

2023–2026
TRANSPORTATION
IMPROVEMENT PROGRAM
FOR THE TWIN CITIES METROPOLITAN AREA



METROPOLITAN
C O U N C I L

September 2022

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

2023 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

SUMMARY

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

The 2023-2026 TIP for the Twin Cities Metropolitan Area includes highway, freight, transit, bicycle, and pedestrian projects valued at approximately \$5.6 billion. Highlights of the TIP include the following:

- Approximately 56% (or \$3.1 billion) of the total spending shown in the TIP are from federal sources, with 10% from state sources and 34% from local/other sources.
- The \$5.6 billion program includes \$2.8 billion (49%) for transit, \$2.4 billion (42%) for highways/roads, \$120 million (2%) for non-motorized transportation, and \$386 million (7%) for travel demand management, other projects, and yet-to-be-programmed set-aside funds.
- Three major projects are included for the first time: an \$80 million resurfacing and bridge replacement at I-35W and MN 13 in Burnsville; a \$61 million surfacing and bridge repair project on US 52 in Rosemount and Hampton; and a \$51 million US 12 pavement rehabilitation project.

The Transportation Advisory Board (TAB) to the Metropolitan Council hosts a public comment period on the TIP prior to adoption. Notice of the public comment period is printed in the Minneapolis Star Tribune newspaper and emailed to groups representing a diverse set of stakeholders. The notifications and process are carried out consistent with the Council's Public Participation Plan. A "virtual" public meeting was held on June 21, 2022. The TAB considered public comments received on the draft TIP prior to adopting the final TIP.

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

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

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

1. INTRODUCTION

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

Federal Requirements and Regional Planning Process

Federal regulations require that a Transportation Improvement Program:

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

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

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

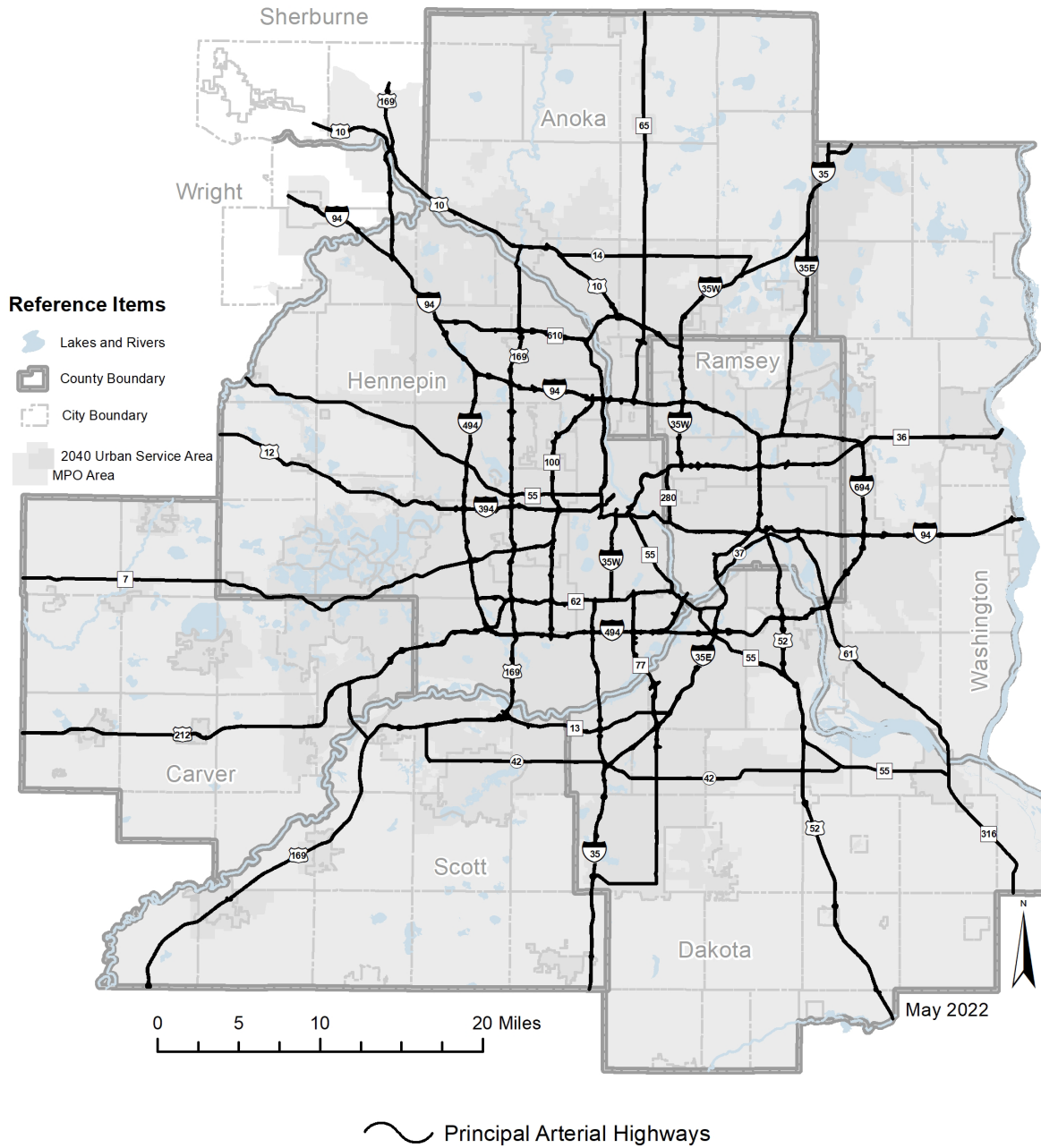


Figure 1: Twin Cities Metropolitan Area Political Boundaries – Also includes parts of Sherburne and Wright Counties (MN) and St. Croix County (WI)

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

- Program year
- Parent project
- Route
- Project number
- MnDOT program category
- Description of the project scope
- Estimated total funding in each year of the TIP along with the amount of federal funds proposed to be obligated
- Amount of advanced construction (AC, see Table 12) funds dedicated to the project in the program year
- Amount of federal, state, and other (usually local) funds dedicated to the project
- Name of the state, regional, or local agency receiving the federal funding and responsible for carrying out the project
- Air quality analysis category

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

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

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

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

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

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

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

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

Public Participation Opportunities in Preparation of the Transportation Improvement Program

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

- May 18, 2022 – At its monthly meeting, the TAB released the draft TIP for the purpose of soliciting public comment.
- May 23 through July 5, 2022 – The TAB accepted comments submitted by email, telephone, and mail.
- June 21, 2022 – Council transportation and communications staff hosted a virtual public meeting.
- August 17, 2022 – A public meeting of the TAB where public comments were reviewed, and the TIP will recommend for adoption and forwarded to the Metropolitan Council by the TAB.

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

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

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

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

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

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

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

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

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

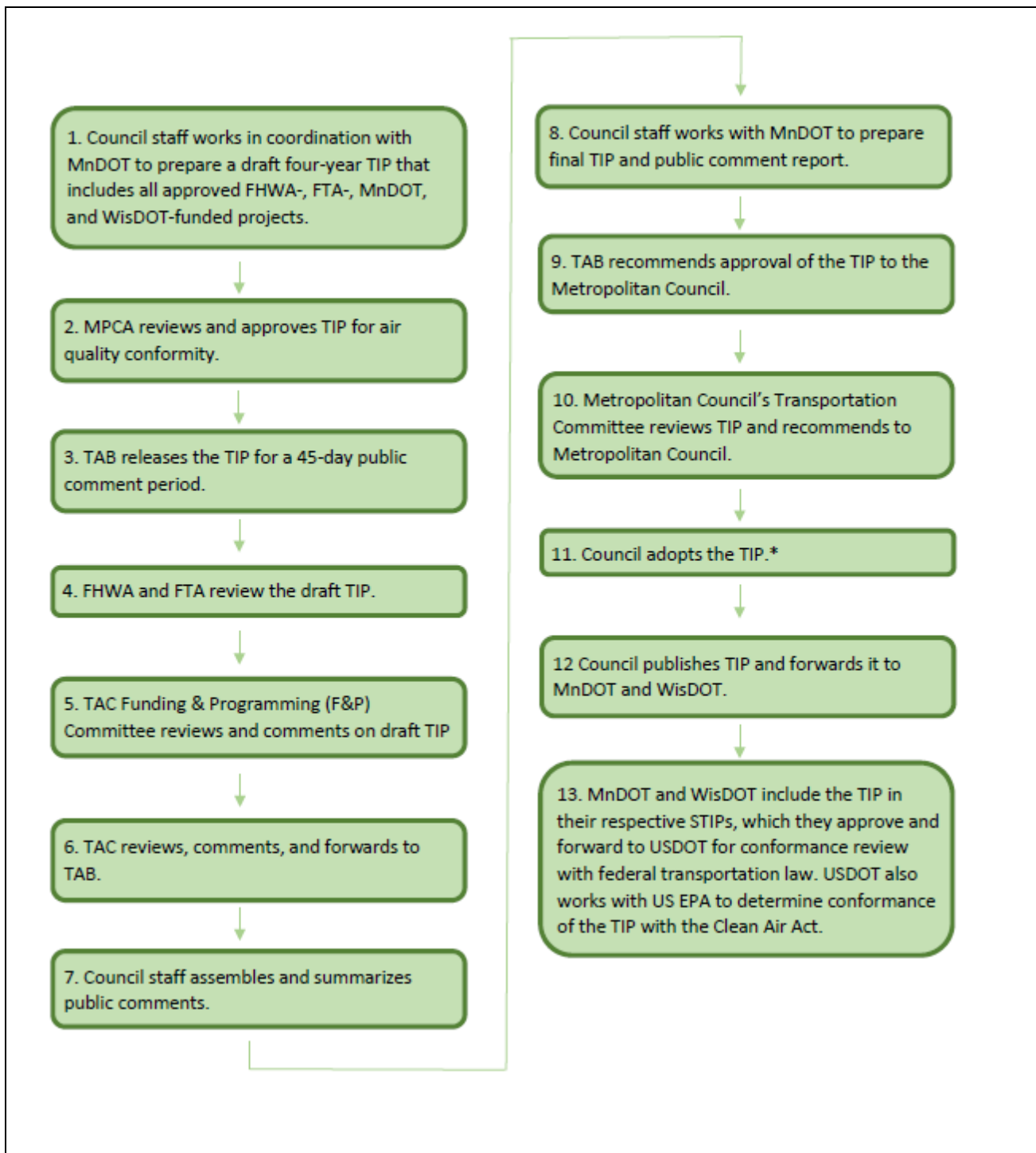
the FTA Capital Investment Grants program as selected by Congress. These selection processes are discussed in Chapter 4. While most projects are programmed by MnDOT, the projects selected through the TAB's Regional Solicitation are programmed every-other year, by the Council through a competitive selection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

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

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

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

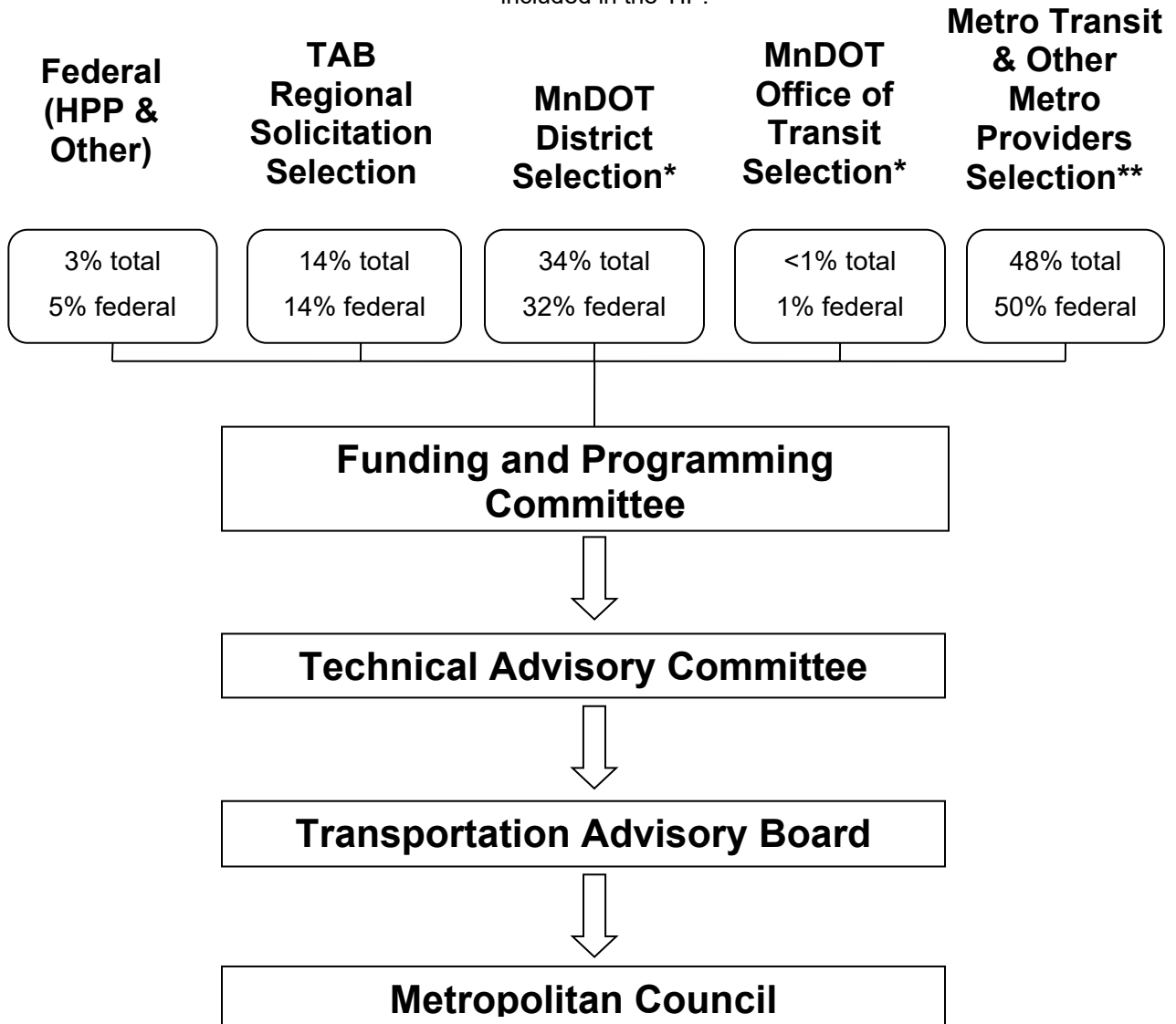
City and county federal aid projects are products of local comprehensive and transportation planning programs and reflect local and regional priorities. These projects are determined to be consistent with regional plans before being included in the TIP. Such plans must also be consistent with the TPP.



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

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

Percentage of funding identified in the TIP by selection process for all projects (federal and state), 2023-2026. Top number represents share of total TIP; the bottom number represents share of federal funding included in the TIP.



*This TIP includes all projects selected by MnDOT, including those without federal funding. Most projects are selected by Metro District, but Sherburne County and Wright County projects are selected by MnDOT District 3.

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

Estimating Project Costs

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

- Metro Transit: Inflation is built into project amounts during the process of creating the six-year Capital Improvement Program for Transit divisions at the Council.
- MnDOT: Each year, a revised inflation adjustment table is used to update construction estimates and produce an inflated estimate for each project.
- Metropolitan Council-programmed Regional Solicitation projects and MnDOT-Programmed HSIP projects: For the 2023-2026 TIP, projects to be administered by FHWA awarded via the 2020 Regional Solicitation were adjusted at two percent per obligation year, with 2020 as the base, from their original cost estimate submitted in their funding application. The adjustments are entirely reflected in the local contribution, as the federal contribution is set at the time of award. The two percent per year adjustment derives from the Federal Reserve present target for inflation. Following this initial placement in the TIP, MnDOT monitors project costs and adjusts them as discussed in the above bullet. For FTA-administered projects, inflation is an assumption in the yearly [Metropolitan Council Transit CIP](#).

Amending or Modifying the TIP

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

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

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

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

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

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

Cost change thresholds are shown in Table 1.

Table 1: TIP Amendment and Modification Cost Change Thresholds*

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

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

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

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

Federal Legislation Changes

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

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

Federal Program Areas in the Transportation Improvement Program

Highway and transit funding programs are described below.

Surface Transportation Block Grant (STBG) Program. This program accommodates funding for projects on any roads (including those along the National Highway System, or NHS) that are not functionally classified as local or rural minor collectors, along with pedestrian projects, recreational trails, and Safe Routes to School projects. Bridge projects paid for with STBG Program funds may be on any public road. Transit capital projects are also eligible under this program. Included in the program is a setaside for the Transportation Alternatives Program (TAP), which is primarily used for bicycle, pedestrian, and Safe Routes to School projects in the TIP.

Congestion Mitigation and Air Quality Improvement Program (CMAQ). CMAQ directs funds toward transportation projects in non-attainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter. These projects contribute to meeting or maintaining the attainment of national ambient air quality standards. Historically in the Twin Cities region, CMAQ funds have been used for travel demand management, transit service expansion, or highway traffic management technology projects (such as traffic signal coordination).

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

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

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

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

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

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

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

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

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

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

Other Funding Sources

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

Miscellaneous Federal Funds. Less frequently used programs include:

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

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

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

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

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

2. REGIONAL PLAN AND PRIORITIES

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

Conformity to the Clean Air Act Requirements

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

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

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

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

Projects Included in TIP Conformity Analysis

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

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

Conformity of the TIP

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

Thrive MSP 2040

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

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

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

3. FEDERAL PERFORMANCE MEASURES AND TARGETS

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

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

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

Highway Safety Performance Measure (PM1)

Council Activities and Progress

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

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

Table 2 shows the adopted targets for 2022.

Table 2: Adopted Safety Targets for 2022

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

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

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

Anticipated Effect of the Safety Performance Measures

The 2023-2026 TIP is anticipated to have a positive effect towards meeting the region’s established safety performance targets. The TIP reflects \$84.5 million in FHWA Highway Safety Improvement Program (HSIP) funds, in addition to state and local match funding of \$3.4 million and \$21.0 million, respectively. These projects address both existing high-incident locations (reactive projects) and the design of newer projects (proactive projects) that pre-emptively address safety in their design. Further, safety is a key scoring criterion for the strategic capacity, spot mobility/safety, roadway reconstruction/modernization, traffic management technology, multiuse trails and bicycle facilities, pedestrian facilities, and Safe Routes to School funding categories in the biennial Regional Solicitation for Transportation Projects. In addition to federal funding sources, the region has used a number of other revenue sources to improve transportation safety in the metro area. Examples include a number of county- and city-funded safety projects as well as MnDOT’s CMSP funding set aside each year.

MPO Investment Priorities

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

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

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

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

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

Pavement/Bridge Performance Measures (PM2)

Council Activities and Progress

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

Table 3: Existing Conditions and Adopted Condition Targets

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

Anticipated Effect of the Pavement/Bridge Performance Measures

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

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

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

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

System Performance Measures and Congestion CMAQ (PM3)

Council Activities and Progress

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

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

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

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

Table 4: Existing Conditions and Adopted System Reliability Targets

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

Table 5: Existing Conditions and Adopted CMAQ Targets

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

Anticipated Effect of the System Reliability and Congestion Reduction Performance Measures

In total, there is over \$106 million in CMAQ funding programmed for projects in the 2023-2026 TIP. The net benefit these projects are meant to help achieve, as shown in Table 5, is a reduction of approximately 2,647 kg/day of mobile source pollution. The CMAQ projects include the purchase of a number of transit vehicles; activities to market and incentive the use of carpools, vanpools, and ride matching programs; and projects aimed at retiming and optimizing traffic signal coordination.

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

Transit Asset Management (TAM) Performance Targets

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

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

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

Table 6: Adopted Transit Asset Management Targets

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

Transit Investment Priorities

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

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

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

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

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

Transit Safety Performance Measures Targets (PTASP)

Measures Overview

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

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

Table 7: Safety Performance Categories and Measures

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

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

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

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

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

Targets Overview

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

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

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

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

MPO Responsibilities

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

Regional Transit Agency Safety Targets: Metro Transit

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

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

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

Regional Transit Agency Safety Targets: Metropolitan Transportation Services Contracted Services

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

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

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

Regional Transit Agency Safety Targets: Minnesota Valley Transit Authority

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

Table 10: Minnesota Valley Transit Authority Transit Safety Performance Targets

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

Regional Transit Agency Safety Targets: Southwest Transit

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

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

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

The Council supports the efforts to move towards a performance-based planning approach, and will continue to work closely with regional, state, and federal partners to proactively establish and monitor both the required federal and the regionally adopted performance measures over time. Moving forward, the Council will continue to devote substantial resources to this effort and work closely with stakeholders to assess the federal targets and the regional performance measures and adjust to changes in the performance of the system by shifting regional investment priorities.

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

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

Processes to Allocate Federal and State Transportation Funds

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

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

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

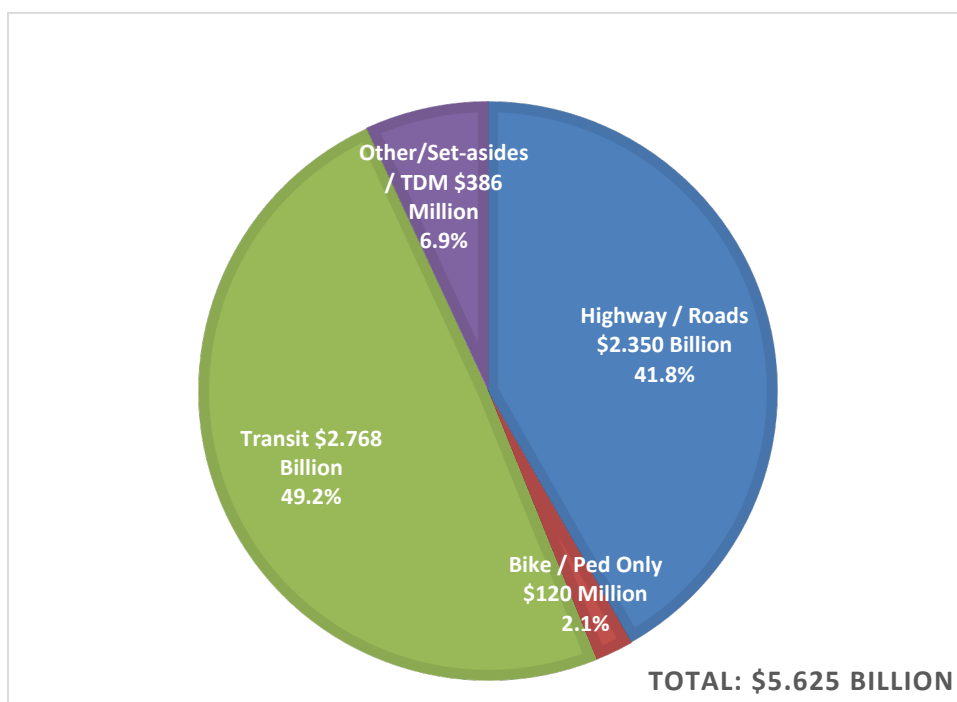
Some transit funding is allocated by federal formula (Section 5307, Section 5310, Section 5311, Section 5337, and Section 5339), but funding for the FTA Capital Investment Grants program (Section 5309) is secured through a national competition. Section 1 (Introduction) includes a list of each federal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

Resources Available 2023–2026

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

Transportation resources available to the region for highway, transit, and non-motorized projects are just over \$5.6 billion over the 2023 to 2026 period (See Tables 13, 14, and 15). These funds include capital investments for highway, transit, and non-motorized modes and some operating funds for the metropolitan transit systems. Highway programs such as the Surface Transportation Block Grant (STBG) Program also provide funding for non-motorized investments listed as Bike/Ped projects in Appendix A, as well as bicycle and pedestrian elements of roadway projects.

