLVD) FROM MN284/OLIVE ST TO CR59/MAIN ST IN WACONIA-PHASE 2 RECONSTRUCTION (ASSOCIATE TO 231-010-010) | 5,000,000 | 0 | 0 | 5,000,000 | 0 | WACONIA | |
| 2026 | MN 55 | | 2724-139 | BT | MN 55 (HIAWATHA AVE) AT 45TH ST IN MPLS - ADA CURB RAMPS IN MPLS (ASSOCIATE TO 2724-139S) | 137,000 | 0 | 0 | 137,000 | 0 | MNDOT | |
| 2026 | MN 65 | | 0208-169TED | MC | **TED**PRS**: MN65 (CENTRAL AVE) FROM 99TH AVE TO 109TH AVE IN BLAINE - CONSTRUCT WEST SIDE FRONTAGE ROAD (ASSOCIATE TO 0208-169, 0208-169R, 002-612-033, 002-596-028, 106-010-020) | 4,600,000 | 0 | 0 | 4,600,000 | 0 | BLAINE | RS |
| 2026 | US 52 | | 1905-48 | SC | US52, FROM MN 19 (MAIN ST) IN CANNON FALLS TO 0.02 MILES N OF CR 86 (ROCHESTER BLVD) IN HAMPTON-SIGN REPLACEMENT | 227,000 | 0 | 0 | 227,000 | 0 | MNDOT | |
| 2026 | US 52 | | 1906-82 | AM | **TED**: US52 AND CSAH 42 IN ROSEMOUNT - INTERCHANGE IMPROVEMENT INCLUDING NEW TRAFFIC SIGNALS, IMPROVING TURN LANE FROM US52 ONTO CR42 | 2,400,000 | 0 | 0 | 2,400,000 | 0 | DAKOTA COUNTY | |
| 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 | 1,730,000 | 194,000 | MNDOT | |
| 2026 | US 61 | | 1913-112 | AM | **TED**: US61 IMPROVEMENTS AT 18TH ST, 21ST ST TO 25TH ST BACKAGE RD SYSTEM AND CONNECTING TRAIL AND PEDESTRIAN BRIDGE IN HASTINGS | 2,730,000 | 0 | 0 | 2,730,000 | 0 | HASTINGS | |
| 2026 | US 8 | | 1308-30 | RB | US 8 (LAKE BLVD), FROM JCT I35 IN FOREST LK TO 0.1 MI W OF WYOMING AVE IN CHISAGO CITY - PURCHASE WEIGH IN MOTION MATERIALS | 500,000 | 0 | 0 | 500,000 | 0 | MNDOT | |

TABLE A-12
100% State Funded Projects

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|--------|-------|-------------|------|----------------------------------------------------------------------------------------------------------------------------------------------------|---------------|---------|-------|------------|----------|---------|-----|
| 2027 | 999 | | 880M-CA-27 | CA | DISTRICTWIDE SETASIDE - EXTERNAL CONSULTANTS - 2027 | 21,250,000 | 0 | 0 | 21,250,000 | 0 | MNDOT | |
| 2027 | 999 | | 880M-LP-27 | RB | DISTRICTWIDE SETASIDE - LANDSCAPE PARTNERSHIP - 2027 | 30,000 | 0 | 0 | 30,000 | 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-PM-27 | PM | DISTRICTWIDE SETASIDE - PREVENTIVE MAINTENANCE - 2027 | 5,000,000 | 0 | 0 | 5,000,000 | 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 POINT RD IN PRIOR LAKE-SIGNAL REPLACEMENT AND ADA IMPROVEMENTS | 282,000 | 0 | 0 | 282,000 | 0 | MNDOT | |
| 2027 | US 169 | | 2772-136 | No | MN 169 FROM CIMMARON TRAIL TO CEDAR LAKE RD IN MINNETONKA CONSTRUCT NOISE BARRIER WALL | 5,489,000 | 0 | 0 | 4,922,000 | 567,000 | MNDOT | |
| 2027 | US 61 | | 6221-114 | RB | US61 (ARCADE ST), FROM E 7TH ST TO 0.2 MI S ROSELAWN AVE IN MAPLEWOOD AND ON MN5 FROM E END BRIDGE 62703 TO MINNEHAHA AVE IN ST PAUL - LANDSCAPING | 270,000 | 0 | 0 | 270,000 | 0 | MNDOT | |
| 2028 | 999 | | 880M-CA-28 | CA | DISTRICTWIDE SETASIDE - EXTERNAL CONSULTANTS - 2028 | 28,250,000 | 0 | 0 | 28,250,000 | 0 | MNDOT | |
| 2028 | 999 | | 880M-LP-28 | RB | DISTRICTWIDE SETASIDE - LANDSCAPE AND LANDSCAPE PARTNERSHIP - 2028 | 130,000 | 0 | 0 | 130,000 | 0 | MNDOT | |
| 2028 | 999 | | 880M-LPP-28 | LP | DISTRICTWIDE SETASIDE - LOCAL PARTNERSHIP PROGRAM - 2028 | 5,800,000 | 0 | 0 | 5,800,000 | 0 | MNDOT | |
| 2028 | 999 | | 880M-PD-28 | CA | DISTRICTWIDE SETASIDE - INTERNAL PROGRAM DELIVERY - 2028 | 9,533,000 | 0 | 0 | 9,533,000 | 0 | MNDOT | |
| 2028 | 999 | | 880M-PM-28 | PM | DISTRICTWIDE SETASIDE - PREVENTIVE MAINTENANCE - 2028 | 5,000,000 | 0 | 0 | 5,000,000 | 0 | MNDOT | |
| 2028 | 999 | | 880M-RW-28 | RW | DISTRICTWIDE SETASIDE - RIGHT-OF-WAY - 2028 | 13,000,000 | 0 | 0 | 13,000,000 | 0 | MNDOT | |
| 2028 | 999 | | 880M-RX-28 | RX | DISTRICTWIDE SETASIDE - BRIDGE AND ROAD CONSTRUCTION (BARC) - 2028 | 8,000,000 | 0 | 0 | 8,000,000 | 0 | MNDOT | |