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



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

Highways and Roads

The traditional highway funding sources available to the region are summarized in Table 14. The four-year total is approximately \$2.88 billion, and includes \$1.5 billion of federal formula funds and \$505 million of Minnesota State Trunk Highway funds.

MnDOT also uses the advanced construction (AC) process to extend its available resources. MnDOT constructs federal aid projects in advance of the apportionment of authorized federal aid funds. MnDOT has to meet a number of conditions to use the AC process. MnDOT can commit future federal funds to projects as long as they go through the normal FHWA approval and authorization process. The projects using AC must be fully encumbered in the state budget for both the amount of state funds and the federal AC amount. The state funds available at contract letting must equal 100% of the local match of federal funds. This is normally 10 or 20 percent of the project costs. The AC amounts must be shown in the TIP (The detailed tables in Appendix A identify AC by project.). The AC must be shown in the year incurred and in each year the conversion takes place. Sufficient cash must exist to make project payments until AC is converted or the amount of work to be undertaken in a given construction season that does not exceed the actual federal funds available for that year. Within the TIP timeframe, \$196 million will be used to advance construct projects in the region (Table 12). The AC funds that will be used by the region by year are shown in Table 12.

Table 12: Advanced Construction Funds (Millions)

	Advance Construction	Possible AC Payback
2023	118	2
2024	22	88
2025	14	53
2026	45	21

Local funds are necessary to match the federal transportation funds. The majority of the projects on the trunk highway system are matched with trunk highway funds included in the targets and not in the local match figure. In all other cases, the federal funds are matched by city or county funds, regional transit capital or operating funds, or funds from other agencies such as the Minnesota Department of Natural Resources. At a minimum, these funds represent 20 percent of the project cost (aside from HSIP, which requires a 10 percent non-federal match), although this can be significantly higher. Local funding represents \$450 million over four years.

Transit

Transit funds available to the region in 2023-2026 are summarized in Table 15. Included are federal transit funds and regional capital bonds used to match federal funds. This table does not show any highway funds allocated to transit. An estimated \$1.6 billion in federal transit funds will be received by the region in the next four years.

The region generates transit capital and operating funds from four principal sources: fares, the state motor vehicle sales tax for operations, regional property taxes dedicated to repay bonds that fund capital projects, and state general funds that are directed to the region’s ADA service, the regular transit service or to repay state bonds for transit projects. The suburban transit

providers⁴ may also use local general fund money to subsidize operating cost or to match federal funds. Regional Capital Bonds and other local funds of \$1.1 billion will be used to match federal transit funds (including Section 5309) and to locally fund various transit capital investments.

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

<i>Federal Highway</i>		
Target	\$1.52B	
High Priority Funds	\$0	\$1.55 Billion
Misc. Federal Funds	\$3M	
Additional MnDOT Allocation	\$30M	
<i>Federal Transit</i>		
Formula/Discretionary	\$1.58B	\$1.58 Billion
<i>Property Tax and Other State Taxes</i>		
Local and TRLF	\$450M	
Regional Transit Capital Bonds and Other Local Transit Funds	\$1.1BM	\$1.87 Billion
Bonds	\$318M	
<i>State Trunk Highway Formula</i>		
Target	\$505M	
Additional MnDOT Allocation	\$17M	\$563 Million
Lapsed Projects	\$41M	
TOTAL:		\$5.6 Billion
<i>Advanced Construction (additional authorization available against future funds)</i>		\$200 Million

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

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

Source	2023	2024	2025	2026	Total
Federal Highway Funds	510	340	326	343	1,519
State Funds (MN)	149	118	114	125	505
Bonds	197	25	0	96	318
Target for Region	855	483	440	564	2,342
Additional MnDOT State Funds Allocations	12	4	1	0	17
Additional MnDOT Federal Allocations	8	15	2	5	30
Anticipated Lapsed Projects	15	0	22	0	38
High Priority Projects	0	0	0	0	0
Misc Federal Funds	2	1	0	0	3
Local Funds	208	91	75	77	450
Wisconsin Projects	0	0	0	0	0
Total Funds Available	1,100	593	540	647	2,881
Advanced Construction (Additional authorization available against future funds)	119	22	14	45	200

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

Source	2023	2024	2025	2026	Total
Section 5307	115.0	122.1	130.3	153.8	521.2
Section 5309	100.0	100.0	100.0	0	300.0
Section 5310	3.8	1.2	4.2	1.8	11.0
Section 5311	0.0	0.0	0.0	0.0	0.0
Section 5337	24.7	22.7	16.6	15.2	79.2
Section 5339	17.4	5.9	5.9	5.9	35.1
Total Federal Funds	260.9	251.9	257.0	176.7	946.5
Local/Regional Capital Bonds	154.8	152.6	463.6	333.3	1104.3
Total Funds Available	415.7	404.5	720.6	510.0	2050.8
Section 5309 - Requested	0	0	342.8	295.2	638.0
Total Funds Requested	415.7	404.5	1063.4	805.2	2688.8

Project Selection Processes and Criteria

The sources of federal transportation funds that come to the region are summarized in Table 16, along with the processes followed for project selection and the agency that is responsible for each selection process. These processes are described on the following pages.

Table 16: Summary of Federal Project Funding Categories and Selection Processes

Funding Category	Project Selection Process Followed
Federal High Priority Projects	Selected and appropriated by Congress
Federal Highway Funding	Project Selection Process Followed
National Highway Performance Program (NHPP)	MnDOT Metro District Process with guidance from Capital Improvement Committee (CIC)
National Highway Freight Program (NHFP)	MnDOT Central Office Process
Surface Transportation Block Grant (STBG) Program	Federal funding program that accommodates funding for projects on any roads that are not functionally classified as local or rural minor collectors, along with pedestrian projects, recreational trails, and Safe Routes to School projects. Bridge projects may be on any public road. Includes Transportation Alternatives Program (TAP), which is primarily used for bicycle, pedestrian, and Safe Routes to School projects in the TIP.
Congestion Mitigation and Air Quality Improvement (CMAQ) Program	Federal funding program that funds projects that will contribute air quality improvements or provide congestion relief. Funding is distributed through the competitive regional solicitation process.
Highway Safety Improvement Program (HSIP)	Federal funding program aimed at reducing traffic fatalities and serious injuries. Some HSIP funding is distributed through a competitive solicitation process conducted by MnDOT and TAB while other HSIP funding is distributed by MnDOT. The Highway Rail Grade Crossings & Rail Safety program is included in this category.
Miscellaneous Federal Funding Programs	Less frequently used programs including Bridge Replacement Off-System (BROS) and Federal Land Access Program (FLAP).
Federal Transit Funding	Project Selection Process Followed
Section 5307	Regional Transit Capital Improvement Program (CIP) developed by Metropolitan Council with regional transit provider assistance
Section 5309	Selected and appropriated by Congress
Section 5310	MnDOT Office of Transit/Statewide Competitive Process
Section 5311	MnDOT Office of Transit/Categorical Allocation
Section 5337 and 5339	Regional Transit Capital Improvement Program (CIP) developed by Metropolitan Council

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

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

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

Competitive Regional Solicitation Project Selection Process

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

Regional Solicitation Development

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

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

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

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

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

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

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

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

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

Examples of Qualifying Criteria

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

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

Examples of Prioritizing Criteria

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

Environmental Justice and Prioritizing Criteria

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

Regional Solicitation Selected Projects

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

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

Program Category	2023	2024	2025	2026	Total
Congestion Mitigation Air Quality (CMAQ)	\$24.9	20.2	37.6	0	82.7
Transportation Alternatives (TA)	\$21.2	23.6	9.2	8.4	62.4
Surface Transportation Program (STP)	\$42.6	47.3	68.5	76.9	235.3
Highway Safety Improvement Program (HSIP)	\$11.6	12.8	14.5	14.8	53.6
TOTALS	\$100.3	103.9	129.8	100.1	434.1

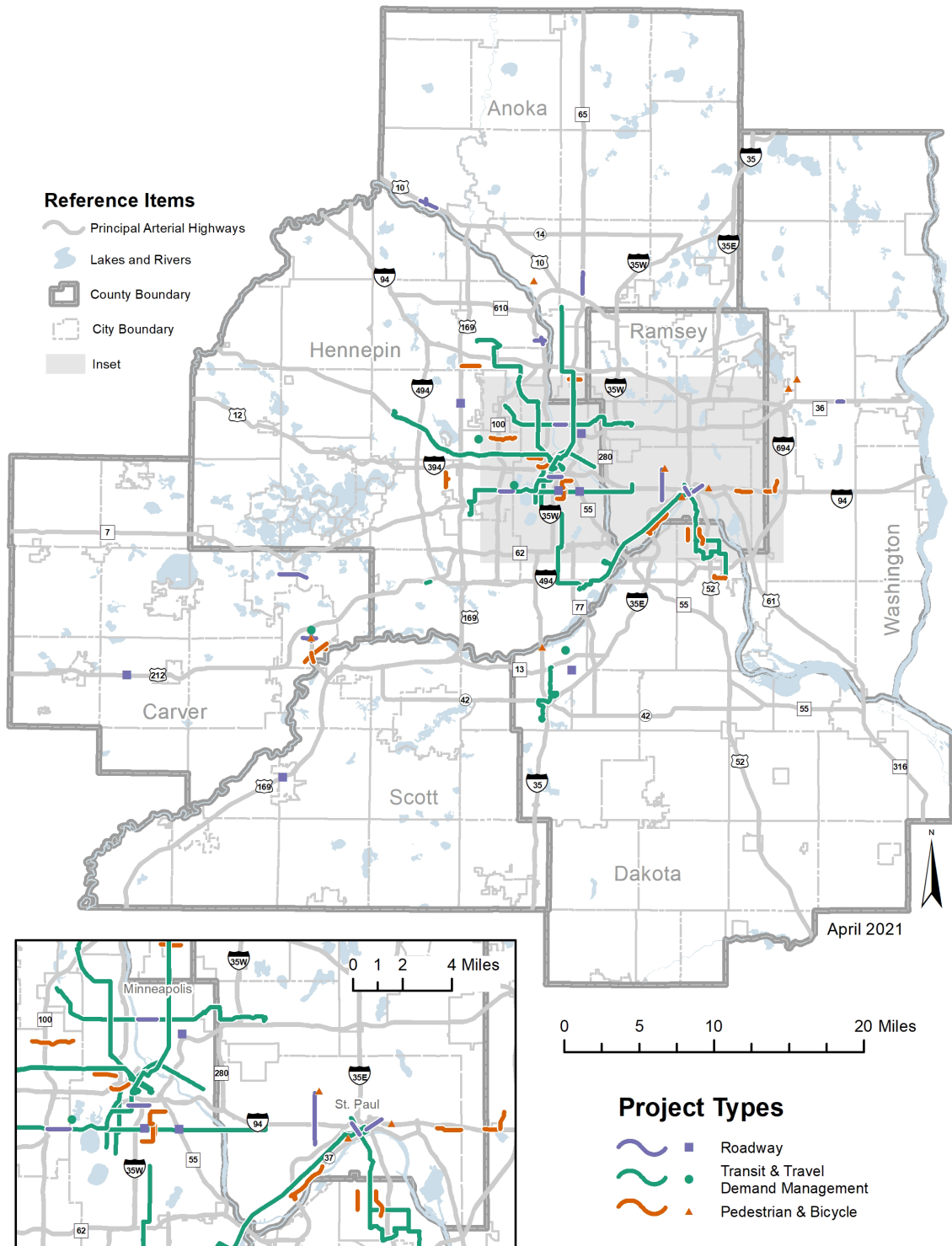


Figure 5: 2018 and 2020 Regional Solicitation Selected Projects

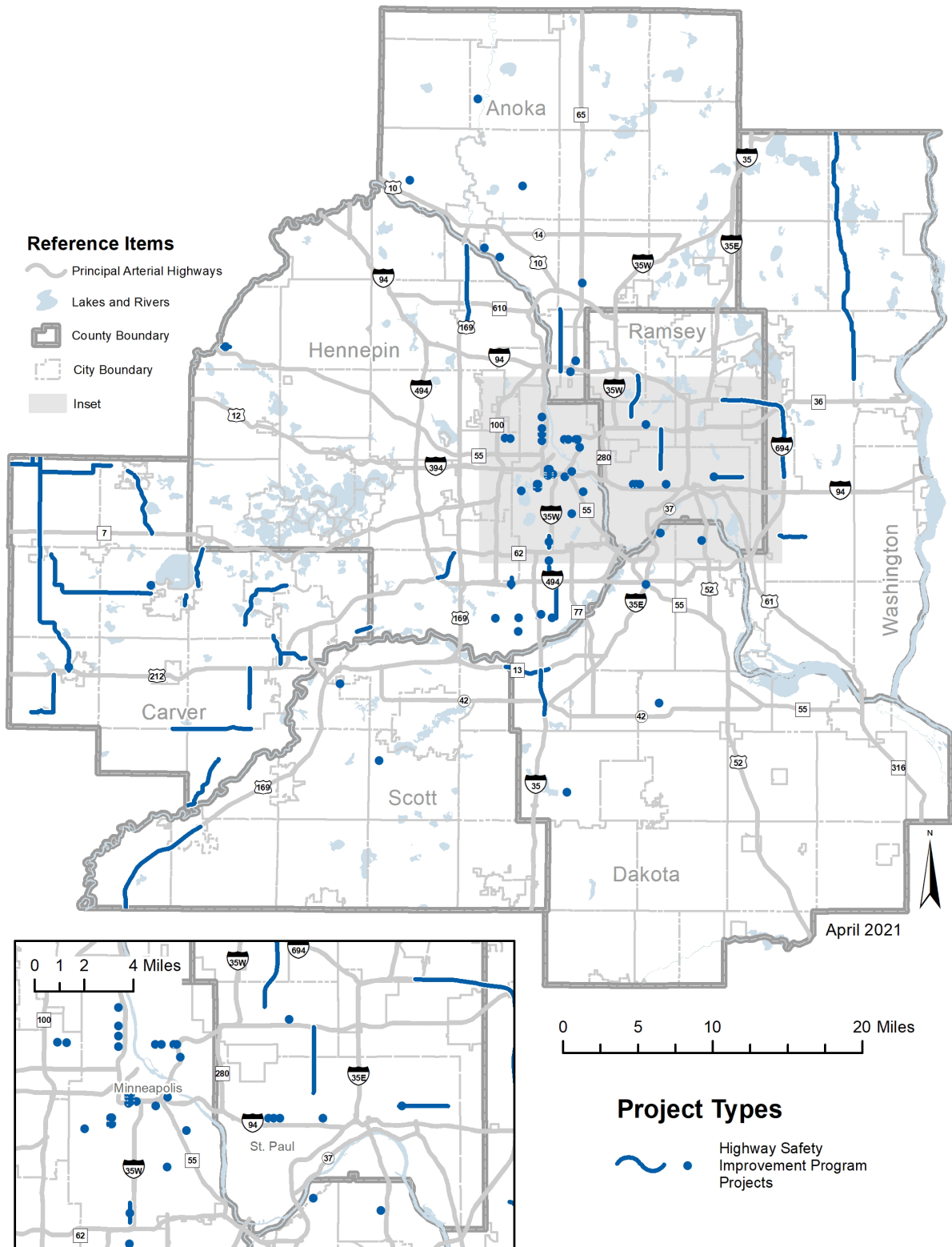


Figure 6: 2018 and 2020 HSIP Regional Solicitation Selected Projects

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

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

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

Transit Project Selection for Section 5309 Capital Investment Grants Program Funding

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

Transit Project Selection for Sections 5310 and 5311 Funding

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

Balance of Selected Projects with Available Financial Resources

The IJA requires that the region's TIP must be consistent with funds reasonably expected to be available. This is called fiscal constraint and means the projects recorded in the TIP cannot significantly exceed expected revenues.

For federal and state highway funding, the state and region have agreed on a process that ensures a balance exists between federal highway funding resources and expenditures as discussed at the beginning of Chapter 3. The highway project program costs identified in Table 18 for 2023 to 2026 closely match the funds available as shown in Table 14, and the highway project program costs identified in Table 19 for State Fiscal Year 2023 closely match the funds available as shown in Table 14. Anticipated highway revenues balance with expenditures and demonstrate fiscal constraint.

For federal, state, and regional transit funding, federal guidance requires transit funds match the approved project costs in the TIP. The projects funded with federal transit and local matching funds for 2023 have a total value of approximately \$416 million (Table 15).

State Highways and Local Transportation Operations and Maintenance

MnDOT and metro area cities and counties are able to fund the maintenance and operations of the region's highway system over the course of the 2023-2026 TIP. The 2040 TPP forecasts \$10 billion in spending for preservation of existing state highway assets and \$26 billion for local roadway capital expenditures from 2015 to 2040. The TPP's increased revenue scenario shows an additional unfunded state highway need of \$3-5 billion during this time frame.

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

Source	Total	Federal	State	Other (+ Bonds)	AC**
CMAQ	106.5	82.7	0	23.8	0
TAP	113.9	65.9	0.2	47.8	6.9
STP	711.4	366.3	24.1	320.9	28.8
NHPP	1080.3	780.9	102.2	197.2	123.9
NHFP	62.2	53.8	0.8	7.6	31.6
HPP	0	0	0	0	0
100% State Funded (MN)	394.7	0	390.9	3.8	0
HSIP	109.7	85.3	3.4	21.0	4.9
Bond Proj with no Fed \$\$	137.0	0	0	137.0	0
Misc Fed	172.3	160.9	1.8	9.6	3.7
Wisconsin Projects	0	0	0	0	0
TOTAL	2888.0	1595.8	523.4	768.7	199.8

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

Source	Total	Federal	State	Other (+ Bonds)	AC**
CMAQ	32.2	24.9	0.0	7.4	0.0
TAP	46.7	22.0	0.2	24.5	6.9
STP	221.0	71.1	5.9	144.0	18.3
NHPP	473.5	257.1	26.4	190.1	65.3
NHFP	6.2	4.2	0.8	1.2	24.1
HPP	0	0	0	0	0
100% State Funded (MN)	125.1	0	120.4	4.8	0
HSIP	37.0	22.6	1.2	13.2	4.9
Bond Proj with no Fed \$\$	16	0	0	16.0	0
Misc Fed	141.2	136.7	0	4.5	0
Wisconsin Projects	0	0	0	0	0
TOTAL	1098.9	538.6	154.9	405.7	119.5

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

Consistency with the Regional Transportation Plan and Priorities

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

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

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

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

Plan Implementation Progress

Status of Major Projects

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

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

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

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

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

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

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

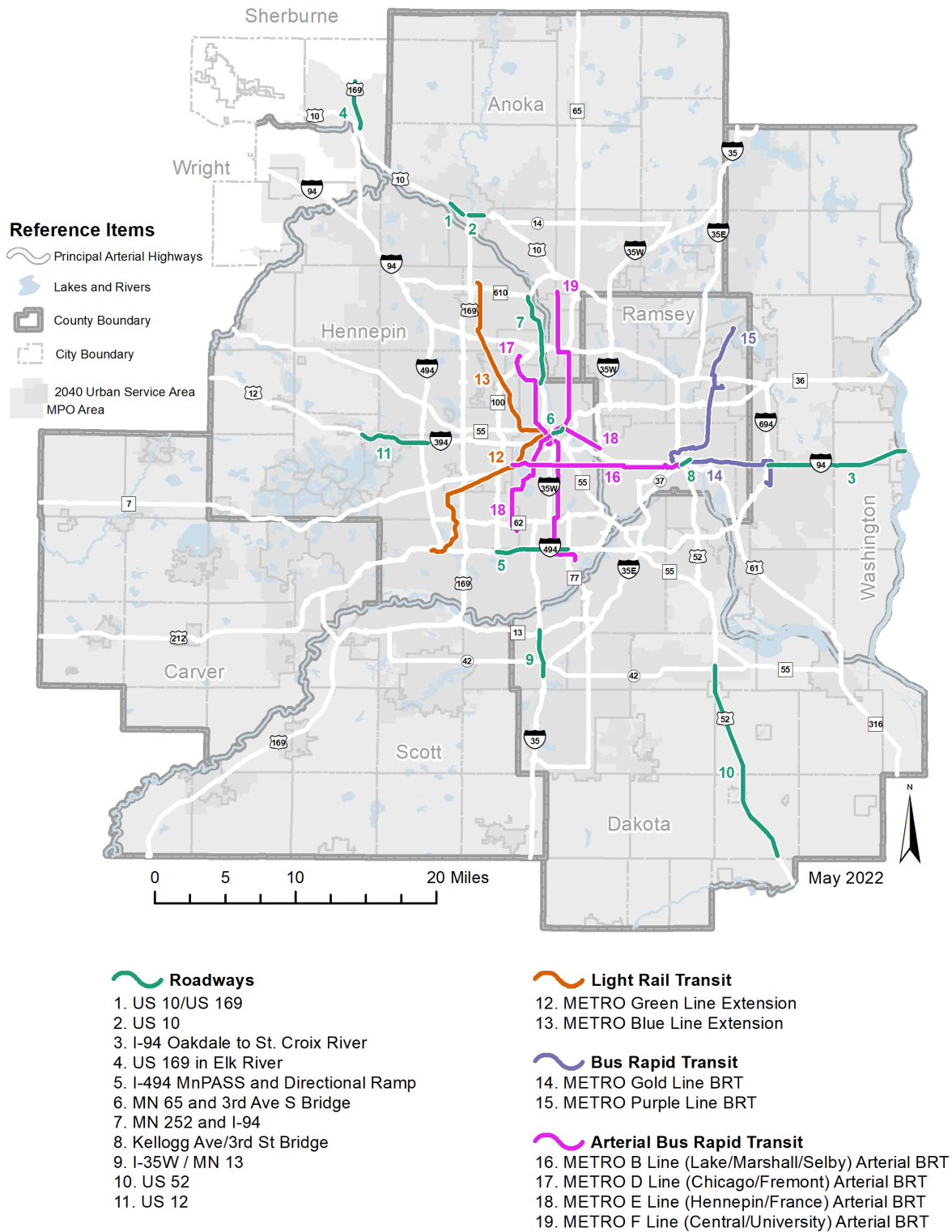


Figure 7: Major Projects Shown in Tables 20 and 21

Table 20: Status of Major Highway Projects

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

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

Table 21: Status of Major Transit Capital Projects

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

Appendix A

Detailed Project Description by Funding Category

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Key to Tables

The tables are broken into the various "most likely" funding categories and are sorted by: Local/MnDOT, Agency, Trunk Highway, and State Project Number. The description of each column is shown below.

Yr	The state fiscal year the project is scheduled to be let.																														
PRT	Inclusion in the Regional Solicitation or the major project this project is a part of - see attached list.																														
Route	The highway the project is located on. A "999" means multiple routes or a location has yet to be determined.																														
Proj Num	The TIP project number.																														
Prog	MnDOT Program categories																														
	<table border="0"> <tr> <td>AM: Municipal Agreement</td> <td>B3: FTA Capital Program - Sec 5309</td> </tr> <tr> <td>B9: FTA Urbanized Area Formula – Section 5307</td> <td>BI: Bridge Improvement and Repair</td> </tr> <tr> <td>BR: Bridge Replacement</td> <td>BT: Bike Trail</td> </tr> <tr> <td>CA: Consultant Agreement</td> <td>CF: Clean Fuels – Section 5308</td> </tr> <tr> <td>DR: Drainage</td> <td>EN: Enhancement</td> </tr> <tr> <td>GR: State of Good Repair</td> <td>LP: Local Partnership</td> </tr> <tr> <td>MA: Miscellaneous Agreement</td> <td>MC: Major Construction</td> </tr> <tr> <td>NB: FTA Elderly & Persons w/ Disabilities – Sec 5310</td> <td>NO: Noise Walls</td> </tr> <tr> <td>PL: Planning</td> <td>PM: Preventive Maintenance</td> </tr> <tr> <td>RB: Rest Area/Beautification</td> <td>RC: Reconstruction</td> </tr> <tr> <td>RD: Reconditioning</td> <td>RS: Resurfacing</td> </tr> <tr> <td>RW: Right of Way Acquisition</td> <td>SC: Safety Improvements</td> </tr> <tr> <td>RX: Road Repair (Bridge-Road Construction (BARC))</td> <td></td> </tr> <tr> <td>SH: Highway Safety Improvement Program</td> <td>TM: Traffic Management</td> </tr> <tr> <td>SR: Safety, Rail</td> <td>TR: Transit</td> </tr> </table>	AM: Municipal Agreement	B3: FTA Capital Program - Sec 5309	B9: FTA Urbanized Area Formula – Section 5307	BI: Bridge Improvement and Repair	BR: Bridge Replacement	BT: Bike Trail	CA: Consultant Agreement	CF: Clean Fuels – Section 5308	DR: Drainage	EN: Enhancement	GR: State of Good Repair	LP: Local Partnership	MA: Miscellaneous Agreement	MC: Major Construction	NB: FTA Elderly & Persons w/ Disabilities – Sec 5310	NO: Noise Walls	PL: Planning	PM: Preventive Maintenance	RB: Rest Area/Beautification	RC: Reconstruction	RD: Reconditioning	RS: Resurfacing	RW: Right of Way Acquisition	SC: Safety Improvements	RX: Road Repair (Bridge-Road Construction (BARC))		SH: Highway Safety Improvement Program	TM: Traffic Management	SR: Safety, Rail	TR: Transit
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SH: Highway Safety Improvement Program	TM: Traffic Management																														
SR: Safety, Rail	TR: Transit																														
Description	The location and work to be accomplished by the project.																														
Project Total	Total estimated cost of project.																														
FHWA \$ or FTA \$	Federal funding for the project.																														
DEMO \$	Total federal demonstration funding for the project.																														
AC \$	Funding to be reimbursed in a future program year.																														
State \$	MnDOT state funding for the project.																														
Other \$	Total contribution from the local agency involved in the project.																														
Agency	The agency with jurisdiction over the project.																														
AQ	TIP air quality category. See Appendix B for description of codes.																														

MnDOT Metro District Construction Projects

2023-2026 Parent Projects (PRT)

Parent Number	Highway	Location	Description	Expansion	Lanes Before	Lanes After
1	I-35W	46 th St. to I-94	Reconstruct, managed lane, Lake St, etc.	Yes	Varies	Varies
2	US 52	CR 86 to CSAH 42	Resurface road, bridge repairs	No	4	4
3	I-494	East Bush Lake Road to MN77	Improve mobility, reconstruct I-35W/I-494 interchange, bridge replacements	Yes	Varies	Varies
4	I-94	MN 120 to St. Croix River	Resurface road and improvements	No	6	6

Any project with “RS” listed under the PRT column was funded through the Regional Solicitation. Any project with “HR” listed under the PRT column was funded through the Highway Safety Improvement Program (HSIP) Regional Solicitation.

Twin Cities Metropolitan Area
2023 - 2026 Transportation Improvement Program

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023	RS	999	164-030-016	TM	SMITH AVE (MN 149), ROBERT ST (MN 952A), PLATO BLVD (CSAH 40), CESAR CHAVEZ ST (MSAS 235), CONCORD ST (MN 156), WABASHA ST (MSAS 152)-UPGRADE TRAFFIC SIGNAL CONTROLLERS, INSTALL FIBER OPTIC INTERCONNECT, VIDEO CAMERAS, REVISE TRAFFIC SIGNALS	1,332,000	1,065,600	0	0	266,400	SAINT PAUL	S7
2023	RS	MN 156	6219-07QAC	SC	**AC**: MN 156, AT US52 IN ST PAUL - REPLACE TRAFFIC SIGNALS (ASSOCIATED TO 164-235-024 AND 6219-07) (AC PAYBACK 1 OF 1)	350,000	350,000	0	0	0	MNDOT	E2
2023	RS	MSAS 235	164-235-024AC	SC	**AC**: CONCORD ST (MSAS 235) AT US 52 IN ST PAUL-REPLACE TRAFFIC SIGNALS (ASSOCIATED TO 6219-07 AND 6219-07Q) (AC PAYBACK 1 OF 1)	50,000	50,000	0	0	0	SAINT PAUL	E2
2023	RS	N/A	TRS-TCMT-23C	TM	CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN RE	4,375,000	3,500,000	0	0	875,000	MET COUNCIL MT	AQ1
2023	RS	Transit	TRS-TCMT-21A	TR	**PRS**: PURCHASE 9 EXPANSION 60-FOOT ARTICULATED BUSES, LARGER VEHICLE DOORS, AND TECHNOLOGY IMPROVEMENTS FOR HENNEPIN AVE CORRIDOR	8,750,000	7,000,000	0	0	1,750,000	MET COUNCIL MT	A30
2023	RS	Transit	TRS-TCMT-23A	TR	PURCHASE THREE DIESEL BUSES AND UPGRADE STATIONS (WIDEN SIDEWALKS, ADD IMPROVED SHELTERS, INFORMATION, SECURITY, AND FURNISHINGS) ON ROUTE 6 IN MPLS	8,750,000	6,000,000	0	0	2,750,000	MET COUNCIL MT	T10
2023	RS	Transit	TRS-TCMT-23B	TR	**PRS**: OPERATE TRANSIT SERVICE IMPROVEMENT ON HENNEPIN AVE, LYNDAL AVE, 31ST ST, AND BRYANT AVE IN MPLS	2,613,518	2,090,814	0	0	522,704	MET COUNCIL MT	A30
2023	RS	Transit	TRS-TCMT-23D	TR	REPLACE FAREBOXES FOR REGIONAL BUS FLEET	5,997,226	4,797,781	0	0	1,199,445	MET COUNCIL MT	T5

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

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

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

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

Twin Cities Metropolitan Area
2023 - 2026 Transportation Improvement Program

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023	RS	CSAH 36	027-636-012	BT	**AC**: UNIVERSITY AVE SE (CSAH 36) AND 4TH ST SE (CSAH 37) BIKEWAY FROM I35W BRIDGE TO OAK ST IN MPLS- BIKEWAY ENHANCEMENTS, PAVEMENT MARKINGS, TRANSIT STOP REVISIONS, INTERSECTION CROSSING IMPROVEMENTS, ADA, SIGNAL MODIFICATIONS (AC PROJECT, PAYBACK IN F	10,341,158	0	5,500,000	0	4,841,158	HENNEPIN COUNTY	AQ2
2023	RS	CSAH 38	082-638-015	BT	CSAH 38 (21ST ST AND 7TH AVE) FROM 21ST ST TO OVERPASS AT 20TH ST IN NEWPORT-CONSTRUCT SIDEWALK AND PEDESTRIAN/BICYCLE TRAIL	633,600	460,800	0	0	172,800	WASHINGTON COUNTY	AQ2
2023	RS	CSAH 52	027-652-042	BT	CSAH 52 (HENNEPIN AVE AND 1ST AVE) FROM MAIN ST SE (CSAH 23) TO 8TH ST SE (MSAS 231) IN MPLS-BIKEWAY, ADA, TRAFFIC SIGNALS, INTERSECTION CROSSING IMPROVEMENTS, TRAIL, MILL AND OVERLAY, BRT PLATFORMS, LIGHTING (ASSOCIATE TO 2710-57)	10,985,000	5,500,000	0	0	5,485,000	HENNEPIN COUNTY	S10
2023	RS	CSAH 73	173-090-001	BT	**AC**: CSAH 73 (OAKDALE AVE) FROM BUTLER AVE E TO WENTWORTH AVE E AND CR 6 (THOMPSON AVE) FROM S ROBERT ST TO WATERLOO AVE IN WEST ST PAUL - CONSTRUCT MULTI-USE TRAIL AND SIDEWALK (ASSOCIATE TO 019-673-011) (AC PROJECT, PAYBACK IN FY24)	3,874,600	907,095	878,505	0	2,089,000	WEST SAINT PAUL	AQ2
2023	1	I 35W	2782-357	RB	I35W, FROM 26TH TO 31ST ST IN MPLS - LANDSCAPING (TRANSPORTATION ENHANCEMENT, TE, FUNDED)	500,000	400,000	0	100,000	0	MNDOT	NC
2023	1	I 35W	2782-360	RB	I35W, FROM PARK AVE TO E 26TH ST IN MPLS - LANDSCAPING (TRANSPORTATION ENHANCEMENT, TE, FUNDED)	500,000	400,000	0	100,000	0	MNDOT	E2
2023	RS	Local	019-060-005	EN	MISSISSIPPI RIVER GREENWAY BETWEEN MN55 AND SPRING LAKE ACCESS RD IN ROSEMOUNT- CONSTRUCT PED/BIKE TRAIL, BR #19J57, ROADWAY RECONSTRUCTION AND RESURFACING (ASSOCIATED TO 019-090-020)	3,750,000	400,000	0	0	3,350,000	DAKOTA COUNTY	AQ2
2023	RS	Local	019-090-023	BT	**AC**: NORTH CREEK GREENWAY FROM 173RD ST IN LAKEVILLE TO 189TH ST IN FARMINGTON-CONSTRUCT MULTI-PURPOSE TRAIL AND TWO PED BRIDGES, BR #R9011, R0912 (AC PROJECT, PAYBACK IN FY26)	2,300,000	0	480,000	0	1,820,000	DAKOTA COUNTY	AQ2

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023	RS	Local	019-090-024	BT	MINNESOTA RIVER GREENWAY FROM MN 77 (CEDAR AVE) TO RR CORRIDOR WEST OF CSAH 26 (LONE OAK RD) IN EAGAN-CONSTRUCT MULTI-USE TRAIL, BRIDGE REHAB BR #R0888 AND CONSTRUCT BOARDWALK, BR #S R0889, R0890, R0891, R0892, R0893, R0894, R0895 AND ARCHEOLOGICAL INVEST	6,269,907	3,508,000	0	0	2,761,907	DAKOTA COUNTY	AQ2
2023	RS	Local	027-090-026	BT	MIDTOWN GREENWAY BETWEEN GARFIELD AVE AND HARRIET AVE IN MPLS - CONSTRUCT MULTI-USE TRAIL, RETAINING WALLS, ADA	1,600,000	1,120,000	0	0	480,000	HENNEPIN COUNTY	AQ2
2023	RS	Local	107-591-006	BT	WEST 102ND ST AT OLSON ELEMENTARY-MIDDLE SCHOOLS IN BLOOMINGTON-ROADWAY, DRIVEWAY AND SIDEWALK MODIFICATIONS	414,950	301,782	0	0	113,168	BLOOMINGTON	AQ2
2023	RS	Local	164-090-017	BT	FISH HATCHERY TRAIL FROM BATTLE CREEK PARK ENTRANCE AT US 61 TO THE INTERSECTION OF FISH HATCHERY RD/WARNER RD IN ST PAUL-RECONSTRUCT PED/BIKE TRAIL	3,048,100	2,216,800	0	0	831,300	SAINT PAUL	AQ2
2023	RS	Local	164-591-004	BT	CASE AVE FROM WESTMINSTER TO ARCADE AND ARKWRIGHT FROM CAYUGA TO GATEWAY TRAIL IN ST PAUL-BRUCE VENTO ELEMENTARY SCHOOL PED/BIKE IMPROVEMENTS	1,158,476	842,528	0	0	315,948	SAINT PAUL	AQ2
2023	RS	Local	173-591-004	BT	BIDWELL ST FROM THOMPSON AVE TO BUTLER AVE IN WEST ST PAUL - CONSTRUCT SIDEWALK, ADA	848,000	640,000	0	0	208,000	WEST SAINT PAUL	AQ2
2023	RS	MSAS 158	164-158-026	BT	MSAS 158 (KELLOGG BLVD) FROM ST PETER ST TO JACKSON ST IN ST PAUL-INSTALL PROTECTED BICYCLE FACILITY, RECONSTRUCTION, SIGNALS	7,304,000	5,312,000	0	0	1,992,000	SAINT PAUL	AQ2
2024	RS	999	141-030-054	BT	EAST 24TH ST, CHICAGO AVE AND EAST 28TH ST IN MPLS - ADA, CURB EXTENSIONS, PEDESTRIAN REFUGE ISLANDS, RRFBS, TRAFFIC SIGNAL UPGRADES, CROSSWALKS	1,736,640	1,000,000	0	0	736,640	MINNEAPOLIS	AQ2
2024	RS	999	178-030-001	BT	RECONSTRUCTION OF 30 CURB RAMPS TO ADA STANDARDS AT 14 INTERSECTIONS IN INVER GROVE HEIGHTS	337,824	250,240	0	0	87,584	INVER GROVE HEIGHTS	AQ2
2024	RS	CSAH 12	082-612-025	BT	CSAH 12 (75TH ST N) FROM IDEAL AVENUE TO MAHTOMEDI MIDDLE SCHOOL IN GRANT - CONSTRUCT BIKE TRAIL	346,680	256,800	0	0	89,880	WASHINGTON COUNTY	AQ2
2024	RS	CSAH 40	027-640-008	BT	CSAH 40 (GLENWOOD AVE) FROM PENN AVE (CSAH 2) TO BRYANT AVE IN MPLS - PEDESTRIAN RAMPS AND ACCESSIBLE PEDESTRIAN SIGNALS	1,510,000	1,000,000	0	0	510,000	HENNEPIN COUNTY	AQ2

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2024	RS	CSAH 61	196-090-002	BT	CSAH 61 (CHASKA BLVD) IN CHASKA - CONSTRUCT CIRCLE THE BRICK MULTI-USE TRAIL CONNECTION	1,685,923	1,245,632	0	0	440,291	CHASKA	AQ2
2024	RS	CSAH 73	142-090-004	BT	CSAH 73 (HOPKINS CROSSROAD) FROM CEDAR LK RD TO WAYZATA BLVD IN MINNETONKA - CONSTRUCT TRAIL	3,192,264	2,364,700	0	0	827,564	MINNETONKA	AQ2
2024	RS	CSAH 73	173-090-001AC	BT	**AC**: CSAH 73 (OAKDALE AVE) FROM BUTLER AVE E TO WENTWORTH AVE E AND CR 6 (THOMPSON AVE) FROM S ROBERT ST TO WATERLOO AVE IN WEST ST PAUL - CONSTRUCT MULTI-USE TRAIL AND SIDEWALK (AC PAYBACK 1 OF 1)	878,505	878,505	0	0	0	WEST SAINT PAUL	AQ2
2024	RS	Local	110-090-004	BT	63RD AVE FROM MENDELSSOHN AVE TO W BROADWAY AVE IN BROOKLYN PARK - CONSTRUCT TRAIL AND SIDEWALK	1,004,400	744,000	0	0	260,400	BROOKLYN PARK	AQ2
2024	RS	Local	113-591-001	BT	49TH AVE FROM MADISON ST NE TO JOHNSON ST NE IN COLUMBIA HEIGHTS AND HILLTOP - PEDESTRIAN RAMPS, CROSSWALK MARKINGS, PAVEMENT REHABILITATION, AND NEW CROSSWALK	653,940	484,400	0	0	169,540	COLUMBIA HEIGHTS	AQ2
2024	RS	Local	114-090-002	BT	COON CREEK REGIONAL TRAIL OVER CSAH 1 (COON RAPIDS BLVD NW) NEAR AVOCET ST IN COON RAPIDS - CONSTRUCT NEW PED BRIDGE	5,130,000	2,400,000	0	0	2,730,000	COON RAPIDS	AQ2
2024	RS	Local	141-090-040	BT	ALONG DUNWOODY BLVD FROM LINDEN AVE TO N 12TH ST IN MPLS - CONSTRUCTION OF PROTECTED BIKEWAY AND MULTIUSE TRAIL	5,076,000	3,760,000	0	0	1,316,000	MINNEAPOLIS	AQ2
2024	RS	Local	141-591-015	BT	GREEN CENTRAL PARK ELEMENTARY SCHOOL PEDESTRIAN AND BICYCLE IMPROVEMENTS IN MPLS - CROSSING IMPROVEMENTS, ADA, TRAFFIC CALMING, APS, LIGHTING	2,150,280	1,000,000	0	0	1,150,280	MINNEAPOLIS	AQ2
2024	RS	Local	164-090-018	BT	SHEPARD RD FROM ELWAY ST TO RANDOLPH AVE AND WARNER RD FROM E OF SIBLEY ST TO W OF TH 61 IN ST PAUL - RECONSTRUCT PORTIONS OF BIKE/PED TRAIL	6,691,680	4,956,800	0	0	1,734,880	SAINT PAUL	AQ2
2024	RS	Local	219-591-001	BT	72ND ST FROM WARNER RD TO GLENMAR AND WARNER RD FROM O.H. ANDERSON ELEMENTARY SCHOOL TO BEVINS LANE IN MAHTOMEDI- SIDEWALK, MEDIAN, RRFB	453,037	335,583	0	0	117,454	MAHTOMEDI	AQ2
2024		Local	TRS-TCMT-24F	BT	CENTURY AVE TO GREENWAY AVE IN OAKDALE - CONSTRUCT MULTIUSE TRAIL	1,114,918	825,865	0	0	289,053	MET COUNCIL MT	AQ2
2024		Local	TRS-TCMT-24G	BT	MAPLE ST OVER I94 IN ST PAUL - REPLACEMENT OF PEDESTRIAN BRIDGE	5,246,640	1,000,000	0	0	4,246,640	MET TRANSIT	AQ2

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2024	RS	MN 41	196-591-001	BT	MN 41 (CHESTNUT ST) JUST NORTH OF CSAH 10 (ENGLER BLVD) IN CHASKA - CONSTRUCT PEDESTRIAN UNDERPASS	1,260,036	933,360	0	0	326,676	CHASKA	AQ2
2024	RS	MSAS 216	164-216-021	BT	BURNS AVE (MSAS 216) AND SUBURBAN AVE (MSAS 290) FROM WHITE BEAR AVE TO MCKNIGHT RD IN ST PAUL - CONSTRUCT SIDEWALK AND ADA	1,350,000	1,000,000	0	0	350,000	SAINT PAUL	AQ2
2024	RS	MSAS 236	185-236-003	BT	MULTI-USE TRAIL ALONG W SIDE OF GREENWAY AVE N (MSAS 236) FROM HUDSON BLVD TO 7TH ST N IN OAKDALE - CONSTRUCT SIDEWALK AND PEDESTRIAN RAMPS	540,000	400,000	0	0	140,000	OAKDALE	AQ2
2024	RS	MSAS 291	163-291-008AC	EN	**AC**: MSAS 291 (BELTLINE BLVD) FROM W 36TH ST TO PARK GLEN RD AND CSAH 25 TO MINNETONKA BLVD AND LYNN AVE FROM CSAH 25 TO MINNETONKA BLVD IN ST LOUIS PARK- CONSTRUCT PEDESTRIAN FACILITIES AND STREETSCAPING ELEMENTS (AC PAYBACK 1 OF 1)	560,000	560,000	0	0	0	SAINT LOUIS PARK	AQ2
2025	RS	CSAH 66	091-090-088	BT	CSAH 66 (GOLDEN VALLEY RD/DULUTH ST) FROM LILAC DR TO DOUGLAS DR AND REGENT AVE TO BONNIE LN IN GOLDEN VALLEY - CONSTRUCT TRAIL, RECONSTRUCT CURB AND ASSOCIATED STORM SEWER, REPLACE TRAFFIC SIGNALS	3,522,580	2,561,876	0	0	960,704	THREE RIVERS PARK DISTRICT	AQ2
2025	RS	Local	164-591-005	BT	CROSSROADS ELEMENTARY SCHOOL PEDESTRIAN IMPROVEMENTS FROM FRONT AVE AND DALE ST TO MACKUBIN ST AND JESSAMINE AVE IN ST PAUL - SIDEWALK AND ADA RAMPS	990,000	720,000	0	0	270,000	SAINT PAUL	AQ2
2025	RS	MSAS 158	164-090-019	BT	MSAS 158 (KELLOGG BLVD) CAPITAL CITY BIKEWAY FROM ST PETER ST TO 7TH ST IN ST PAUL - CONSTRUCT BITUMINOUS TRAIL, CONCRETE SIDEWALK, LIGHTING, TRAFFIC SIGNALS	7,639,235	5,500,000	0	0	2,139,235	SAINT PAUL	AQ2
2026	RS	CSAH 103	110-020-042	EN	CSAH 103 FROM 74TH AVE TO 93RD AVE IN BROOKLYN PARK-STREETSCAPING AND TRANSIT IMPROVEMENTS	4,514,329	1,000,000	0	0	3,514,329	BROOKLYN PARK	AQ2
2026	RS	CSAH 36	027-636-012AC	BT	**AC**: UNIVERSITY AVE SE (CSAH 36) AND 4TH ST SE (CSAH 37) BIKEWAY FROM I35W BRIDGE TO OAK ST IN MPLS- BIKEWAY ENHANCEMENTS, PAVEMENT MARKINGS, TRANSIT STOP REVISIONS, INTERSECTION CROSSING IMPROVEMENTS, ADA, SIGNAL MODIFICATIONS (AC PAYBACK 1 OF 1)	5,500,000	5,500,000	0	0	0	HENNEPIN COUNTY	AQ2