TABLE A-12
100% State Funded Projects

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|---------------|--------|-------|------------|------|-----------------------------------------------------------------------------------------------------------------------------------------|--------------------|----------|----------|--------------------|------------------|---------|-----|
| 2028 | 999 | | 880M-SA-28 | SA | DISTRICTWIDE SETASIDE - SUPPLEMENTAL AGREEMENTS AND COST OVERRUNS - 2028 | 23,800,000 | 0 | 0 | 23,800,000 | 0 | MNDOT | |
| 2028 | 999 | | 880M-SS-28 | MA | DISTRICTWIDE SETASIDE - SYSTEM SUPPORT - 2028 | 5,000,000 | 0 | 0 | 5,000,000 | 0 | MNDOT | |
| 2028 | 999 | | 8825-1138 | TM | METROWIDE-TRAFFIC SIGNAL LOOP REPLACEMENTS | 70,000 | 0 | 0 | 70,000 | 0 | MNDOT | |
| 2028 | 999 | | 8825-1256 | TM | METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS | 75,000 | 0 | 0 | 75,000 | 0 | MNDOT | |
| 2028 | MN 36 | | 8204-91 | AM | MN36, AT CSAH 17 (LAKE ELMO AVE) IN GRANT AND LAKE ELMO - LANDSCAPING | 120,000 | 0 | 0 | 120,000 | 0 | MNDOT | |
| 2028 | MN 95 | | 8214-197 | RB | MN 95, STILLWATER SOUTH/LAKE ST CROIX OVERLOOK - HISTORIC MASONRY REHABILITATION AND LONG TERM PRESERVATION | 100,000 | 0 | 0 | 100,000 | 0 | MNDOT | |
| 2028 | US 169 | | 7008-118 | RB | US169, AT MN282/CR9 INTERCHANGE IN JORDAN - LANDSCAPING | 150,000 | 0 | 0 | 150,000 | 0 | MNDOT | |
| 2028 | US 61 | | 6220-98 | RB | US 61, BURNS AVE/ST PAUL OVERLOOK - HISTORIC REHABILITATION, REPAIR DETERIORATING MORTAR, JOINT SEALANT AND STONES | 150,000 | 0 | 0 | 150,000 | 0 | MNDOT | |
| 2028 | US 61 | | 8205-158 | DR | US 61, AT KINGSBOROUGH TR (NORTH INTERSECTION) IN COTTAGE GROVE - REPAIR/REPLACE DRAINAGE, RELOCATE RTMC FIBER (ASSOCIATE TO 8205-158S) | 40,000 | 0 | 0 | 40,000 | 0 | MNDOT | |
| Totals | | | | | | 381,274,000 | 0 | 0 | 378,180,000 | 3,094,000 | | |