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2026	RS	Local	019-090-023AC	BT	**AC**: NORTH CREEK GREENWAY FROM 173RD ST IN LAKEVILLE TO 189TH ST IN FARMINGTON-CONSTRUCT MULTI-PURPOSE TRAIL AND TWO PED BRIDGES, BR #R9011, R0912 (AC PAYBACK 1 OF 1)	480,000	480,000	0	0	0	DAKOTA COUNTY	AQC
2026	RS	Local	109-090-002	EN	70TH AVE N FROM CAMDEN AVE N TO WEST RIVER RD IN BROOKLYN CENTER-CONSTRUCT 14-FOOT WIDE PEDESTRIAN/BICYCLE OVERPASS	2,616,130	1,902,640	0	0	713,490	BROOKLYN CENTER	AQ2
2026		Local	204-090-005	RT	CSAH 13 & CR 40, CONSTRUCT TRAIL GAP CONNECTIONS IN THE CITY OF ELK RIVER	1,037,915	830,332	0	0	207,583	Elk River	AQ2
Totals						120,746,747		6,858,505		47,788,504		
							65,899,738		200,000			

Twin Cities Metropolitan Area
2023 - 2026 Transportation Improvement Program

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023		999	8825-765	TM	METROWIDE - REPLACE DYNAMIC MESSAGE SIGNS AND CABLES	925,000	740,000	0	185,000	0	MNDOT	S7
2023	RS	CSAH 153	027-753-020	RC	CSAH 153 (LOWRY AVE NE) FROM 0.03 MILES WEST OF WASHINGTON ST NE (MSAS 203) TO 0.03 MILES EAST OF JOHNSON ST NE (MSAS 183) IN MPLS-RECONSTRUCT, SIDEWALK, PED/BIKE IMPROVEMENTS, STREETSCAPING, SIGNALS, ADA	14,000,000	7,000,000	0	0	7,000,000	HENNEPIN COUNTY	S10
2023	RS	CSAH 158	027-758-006	BR	CSAH 158 (VERNON AVE) FROM INTERLACHEN BLVD TO MN100 OVER CP RAILROAD IN EDINA-REPLACE BRIDGE #4510 (NEW BR #27C73), ROADWAY APPROACHES, RETAINING WALLS, NOISEWALLS, SIGNAL MODIFICATIONS, ADA (ASSOCIATE TO 2734-56)	13,400,000	7,000,000	0	0	6,400,000	HENNEPIN COUNTY	S19
2023	RS	CSAH 9	027-609-042	BR	**AC**: CSAH 9 OVER US 169 FROM 0.1 MILES WEST OF NATHAN LANE TO GETTYSBURG AVE IN PLYMOUTH/NEW HOPE - REPLACE BRIDGE #27551 (NEW BRIDGE #27416) AND RECONSTRUCT INTERCHANGE, RECONSTRUCT PAVEMENT, SIGNALS AND TRAILS (ASSOCIATE TO 2772-115) (AC PROJECT, PAY	8,610,000	0	6,888,000	0	1,722,000	HENNEPIN COUNTY	S10
2023		I 35E	6280-426	AM	I35E, PARALLEL TO I35E, REALIGN GATEWAY STATE TRAIL BETWEEN ARLINGTON AVE E AND MARYLAND AVE E IN ST PAUL	850,000	250,000	0	0	600,000	MNDOT	AQ2
2023		Local	2726-80AC4	BI	**AC**: STONE ARCH BRIDGE #27004 - HISTORIC BRIDGE OVER THE MISSISSIPPI RIVER IN MPLS - REPAIR PED/BIKE BRIDGE- PE WORK (AC PAYBACK 4 OF 4)	60,000	60,000	0	0	0	MNDOT	S19
2023		Local	TRS-TCMT-23E	BR	**PRS**: HELMO AVE IN OAKDALE AND BIELENBERG DRIVE IN WOODBURY-CONSTRUCT NEW BRIDGE 82875 OVER I94	6,050,000	4,400,000	0	0	1,650,000	MET COUNCIL MT	A30
2023	RS	MN 101	141-272-013	MC	37TH AVE NE (MSAS 101 AND 272) FROM STINSON BLVD (CSAH 27) TO CENTRAL AVE (MN65) IN MPLS, COLUMBIA HEIGHTS AND ST ANTHONY-RECONSTRUCT ROADWAY, SIGNALS, MULTIUSE TRAIL AND SIDEWALK	9,713,000	7,000,000	0	0	2,713,000	MINNEAPOLIS	S10
2023		MN 41	1008-96	RS	MN 41, FROM 0.23 MI N PIONEER TRAIL IN CHASKA TO MN5 (ARBORETUM BLVD) IN CHANHASSEN - MILL AND OVERLAY, SIGNAL REPLACEMENT, DRAINAGE, ADA	1,834,000	1,330,400	0	332,600	171,000	MNDOT	S10

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023		MN 5	6229-37	RS	MN 5, 0.3 MI E OF MENDOTA ST IN ST PAUL TO THE N JCT MN120 (CENTURY AVE) IN MAPLEWOOD - MILL AND OVERLAY, REPAIR/REPLACE DRAINAGE, ADA AND TRAVELER SAFETY IMPROVEMENTS AND ON MN 36 AT EDGERTON INTERCHANGE AND WHITE BEAR AVE INTERCHANGE IN MAPLEWOOD CONSTR	9,442,000	6,956,800	0	1,739,200	746,000	MNDOT	S10
2023		MN 55	2751-58	BR	**ELLE**: MN 55, BASSETT CREEK TUNNEL UNDER MN 55 IN MPLS - REMOVE REMAINDER OF BRIDGE 94277 TUNNEL (BRIDGE ALREADY REPLACED WITH NEW BRIDGE 27311), GRADING, BITUMINOUS SURFACING, DRAINAGE AND UTILITIES	2,574,064	1,374,918	0	303,730	895,416	MNDOT	NC
2023		MN 65	2710-57	AM	MN 65, CENTRAL AVE NE INTERSECTION WITH 5TH ST, HENNEPIN AVE, AND 1ST ST AND ON MN 47, UNIVERSITY AVE NE INTERSECTION WITH HENNEPIN AVE AND 1ST ST IN MPLS-BIKE FACILITY, SIGNAL AND ADA (ASSOCIATE TO 027-652-042)	1,820,000	1,456,000	0	364,000	0	MNDOT	AQ2
2023		MSAS 123	227-123-001	RC	**AC**: MSAS 123, FROM 43RD AVE TO 47TH ST NE IN ST MICHAEL, RECONSTRUCT (TIED PROJECT SAP 227-122-003) (PAYBACK IN 2026)	1,715,115	0	1,372,092	0	343,023	St Michael	S10
2023	RS	MSAS 143	189-143-001	MC	**PRS**: MSAS 143 (RUSH CREEK BLVD) FROM CSAH 30 (CR 30) TO MN 610 IN MAPLE GROVE-CONSTRUCT NEW FOUR-LANE DIVIDED HIGHWAY, NEW BRIDGE #27R09 AND 27W13 OVER I94, SIGNAL IMPROVEMENTS, SIDEWALK, MULTI-USE TRAIL (ASSOCIATE TO 2771-120 AND 2771-120N)	28,811,000	7,000,000	0	0	21,811,000	MAPLE GROVE	A30
2023	RS	MSAS 158	164-158-028	BR	MSAS 158 (KELLOGG/3RD ST) FROM BROADWAY ST TO 0.04 MI W OF MARIA AVE IN ST PAUL - REPLACE BRIDGE NOS. 62080 AND 62080A WITH NEW BRIDGE 62666 INCLUDING APPROACH ROADWAYS AND INTERSECTIONS	67,737,180	7,000,000	0	0	60,737,180	SAINT PAUL	S19
2023	RS	MSAS 425	141-425-008	MC	MSAS 425 (HENNEPIN AVE) FROM DOUGLAS AVE TO LAKE ST IN MPLS- RECONSTRUCT ROADWAY, SIDEWALK, TRAFFIC SIGNALS, STREETSCAPING, BUS RAPID TRANSIT STATIONS, AND BR 27599 MAINTENANCE	35,215,000	7,550,000	0	0	27,665,000	MINNEAPOLIS	S10

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023	RS	US 10	002-596-026	MC	**AC**PRs**: US 10 AT CSAH 56 (RAMSEY BLVD NW) IN RAMSEY - CONSTRUCT INTERCHANGE OVER US 10 AND BNSF RAILWAY, AND ADJACENT FRONTAGE ROADS (\$2.5M MATCH IS UNDER 0202-116A) (ASSOCIATE TO 002-596-026F, 002-596-026G, 0202-116, 0202-116A) (AC PROJECT, PAYBACK	21,500,000	0	10,000,000	0	11,500,000	ANOKA COUNTY	A30
2023		US 10	0202-116	MC	**PRs**: US 10 AT CSAH 56 (RAMSEY BLVD NW) AND CSAH 57 (SUNFISH LK BLVD NW) IN RAMSEY - CONSTRUCT INTERCHANGE OVER US 10 AND BNSF RAILWAY, AND ADJACENT FRONTAGE ROADS (ASSOCIATE TO 002-596-026, 002-596-026F, 002-596-026G, 0202-116A)	4,000,000	3,200,000	0	800,000	0	MNDOT	A30
2023		US 169	2772-115	BR	US 169, AT CSAH 9 (ROCKFORD RD/42ND AVE) FROM 0.1 MILES WEST OF NATHAN LANE TO GETTYSBURG AVE IN PLYMOUTH/NEW HOPE - REPLACE BRIDGE #27551 (NEW BR #27416) AND RECONSTRUCT INTERCHANGE, RECONSTRUCT PAVEMENT, SIGNALS AND TRAILS (ASSOCIATE TO 027-609-042)	10,169,000	8,135,200	0	2,033,800	0	MNDOT	S19
2023		US 169	7005-130	TM	**ITS**: US 169, FROM MN41 (CHESTNUT BLVD) TO CANTERBURY DOWNS BLVD AND ON MN41 (CHESTNUT BLVD) FROM US 169 TO MN RIVER IN SHAKOPEE- TRAFFIC MANAGEMENT SYSTEM (OTHER IS OPERATING FUNDS)	875,000	692,000	0	13,000	10,000	MNDOT	S7
2024		999	880M-PM-24	PM	DISTRICTWIDE SETASIDE - PREVENTIVE MAINTENANCE PROJECTS - 2024	7,400,000	6,025,080	0	1,374,920	0	MNDOT	NC
2024	RS	999	880M-STP-24	MC	METRO ATP SETASIDE FOR SURFACE TRANSPORTATION BLOCK GRANT PROGRAM PROJECTS YET TO BE SELECTED FOR FY 2024	8,746,378	6,997,102	0	0	1,749,276	MNDOT	NC
2024		999	8825-773	SC	DISTRICTWIDE - AT MN 110 AND US 52 (OAKHILL RD N), MN 95 (ST CROIX TRAIL N) AT WILLIAM O'BRIEN STATE PARK ENTRANCE, MN 95 (ST CROIX TRAIL N) AT MN 97 (SCANDIA TRAIL N) AND MN 610 AT MISSISSIPPI RIVER CROSSING - REPLACE LIGHTING	350,000	284,970	0	65,030	0	MNDOT	S18
2024		999	8825-820	TM	METROWIDE - REPLACE DYNAMIC MESSAGE SIGNS AND CABLES	925,000	753,135	0	171,865	0	MNDOT	S7

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2024	RS	CSAH 10	010-610-056	MC	**PRS**: CSAH 10 (ENGLER BLVD) AT MN 41 IN CHASKA - RECONSTRUCTION OF CSAH 10 TO FOUR-LANE DIVIDED SECTION WITH ROUNDABOUTS AT BAVARIA RD AND PARK RIDGE DR AND RECONSTRUCTION OF MN 41 WITH TURN LANE IMPROVEMENTS (ASSOCIATE TO 1008-106)	9,216,960	7,000,000	0	0	2,216,960	CARVER COUNTY	A30
2024	RS	CSAH 11	019-611-013	SC	CSAH 11 AND BURNSVILLE PARKWAY IN BURNSVILLE - CONSTRUCT ROUNDABOUT AND MULTI USE TRAIL	1,890,000	1,400,000	0	0	490,000	DAKOTA COUNTY	E3
2024		CSAH 13	071-613-012AC	MC	**AC**: SHERBURNE CSAH 13, LINE AVE TO TYLER ST IN ELK RIVER, CONSTRUCT ROUND-A-BOUT (AC PAYBACK 1 OF 1)(ASSOCIATED SP 204-020-007)	1,031,000	1,031,000	0	0	0	SHERBURNE COUNTY	E3
2024	RS	CSAH 5	027-605-033	RC	CSAH 5 (MINNETONKA BLVD) FROM THE MN 100 NB RAMPS TO FRANCE AVE IN ST LOUIS PARK - RECONSTRUCTION, SIGNAL UPGRADES, ADA, APS, STREETScape, BIKE/PED IMPROVEMENTS	13,425,000	7,000,000	0	0	6,425,000	HENNEPIN COUNTY	S10
2024	RS	CSAH 9	027-609-042AC	BR	**AC**: CSAH 9 OVER US 169 FROM 0.1 MILES WEST OF NATHAN LANE TO GETTYSBURG AVE IN PLYMOUTH/NEW HOPE - REPLACE BRIDGE #27551 (NEW BRIDGE #27416) AND RECONSTRUCT INTERCHANGE, RECONSTRUCT PAVEMENT, SIGNALS AND TRAILS (ASSOCIATE TO 2772-115) (AC PAYBACK 1 OF	6,888,000	6,888,000	0	0	0	HENNEPIN COUNTY	S10
2024	RS	CSAH 9	070-609-010	MC	**AC**PRS**: CSAH 9 (QUAKER AVE), MN 282 (2ND ST W), AND US 169 (JOHNSON MEMORIAL DR) IN JORDAN - CONSTRUCT INTERCHANGE (ASSOCIATE TO 070-609-010R) (AC PROJECT, PAYBACK IN FY25)	16,400,000	0	7,000,000	0	9,400,000	SCOTT COUNTY	A30
2024		Local	2726-81	BI	STONE ARCH BRIDGE OVER MISSISSIPPI RIVER IN MPLS - REPAIR PED/BIKE BRIDGE 27004 (AMOUNT IN OTHER IS MRSI FUNDS; \$1.39M OF FEDERAL IS SOFT MATCH)	13,200,000	11,950,000	0	0	1,250,000	MNDOT	AQ2
2024		Local	7101-66	LP	US 10, RECONSTRUCT YALE COURT NW & TWIN LAKES RD TO INTERSECTION WITH US 10 IN ELK RIVER (ASSOCIATED TO 204-133-005, 204-143-001)	6,240,000	2,000,000	0	1,000,000	3,240,000	SHERBURNE COUNTY	S10
2024		MN 101	2736-46	RS	MN 101 (W 192ND AVE), FROM MN 5 (W 78TH ST) TO TOWNLINE RD IN CHANHASSEN/EDEN PRAIRIE - MILL AND OVERLAY, DRAINAGE AND ADA IMPROVEMENTS	1,799,000	1,464,746	0	334,254	0	MNDOT	S10

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2024		MN 51	6215-114	RS	MN 51 (SNELLING AVE), FROM GRAND AVE TO ST CLAIR AVE IN ST PAUL - BITUMINOUS MILL AND OVERLAY AND ADA IMPROVEMENTS	1,760,000	1,245,726	0	284,274	230,000	MNDOT	S10
2024	RS	MN 65	106-010-020	MC	**PRS**: MN 65 (CENTRAL AVE NE) AT 99TH AVE IN BLAINE-GRADE SEPARATION, IMPROVE FRONTAGE ROAD CONFIGURATIONS	32,184,000	10,000,000	0	0	22,184,000	BLAINE	A30
2024	RS	MSAS 108	157-108-035AC2	RC	**AC**PRS**: MSAS 108 (77TH ST) FROM BLOOMINGTON AVE TO LONGFELLOW AVE IN RICHFIELD-CONSTRUCT 77TH ST EXTENSION UNDER MN 77, CONSTRUCT MN 77 BRIDGE OVER 77TH ST, AND RECONSTRUCT MN 77 RAMPS (AC PAYBACK 2 OF 2)	4,200,000	4,200,000	0	0	0	RICHFIELD	A30
2024	RS	MSAS 158	164-158-025AC	BR	**AC**: MSAS 158, FROM W 7TH ST TO MARKET ST IN ST PAUL - RECONSTRUCT BRIDGE #90378, RETAINING WALLS, AND APPROACH ROADWAYS, AND SIGNAL REPLACEMENTS (AC PAYBACK 1 OF 1)	3,784,000	3,784,000	0	0	0	SAINT PAUL	S10
2024		N/A	TRS-TCMT-24E	PL	METROWIDE: REGIONAL TRAVEL BEHAVIOR INVENTORY AND REGIONAL MODEL DEVELOPMENT. HOUSEHOLD TRAVEL SURVEY, TRANSIT ON BOARD SURVEYS, SPECIAL GENERATOR SURVEY, DATA PURCHASE, REGIONAL MODEL DEVELOPMENT AND UPDATE (TRANSFER TO FTA)	1,466,000	733,000	0	0	733,000	MET COUNCIL	O1
2024	RS	US 212	010-596-013	SC	**AC**: US 212 AT CSAH 51 (CR 51) IN BENTON TOWNSHIP-CONSTRUCTION OF A REDUCED CONFLICT INTERSECTION (ASSOCIATE TO 010-596-013F AND 1013-77) (AC PROJECT, PAYBACK IN FY25)	9,089,300	0	3,500,000	0	5,589,300	CARVER COUNTY	E1
2024		US 61	6221-107P	RS	US 61 (ARCADE ST), FROM E 7TH ST TO 0.2 MI S ROSELAWN AVE IN MAPLEWOOD AND ON MN5 FROM E END BRIDGE 62703 TO MINNEHAHA AVE IN ST PAUL - BITUMINOUS MILL AND OVERLAY, DRAINAGE, PEDESTRIAN/ADA IMPROVEMENTS (ASSOCIATE TO 6221-107)	11,935,000	8,427,200	0	2,106,800	1,401,000	MNDOT	S10
2025		999	880M-PM-25	PM	DISTRICTWIDE SETASIDE - PREVENTIVE MAINTENANCE - 2025	5,000,000	4,071,000	0	929,000	0	MNDOT	NC
2025		999	8825-710	TM	METROWIDE - REPLACE DYNAMIC MESSAGE SIGNS	925,000	753,135	0	171,865	0	MNDOT	S7

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2025	RS	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	A30
2025	RS	CSAH 153	027-753-021	RC	CSAH 153 (LOWRY AVE NE) FROM 0.05 MILES WEST OF CSAH 23 (MARSHALL ST NE) TO 0.03 MILES WEST OF WASHINGTON ST NE (CSAH 152) IN MPLS - RECONSTRUCTION, SIGNAL UPGRADES, ADA, APS, STREETScape, BIKE/PED IMPROVEMENTS	11,300,000	7,000,000	0	0	4,300,000	HENNEPIN COUNTY	S10
2025	RS	CSAH 17	082-596-008	MC	**PRS**: CSAH 17 (LAKE ELMO AVE) AT TH 36 IN GRANT AND LAKE ELMO- CONSTRUCT INTERCHANGE	38,206,443	10,000,000	0	0	28,206,443	WASHINGTON COUNTY	A30
2025		CSAH 36	086-636-009	MC	RECONSTRUCT WRIGHT CSAH 36 FROM I-94 WB OFF RAMP TO PALMGREN LANE NE	3,000,000	2,000,000	0	0	1,000,000	WRIGHT COUNTY	S10
2025	RS	CSAH 5	027-605-032	RC	CSAH 5 (FRANKLIN AVE) FROM 0.05 MILES WEST OF BLAISDELL AVE TO 0.03 MILES WEST OF CHICAGO AVE, EXCLUDING I35W BRIDGE IN MPLS - RECONSTRUCTION, SIGNAL UPGRADES, ADA, APS, STREETScape, BIKE/PED IMPROVEMENTS	15,160,200	7,000,000	0	0	8,160,200	HENNEPIN COUNTY	S10
2025	RS	CSAH 9	070-609-010AC	MC	**AC**PRS**: CSAH 9 (QUAKER AVE), MN 282 (2ND ST W), AND US 169 (JOHNSON MEMORIAL DR) IN JORDAN - CONSTRUCT INTERCHANGE (AC PAYBACK 1 OF 1)	7,000,000	7,000,000	0	0	0	SCOTT COUNTY	A30
2025		I 35	7080-56	TM	**ITS**: I35, FROM CR 46/162ND ST IN LAKEVILLE TO 260TH ST IN NEW MARKET-TRAFFIC MANAGEMENT SYSTEM	1,000,000	900,000	0	0	0	MNDOT	S7
2025		MN 121	2728-52	RS	MN 121, FROM 0.5 MI N OF I35W (PED BRIDGE OVER LYNDALE) TO W 58TH ST IN MPLS - BITUMINOUS MILL AND OVERLAY, SIGNALS, DRAINAGE AND ADA	1,540,000	1,007,980	0	230,020	302,000	MNDOT	S10
2025	RS	MN 3	164-010-081	RC	MN3 (ROBERT STREET), FROM I94 BRIDGE APPROACH PANEL TO THE MISSISSIPPI RIVER BRIDGE APPROACH PANEL IN ST PAUL - RECONSTRUCT ROADWAY, ADA, LANDSCAPING, DRAINAGE, INSTALL SIGNALS, LIGHTING (ASSOCIATE TO 6217-51)	8,750,000	7,000,000	0	0	1,750,000	SAINT PAUL	S10