Twin Cities Metropolitan Area
2025 - 2028 Transportation Improvement Program

TABLE A-13
Bond Projects with no Federal \$\$

| Yr | PRT | Route | Proj Num | Prog Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS |
|---------------|-----|--------|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|---------|-------|-----------|-------------|---------|----|
| 2025 | | US 10 | 0215-87COC | MC **COC4**PRS**: US10 FROM CSAH 78 (HANSON BLVD) TO CSAH 9 (ROUND LAKE BLVD) IN COON RAPIDS - EXPAND FROM TWO LANES TO 3 LANES, ULTRA-THIN BONDED WEARING COURSE EXISTING MAINLINE PAVEMENT, CONSTRUCT NOISEWALLS (ASSOCIATE TO 0215-87) | 8,000,000 | 0 | 0 | 0 | 8,000,000 | MNDOT | RS |
| 2026 | | MN 252 | 2748-65 | MC **COC3**PRS**: 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 |
| 2026 | | MN 65 | 0208-169 | MC **COC4**PRS**: MN65 (CENTRAL AVE) BETWEEN 103RD AVE NE AND 117TH AVE NE IN BLAINE - CONSTRUCT INTERCHANGES AT 105TH AVE (BR #02065 AND 02066), 109TH AVE (BR #02067 AND 02068) AND 117TH AVE (BR #02069 AND 02070), FRONTAGE AND BACKAGE ROADS, ROUNDABOUTS, NO | 33,900,000 | 0 | 0 | 9,000,000 | 24,900,000 | MNDOT | RS |
| 2027 | | MN 13 | 1901-203 | MC **COC4**PRS**: MN 13, FROM 0.27 MILES W OF QUENTIN AVE (VERNON AVE) IN SAVAGE TO 0.2 MILES E OF NICOLLET AVE (MSAS 121) IN BURNSVILLE - RECONSTRUCTION, GRADE SEPARATION, SIGNALS, MULTIUSE TRAIL, NEW BRIDGES (ASSOCIATE TO 179-121-026) | 98,104,500 | 0 | 0 | 0 | 98,104,500 | MNDOT | RS |
| Totals | | | | | 236,004,500 | 0 | 0 | 9,000,000 | 227,004,500 | | |

Twin Cities Metropolitan Area
2028 - 2028 Transportation Improvement Program

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-25AC | B9 | **PRS**: | SECT 5307: METRO GREEN LINE EXTENSION | 113,333,333 | 0 | 50,000,000 | 0 | 63,333,333 | MET COUNCIL-MT | RS |
| 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 | 58,434,710 | 0 | 46,747,768 | 0 | 11,686,942 | MET COUNCIL-MTS | |
| 2025 | TRANSIT | TRF-TCMT-25J | B9 | | SECT 5307: TWIN CITIES MET COUNCIL U OF M BUS ACQUISITION | 859,040 | 0 | 687,232 | 0 | 171,808 | MET COUNCIL-MTS | |
| 2026 | TRANSIT | TRF-TCMT-26AC | B9 | **PRS**: | SECT 5307: METRO GREEN LINE EXTENSION | 113,333,333 | 0 | 50,000,000 | 0 | 63,333,333 | MET COUNCIL-MT | RS |
| 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 | 24,613,310 | 0 | 19,690,648 | 0 | 4,922,662 | MET COUNCIL-MTS | |
| 2026 | TRANSIT | TRF-TCMT-26D | B9 | | SECT 5307: TWIN CITIES MET COUNCIL MTS BUS ACQUISITION | 877,939 | 0 | 702,351 | 0 | 175,588 | MET COUNCIL-MTS | |
| 2026 | TRANSIT | TRS-TCMT-23G | B9 | | SECT 5307: METRO GREEN LINE LRT EXTENSION - OPERATING FUNDS | 8,750,000 | 0 | 7,000,000 | 0 | 1,750,000 | 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 | 9,050,000 | 0 | 7,240,000 | 0 | 1,810,000 | MET COUNCIL-MT | |
| 2027 | TRANSIT | TRF-TCMT-27AC | B9 | **PRS**: | SECT 5307: C LINE ARTERIAL BUS RAPID TRANSIT | 600,000 | 0 | 480,000 | 0 | 120,000 | MET COUNCIL-MT | RS |
| 2027 | TRANSIT | TRF-TCMT-27AD | B9 | | SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY EXPANSION | 1,000,000 | 0 | 800,000 | 0 | 200,000 | MET COUNCIL-MT | |
| 2027 | TRANSIT | TRF-TCMT-27AE | B9 | **PRS**: | SECT 5307: J LINE ARTERIAL BUS RAPID TRANSIT | 14,050,000 | 0 | 11,240,000 | 0 | 2,810,000 | MET COUNCIL-MT | RS |
| 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 | 24,220,000 | 0 | 19,376,000 | 0 | 4,844,000 | MET COUNCIL-MT | |
| 2027 | TRANSIT | TRF-TCMT-27M | B9 | | SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HARDWARE AND SOFTWARE | 836,000 | 0 | 668,800 | 0 | 167,200 | 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 | |