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2025		MN 3	6217-51	AM	MN 3, ROBERT ST FROM MISSISSIPPI RIVER BRIDGE TO E 11TH ST IN ST PAUL - JURISDICTIONAL TRANSFER TO ST PAUL (\$5.32M IS JURISDICTIONAL TRANSFER TARGET) (ASSOCIATE TO 164-010-081)	14,610,000	11,895,462	0	2,714,538	0	MNDOT	NC
2025		MN 47	0205-110	DR	MN 47 (UNIVERSITY AVE), FROM 37TH AVE IN COLUMBIA HEIGHTS TO US10 IN COON RAPIDS - REPAIR/REPLACE DRAINAGE (ASSOCIATE TO 0205-110S) (TIE TO 0207-125)	416,000	338,707	0	77,293	0	MNDOT	NC
2025		MN 47	0206-67	RS	MN47 (UNIVERSITY AVE), FROM CREE ST TO ANOKA/ISANTI COUNTY LINE IN ST FRANCIS - MILL AND OVERLAY AND ADA	2,662,000	2,167,400	0	494,600	0	MNDOT	S10
2025	RS	MN 5	010-596-014	MC	**PRS**: MN 5 (ARBORETUM BLVD) FROM PARK DR TO ARBORETUM DR IN VICTORIA AND CHANHASSEN-TWO-LANE TO FOUR-LANE CONVERSION, SIGNALS, MEDIAN CHANNELIZATION, BIKE TRAILS, ADA, PED UNDERPASS	14,784,000	10,000,000	0	0	4,784,000	CARVER COUNTY	A30
2025		MN 913A	1901-195	RS	MN 913A (SIBLEY MEMORIAL HWY) FROM JCT MN 13 TO JCT MN 13 IN MENDOTA HEIGHTS - MILL AND OVERLAY AND DRAINAGE	2,291,000	1,865,332	0	425,668	0	MNDOT	S10
2025		MN 97	8201-21	RS	MN 97 (SCANDIA TRAIL N), FROM 0.24 MI E I35 TO US61 (FOREST BLVD N) IN FOREST LAKE - RECONSTRUCT PAVEMENT, TURN LANES, LIGHTING, TRAIL (ASSOCIATE TO 8201-21S)	8,353,000	6,688,653	0	1,526,347	138,000	MNDOT	S10
2025	RS	US 10	002-596-026AC	MC	**AC**PRS**: US 10 AT CSAH 56 (RAMSEY BLVD NW) IN RAMSEY - CONSTRUCT INTERCHANGE OVER US 10 AND BNSF RAILWAY, AND ADJACENT FRONTAGE ROADS (AC PAYBACK 1 OF1)	10,000,000	10,000,000	0	0	0	ANOKA COUNTY	A30
2025	RS	US 212	010-596-013AC	SC	**AC**: US 212 AT CSAH 51 (CR 51) IN BENTON TOWNSHIP-CONSTRUCTION OF A REDUCED CONFLICT INTERSECTION (AC PAYBACK 1 OF 1)	3,500,000	3,500,000	0	0	0	CARVER COUNTY	E1
2026		999	880M-PM-26	PM	DISTRICTWIDE SETASIDE - PREVENTIVE MAINTENANCE - 2026	5,000,000	4,071,000	0	929,000	0	MNDOT	NC
2026	RS	999	880M-STP-26	MC	METRO ATP SETASIDE FOR SURFACE TRANSPORTATION BLOCK GRANT PROGRAM PROJECTS YET TO BE SELECTED FOR FY 2026	74,926,450	59,941,160	0	0	14,985,290	MNDOT	NC
2026		999	8825-1013	TM	METROWIDE - REPLACE DYNAMIC MESSAGE SIGNS	925,000	753,135	0	171,865	0	MNDOT	S7

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2026		MN 252	027-709-029	MC	**PRS**: MN 252 AT CSAH 109 IN BROOKLYN PARK-GRADE SEPARATION, RETAINING WALLS, SAFETY IMPROVEMENTS, PED/BIKE IMPROVEMENTS, TRAFFIC SIGNALS	28,937,700	7,000,000	0	0	21,937,700	HENNEPIN COUNTY	A30
2026	RS	MN 252	109-010-007	MC	**PRS**: MN 252 AT 66TH AVE N IN BROOKLYN CENTER-CONSTRUCT INTERCHANGE, CONVERT TO FREEWAY, CLOSE INTERSECTION AT 70TH AVE, MULTIUSE TRAIL, NOISE WALLS (ASSOCIATED TO 109-010-007F)	9,796,000	7,000,000	0	0	2,796,000	BROOKLYN CENTER	A30
2026	RS	MN 252	110-010-010	MC	**PRS**: MN 252 AT BROOKDALE DR FROM HUMBOLDT AVE TO WEST RIVER RD IN BROOKLYN PARK - CONSTRUCT INTERCHANGE AND CONSTRUCT TRAIL ON NORTH AND SOUTH SIDES	33,215,015	10,000,000	0	0	23,215,015	BROOKLYN PARK	A30
2026		MN 3	6217-50	RS	MN 3 (ROBERT ST), FROM ANNAPOLIS ST E TO MISSISSIPPI RIVER IN ST PAUL - PAVEMENT REHAB, SIDEWALK REPLACEMENT AND ADA IMPROVEMENTS	13,529,000	10,621,239	0	2,423,761	484,000	MNDOT	S10
2026		MN 5	1002-122	SC	MN 5 (ARBORETUM RD), AT STIEGER LK LN AND 78TH AVE IN VICTORIA- INTERSECTION IMPROVEMENTS, DRAINAGE (ASSOCIATE TO 1002-122S)	550,000	314,281	0	71,719	164,000	MNDOT	E2
2026		MN 50	1923-48	RS	MN 50 (240TH ST), FROM US52 (EMERY AVE/ROCHESTER BLVD) IN HAMPTON TO US61 IN DOUGLAS TOWNSHIP - MEDIUM BITUMINOUS MILL AND OVERLAY	6,568,000	5,347,666	0	1,220,334	0	MNDOT	S10
2026		MN 51	6216-142	RS	MN 51 (SNELLING AVE N), FROM NORTH END OF BRIDGE OVER MN36 IN ROSEVILLE TO 0.1 MI N OF GREY FOX RD IN ARDEN HILLS - BITUMINOUS MILL AND OVERLAY, GUARDRAIL AND ADA	6,477,000	5,194,596	0	1,185,404	97,000	MNDOT	S10
2026	MSAS 123		227-123-001AC	RC	**AC**: MSAS 123, FROM 43RD AVE TO 47TH ST NE IN ST MICHAEL, RECONSTRUCT (TIED PROJECT SAP 227-122-003) (PAYBACK 1 OF 1)	1,372,092	1,372,092	0	0	0	St Michael	S10
2026	N/A		TRS-TCMT-26	PL	METROWIDE: REGIONAL TRAVEL BEHAVIOR INVENTORY AND REGIONAL MODEL DEVELOPMENT. HOUSEHOLD TRAVEL SURVEY, TRANSIT ON BOARD SURVEYS, SPECIAL GENERATOR SURVEY, DATA PURCHASE, REGIONAL MODEL DEVELOPMENT AND UPDATE (TRANSFER TO FTA)	1,700,000	850,000	0	0	850,000	MET COUNCIL	O1
2026		US 61	6221-112	BT	US 61, FROM MN 5 (7TH ST E) TO KELLOGG BLVD IN ST PAUL - TRAIL, CURB AND GUTTER, PED RAMPS	616,000	501,547	0	114,453	0	MNDOT	AQ2

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

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
				Totals	738,422,528		28,760,092		320,124,434		
						365,483,662		23,794,340			

Twin Cities Metropolitan Area
 2023 - 2026 Transportation Improvement Program

TABLE A-4
Demo/High Priority Projects

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

Twin Cities Metropolitan Area
2023 - 2026 Transportation Improvement Program

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023		I 35E	6280-407	SC	I35E, AT CSAH 21 IN LITTLE CANADA - SIGNAL REPLACEMENT ON E AND W RAMPS	784,000	297,000	0	33,000	454,000	MNDOT	E2
2023		I 35W	2782-352	RD	**PRS**: I35W, FROM MN RIVER BRIDGE TO 0.1 MI S OF W 82ND ST IN BLOOMINGTON - BITUMINOUS MILL AND OVERLAY, CONSTRUCT AUXILIARY LANE AND ACCELERATION LANE, DRAINAGE AND ADA IMPROVEMENTS	12,776,000	11,498,400	0	1,277,600	0	MNDOT	A30
2023		I 394	2789-165	SC	I394, ON I394 RAMPS, AND ON WASHINGTON AVE AND 3RD AVE IN MPLS - INTERSECTION MODIFICATION AND INSTALL LEFT TURN LANE, ADA IMPROVEMENTS, DRAINAGE (ASSOCIATE TO 2789-165S)	192,000	172,800	0	19,200	0	MNDOT	E1
2023	3	I 494	2785-424	MC	**PRS**C0C3**CHAP 3**: I494, EB FROM EAST BUSH LK RD TO MN77, WB FROM MN77 TO I35W AND NB I35W TO WB I494 IN BLOOMINGTON, RICHFIELD AND EDINA - IMPROVE MOBILITY, RECONSTRUCT I35W/I494 INTERCHANGE, REHAB PAVEMENT, REPLACE BRIDGES 6850, 6851, 9077, 9079 AN	253,016,667	76,550,000	0	0	6,966,667	MNDOT	A30
2023		I 494	2785-433N	BI	I494, BETWEEN PILOT KNOB RD IN EAGAN AND 24TH AVE IN BLOOMINGTON - REHAB BRIDGES 9217E, 9217W, 19825, 27765 AND 27767, CONCRETE PAVEMENT REHAB, BITUMINOUS SHOULDER RECONSTRUCTION, HIGHWAY LIGHTING REPLACEMENT, RECONSTRUCT PEDESTRIAN TRAIL, DRAINAGE REPAIR	44,330,000	39,897,000	0	4,433,000	0	MNDOT	S19
2023		I 94	2781-485	BI	I94, ON PLYMOUTH AVE OVER I94 IN MPLS - PIER INFILL WALLS, REDECK BRIDGE 27796	10,268,000	9,061,200	0	1,006,800	200,000	MNDOT	S19
2023	4	I 94	8282-132	RC	**AC**B2020**: I94, FROM MN120 (CENTURY AVE) IN OAKDALE TO ST CROIX RIVER IN LAKELAND - CONCRETE OVERLAY, TMS, DRAINAGE, SIGNING, LIGHTING, GUARDRAIL, NOISEWALL, HUDSON FRONTAGE RD RESURFACING, MEDIAN BARRIER AND ADA IMPROVEMENTS (ASSOCIATE TO 8282-132F)	104,021,000	28,131,500	65,323,600	0	182,000	MNDOT	S10
2023		I 94	8282-136	RB	I94, AT ST CROIX REST AREA IN W LAKELAND TWP - BUILDING AND SITE RECONSTRUCTION	6,111,111	5,500,000	0	0	0	MNDOT	S15

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023	4	I 94	8282-145	RC	**ELLE**B2020**: I94, FROM MN 120 IN OAKDALE TO ST CROIX RIVER IN LAKELAND - BITUMINOUS SHOULDERS, TMS, DRAINAGE, BITUMINOUS CROSS OVERS	6,998,734	6,298,861	0	0	0	MNDOT	S19
2023		MN 100	2735-202	SC	MN 100, FROM MN55 (OLSON MEMORIAL HWY) IN GOLDEN VALLEY TO I694 IN BROOKLYN CENTER- SIGN REPLACEMENT	582,000	465,600	0	116,400	0	MNDOT	O8
2023		MN 252	2748-68	SC	MN252, FROM I694 IN BROOKLYN CENTER TO MN610 IN BROOKLYN PARK- REMOVE FREE RIGHT TURN IN SW CORNER OF 66TH AVE, INSTALL ADVANCED WARNING FLASHER AT 85TH AVE, ROADSIDE SAFETY IMPROVEMENTS	371,000	296,800	0	74,200	0	MNDOT	E2
2023		MN 36	6212-181	SC	MN36, AT FAIRVIEW INTERCHANGE IN ROSEVILLE - RECONSTRUCT RAMPS, DRAINAGE, PAVEMENT, CONCRETE MEDIAN, ADA IMPROVEMENTS AND SIGNALS	3,732,000	2,286,400	0	571,600	874,000	MNDOT	S10
2023		MN 55	1909-106	BI	MN 55/62, OVER MINNESOTA RIVER IN MENDOTA HEIGHTS - REPLACE RAILING ON BRIDGE #4190 AND LIGHTING	11,196,000	8,956,800	0	2,239,200	0	MNDOT	S18
2023		MN 610	2771-120N	AM	**PRS**: MN 610 WB TO EB I94 IN MAPLE GROVE-CONSTRUCT INTERCHANGE (ASSOCIATE TO 189-143-001 AND 2771-120)	6,000,000	5,400,000	0	600,000	0	MNDOT	A30
2023		MN 65	0207-120	BI	MN 65 (CENTRAL AVE), AT ANOKA-CSAH 10 IN SPRING LAKE PARK - REHAB BRIDGES 9263 AND 9264	2,296,000	1,836,800	0	459,200	0	MNDOT	S19
2023		MSAS 194	164-194-033	BI	MSAS 194 (SHEPHERD RD) OVER MISSISSIPPI RIVER RAVINE, NEAR OTTO IN ST PAUL - REHAB BRIDGES 62512 AND 62512A	1,000,520	500,000	0	0	500,520	SAINT PAUL	S19
2023		US 169	2772-127	SC	US169, AT HENNEPIN-CSAH 3 (EXCELSIOR BLVD) IN HOPKINS - SIGNAL REPLACEMENT ON E AND W RAMPS	638,000	253,600	0	63,400	321,000	MNDOT	E2
2023		US 212	1013-101	RC	US 212, FROM 0.14 MI W OF CSAH 36 (W LAKE ST) IN COLOGNE TO 0.7 MI E CSAH 36 (E LAKE ST) IN COLOGNE - BITUMINOUS SHOULDER MILL AND OVERLAY, CONCRETE PAVEMENT REHAB, REHAB BRIDGES 10021 AND 10022, DRAINAGE AND GUARDRAIL (ASSOCIATE TO 1013-101S)	9,560,000	7,648,000	0	1,912,000	0	MNDOT	S10

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023	2	US 52	1906-71	RS	US 52, FROM 0.2 ML N OF CR 86 (280TH ST/ROCHESTER BLVD) IN HAMPTON TWP TO 0.2 ML N OF CSAH 42 (145TH ST) IN ROSEMOUNT - CONCRETE SURFACING, DRAINAGE, CABLE MEDIAN GUARDRAIL, AND REPAIR BR# 19033 AND 9675	65,000,000	52,000,000	0	13,000,000	0	MNDOT	S10
2024		999	880M-MO-24	MC	DISTRICTWIDE SETASIDE - METRO/TWIN CITIES MOBILITY - 2024	50,000,000	45,000,000	0	5,000,000	0	MNDOT	NC
2024		CSAH 23	019-623-034	RS	CSAH 23 FROM CSAH 42 TO 138TH ST IN APPLE VALLEY - RESURFACING	1,950,000	1,200,000	0	0	750,000	DAKOTA COUNTY	S19
2024		CSAH 32	019-632-049	RS	CSAH 32 (CLIFF RD) FROM MN 13 TO I35E IN EAGAN - RESURFACING	1,200,000	712,000	0	0	488,000	DAKOTA COUNTY	S19
2024		I 35E	6280-415	SC	I35E, BETWEEN VICTORIA ST AND UNIVERSITY AVE IN ST PAUL- SIGN REPLACEMENT (TIE TO 6280-416)	524,000	471,600	0	52,400	0	MNDOT	O8
2024		I 35E	6280-416	SC	I35E, BETWEEN MARIE AVE IN MENDOTA HEIGHTS AND VICTORIA ST IN ST PAUL- SIGN REPLACEMENT (TIE TO 6280-415)	331,000	297,900	0	33,100	0	MNDOT	O8
2024		I 694	0285-69	SC	I694, FROM EAST RIVER ROAD TO 0.16 MI W MN65 (CENTRAL AVE) IN FRIDLEY - REPLACE LIGHTING	842,000	757,800	0	84,200	0	MNDOT	S18
2024		I 94	8281-06	AM	I94, HUDSON BR OVER ST CROIX IN LAKELAND AND HUDSON- REPAIR BRIDGES 82800 AND 9400 (WI LET)	2,000,000	1,800,000	0	200,000	0	MNDOT	S19
2024	4	I 94	8282-132AC	RC	**AC**: I94, FROM MN120 (CENTURY AVE) IN OAKDALE TO ST CROIX RIVER IN LAKELAND - CONCRETE OVERLAY, TMS, DRAINAGE, SIGNING, LIGHTING, GUARDRAIL, NOISEWALL, HUDSON FRONTAGE RD RESURFACING, MEDIAN BARRIER AND ADA IMPROVEMENTS (AC PAYBACK 1 OF 1)	65,323,600	65,323,600	0	0	0	MNDOT	S10
2024		MN 5	2732-112	SC	MN 5, AT POST ROAD IN MENDOTA HEIGHTS - REPLACE LIGHTING	431,000	350,920	0	80,080	0	MNDOT	S18
2024		MN 55	2723-144	RS	MN 55 (OLSON MEMORIAL HWY), FROM OLD ROCKFORD RD IN PLYMOUTH TO 0.1 MI EAST GENERAL MILLS BLVD IN GOLDEN VALLEY - PAVEMENT REHAB, REPAIR BRIDGE CULVERTS 6732 AND 6745, AND ADD TURN LANE (ASSOCIATE TO 2723-144S)	15,452,000	12,293,606	0	2,805,394	353,000	MNDOT	S10
2024		MN 62	1918-119	RS	MN 62, BETWEEN MN13 AND 0.2 MI E OF I35E IN MENDOTA HEIGHTS - CPR, BITUMINOUS MILL AND OVERLAY, BITUMINOUS OVERLAY	5,172,000	4,154,863	0	948,137	69,000	MNDOT	S10

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2024		MN 65	0208-165	RS	MN 65 (CENTRAL AVE), FROM CSAH 10 (MOUNDS VIEW BLVD) TO 217TH AVE IN EAST BETHEL - PAVEMENT REHAB AND REPLACE BRIDGES 6817 (NEW BRIDGE #02X06) AND 9417 (NEW BRIDGE #02X07) OVER COON CREEK, ADA, SIGNAL REPLACEMENT, CABLE MEDIAN BARRIER FROM BUNKER LAKE RD	37,886,000	30,245,087	0	6,901,913	739,000	MNDOT	S19
2024		US 169	2772-125	BR	US 169, AT 36TH AVE IN NEW HOPE/PLYMOUTH - REPLACE BRIDGE 27550	6,063,000	4,936,495	0	1,126,505	0	MNDOT	S19
2024		US 169	7009-85	RS	US 169 (JOHNSON MEMORIAL HWY), FROM MN 21 (BROADWAY ST N) TO 0.54 MI W CSAH 15 (MARYSTOWN RD) IN SHAKOPEE - MILL AND OVERLAY, CONCRETE PAVEMENT REHAB, ACCESS MODIFICATIONS (ASSOCIATE TO 7009-85S)	10,268,000	8,360,206	0	1,907,794	0	MNDOT	E3
2024		US 52	1928-79	SC	US 52, BETWEEN N JUNCTION MN 55 (COURTHOUSE BLVD) AND I494 IN INVER GROVE HEIGHTS - SIGN REPLACEMENT	268,000	218,206	0	49,794	0	MNDOT	O8
2025		999	880M-GR-25	SC	DISTRICTWIDE SETASIDE - GUARDRAIL - 2025	1,900,000	1,710,000	0	190,000	0	MNDOT	NC
2025		999	880M-MO-25	MC	DISTRICTWIDE SETASIDE - METRO/TWIN CITIES MOBILITY - 2025	50,000,000	45,000,000	0	5,000,000	0	MNDOT	NC
2025		I 35W	1981-140	RS	**AC**: I35W, FROM JCT I35E/35W TO 0.08 MI N CLIFF RD IN BURNSVILLE - RESURFACE CONCRETE PAVEMENT, REPLACE BRIDGE 6583 OVER CLIFF RD AND ADA IMPROVEMENTS AND ON MN 13 AT I35W REPLACE BRIDGES 9779 AND 9780 (AC PROJECT, PAYBACK IN FY26)	80,402,000	58,605,200	13,600,000	8,022,800	174,000	MNDOT	S19
2025		I 394	2789-170	SC	I394, FROM I494 IN MINNETONKA TO 0.25 MI E US 169 IN GOLDEN VALLEY- SIGN REPLACEMENT	616,000	554,400	0	61,600	0	MNDOT	O8
2025		I 494	1985-162	SC	I494, FROM DAKOTA/WASHINGTON COUNTY BORDER IN S ST PAUL TO ARGENTA TR IN INVER GROVE HTS- SIGN REPLACEMENT, OVERLAY EXTRUDED SIGN PANELS, ADD/REMOVE SIGNS AS NEEDED	472,000	424,800	0	47,200	0	MNDOT	O8
2025		I 94	6282-216	BI	I94, FROM WESTERN AVE TO MOUNDS BLVD AND I35E FROM 10TH ST TO JACKSON ST IN ST PAUL- REPAIR BRIDGES 62703, 62706, 62889, 62877, 62898, 62888, 62891, 62894, 62893; REPLACE SUPERSTRUCTURE ON BRIDGES 9631 AND 9632 (TIE TO 6282-224)	16,241,000	14,616,900	0	1,624,100	0	MNDOT	S19