**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-27P | B9 | SECT 5307: TWIN CITIES MET COUNCIL MTS BUS ACQUISITION | 43,207,868 | 0 | 34,566,294 | 0 | 8,641,574 | MET COUNCIL-MTS | | |
| 2027 | TRANSIT | TRF-TCMT-27Q | B9 | SECT 5307: TWIN CITIES MET COUNCIL U OF M BUS ACQUISITION | 897,254 | 0 | 717,803 | 0 | 179,451 | MET COUNCIL-MT | | |
| 2027 | TRANSIT | TRF-TCMT-27T | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT BUS ACQUISITION | 93,062,639 | 0 | 74,450,111 | 0 | 18,612,528 | 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 | 125,000 | 0 | 100,000 | 0 | 25,000 | MET COUNCIL-MT | | |
| 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 | 125,000 | 0 | 100,000 | 0 | 25,000 | MET COUNCIL-MT | | |
| 2027 | TRANSIT | TRF-TCMT-27Z | B9 | **PRS**: SECT 5307: H LINE ARTERIAL BUS RAPID TRANSIT | 76,800,000 | 0 | 61,440,000 | 0 | 15,360,000 | MET COUNCIL-MT | RS | |
| 2028 | TRANSIT | TRF-TCMT-28AA | B9 | SECT 5307: TWIN CITIES MET COUNCIL MTS BUS ACQUISITION | 43,207,868 | 0 | 34,566,294 | 0 | 8,641,574 | MET COUNCIL-MTS | | |
| 2028 | TRANSIT | TRF-TCMT-28AB | B9 | SECT 5307: TWIN CITIES MET COUNCIL U OF M BUS ACQUISITION | 897,254 | 0 | 717,803 | 0 | 179,451 | MET COUNCIL-MT | | |
| 2028 | TRANSIT | TRF-TCMT-28AC | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT PREVENTIVE MAINTENANCE | 12,500,000 | 0 | 10,000,000 | 0 | 2,500,000 | MET COUNCIL-MT | | |
| 2028 | TRANSIT | TRF-TCMT-28B | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT BUS ACQUISITION | 66,914,021 | 0 | 53,531,217 | 0 | 13,382,804 | MET COUNCIL-MT | | |
| 2028 | TRANSIT | TRF-TCMT-28C | 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 | 125,000 | 0 | 100,000 | 0 | 25,000 | MET COUNCIL-MT | | |
| 2028 | TRANSIT | TRF-TCMT-28D | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT FACILITIES ENERGY ENHANCEMENTS AND NEW ENERGY INITIATIVES | 1,006,504 | 0 | 805,203 | 0 | 201,301 | MET COUNCIL-MT | | |
| 2028 | TRANSIT | TRF-TCMT-28E | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION | 125,000 | 0 | 100,000 | 0 | 25,000 | MET COUNCIL-MT | | |

**TABLE A-14
Transit Section 5307**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | RS |
|---------------|---------|--------------|----------|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|----------|--------------------|----------|--------------------|-----------------|----|
| 2028 | TRANSIT | TRF-TCMT-28F | B9 | | SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES ADDITIONS OR IMPROVEMENT: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS | 2,450,000 | 0 | 1,960,000 | 0 | 490,000 | MET COUNCIL-MT | |
| 2028 | TRANSIT | TRF-TCMT-28N | B9 | | SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY IMPROVEMENT: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT, ELECTRIC BUS INFRASTRUCTURE | 48,240,000 | 0 | 38,592,000 | 0 | 9,648,000 | MET COUNCIL-MT | |
| 2028 | TRANSIT | TRF-TCMT-28R | B9 | | SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HARDWARE AND SOFTWARE | 855,000 | 0 | 684,000 | 0 | 171,000 | MET COUNCIL-MT | |
| 2028 | TRANSIT | TRF-TCMT-28T | B9 | | SECT 5307: C LINE ARTERIAL BUS RAPID TRANSIT | 3,500,000 | 0 | 2,800,000 | 0 | 700,000 | MET COUNCIL-MT | |
| 2028 | TRANSIT | TRF-TCMT-28U | B9 | | SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY EXPANSION | 1,000,000 | 0 | 800,000 | 0 | 200,000 | MET COUNCIL-MT | |
| 2028 | TRANSIT | TRF-TCMT-28V | B9 | | **PRS**: SECT 5307: J LINE ARTERIAL BUS RAPID TRANSIT | 750,000 | 0 | 600,000 | 0 | 150,000 | MET COUNCIL-MT | RS |
| 2028 | TRANSIT | TRF-TCMT-28W | B9 | | **PRS**: SECT 5307: K LINE ARTERIAL BUS RAPID TRANSIT | 14,600,000 | 0 | 11,680,000 | 0 | 2,920,000 | MET COUNCIL-MT | RS |
| 2028 | TRANSIT | TRF-TCMT-28Z | 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 | |
| Totals | | | | | | 808,804,648 | 0 | 565,710,384 | 0 | 243,094,264 | | |