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2025	I	94	6282-224	BI	I94, AT MARION ST IN ST PAUL - REHAB BRIDGE #62878 (MARION/CSAH 56 OVER I-94 & EB RAMP), SIGNAL REPLACEMENT, ADA IMPROVEMENTS (TIE TO 6282-216)	2,304,000	1,693,800	0	188,200	422,000	MNDOT	E2
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)	6,174,000	5,026,871	0	1,147,129	0	MNDOT	S10
2025	MN	36	6212-192	RS	**ELLE**PRS**: MN 36, FROM JCT WITH I35W IN ROSEVILLE TO JUST E EDGERTON IN MAPLEWOOD/LITTLE CANADA-BITUMINOUS MILL AND OVERLAY AND AUXILIARY LANE EXTENSION AND RAMP RECONSTRUCTION AT I35W SB/CLEVELAND AVE TO MN 36 EB	12,352,000	10,056,998	0	2,295,002	0	MNDOT	A30
2025	MN	55	1910-57	SC	MN 55 (W 8TH ST/145TH ST E), AT PLEASANT DR AND WESTVIEW DR IN HASTINGS-SIGNAL REPLACEMENT AND ADA IMPROVEMENTS	1,381,000	749,878	0	171,122	460,000	MNDOT	E2
2025	MN	55	2752-43	RS	MN 55 (OLSON MEMORIAL PKWY), FROM 0.2 MI W OF MN 100 IN GOLDEN VALLEY TO W END OF BRIDGE OVER BNSF TRACKS IN MPLS-BITUMINOUS MILL AND OVERLAY, CONSTRUCT TRAIL AND TURN LANE RECONSTRUCTION AT DAHLBERG DR	3,337,000	2,634,751	0	601,249	101,000	MNDOT	S10
2025	MN	65	0207-125	DR	MN 65 (CENTRAL AVE), FROM 37TH AVE NE IN COLUMBIA HEIGHTS TO US10 IN BLAINE - REPAIR/REPLACE DRAINAGE (ASSOCIATE TO 0207-125S) (TIE TO 0205-110)	524,000	426,641	0	97,359	0	MNDOT	NC
2025	US	169	2772-126	SC	US 169, AT CSAH 5 (MINNETONKA BLVD) IN ST LOUIS PARK -SIGNAL REPLACEMENTS, REMOVE FREE RIGHT AND CONSTRUCT SIDEWALK	1,055,000	578,082	0	131,918	345,000	MNDOT	E2
2025	US	169	2772-132	SC	US 169, AT BETTY CROCKER DR IN GOLDEN VALLEY AND PLYMOUTH - SIGNAL REPLACEMENT, ADA, GUARDRAIL REPLACEMENT AND NEW SIDEWALK/PED AND BIKE LANE	1,013,000	559,355	0	127,645	326,000	MNDOT	E2
2025	US	61	8207-65	SC	US 61 (S LAKE ST), AT 11TH AVE IN FOREST LAKE -SIGNAL REPLACEMENT, DRAINAGE AND ADA IMPROVEMENTS	897,000	493,405	0	112,595	291,000	MNDOT	E2
2025	US	61	8207-66	SC	US 61 (S LAKE ST), AT 8TH AVE IN FOREST LAKE -SIGNAL REPLACEMENT, DRAINAGE AND ADA IMPROVEMENTS	817,000	419,313	0	95,687	302,000	MNDOT	E2

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2025		US 8	1308-27	RS	US 8 (LAKE BLVD), FROM JCT I35 IN FOREST LK TO 0.1 MI W OF WYOMING AVE IN CHISAGO CITY - BITUMINOUS MILL AND OVERLAY, CONCRETE PAVEMENT AND DRAINAGE REPAIR, CONSTRUCT POND, LEFT TURN LANE ON US 8 (LAKE BLVD) 0.1 MI W TO HAZEL AVE, INSTALL WEIGH IN MOTION	13,427,000	10,932,263	0	2,364,677	0	MNDOT	S10
2026		999	880M-GR-26	SC	DISTRICTWIDE SETASIDE - GUARDRAIL - 2026	2,100,000	1,890,000	0	210,000	0	MNDOT	NC
2026		999	880M-MO-26	MC	DISTRICTWIDE SETASIDE - METRO/TWIN CITIES MOBILITY - 2026	50,000,000	45,000,000	0	5,000,000	0	MNDOT	NC
2026		999	880M-PED-26	BI	DISTRICTWIDE SETASIDE - PEDESTRIAN BRIDGE - 2026	1,500,000	1,350,000	0	150,000	0	MNDOT	NC
2026		999	880M-SM-26	RC	DISTRICTWIDE SETASIDE - SPOT MOBILITY - 2026	14,300,000	12,870,000	0	1,430,000	0	MNDOT	NC
2026		I 35E	6280-419	RC	I35E, FROM N EXIT OF SHEPARD RD TO MN 5 (W 7TH ST) IN ST PAUL - REPLACE CONCRETE PAVEMENT, REPLACE BRIDGE 9534 OVER SHEPARD RD	11,416,000	10,274,400	0	1,141,600	0	MNDOT	S10
2026		I 35W	1981-140AC	RS	**AC**: I35W, FROM JCT I35E/35W TO 0.08 MI N CLIFF RD IN BURNSVILLE - RESURFACE CONCRETE PAVEMENT, REPLACE BRIDGE 6583 OVER CLIFF RD AND ADA IMPROVEMENTS AND ON MN 13 AT I35W REPLACE BRIDGES 9779 AND 9780 (AC PAYBACK 1 OF 1)	13,600,000	13,600,000	0	0	0	MNDOT	S19
2026		I 35W	2782-366	SC	I35W, AT W 98TH ST IN BLOOMINGTON - SIGNAL REPLACEMENT, ADA RAMPS/SIDEWALKS (ASSOCIATE TO 2782-366S)	830,000	352,800	0	39,200	438,000	MNDOT	E2
2026		I 394	2789-137	SC	I394, AT CSAH 73 AT NORTH RAMP IN MINNETONKA - SIGNAL REPLACEMENT, ADA	645,000	350,100	0	38,900	256,000	MNDOT	E2
2026		I 394	2789-174	BI	I394, FROM PENN AVE TO I94 (BRIDGE #27831 OVER DUNWOODY BLVD) IN MPLS, REHAB 14 BRIDGES, DRAINAGE, LIGHTING, SIDEWALK, ADA AND ON I94 AT THE I394 AND I94 INTERCHANGE REHAB TWO BRIDGES	47,421,000	42,500,700	0	4,722,300	198,000	MNDOT	S19
2026		I 394	2789-176	SC	I394, FROM GENERAL MILLS BLVD IN GOLDEN VALLEY TO KENWOOD PKWY IN MPLS - REPLACE LIGHTING	1,652,000	1,486,800	0	165,200	0	MNDOT	S18
2026		I 394	2789-182	SC	I394, FROM 0.25 MI E OF US 169 IN GOLDEN VALLEY TO THEODORE WIRTH PKWY IN MPLS - SIGN REPLACEMENT	655,000	589,500	0	65,500	0	MNDOT	O8
2026		I 494	1986-47	DR	I494 AND MN RIVER IN EAGAN - DRAINAGE REPAIR, RECONSTRUCT BEAVER POND	1,575,000	1,417,500	0	157,500	0	MNDOT	NC

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2026		I 94	8282-147	DR	I94, FROM E OF MN95 (STAGECOACH TRAIL N) TO ST CROIX RIVER IN LAKELAND - REPAIR DRAINAGE	1,131,000	1,017,900	0	113,100	0	MNDOT	NC
2026		MN 280	6242-83	RS	**AC**: MN 280, FROM JUNCTION WITH I94 IN ST PAUL TO THE JUNCTION WITH I35W IN ROSEVILLE, CONCRETE PAVEMENT REHABILITATION, MILL AND OVERLAY, GUARDRAIL, AND REHAB 13 BRIDGES (ASSOCIATE TO 6242-83S) (AC PROJECT, PAYBACK IN FY27)	31,026,000	17,791,576	7,000,000	5,657,424	577,000	MNDOT	S10
2026		MN 77	1929-50	RS	**AC**: MN 77 (CEDAR), FROM 138TH ST (CSAH 23) IN BLOOMINGTON TO DAKOTA/HENNEPIN COUNTY LINE IN APPLE VALLEY - UNBONDED CONCRETE OVERLAY ON SOUTH SEGMENT AND MEDIUM MILL AND OVERLAY ON NORTH SEGMENT (AC PROJECT, PAYBACK IN FY27)	43,838,000	27,650,561	8,000,000	8,135,439	52,000	MNDOT	S10
2026		US 12	2713-129	RS	**AB**INNO**AC**: US 12 (WAYZATA BLVD), FROM 0.5 MI W SHORELINE DR IN ORONO TO 0.5 MI E I494 IN MINNETONKA - PAVEMENT REHAB, LIGHTING, DRAINAGE IMPROVEMENTS, ADA, PIER PROTECTION BRIDGES 27129 AND 27130 (AC PROJECT, PAYBACK IN FY27)	50,854,000	13,910,866	30,000,000	6,900,134	43,000	MNDOT	S10
2026		US 169	2772-134	SC	US 169, AT CEDAR LK RD EAST RAMP IN ST LOUIS PARK AND WEST RAMP IN MINNETONKA - SIGNAL REPLACEMENT, ADA AND DRAINAGE	843,000	361,505	0	82,495	399,000	MNDOT	E2
2026		US 61	6222-190	SC	US 61, AT CSAH 96 (LAKE AVE) IN WHITE BEAR LAKE- SIGNAL REPLACEMENT, ADA AND DRAINAGE	894,000	557,727	0	127,273	209,000	MNDOT	E2
2026		US 61	6222-191	SC	US 61, AT CR B IN MAPLEWOOD- SIGNAL REPLACEMENT, ADA AND DRAINAGE	407,000	253,216	0	57,784	96,000	MNDOT	E2
Totals						1,204,182,632	780,880,852	123,923,600	101,467,049	16,586,187		

Twin Cities Metropolitan Area
2023 - 2026 Transportation Improvement Program

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023	3	I 494	107-010-013	MC	**AC**SPPF**PRS**: I494 AND I35W IN BLOOMINGTON AND RICHFIELD - CONSTRUCT INTERCHANGE (ASSOCIATE TO 2785-424, 2785-424C, 2785-424G) (AC PROJECT, PAYBACK IN FY25)	12,333,333	0	11,100,000	0	1,233,333	BLOOMINGTON	A30
2023	4	I 94	8282-132F	RC	**AC**PRS**SPPF**: I94, FROM I94/494/694 IN OAKDALE TO WASHINGTON COUNTY HWY 19 (WOODBURY DR) IN WOODBURY - CONSTRUCT EB AUXILIARY LANE (ASSOCIATE TO 8282-132) (AC PROJECT, PAYBACK IN FY24)	8,000,000	4,200,000	3,000,000	800,000	0	MNDOT	A30
2023		US 10	002-596-026F	MC	**AC**PRS**SPPF**: US 10 AT CSAH 56 (RAMSEY BLVD NW) AND CSAH 57 (SUNFISH LK BLVD NW) IN RAMSEY - CONSTRUCT INTERCHANGE OVER US 10 AND BNSF RAILWAY, AND ADJACENT FRONTAGE ROADS (\$2.5M MATCH IS UNDER 0202-116A) (ASSOCIATE TO 002-596-026, 002-596-026G, 0202)	10,000,000	0	10,000,000	0	0	ANOKA COUNTY	A30
2024		CSAH 32	178-020-032	RC	**SPPF**: CSAH 32 (117TH ST) FROM CSAH 71 (RICH VALLEY BLVD) TO MN 52/CSAH 32 (117TH ST) INTERCHANGE IN INVER GROVE HEIGHTS - RECONSTRUCT, PAVEMENT PRESERVATION, MEDIAN, ACCESS IMPROVEMENTS, RAILROAD CROSSINGS, MULTI-USE TRAIL	10,000,000	8,000,000	0	0	2,000,000	INVER GROVE HEIGHTS	S4
2024	4	I 94	8282-132FAC	RC	**AC**PRS**SPPF**: I94, FROM I94/494/694 IN OAKDALE TO WASHINGTON COUNTY HWY 19 (WOODBURY DR) IN WOODBURY - CONSTRUCT EB AUXILIARY LANE (AC PAYBACK 1 OF 1)	3,000,000	3,000,000	0	0	0	MNDOT	A30
2024		US 212	010-596-013F	SC	**AC**SPPF**: US 212 FROM CSAH 34 TO CSAH 36 IN BENTON TOWNSHIP- RECONSTRUCT AND EXPAND FROM A 2-LANE TO A 4-LANE DIVIDED HIGHWAY, REDUCED CONFLICT INTERSECTIONS (ASSOCIATE TO 010-596-013 AND 1013-77) (AC PROJECT, PAYBACK IN FY25)	9,375,000	0	7,500,000	0	1,875,000	CARVER COUNTY	E1
2025	3	I 494	107-010-013AC	MC	**AC**PRS**SPPF**: I494 AND I35W IN BLOOMINGTON AND RICHFIELD - CONSTRUCT INTERCHANGE (AC PAYBACK 1 OF 1)	11,100,000	11,100,000	0	0	0	BLOOMINGTON	A30

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2025		US 10	002-596-026FAC	MC	**AC**PRS**SPPF**: US 10 AT CSAH 56 (RAMSEY BLVD NW) AND CSAH 57 (SUNFISH LK BLVD NW) IN RAMSEY - CONSTRUCT INTERCHANGE OVER US 10 AND BNSF RAILWAY, AND ADJACENT FRONTAGE ROADS (AC PAYBACK 1 OF 1)	10,000,000	10,000,000	0	0	0	ANOKA COUNTY	A30
2025		US 212	010-596-013FAC	SC	**AC**SPPF**: US 212 FROM CSAH 34 TO CSAH 36 IN BENTON TOWNSHIP- RECONSTRUCT AND EXPAND FROM A 2-LANE TO A 4-LANE DIVIDED HIGHWAY, REDUCED CONFLICT INTERSECTIONS (AC PAYBACK 1 OF 1)	7,500,000	7,500,000	0	0	0	CARVER COUNTY	E1
2026		MN 252	109-010-007F	MC	**PRS**SPPF**: MN 252 AT 66TH AVE N IN BROOKLYN CENTER-CONSTRUCT INTERCHANGE, CONVERT TO FREEWAY, CLOSE INTERSECTION AT 70TH AVE, MULTIUSE TRAIL, NOISE WALLS (ASSOCIATE TO 109-010-007)	12,500,000	10,000,000	0	0	2,500,000	BROOKLYN CENTER	A30
Totals						93,808,333		31,600,000		7,608,333		
							53,800,000		800,000			

Twin Cities Metropolitan Area
2023 - 2026 Transportation Improvement Program

TABLE A-7
Highway Safety Improvement Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023	HR	999	010-030-010	SH	ON MULTIPLE ROADS IN CARVER COUNTY - INSTALL ENHANCED PAVEMENT MARKINGS	925,226	785,570	0	0	139,656	CARVER COUNTY	S7
2023	HR	999	070-030-012	SH	VARIOUS LOCATIONS COUNTY WIDE: INSTALL 40-50 MI OF GROUND IN REFLECTIVE LANE LINES AND PAVEMENT MARKINGS, INSTALL STREET LIGHTS AT LEAST 10 RURAL INTERSECTIONS	1,243,000	1,017,000	0	0	226,000	SCOTT COUNTY	S11
2023	HR	CSAH 1	002-601-057	SH	CSAH 1 (COON RAPIDS BLVD) AT MISSISSIPPI BLVD IN COON RAPIDS - RECONSTRUCT SIGNAL SYSTEM	550,000	450,000	0	0	100,000	ANOKA COUNTY	E2
2023	HR	CSAH 15	082-615-045	SH	**AC**: CSAH 15 (MANNING AVE), CSAH 12 (75TH ST N) IN GRANT, TO 120TH ST IN MAY TOWNSHIP, TO 240TH ST IN SCANDIA - INSTALL CENTERLINE MUMBLE STRIPS AND WET REFLECTIVE STRIPING (AC PROJECT, PAYBACK IN FY26)	129,026	0	111,657	0	17,369	WASHINGTON COUNTY	S8
2023	HR	CSAH 17	027-617-033	SH	CSAH 17 (FRANCE AVE) FROM AMERICAN BLVD IN BLOOMINGTON TO 76TH ST IN EDINA - ADA, APS, OFF ROAD TRAIL OR SIDEWALK, MEDIANS, TRAFFIC SIGNALS, SIGNING, PAVEMENT MARKINGS, PAVEMENT WORK, DRAINAGE	3,725,000	1,800,000	0	0	1,925,000	HENNEPIN COUNTY	S7
2023	HR	CSAH 33	010-633-047AC2	SH	**AC**: TH 5 AT CSAH 33/REFORM ST IN NORWOOD YOUNG AMERICA - CONSTRUCT ROUNDABOUT (ASSOCIATED TO 1006-32) (TIED TO 1012-24, 1012-24S, 010-591-001) (AC PAYBACK 2 OF 2)	1,346,400	1,346,400	0	0	0	CARVER COUNTY	E3
2023	HR	CSAH 35	002-635-012	SH	CSAH 35 (OLD CENTRAL) AT GARDENA AVE IN FRIDLEY - CONSTRUCT ROUNDABOUT	1,650,000	1,350,000	0	0	300,000	ANOKA COUNTY	E3
2023		CSAH 40	010-640-016	SH	**AC**: CSAH 40 (CR 40), MN 25 TO CSAH 52 (CR 52) IN SAN FRANCISCO TOWNSHIP - SHOULDER WIDENING, FULL DEPTH RECLAMATION, BLUFF STABILIZATION, SAFETY EDGE, MUMBLE STRIPS, AND WET REFLECTIVE GROUND IN PAVEMENT MARKINGS (AC PROJECT, PAYBACK IN FY24)	9,182,856	0	2,000,000	0	7,182,856	CARVER COUNTY	S19
2023	HR	CSAH 50	027-650-005	SH	CSAH 50 (REBECCA PARK TRAIL) FROM 0.13 MI W OF KOALA ST TO 0.11 MI E OF CSAH 92 (DOGWOOD ST) IN ROCKFORD AND GREENFIELD - RECONSTRUCT, STRIPING, LIGHTING, MEDIAN AND RRFB	650,000	405,000	0	0	245,000	HENNEPIN COUNTY	E1

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023		CSAH 6	019-673-011	SH	CR 6 (THOMPSON AVE) FROM MN 3 (ROBERT ST) TO WATERLOO AVE AND CSAH 73 (OAKDALE AVE) FROM CR 4 (BUTLER AVE) TO CSAH 9 (WENTWORTH AVE) IN WEST ST PAUL - CONSTRUCT ROUNDABOUT AND MILL AND OVERLAY (ASSOCIATE TO 173-090-001)	2,200,000	1,395,000	0	0	805,000	DAKOTA COUNTY	E1
2023	HR	CSAH 66	141-020-127	SH	CSAH 66 (BROADWAY ST NE) AT WASHINGTON ST, AT MONROE ST, AT FILMORE ST, AND AT BUCHANNAN ST NE IN MPLS - REBUILD SIGNALS, ADA, CURB EXTENSIONS	1,378,000	1,170,000	0	0	208,000	MINNEAPOLIS	E2
2023	HR	CSAH 83	002-683-006	SH	**AC**: CSAH 83 (ARMSTRONG BLVD) AT ALPINE DR IN CITY OF RAMSEY - CONSTRUCT ROUNDABOUT (AC PROJECT, PAYBACK IN FY24)	1,650,000	1,187,230	162,770	0	300,000	ANOKA COUNTY	E3
2023		I 394	2789-165S	SH	I394, ON I394 RAMP, WASHINGTON AVE AND 3RD AVE IN MPLS - INTERSECTION MODIFICATION AND INSTALL LEFT TURN LANE, ADA IMPROVEMENTS, DRAINAGE (ASSOCIATE TO 2789-165)	1,295,000	938,700	0	104,300	252,000	MNDOT	E1
2023		Local	10-00125	SR	TCWR RR, REPLACE EXISTING SIGNAL SYSTEM AT MUN 235, W 78TH ST, CHANHASSEN, CARVER COUNTY	200,000	180,000	0	0	20,000	MNDOT	S8
2023	HR	Local	127-319-006	SH	53RD AVE FROM TH 65 (CENTRAL AVE) TO 0.21 M W OF TH 65 (CENTRAL AVE) IN FRIDLEY AND COLUMBIA HEIGHTS - EXTEND CENTER MEDIAN, CONSTRUCT TURNABOUT	1,014,000	730,800	0	0	283,200	FRIDLEY	S9
2023		MN 101	1010-11	SR	BNSF RR, UPGRADE EXISTING SIGNAL SYSTEM AT MN 101, CHANHASSEN, CARVER COUNTY	455,000	5,000	0	0	0	MNDOT	S8
2023		MN 21	7002-53	SH	MN 21, AT THE INTERSECTION OF OLD HWY 169 BLVD (CSAH 66)/SAWMILL RD IN JORDAN - ROUNDABOUT AND TRAILS	1,889,000	918,000	0	102,000	869,000	MNDOT	E1
2023		MN 5	6229-37S	SH	**AC**: MN 5, 0.3 MI E OF MENDOTA ST IN ST PAUL TO THE N JCT MN120 (CENTURY AVE N) IN MAPLEWOOD - REPLACE TRAFFIC SIGNALS AND ADA UPGRADES AT FOREST, EARL, RUTH AND JOHNSON PARKWAY (ATP HSIP) AND VARIOUS SAFETY UPGRADES (DISTRICT HSIP) (ASSOCIATE TO 6229-	1,342,000	127,800	1,080,000	74,200	60,000	MNDOT	E2
2023		MN 55	1910-56S	SH	**ELLE**: MN 55 (COURTHOUSE BLVD), AT DOYLE PATH IN ROSEMOUNT - INSTALL EB LEFT TURN LANE AND WB ACCELERATION AND RIGHT TURN LANE (ASSOCIATE TO 1910-56)	1,418,667	1,276,800	0	141,867	0	MNDOT	E2