Twin Cities Metropolitan Area
2025 - 2028 Transportation Improvement Program

TABLE A-15
Transit Section 5309

| Yr | PRT | Route | Proj Num | Prog Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | 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 |
| 2027 | TRANSIT | TRF-TCMT-27AA | B3 | **PRS** SECT 5309: PURPLE LINE BUS RAPID TRANSIT LINE NEW START FFGA APPROPRIATION; MET COUNCIL WILL SEEK SECTION FTA 5309 FUNDS FOR THIS PROJECT | 200,000,000 | 0 | 0 | 0 | 200,000,000 | 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; MET COUNCIL WILL SEEK SECTION FTA 5309 FUNDS FOR THIS PROJECT | 204,081,633 | 0 | 0 | 0 | 204,081,633 | MET COUNCIL-MT | RS |
| 2028 | TRANSIT | TRF-TCMT-24AD | B3 | **PRS** SECT 5309: F LINE ARTERIAL BUS RAPID TRANSIT; MET COUNCIL WILL SEEK SECTION FTA 5309 FUNDS FOR THIS PROJECT | 56,625,000 | 0 | 0 | 0 | 56,625,000 | MET COUNCIL-MT | RS |
| 2028 | TRANSIT | TRF-TCMT-28A | B3 | **PRS** SECT 5309: METRO BLUE LINE EXTENSION (BOTTINEAU LIGHT RAIL TRANSIT) NEW START FFGA APPROPRIATION; MET COUNCIL WILL SEEK SECTION FTA 5309 FUNDS FOR THIS PROJECT | 204,081,633 | 0 | 0 | 0 | 204,081,633 | MET COUNCIL-MT | RS |
| 2028 | TRANSIT | TRF-TCMT-28H | B3 | **PRS** SECT 5309: PURPLE LINE BUS RAPID TRANSIT LINE NEW START FFGA APPROPRIATION; MET COUNCIL WILL SEEK SECTION FTA 5309 FUNDS FOR THIS PROJECT | 200,000,000 | 0 | 0 | 0 | 200,000,000 | MET COUNCIL-MT | RS |
| 2028 | TRANSIT | TRF-TCMT-28P | 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 |
| Totals | | | | | 1,723,191,950 | 0 | 400,000,000 | 0 | 1,323,191,950 | | |