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023	HR	MSAS 101	106-101-010	SH	**AC**: MSAS 101, 99TH AVE AND BALTIMORE ST IN BLAINE - CONSTRUCT ROUNDABOUT (AC PROJECT, PAYBACK IN FY26)	1,768,000	0	1,530,000	0	238,000	BLAINE	AQ2
2023		MSAS 123	10-00124	SR	TCWR RR, REPLACE EXISTING SIGNAL SYSTEM AT MSAS 123, MARKET BLVD, CHANHASSEN, CARVER COUNTY	200,000	180,000	0	0	20,000	MNDOT	S8
2023		MSAS 415	27-00329	SR	PGR RR, REPLACE EXISTING SIGNAL SYSTEM AT MSAS 415, LYNDALE AVE S, BLOOMINGTON, HENNEPIN COUNTY	250,000	225,000	0	0	25,000	MNDOT	S8
2023		US 169	2750-97	SH	US 169 FROM 85TH ST IN BROOKLYN PARK TO WEST RIVER RD IN CHAMPLIN-INSTALL CABLE MEDIAN BARRIER	2,300,000	2,070,000	0	230,000	0	MNDOT	S9
2023		US 169	7007-51S	SH	US 169 FROM MN 19 IN BLAKELY TOWNSHIP TO 0.6 MI N MN 25 IN BELLE PLAINE- INSTALL CABLE MEDIAN BARRIER, CLOSE OR MODIFY ACCESS OR MEDIAN (ASSOCIATE TO 7007-51)	4,591,000	4,131,900	0	459,100	0	MNDOT	S9
2023		US 212	1013-101S	SH	US 212, FROM CSAH 36 (LAKE ST) W JCT IN COLOGNE TO E JCT IN DAHLGREN TWP- INSTALL CABLE MEDIAN BARRIER (ASSOCIATE TO 1013-101)	543,000	488,700	0	54,300	0	MNDOT	S9
2024	HR	999	107-030-009	SH	98TH ST AT XERXES AVE; LYNDALE AVE AT 96TH ST; AND OLD SHAKOPEE ROAD AT 3RD AVE IN BLOOMINGTON - PEDESTRIAN SAFETY IMPROVEMENTS, LED LIGHTING, ADA UPGRADES	397,440	331,200	0	0	66,240	BLOOMINGTON	AQ2
2024	HR	999	141-030-051	SH	3RD AVE S AT 18TH ST E; 26TH ST W AT DUPONT AVE S AND EMERSON AVE S; AND 28TH ST AT DUPONT AVE AND EMERSON AVE IN MPLS - ADA AND TRAFFIC VISIBILITY IMPROVEMENTS	1,944,000	1,620,000	0	0	324,000	MINNEAPOLIS	AQ2
2024	HR	999	141-030-053	SH	LASALLE AVE AT GRANT ST, 15TH ST, AND GROVELAND ST; AND ON NICOLLET AVE AT GRANT ST, 15TH ST, AND 18TH ST IN MPLS - REBUILD SIGNALS, ADA, CURB EXTENSIONS	2,160,000	1,800,000	0	0	360,000	MINNEAPOLIS	E2
2024		CSAH 32	62-00221	SR	BNSF RR, REPLACE EXISTING SIGNAL SYSTEM AT CSAH 32, ENERGY PARK DRIVE, ST PAUL, RAMSEY COUNTY	300,000	222,000	0	0	78,000	MNDOT	S8
2024		CSAH 40	010-640-016AC	SH	**AC**: CSAH 40 (CR 40), MN 25 TO CSAH 52 (CR 52) IN SAN FRANCISCO TOWNSHIP - SHOULDER WIDENING, FULL DEPTH RECLAMATION, BLUFF STABILIZATION, SAFETY EDGE, MUMBLE STRIPS, AND WET REFLECTIVE GROUND IN PAVEMENT MARKINGS (AC PAYBACK 1 OF 1)	2,000,000	2,000,000	0	0	0	CARVER COUNTY	S19

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

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

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2024		MSAS 101	27-00330	SR	BNSF RR, REPLACE EXISTING SIGNAL SYSTEM AT MSAS 101, ZACHARY LANE, MAPLE GROVE, HENNEPIN COUNTY	300,000	222,000	0	0	78,000	MNDOT	E2
2024		MSAS 105	19-00153	SR	PGR RR, REPLACE EXISTING SIGNAL SYSTEM AT MSAS 105, HOLYOKE AVE, LAKEVILLE, DAKOTA COUNTY	250,000	225,000	0	0	25,000	MNDOT	S8
2024	HR	MSAS 108	192-108-028AC	SH	**AC**PRS**: LAKE RD, COURTLY RD TO PIONEER DR IN WOODBURY - CONVERT 4-LANE SECTION TO 3-LANE SECTION, MILL AND OVERLAY, SIGNAL, ADA (AC PAYBACK 1 OF 1)	85,033	85,033	0	0	0	WOODBURY	A30
2024		US 169	7009-85S	SH	US 169 (JOHNSON MEMORIAL HWY), FROM MN 21 (BROADWAY ST N) TO BLUFF DR IN SHAKOPEE - ACCESS MODIFICATIONS (ASSOCIATE TO 7009-85)	710,000	639,000	0	71,000	0	MNDOT	E3
2025	HR	999	027-030-055	SH	CSAH 52 (NICOLLET AVE) AT 67TH ST IN RICHFIELD; CSAH 66 (GOLDEN VALLEY RD) AT NOBLE AVE AND CSAH 66 (GOLDEN VALLEY RD) AT HIDDEN LAKES PARKWAY IN GOLDEN VALLEY - FYA'S, ADA, APS, AND COUNTDOWN TIMERS	2,123,000	1,737,000	0	0	386,000	HENNEPIN COUNTY	AQ2
2025	HR	999	880M-SHL-25	SH	METRO ATP SETASIDE FOR HIGHWAY SAFETY IMPROVEMENT PROGRAM PROJECTS YET TO BE SELECTED FOR FY 2025	3,513,061	3,161,755	0	0	351,306	MNDOT	NC
2025	HR	CSAH 10	010-610-055	SH	**PRS**: CSAH 10 (WACONIA PKWY) AT WACONIA PARKWAY IN WACONIA - CONSTRUCT ROUNDABOUT	2,150,983	1,759,895	0	0	391,088	CARVER COUNTY	A30
2025	HR	CSAH 13	1902-88	SH	MN 13 AT CSAH 8 (WACHTLER AVE) IN MENDOTA HEIGHTS - CONSTRUCT ROUNDABOUT	1,280,000	1,152,000	0	128,000	0	MNDOT	E3
2025		CSAH 156	27-00331	SR	SOO RR, REPLACE EXISTING SIGNAL SYSTEM AT CSAH 156, WINNETKA AVE N, NEW HOPE, HENNEPIN COUNTY	250,000	250,000	0	0	0	MNDOT	E2
2025	HR	CSAH 18	198-020-039	SH	CSAH 18 (CROSSTOWN BLVD) AT MSAS 124 (NIGHTINGALE ST) IN ANDOVER - CONSTRUCT ROUNDABOUT	2,325,400	1,902,600	0	0	422,800	ANDOVER	E3
2025	HR	CSAH 22	002-622-041	SH	CSAH 22 (VIKING BLVD) AT CSAH 7 (RUM RIVER BLVD) IN OAK GROVE - CONSTRUCT ROUNDABOUT	1,650,000	1,350,000	0	0	300,000	ANOKA COUNTY	E3
2025		CSAH 32	27-00332	SR	PGR RR, REPLACE EXISTING SIGNAL SYSTEM AT CSAH 32, PENN AVE S, BLOOMINGTON, HENNEPIN COUNTY	180,500	180,500	0	0	0	MNDOT	E2
2025		I 394	2789-171S	SH	I394, FROM LOUISIANA AVE TO XENIA AVE/PARK PLACE IN GOLDEN VALLEY/ST LOUIS PARK- CONSTRUCT AUX LANE (ASSOCIATE TO 2789-171)	3,307,000	2,976,300	0	330,700	0	MNDOT	S19

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

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

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2026	HR	CSAH 15	082-615-045AC	SH	**AC**: CSAH 15 (MANNING AVE), CSAH 12 (75TH ST N) IN GRANT, TO 120TH ST IN MAY TOWNSHIP, TO 240TH ST IN SCANDIA - INSTALL CENTERLINE MUMBLE STRIPS AND WET REFLECTIVE STRIPING (AC PAYBACK 1 OF 1)	111,657	111,657	0	0	0	WASHINGTON COUNTY	S8
2026		I 35W	2782-366S	SH	I35W, AT W 98TH ST IN BLOOMINGTON - REMOVE FREE RIGHT (ASSOCIATE TO 2782-366)	63,000	56,700	0	6,300	0	MNDOT	E3
2026		MN 280	6242-83S	SH	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 6242-83)	1,737,000	1,217,700	0	135,300	384,000	MNDOT	E2
2026		MN 5	1002-122S	SH	MN 5 (ARBORETUM RD), AT STIEGER LK LN AND 78TH AVE IN VICTORIA- ADA IMPROVEMENTS, GUARDRAIL (ASSOCIATE TO 1002-122)	919,000	820,800	0	91,200	7,000	MNDOT	E2
2026	HR	MSAS 101	106-101-010AC	SH	**AC**: MSAS 101, 99TH AVE AND BALTIMORE ST IN BLAINE - CONSTRUCT ROUNDABOUT (AC PAYBACK 1 OF 1)	1,530,000	1,530,000	0	0	0	BLAINE	AQ2
2026		US 212	1012-27	SH	US 212, FROM CSAH 131 TO REFORM ST IN NORWOOD YOUNG AMERICA - INSTALL CABLE MEDIAN BARRIER AND CONSTRUCT RCI AT W RAILROAD ST, CSAH 31, US212 EQUIPMENT ACCESS AND CSAH 131	2,352,000	2,116,800	0	235,200	0	MNDOT	S9
Totals						114,554,580		4,884,427		20,969,343		
							84,805,243		3,445,567			

Twin Cities Metropolitan Area
2023 - 2026 Transportation Improvement Program

TABLE A-8
Miscellaneous Federal Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Other Fed \$	State \$	Other \$	Agency:	AQ:
2023	3	I 494	2785-424C	MC	**PRS**CRRSAA**: I494, EB FROM EAST BUSH LK RD TO MN77, WB FROM MN77 TO I35W AND NB I35W TO WB I494 IN BLOOMINGTON, RICHFIELD AND EDINA - IMPROVE MOBILITY, RECONSTRUCT I35W/I494 INTERCHANGE, REHAB PAVEMENT, REPLACE BRIDGES 6850, 6851, 9077, 9079 AND 9080	16,650,000	16,650,000	16,650,000	0	0	MNDOT	A30
2023	3	I 494	2785-424G	MC	**PRS**INFRA**: I494, EB FROM EAST BUSH LK RD TO MN77, WB FROM MN77 TO I35W AND NB I35W TO WB I494 IN BLOOMINGTON, RICHFIELD AND EDINA - IMPROVE MOBILITY, RECONSTRUCT I35W/I494 INTERCHANGE, REHAB PAVEMENT, REPLACE BRIDGES 6850, 6851, 9077, 9079 AND 9080	60,000,000	60,000,000	60,000,000	0	0	MNDOT	A30
2023		I 494	2785-433	BI	**CRRSAA**: I494, BETWEEN PILOT KNOB RD IN EAGAN AND 24TH AVE IN BLOOMINGTON - REHAB BRIDGES 9217E, 9217W, 19825, 27765 AND 27767, CONCRETE PAVEMENT REHAB, BITUMINOUS SHOULDER RECONSTRUCTION, HIGHWAY LIGHTING REPLACEMENT, RECONSTRUCT PEDESTRIAN TRAIL, DRA	17,670,000	17,670,000	17,670,000	0	0	MNDOT	S19
2023		Local	019-090-020	BT	MISSISSIPPI RIVER GREENWAY BETWEEN MN 55 AND SPRING LAKE ACCESS RD IN ROSEMOUNT- CONSTRUCT PED/BIKE TRAIL, BR #19J57, ROADWAY RECONSTRUCTION AND RESURFACING (ASSOCIATED TO 019-060-005)	5,500,000	1,000,000	1,000,000	0	4,500,000	DAKOTA COUNTY	AQ2
2023		Local	164-080-019	PL	**RAISE**: RONDO AREA STREET IMPROVEMENTS STUDY IN ST PAUL	1,400,000	1,400,000	1,400,000	0	0	SAINT PAUL	O1
2023		US 10	002-596-026G	MC	**INFRA**PRS**: US 10 AT CSAH 56 (RAMSEY BLVD NW) AND CSAH 57 (SUNFISH LK BLVD NW) IN RAMSEY - CONSTRUCT INTERCHANGE OVER US 10 AND BNSF RAILWAY, AND ADJACENT FRONTAGE ROADS (\$10M MATCH IS UNDER 0202-116A) (ASSOCIATE TO 002-596-026, 002-596-026F, 0202-116	40,000,000	40,000,000	40,000,000	0	0	ANOKA COUNTY	A30
2024		CSAH 9	070-609-010R	MC	**RAISE**PRS**: CSAH 9 (QUAKER AVE), MN 282 (2ND ST W), AND US 169 (JOHNSON MEMORIAL DR) IN JORDAN - CONSTRUCT INTERCHANGE (ASSOCIATE TO 070-609-010)	10,000,000	8,000,000	8,000,000	0	2,000,000	SCOTT COUNTY	A30

**TABLE A-8
Miscellaneous Federal Projects**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	Other Fed \$	State \$	Other \$	Agency:	AQ:
2024	Local		141-597-001	BR	**AC**: ON PILLSBURY AVE S OVER MIDTOWN GREENWAY IN MPLS-REHAB/REPLACE HISTORIC BRIDGE L8909 (AC PROJECT, PAYBACK IN FY25)	5,200,000	429,200	429,200	0	1,040,000	MINNEAPOLIS	S19
2024	MN 51		6215-117	SC	**PRS**: MN 51 FROM MONTREAL AVE TO FORD PARKWAY IN ST PAUL - 4 TO 3 LANE CONVERSION, ADA, SIGNAL, INTERSECTION REVISION AND SHARED USE PATH (ASSOCIATE TO 6215-117S) (\$1M AID GRANT)	2,088,000	1,000,000	1,000,000	250,000	838,000	MNDOT	A30
2024	US 61		6221-107	RS	**RAISE**PRS**: 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 - LANE REDUCTIONS, PEDESTRIAN/ADA IMPROVEMENTS, SIGNAL REPLACEMENTS AND TREE TRENCHES (ASSOCIATE TO 6221-	7,500,000	6,000,000	6,000,000	1,500,000	0	MNDOT	S10
2025	Local		141-597-001AC	BR	**AC**: ON PILLSBURY AVE S OVER MIDTOWN GREENWAY IN MPLS-REHAB/REPLACE HISTORIC BRIDGE L8909 (AC PAYBACK 1 OF 1)	0	0	0	0	0	MINNEAPOLIS	S19
2026	Local		141-597-002	BR	10TH AVE S OVER MIDTOWN GREENWAY IN MPLS-REPLACE BRIDGE L8915	6,300,000	5,040,000	5,040,000	0	1,260,000	MINNEAPOLIS	S19
Totals						172,308,000		3,400,000		9,638,000		
									1,750,000			

Twin Cities Metropolitan Area
2023 - 2027 Transportation Improvement Program

TABLE A-9
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023	999		880M-CA-23	CA	DISTRICTWIDE SETASIDE - EXTERNAL CONSULTANTS - 2023	31,267,000	0	0	31,267,000	0	MNDOT	NC
2023	999		880M-LP-23	RB	DISTRICTWIDE SETASIDE - LANDSCAPE PARTNERSHIP - 2023	30,000	0	0	30,000	0	MNDOT	NC
2023	999		880M-PD-23	CA	DISTRICTWIDE SETASIDE - INTERNAL PROGRAM DELIVERY - 2023	8,405,000	0	0	8,405,000	0	MNDOT	O1
2023	999		880M-PM-23	PM	DISTRICTWIDE SETASIDE - PREVENTIVE MAINTENANCE - 2023	963,000	0	0	963,000	0	MNDOT	NC
2023	999		880M-RW-23	RW	DISTRICTWIDE SETASIDE - RIGHT-OF-WAY - 2023	22,397,000	0	0	22,397,000	0	MNDOT	NC
2023	999		880M-RX-23	RX	DISTRICTWIDE SETASIDE - BRIDGE AND ROAD CONSTRUCTION (BARC) - 2023	7,340,000	0	0	7,340,000	0	MNDOT	NC
2023	999		880M-SA-23	SA	DISTRICTWIDE SETASIDE - SUPPLEMENTAL AGREEMENTS AND COST OVERRUNS - 2023	19,037,000	0	0	19,037,000	0	MNDOT	NC
2023	999		880M-SS-23	MA	DISTRICTWIDE SETASIDE - SYSTEM SUPPORT - 2023	5,805,000	0	0	5,805,000	0	MNDOT	NC
2023	999		8825-1012	PM	DISTRICTWIDE CONCRETE PAVEMENT REHAB WITH DIAMOND GRINDING	3,695,464	0	0	3,695,464	0	MNDOT	S10
2023	999		8825-1038	RX	**IDIQ**: DISTRICTWIDE BRIDGE FLOOD SEAL, IDIQ MINIMUM \$600K, MAXIMUM \$4M, CONTRACT EXPIRATION DATE: 12/31/2024	600,000	0	0	600,000	0	MNDOT	NC
2023	999		8825-764	TM	METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000	0	0	75,000	0	MNDOT	S7
2023	999		8825-794	TM	METROWIDE-TRAFFIC SIGNAL LOOP REPLACEMENTS	50,000	0	0	50,000	0	MNDOT	S7
2023	I 35W		2783-217	BI	I35W SB, ST ANTHONY BR #27410 AND 27409 IN MPLS - REPLACE LEAK COLLECTION SYSTEM	700,000	0	0	700,000	0	MNDOT	NC
2023	I 494		8285-112	PM	NB I494 EXIT RAMP TO LAKE RD IN WOODBURY - PAVEMENT AND DRAINAGE REHABILITATION	326,000	0	0	326,000	0	MNDOT	S10
2023	I 94		2781-526	LP	I94, AT DOWLING AND I94 RAMPS IN MPLS - SIGNAL IMPROVEMENT AND BIKE LANE (ASSOCIATE TO 141-169-008)	257,800	0	0	257,800	0	MNDOT	E2
2023	I 94		2781-535	RB	I94, FROM WILLIAMS AVE TO WARWICK ST IN MPLS - LANDSCAPING	100,000	0	0	100,000	0	MNDOT	NC
2023	I 94		6283-254A	AM	I94, PEDESTRIAN BRIDGE 62868 OVER I94 (PARALLEL TO MAPLE ST) IN ST PAUL REPLACE PED BRIDGE (AMOUNTS IN FY22, FY23, FY24)	263,930	0	0	263,930	0	MNDOT	AQ
2023	I 94		8282-142	RB	I94, ST CROIX WEIGH STATION IN LAKELAND-CONSTRUCT INSPECTION PIT	1,400,000	0	0	1,400,000	0	MNDOT	E5

TABLE A-9
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023		I 94	8282-149	RB	I94, ST CROIX WEIGH STATION IN STILLWATER-INSTALL MANAGEMENT SYSTEM AND WIM SORTER	70,000	0	0	70,000	0	MNDOT	S7
2023		MN 100	2734-56	AM	MN 100, SB OFF RAMP TO VERNON AVE (CSAH 158) IN EDINA - REALIGN RAMP (ASSOCIATE TO 027-758-006)	300,000	0	0	300,000	0	MNDOT	S19
2023		MN 101	8608-35	LP	MN 101, INTERSECTION SIGNAL IMPROVEMENTS, FLASHING LEFT TURN IMPROVEMENTS AT WRIGHT CSAH 36,38,42	150,000	0	0	150,000	0	OTSEGO	E2
2023		MN 316	1926-24	DR	MN 316, FROM 0.29 MI S MICHAEL AVE TO 0.16 MI S TUTTLE DR IN HASTINGS - DRAINAGE REPAIRS	330,000	0	0	330,000	0	MNDOT	NC
2023		MN 36	8204-84	AM	MN 36, AT CSAH 15 (MANNING AVE) IN LAKE ELMO/OAK PARK HEIGHTS - LANDSCAPING	150,000	0	0	150,000	0	MNDOT	NC
2023		MN 41	1008-104	AM	MN 41, AT INTERSECTION WITH PEAVEY RD IN CHASKA - MILL AND OVERLAY, PAVEMENT MARKING, GUARDRAIL	82,000	0	0	82,000	0	MNDOT	S10
2023		MN 5	1002-123	LP	MN 5, CLOSE ACCESS POINTS AT CRIMSON BAY RD AND CONSTRUCT LINK TO 78TH ST IN CHANHASSEN	710,000	0	0	710,000	0	MNDOT	S3
2023		MN 55	1909-109	AM	MN 55, WATERS DR FRONTAGE ROAD, PARALLEL TO MN 55 FROM MN 13 TO WATERS DR IN MENDOTA HTS - JURISDICTIONAL TRANSFER	192,000	0	0	192,000	0	MNDOT	NC
2023		MN 55	1910-56	DR	**ELLE**: MN 55 (COURTHOUSE BLVD), AT DOYLE PATH IN ROSEMOUNT - DRAINAGE REPAIRS (ASSOCIATE TO 1910-56S)	82,337	0	0	82,337	0	MNDOT	NC
2023		MN 610	2771-120	MC	**TED**PRS**:MN 610 WB TO EB I94 IN MAPLE GROVE-CONSTRUCT INTERCHANGE (ASSOCIATE TO 189-143-001 AND 2771-120N)	5,000,000	0	0	5,000,000	0	MAPLE GROVE	A30
2023		MN 62	2775-31	AM	MN 62, AT THE INTERSECTION OF EB EXIT RAMP TO BLOOMINGTON AVE IN MPLS -REPLACE DRAINAGE	336,000	0	0	336,000	0	MNDOT	NC
2023		MN 65	0208-170	LP	**PRS**:MN 65, CONSTRUCT NEW FRONTAGE ROAD FROM 171ST ST TO CROSSTOWN BLVD (CSAH 18) IN HAM LAKE	710,000	0	0	710,000	0	MNDOT	A30
2023		MN 95	8208-48	LP	MN 95 AT CSAH 28 (110TH ST) APPROACH IMPROVEMENT IN DENMARK TOWNSHIP	710,000	0	0	710,000	0	MNDOT	E3
2023		MN 95	8210-118	AM	ALONG MN 95, AT BOOM RD AND EAST AND WEST OF ALDER ST IN STILLWATER - TURNBACK OF THREE LOCATIONS	60,000	0	0	60,000	0	MNDOT	O1