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 | 608,626 | 0 | 486,901 | 0 | 121,725 | MNDOT | |
| 2027 | TRANSIT | | TRF-0051-27 | NB SECT 5310: SCOTT COUNTY MOBILITY MANAGEMENT 1/1/28 - 12/31/29 | 651,230 | 0 | 520,984 | 0 | 130,246 | MNDOT | |
| 2025 | TRANSIT | | TRF-0260-25 | NB SECT 5310: MIDWEST SPECIAL SERVICES INC- 3 REPLACEMENT LESS THAN 30 FOOT (CLASS 400) BUSES | 650,700 | 0 | 520,560 | 0 | 130,140 | MNDOT | |
| 2025 | TRANSIT | | TRF-1703-25 | NB SECT 5310: ACHIEVE SERVICES INC- 1 REPLACEMENT LESS THAN 30 FOOT (CLASS 400) BUS | 216,900 | 0 | 173,520 | 0 | 43,380 | MNDOT | |
| 2025 | TRANSIT | | TRF-1767-25 | NB SECT 5310: RISE INC -3 REPLACEMENT LESS THAN 30 FOOT (CLASS 400) BUSES | 650,700 | 0 | 520,560 | 0 | 130,140 | MNDOT | |
| 2025 | TRANSIT | | TRF-2428-25 | NB SECT 5310: DARTS - 1 EXPANSION LESS THAN 35 FOOT (CLASS 500) BUS | 298,700 | 0 | 238,960 | 0 | 59,740 | 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) | 1,735,200 | 0 | 1,388,160 | 0 | 347,040 | MNDOT | |
| 2025 | TRANSIT | | TRF-9056-25A | NB SECT 5310: NEWTRAX INC MOBILITY MANAGEMENT 1/1/26 - 12/31/27 | 504,183 | 0 | 403,347 | 0 | 100,836 | MNDOT | |
| 2027 | TRANSIT | | TRF-9056-27A | NB SECT 5310: NEWTRAX INC MOBILITY MANAGEMENT 1/1/28 - 12/31/29 | 539,476 | 0 | 431,581 | 0 | 107,895 | MNDOT | |
| 2025 | TRANSIT | | TRF-9117-25 | NB SECT 5310: DAKOTA COUNTY MOBILITY MANAGEMENT 1/1/26 - 12/31/27 | 798,433 | 0 | 638,747 | 0 | 159,686 | MNDOT | |
| 2027 | TRANSIT | | TRF-9117-27 | NB SECT 5310: DAKOTA COUNTY MOBILITY MANAGEMENT 1/1/28 - 12/31/29 | 854,323 | 0 | 683,459 | 0 | 170,864 | MNDOT | |
| 2025 | TRANSIT | | TRF-9127-25 | NB SECT 5310: WASHINGTON COUNTY MOBILITY MANAGEMENT 1/1/26 - 12/31/27 | 616,855 | 0 | 493,484 | 0 | 123,371 | MNDOT | |
| 2027 | TRANSIT | | TRF-9127-27 | NB SECT 5310: WASHINGTON COUNTY MOBILITY MANAGEMENT 1/1/28 - 12/31/29 | 660,035 | 0 | 528,028 | 0 | 132,007 | MNDOT | |
| 2025 | TRANSIT | | TRF-9134-25 | NB SECT 5310: ANOKA COUNTY MOBILITY MANAGEMENT 1/1/26 - 12/31/27 | 317,255 | 0 | 253,804 | 0 | 63,451 | MNDOT | |
| 2027 | TRANSIT | | TRF-9134-27 | NB SECT 5310: ANOKA COUNTY MOBILITY MANAGEMENT 1/1/28 - 12/31/29 | 339,461 | 0 | 271,569 | 0 | 67,892 | MNDOT | |
| 2025 | TRANSIT | | TRF-9135-25 | NB SECT 5310: HENNEPIN COUNTY MOBILITY MANAGEMENT 1/1/26 - 12/31/27 | 450,000 | 0 | 360,000 | 0 | 90,000 | MNDOT | |
| 2027 | TRANSIT | | TRF-9135-27 | NB SECT 5310: HENNEPIN COUNTY MOBILITY MANAGEMENT 1/1/28 - 12/31/29 | 481,500 | 0 | 385,200 | 0 | 96,300 | MNDOT | |
| Totals | | | | | 10,373,577 | 0 | 8,298,864 | 0 | 2,074,713 | | |

Twin Cities Metropolitan Area
2025 - 2028 Transportation Improvement Program

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-25 | GR SECT 5337: TWIN CITIES MET COUNCIL MT ASSOCIATED CAPITAL MAINTENANCE BUS | 1,191,034 | 0 | 952,827 | 0 | 238,207 | MET COUNCIL-MT | |
| 2025 | TRANSIT | | TRF-TCMT-25AD | GR SECT 5337: TWIN CITIES MET COUNCIL MT BUS VEHICLE OVERHAUL AND MAINTENANCE | 500,000 | 0 | 400,000 | 0 | 100,000 | MET COUNCIL-MT | |
| 2025 | TRANSIT | | TRF-TCMT-25AE | GR SECT 5337: TWIN CITIES MET COUNCIL MT BUS ACQUISITION | 16,554,434 | 0 | 13,243,547 | 0 | 3,310,887 | 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 | 9,311,000 | 0 | 7,448,800 | 0 | 1,862,200 | MET COUNCIL-MT | |
| 2025 | TRANSIT | | TRF-TCMT-25N | GR SECT 5337: TWIN CITIES MET COUNCIL MT RAIL VEHICLE OVERHAUL AND MAINTENANCE | 6,549,750 | 0 | 5,239,800 | 0 | 1,309,950 | 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 | |
| 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 | 14,355,000 | 0 | 11,484,000 | 0 | 2,871,000 | MET COUNCIL-MT | |
| 2025 | TRANSIT | | TRF-TCMT-25T | GR SECT 5337: TWIN CITIES MET COUNCIL MT CAPITAL LEASE TIRES | 3,619,238 | 0 | 2,895,390 | 0 | 723,848 | 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-26AD | GR SECT 5337: TWIN CITIES MET COUNCIL MT BUS VEHICLE OVERHAUL AND MAINTENANCE | 500,000 | 0 | 400,000 | 0 | 100,000 | MET COUNCIL-MT | |
| 2026 | TRANSIT | | TRF-TCMT-26AE | GR SECT 5337: TWIN CITIES MET COUNCIL MT BUS ACQUISITION | 17,051,067 | 0 | 13,640,854 | 0 | 3,410,213 | MET COUNCIL-MT | |
| 2026 | TRANSIT | | TRF-TCMT-26E | GR SECT 5337: TWIN CITIES MET COUNCIL MT ASSOCIATED CAPITAL MAINTENANCE BUS | 4,863,014 | 0 | 3,890,411 | 0 | 972,603 | MET COUNCIL-MT | |
| 2026 | TRANSIT | | TRF-TCMT-26K | GR SECT 5337: TWIN CITIES MET COUNCIL MT CAPITAL LEASE TIRES | 3,982,035 | 0 | 3,185,628 | 0 | 796,407 | MET COUNCIL-MT | |

**TABLE A-17
Transit Section 5337**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | RS |
|------|---------|---------------|----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|---------------|------------|-------|-----------|----------------|---------|----|
| 2026 | TRANSIT | TRF-TCMT-26N | GR | SECT 5337: TWIN CITIES MET COUNCIL MT RAIL VEHICLE OVERHAUL AND MAINTENANCE | 5,890,000 | 0 | 4,712,000 | 0 | 1,178,000 | 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 | 2,703,500 | 0 | 2,162,800 | 0 | 540,700 | 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 | 8,462,000 | 0 | 6,769,600 | 0 | 1,692,400 | 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 | 2,868,603 | 0 | 2,294,882 | 0 | 573,721 | MET COUNCIL-MT | | |
| 2027 | TRANSIT | TRF-TCMT-27AB | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS VEHICLE OVERHAUL AND MAINTENANCE | 500,000 | 0 | 400,000 | 0 | 100,000 | MET COUNCIL-MT | | |
| 2027 | TRANSIT | TRF-TCMT-27AF | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS ACQUISITION | 17,562,599 | 0 | 14,050,079 | 0 | 3,512,520 | MET COUNCIL-MT | | |
| 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 | 5,950,000 | 0 | 4,760,000 | 0 | 1,190,000 | 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 | 8,236,171 | 0 | 6,588,937 | 0 | 1,647,234 | 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 | | |

**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-27H | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT | 1,494,000 | 0 | 1,195,200 | 0 | 298,800 | MET COUNCIL-MT | | |
| 2027 | TRANSIT | TRF-TCMT-27K | GR | SECT 5337: TWIN CITIES MET COUNCIL MT CAPITAL LEASE TIRES | 4,115,492 | 0 | 3,292,394 | 0 | 823,098 | MET COUNCIL-MT | | |
| 2027 | TRANSIT | TRF-TCMT-27R | GR | SECT 5337: TWIN CITIES MET COUNCIL MT ASSOCIATED CAPITAL MAINTENANCE BUS | 625,000 | 0 | 500,000 | 0 | 125,000 | MET COUNCIL-MT | | |
| 2028 | TRANSIT | TRF-TCMT-28 | GR | SECT 5337: TWIN CITIES MET COUNCIL MT ASSOCIATED CAPITAL MAINTENANCE BUS | 9,968,831 | 0 | 7,975,065 | 0 | 1,993,766 | MET COUNCIL-MT | | |
| 2028 | TRANSIT | TRF-TCMT-28AD | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT | 1,427,000 | 0 | 1,141,600 | 0 | 285,400 | MET COUNCIL-MT | | |
| 2028 | TRANSIT | TRF-TCMT-28G | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES MAINTENANCE AND REHAB: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS | 2,909,724 | 0 | 2,327,779 | 0 | 581,945 | MET COUNCIL-MT | | |
| 2028 | TRANSIT | TRF-TCMT-28J | GR | SECT 5337: TWIN CITIES MET COUNCIL MT RAIL MISCELLANEOUS EQUIPMENT REHAB RENOVATE (VIDEO, TRAIN OPERATOR TECH, SYSTEMS TECH, SECURITY, TRACK TECHNOLOGY AND EQUIPMENT) | 384,481 | 0 | 307,585 | 0 | 76,896 | MET COUNCIL-MT | | |
| 2028 | TRANSIT | TRF-TCMT-28K | GR | SECT 5337: TWIN CITIES MET COUNCIL MT RAIL VEHICLE OVERHAUL AND MAINTENANCE | 10,470,270 | 0 | 8,376,216 | 0 | 2,094,054 | MET COUNCIL-MT | | |
| 2028 | TRANSIT | TRF-TCMT-28L | GR | SECT 5337: TWIN CITIES MET COUNCIL MT RAIL SYSTEM REHAB: TRACK REHAB REPAIR, MISCELLANEOUS MAINTENANCE, CATENARY, POWER SYSTEMS | 21,239,865 | 0 | 16,991,892 | 0 | 4,247,973 | MET COUNCIL-MT | | |
| 2028 | TRANSIT | TRF-TCMT-28M | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL REAL TIME SIGN PROJECTS REHAB AND RENOVATE | 4,000,000 | 0 | 3,200,000 | 0 | 800,000 | MET COUNCIL-MT | | |
| 2028 | TRANSIT | TRF-TCMT-28Q | GR | SECT 5337: TWIN CITIES MET COUNCIL MT CAPITAL LEASE TIRES | 4,267,131 | 0 | 3,413,705 | 0 | 853,426 | MET COUNCIL-MT | | |
| 2028 | TRANSIT | TRF-TCMT-28S | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS VEHICLE OVERHAUL AND MAINTENANCE | 500,000 | 0 | 400,000 | 0 | 100,000 | MET COUNCIL-MT | | |
| 2028 | TRANSIT | TRF-TCMT-28X | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS ACQUISITION | 18,089,477 | 0 | 14,471,582 | 0 | 3,617,895 | MET COUNCIL-MT | | |

**TABLE A-17
Transit Section 5337**

| Yr | PRT | Route | Proj Num | Prog Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | RS |
|----|-----|-------|----------|------------------|---------------|---------|-------------|----------|------------|---------|----|
| | | | | Totals | 213,230,230 | 0 | 170,584,184 | 0 | 42,646,046 | | |

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Twin Cities Metropolitan Area
2025 - 2028 Transportation Improvement Progra8

TABLE A-18
Transit Section 5339

| Yr | PRT | Route | Proj Num | Prog Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | RS: |
|---------------|---------|--------------|----------|----------------------------------------------------------|-------------------|----------|-------------------|----------|------------------|----------------|-----|
| 2025 | TRANSIT | TRF-TCMT-25W | BB | SECT 5339: TWIN CITIES MET COUNCIL MT BUS ACQUISITION | 7,226,202 | 0 | 5,780,962 | 0 | 1,445,240 | MET COUNCIL-MT | |
| 2026 | TRANSIT | TRF-TCMT-26G | BB | SECT 5339: TWIN CITIES MET COUNCIL MT BUS ACQUISITION | 7,262,334 | 0 | 5,809,867 | 0 | 1,452,467 | MET COUNCIL-MT | |
| 2027 | TRANSIT | TRF-TCMT-27U | BB | SECT 5339: TWIN CITIES MET COUNCIL MT BUS ACQUISITION | 7,298,645 | 0 | 5,838,916 | 0 | 1,459,729 | MET COUNCIL-MT | |
| 2028 | TRANSIT | TRF-TCMT-28Y | BB | SECT 5339: TWIN CITIES MET COUNCIL MT BUS ACQUISITION | 7,335,139 | 0 | 5,868,111 | 0 | 1,467,028 | MET COUNCIL-MT | |
| Totals | | | | | 29,122,320 | 0 | 23,297,856 | 0 | 5,824,464 | | |

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Twin Cities Metropolitan Area
2025 - 2028 Transportation Improvement Program

TABLE A-19
Local Funding Only Projects

| Yr | PRT | Route | Proj Num | Prog Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|---------------|----------|-------|-------------|----------------------------------------------------------------------------------------------------------------------------------------------|-------------------|----------|----------|----------|-------------------|--------------|-----|
| 2025 | CSAH 9 | | 070-609-011 | MC CSAH 9 (QUAKER AVE) AND VALLEY VIEW IN JORDAN - ROUNDABOUT (ASSOCIATE TO 7008-112, 7008-112R, 070-609-010, 246-090-001) | 1,295,000 | 0 | 0 | 0 | 1,295,000 | SCOTT COUNTY | |
| 2028 | CSAH 116 | | 002-716-026 | MC **PRS**: CSAH 116 AT MN 65 (CENTRAL AVE) FROM 131ST AVE NE TO 139TH AVE NE IN HAM LAKE AND BLAINE - CONSTRUCT INTERCHANGE, FRONTAGE ROADS | 36,625,500 | 0 | 0 | 0 | 36,625,500 | ANOKA COUNTY | RS |
| Totals | | | | | 37,920,500 | 0 | 0 | 0 | 37,920,500 | | |

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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.

APPENDIX C

EASTERN FEDERAL LANDS HIGHWAY DIVISION PROJECTS

The Eastern Federal Lands Highway Division (EFLHD) of the Federal Highway Administration (FHWA) will provide an annual TIP update with projects that are primarily implemented with the boundaries of the Federal Land Management Agency (FLMA) units located in Minnesota. Projects in the MPO planning area will be added here when that is provided, most likely after the TIP is approved by the United States Department of Transportation (USDOT). The Federal requirement under Title 23 U.S.C. § 204 requires that the TIP be developed as part of the transportation planning process for all Federal Lands projects.

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DRAFT



390 Robert Street North
St Paul, MN 55101-1805

651.602.1000
TTY 651.291.0904

public.info@metc.state.mn.us

metro council.org