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023		MN 96	8211-44	AM	MN 96 (DELLWOOD RD), FROM MN 244 (DELLWOOD AVE) TO MN 95 (BROADWAY ST N) IN WASHINGTON COUNTY- JURISDICTIONAL TRANSFER (FUNDING IN BOTH FY23 AND FY24)	10,430,000	0	0	7,320,000	3,110,000	MNDOT	NC
2023		US 10	0202-121	LP	**PRS**: US 10 FRONTAGE ROAD (RIVERDALE DR) EXTENSION BETWEEN BOWERS DR AND LLAMA ST IN CITY OF RAMSEY	782,000	0	0	782,000	0	MNDOT	A30
2023		US 10	0215-86	RB	US10, FROM 0.25 MI E OF FERRY ST TO BRIDGE 9717 OVER BNSF IN ANOKA - LANDSCAPING	150,000	0	0	150,000	0	MNDOT	NC
2023		US 169	2772-130	NO	US 169, NB US 169 BETWEEN BASS LK RD TO 62ND AVE IN NEW HOPE - NOISEWALL	1,966,000	0	0	1,778,000	188,000	MNDOT	O3
2023		US 169	7007-51	DR	US 169 FROM MN 19 IN BLAKELY TOWNSHIP TO 0.6 MI N MN 25 IN BELLE PLAINE- DRAINAGE REPAIRS (ASSOCIATE TO 7007-51S)	209,000	0	0	209,000	0	MNDOT	S9
2024		999	880M-CA-24	CA	DISTRICTWIDE SETASIDE - EXTERNAL CONSULTANTS - 2024	25,000,000	0	0	25,000,000	0	MNDOT	NC
2024		999	880M-LP-24	RB	DISTRICTWIDE SETASIDE - LANDSCAPE AND LANDSCAPE PARTNERSHIP - 2024	530,000	0	0	530,000	0	MNDOT	NC
2024		999	880M-LPP-24	LP	DISTRICTWIDE SETASIDE - LOCAL PARTNERSHIP PROGRAM - 2024	3,000,000	0	0	3,000,000	0	MNDOT	NC
2024		999	880M-PD-24	CA	DISTRICTWIDE SETASIDE - INTERNAL PROGRAM DELIVERY - 2024	8,615,000	0	0	8,615,000	0	MNDOT	O1
2024		999	880M-PED-24	BI	DISTRICTWIDE SETASIDE - PEDESTRIAN BRIDGE - 2024	1,500,000	0	0	1,500,000	0	MNDOT	NC
2024		999	880M-RW-24	RW	DISTRICTWIDE SETASIDE - RIGHT-OF-WAY - 2024	14,870,000	0	0	14,870,000	0	MNDOT	NC
2024		999	880M-RX-24	RX	DISTRICTWIDE SETASIDE - BRIDGE AND ROAD CONSTRUCTION (BARC) - 2024	8,000,000	0	0	8,000,000	0	MNDOT	NC
2024		999	880M-SA-24	SA	DISTRICTWIDE SETASIDE - SUPPLEMENTAL AGREEMENTS AND COST OVERRUNS - 2024	22,370,000	0	0	22,370,000	0	MNDOT	NC
2024		999	880M-SS-24	MA	DISTRICTWIDE SETASIDE - SYSTEM SUPPORT - 2024	5,000,000	0	0	5,000,000	0	MNDOT	NC
2024		999	8825-821	TM	METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000	0	0	75,000	0	MNDOT	S7
2024		999	8825-824	TM	METROWIDE-TRAFFIC SIGNAL LOOP REPLACEMENTS	50,000	0	0	50,000	0	MNDOT	S7
2024		I 35W	6284-188	RB	I35W, FROM CR C (NE29TH AVE) IN ROSEVILLE TO SUNSET AVE IN BLAINE - LANDSCAPING	220,000	0	0	220,000	0	MNDOT	NC
2024		I 94	2780-106	RB	I94, AT ELM CREEK REST AREA IN MAPLE GROVE - CONSTRUCT/REPLACE ADA PEDESTRIAN FACILITIES	750,000	0	0	750,000	0	MNDOT	AQ2

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2024	I	94	6283-254B	AM	I94, PEDESTRIAN BRIDGE 62868 OVER I94 (PARALLEL TO MAPLE ST) IN ST PAUL REPLACE PED BRIDGE (AMOUNTS IN FY22, FY23, FY24)	131,965	0	0	131,965	0	MNDOT	AQ
2024	MN	13	7001-134	TM	MN 13, BETWEEN MN 101 IN SAVAGE AND I35W IN BURNSVILLE - SIGNS FOR BUS SHOULDERS, REINFORCE CATCH BASINS	248,000	0	0	248,000	0	MNDOT	O8
2024	MN	282	7011-34	DR	MN 282, AT 401 2ND ST E IN JORDAN - REPLACE RETAINING WALL, REALIGN CURB AND GUTTER, RECONSTRUCT DRAINAGE AND PAVEMENT	184,000	0	0	184,000	0	MNDOT	S10
2024	MN	41	1008-106	MC	**TED**: MN41 (CHESTNUT ST) AND CSAH 10 (ENGLER BLVD) IN CHASKA- RECONSTRUCTION (ASSOCIATE TO 010-610-056)	3,000,000	0	0	3,000,000	0	CARVER COUNTY	S10
2024	MN	55	2724-130	SC	MN 55 (HIAWATHA), INTERSECTION OF MN 55 (HIAWATHA) RAMPS AND LAKE ST IN MPLS - RECONSTRUCT INTERSECTION (ASSOCIATE TO 027-603-075)	500,000	0	0	500,000	0	MNDOT	S10
2024	MN	62	2763-60	NO	MN62 WESTBOUND FROM EAST OF RED FOX CT TO BREDESEN PARK IN EDINA - NOISEWALL AND DRAINAGE REPAIRS	1,043,000	0	0	939,000	104,000	MNDOT	NC
2024	MN	95	8210-117	RB	MN95 (ST CROIX TRAIL), FROM 0.14 MILES TO 0.31 MILES NORTH OF PILAR RD IN SCANDIA - LANDSCAPING	26,000	0	0	26,000	0	MNDOT	NC
2024	MN	96	8211-44A	AM	MN96 (DELLWOOD RD), FROM MN 244 (DELLWOOD AVE) TO MN 95 (BROADWAY ST N) IN WASHINGTON COUNTY- JURISDICTIONAL TRANSFER (FUNDING IN BOTH FY23 AND FY24)	2,270,000	0	0	2,270,000	0	MNDOT	NC
2024	US	169	2772-124	BR	US 169, AT 63RD AVE IN BROOKLYN PARK/MAPLE GROVE - REPLACE BRIDGE 27534, CONSTRUCT NEW MULTI-USE TRAIL, ADA AT RAMP INTERSECTIONS AND EXTEND ACCELERATION LANES	3,618,000	0	0	3,618,000	0	MNDOT	S19
2025	999		880M-CA-25	CA	DISTRICTWIDE SETASIDE - EXTERNAL CONSULTANTS - 2025	22,000,000	0	0	22,000,000	0	MNDOT	NC
2025	999		880M-LP-25	RB	DISTRICTWIDE SETASIDE - LANDSCAPE PARTNERSHIP - 2025	30,000	0	0	30,000	0	MNDOT	NC
2025	999		880M-LPP-25	LP	DISTRICTWIDE SETASIDE - LOCAL PARTNERSHIP PROGRAM - 2025	4,000,000	0	0	4,000,000	0	MNDOT	NC
2025	999		880M-PD-25	CA	DISTRICTWIDE SETASIDE - INTERNAL PROGRAM DELIVERY - 2025	8,830,000	0	0	8,830,000	0	MNDOT	O1
2025	999		880M-PED-25	BI	DISTRICTWIDE SETASIDE - PEDESTRIAN BRIDGE - 2025	1,500,000	0	0	1,500,000	0	MNDOT	NC

TABLE A-9
100% State Funded Projects

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2025	999		880M-RW-25	RW	DISTRICTWIDE SETASIDE - RIGHT-OF-WAY - 2025	10,000,000	0	0	10,000,000	0	MNDOT	NC
2025	999		880M-RX-25	RX	DISTRICTWIDE SETASIDE - BRIDGE AND ROAD CONSTRUCTION (BARC) - 2025	8,000,000	0	0	8,000,000	0	MNDOT	NC
2025	999		880M-SA-25	SA	DISTRICTWIDE SETASIDE - SUPPLEMENTAL AGREEMENTS AND COST OVERRUNS - 2025	20,400,000	0	0	20,400,000	0	MNDOT	NC
2025	999		880M-SS-25	MA	DISTRICTWIDE SETASIDE - SYSTEM SUPPORT - 2025	4,611,000	0	0	4,611,000	0	MNDOT	NC
2025	999		8825-825	TM	METROWIDE-TRAFFIC SIGNAL LOOP REPLACEMENTS	50,000	0	0	50,000	0	MNDOT	S7
2025	999		8825-906	TM	METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000	0	0	75,000	0	MNDOT	S7
2025	I 394		2789-171	DR	I394, FROM LOUISIANA AVE TO XENIA AVE/PARK PLACE IN GOLDEN VALLEY/ST LOUIS PARK- REPAIR/REPLACE DRAINAGE (ASSOCIATE TO 2789-171S)	12,000	0	0	12,000	0	MNDOT	NC
2025	MN 13		1901-186	DR	MN 13, LYNN AVE IN SAVAGE TO NICOLLET AVE IN BURNSVILLE - REPAIR OR REPLACE DRAINAGE (ASSOCIATE TO SP 1901-186S)	8,000	0	0	8,000	0	MNDOT	NC
2025	MN 13		7001-135	RB	MN13, AT INTERSECTIONS OF DAKOTA AVE, YOSEMITE AVE AND VERNON AVE IN SAVAGE - LANDSCAPING	125,000	0	0	125,000	0	MNDOT	NC
2025	MN 3		1921-107	DR	MN 3 (S ROBERT TRAIL) AND 142ND ST IN ROSEMOUNT - ADA AND DRAINAGE (ASSOCIATE TO 1921-107S)	77,000	0	0	77,000	0	MNDOT	AQ2
2025	MN 5		6229-38	RB	MN5, FROM MENDOTA ST (EAST 7TH) IN ST PAUL TO MCKNIGHT RD IN MAPLEWOOD - LANDSCAPING	275,000	0	0	275,000	0	MNDOT	NC
2025	MN 55		1909-105	BT	MN 55, FROM CR 28/ARGENTA TRAIL TO COURTHOUSE BLVD IN INVER GROVE HEIGHTS- NEW TRAIL	108,000	0	0	108,000	0	MNDOT	AQ2
2025	MN 62		2774-28	NO	MN 62 EB FROM APPROXIMATELY XERXES AVE TO RUSSELL AVE IN RICHFIELD - CONSTRUCT NOISEWALL AND DRAINAGE REPAIRS	2,474,000	0	0	2,246,000	228,000	MNDOT	O3
2025	MN 95		8209-112	TM	MN 95 (ST CROIX TRAIL N), AND I94 INTERCHANGE, NE QUADRANT, PARK AND POOL LOT IN LAKELAND - REPLACE AND UPGRADE CAMERA SYSTEM	18,000	0	0	18,000	0	MNDOT	S7
2025	US 52		1928-90	RB	US 52, 0.57 MI NORTH OF SOUTHVIEW BLVD INTERCHANGE IN INVER GROVE HEIGHTS - REHAB AND ADD TIRE DETECTION SYSTEM TO METTLER-TOLEDO WEIGH IN MOTION DETECTION SYSTEM	400,000	0	0	400,000	0	MNDOT	NC
2026	999		880M-CA-26	CA	DISTRICTWIDE SETASIDE - EXTERNAL CONSULTANTS - 2026	22,500,000	0	0	22,500,000	0	MNDOT	NC

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

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2026	999		880M-LP-26	RB DISTRICTWIDE SETASIDE - LANDSCAPE AND LANDSCAPE PARTNERSHIP - 2026	100,000	0	0	100,000	0	MNDOT	NC
2026	999		880M-LPP-26	LP DISTRICTWIDE SETASIDE - LOCAL PARTNERSHIP PROGRAM - 2026	4,300,000	0	0	4,300,000	0	MNDOT	NC
2026	999		880M-PD-26	CA DISTRICTWIDE SETASIDE - INTERNAL PROGRAM DELIVERY - 2026	9,100,000	0	0	9,100,000	0	MNDOT	O1
2026	999		880M-RW-26	RW DISTRICTWIDE SETASIDE - RIGHT-OF-WAY - 2026	12,000,000	0	0	12,000,000	0	MNDOT	NC
2026	999		880M-RX-26	RX DISTRICTWIDE SETASIDE - BRIDGE AND ROAD CONSTRUCTION (BARC) - 2026	8,000,000	0	0	8,000,000	0	MNDOT	NC
2026	999		880M-SA-26	SA DISTRICTWIDE SETASIDE - SUPPLEMENTAL AGREEMENTS AND COST OVERRUNS - 2026	22,500,000	0	0	22,500,000	0	MNDOT	NC
2026	999		880M-SS-26	MA DISTRICTWIDE SETASIDE - SYSTEM SUPPORT - 2026	5,313,000	0	0	5,313,000	0	MNDOT	NC
2026	999		8825-1014	TM METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS	75,000	0	0	75,000	0	MNDOT	S7
2026	999		8825-976	TM METROWIDE-TRAFFIC SIGNAL LOOP REPLACEMENTS	50,000	0	0	50,000	0	MNDOT	S7
2026	MN 149		1917-53	BT MN149 (DODD RD) AT EMERSON AVE W IN MENDOTA HTS - SCHOOL/PEDESTRIAN CROSSING IMPROVEMENTS	44,000	0	0	44,000	0	MNDOT	AQ2
2026	MN 47		0206-79	RB MN47 (ST FRANCIS BLVD), FROM 227TH AVE TO 233RD AVE IN ST FRANCIS - LANDSCAPING	50,000	0	0	50,000	0	MNDOT	NC
2026	US 169		7008-118	RB US169, AT MN282/CR9 INTERCHANGE IN JORDAN - LANDSCAPING	150,000	0	0	150,000	0	MNDOT	NC
2026	US 52		1928-89	NO US 52 SB FROM APPROXIMATELY MENDOTA RD E TO 49TH ST E IN INVER GROVE HEIGHTS - CONSTRUCT NOISEWALL AND DRAINAGE REPAIRS	1,347,000	0	0	1,220,000	127,000	MNDOT	O3
Totals					394,654,496	0	0	390,897,496	3,757,000		

Twin Cities Metropolitan Area
2023 - 2026 Transportation Improvement Program

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

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	AC \$	State \$	Other \$	Agency:	AQ:
2023		US 10	0202-116A	MC	**B2021**PRS**: US 10 AT CSAH 56 (RAMSEY BLVD NW) AND CSAH 57 (SUNFISH LK BLVD NW) IN RAMSEY - CONSTRUCT INTERCHANGE OVER US 10 AND BNSF RAILWAY, AND ADJACENT FRONTAGE ROADS (ASSOCIATE TO 002-596-026, 002-596-026F, 002-596-026G, 0202-116)	16,000,000	0	0	0	16,000,000	MNDOT	A30
2024		US 212	1013-77	SC	**B2021**:	25,000,000	0	0	0	25,000,000	MNDOT	E1
					US 212 FROM CSAH 34 TO CSAH 36 IN BENTON TOWNSHIP- RECONSTRUCT AND EXPAND FROM A 2-LANE TO A 4-LANE DIVIDED HIGHWAY, REDUCED CONFLICT INTERSECTIONS (ASSOCIATE TO 010-596-013 AND 010-596-013F)							
2026		MN 252	2748-65	MC	**C0C3**PRS**: MN252 FROM I94 TO MN 610 AND ON I94 FROM DOWLING AVE TO MN 252 IN MPLS, BROOKLYN CENTER AND BROOKLYN PARK - CONVERT MN 252 TO A FREEWAY AND IMPROVE MOBILITY IN BOTH DIRECTIONS FROM MN 610 TO DOWLING AVE	96,000,000	0	0	0	96,000,000	MNDOT	A30
Totals						137,000,000	0	0	0	137,000,000		

Twin Cities Metropolitan Area
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TABLE A-11
Transit Section 5307

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

**TABLE A-11
Transit Section 5307**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2023	Transit		TRF-TCMT-23X	B9	SECT 5307: TWIN CITIES MET COUNCIL MT PREVENTIVE MAINTENANCE	10,000,000	0	8,000,000	0	2,000,000	MET COUNCIL MT	NC
2024	Transit		TRF-TCMT-24AA	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS ACQUISITION	75,116,684	0	60,093,347	0	15,023,337	MET COUNCIL MT	T10
2024	Transit		TRF-TCMT-24AB	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-HEYWOOD CAMPUS EXPANSION DESIGN, ENGINEERING AND CONSTRUCTION	11,000,000	0	8,800,000	0	2,200,000	MET COUNCIL MT	T8
2024	Transit		TRF-TCMT-24C	B9	SECT 5307: TWIN CITIES MET COUNCIL MT FACILITIES ENERGY ENHANCEMENTS AND NEW ENERGY INITIATIVES	1,339,806	0	1,071,845	0	267,961	MET COUNCIL MT	T8
2024	Transit		TRF-TCMT-24D	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION	2,775,000	0	2,220,000	0	555,000	MET COUNCIL MT	T5
2024	Transit		TRF-TCMT-24H	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS BUS ACQUISITION	41,375,068	0	33,100,054	0	8,275,014	MET COUNCIL MTS	T10
2024	Transit		TRF-TCMT-24J	B9	SECT 5307: TWIN CITIES MET COUNCIL MTS REGIONAL FLEET CAPITAL COST OF CONTRACTING	3,750,000	0	3,000,000	0	750,000	MET COUNCIL MTS	NC
2024	Transit		TRF-TCMT-24K	B9	SECT 5307: TWIN CITIES MET COUNCIL U OF M BUS ACQUISITION	671,063	0	536,850	0	134,213	MET COUNCIL MTS	T10
2024	Transit		TRF-TCMT-24L	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES ADDITIONS OR IMPROVEMENT: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS	2,175,000	0	1,740,000	0	435,000	MET COUNCIL MT	T7
2024	Transit		TRF-TCMT-24N	B9	SECT 5307 TWIN CITIES MET COUNCIL MT PREVENTIVE MAINTENANCE	10,000,000	0	8,000,000	0	2,000,000	MET COUNCIL MT	NC
2024	Transit		TRF-TCMT-24T	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY IMPROVEMENT: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT, ELECTRIC BUS INFRASTRUCTURE	3,925,305	0	3,140,244	0	785,061	MET COUNCIL MT	T8
2024	Transit		TRF-TCMT-24X	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL ASSET PROTECTION EQUIPMENT FOR FACILITIES: CARD SYSTEMS, VIDEO CAMERAS, DVD DRIVES, ALARMS, LOCKS	300,000	0	240,000	0	60,000	MET COUNCIL MT	T5
2024	Transit		TRF-TCMT-24Y	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL OPERATIONS COMMUNICATIONS AND CONTROL CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION, ADVANCE SCHEDULE PLANNING SOFTWARE, CUSTOMER REAL-TIME SOFTWARE	148,000	0	118,400	0	29,600	MET COUNCIL MT	T5

**TABLE A-11
Transit Section 5307**

Yr	PRT	Route	Proj Num	Prog Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2025	Transit		TRF-TCMT-25C	B9 SECT 5307: TWIN CITIES MET COUNCIL MT FACILITIES ENERGY ENHANCEMENTS AND NEW ENERGY INITIATIVES	869,455	0	695,564	0	173,891	MET COUNCIL MT	T8
2025	Transit		TRF-TCMT-25D	B9 SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION	4,859,441	0	3,887,553	0	971,888	MET COUNCIL MT	T5
2025	Transit		TRF-TCMT-25G	B9 SECT 5307: TWIN CITIES MET COUNCIL MTS REGIONAL FLEET CAPITAL COST OF CONTRACTING	3,750,000	0	3,000,000	0	750,000	MET COUNCIL MTS	NC
2025	Transit		TRF-TCMT-25H	B9 SECT 5307: TWIN CITIES MET COUNCIL MTS BUS ACQUISITION	48,004,926	0	38,403,941	0	9,600,985	MET COUNCIL MTS	T10
2025	Transit		TRF-TCMT-25J	B9 SECT 5307: TWIN CITIES MET COUNCIL U OF M BUS ACQUISITION	685,826	0	548,661	0	137,165	MET COUNCIL MTS	T10
2025	Transit		TRF-TCMT-25K	B9 SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES ADDITIONS OR IMPROVEMENT: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS	1,825,000	0	1,460,000	0	365,000	MET COUNCIL MT	T7
2025	Transit		TRF-TCMT-25M	B9 SECT 5307: TWIN CITIES MET COUNCIL MT PREVENTIVE MAINTENANCE	10,000,000	0	8,000,000	0	2,000,000	MET COUNCIL MT	NC
2025	Transit		TRF-TCMT-25Q	B9 SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY IMPROVEMENT: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT, ELECTRIC BUS INFRASTRUCTURE	12,445,565	0	9,956,452	0	2,489,113	MET COUNCIL MT	T8
2025	Transit		TRF-TCMT-25U	B9 SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL ASSET PROTECTION EQUIPMENT FOR FACILITIES: CARD SYSTEMS, VIDEO CAMERAS, DVD DRIVES, ALARMS, LOCKS	400,000	0	320,000	0	80,000	MET COUNCIL MT	T5
2025	Transit		TRF-TCMT-25V	B9 SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL OPERATIONS COMMUNICATIONS AND CONTROL CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION, ADVANCE SCHEDULE PLANNING SOFTWARE, CUSTOMER REAL-TIME SOFTWARE	173,000	0	138,400	0	34,600	MET COUNCIL MT	T5
2025	Transit		TRF-TCMT-25X	B9 SECT 5307: TWIN CITIES MET COUNCIL MT BUS ACQUISITION	79,880,135	0	63,904,108	0	15,976,027	MET COUNCIL MT	T10
2026	Transit		TRF-TCMT-26B	B9 SECT 5307: TWIN CITIES MET COUNCIL MTS REGIONAL FLEET CAPITAL COST OF CONTRACTING	3,750,000	0	3,000,000	0	750,000	MET COUNCIL MTS	NC
2026	Transit		TRF-TCMT-26C	B9 SECT 5307: TWIN CITIES MET COUNCIL MTS BUS ACQUISITION	62,110,160	0	49,688,128	0	12,422,032	MET COUNCIL MTS	T10
2026	Transit		TRF-TCMT-26D	B9 SECT 5307: TWIN CITIES MET COUNCIL U OF M BUS ACQUISITION	700,914	0	560,731	0	140,183	MET COUNCIL MTS	T10

**TABLE A-11
Transit Section 5307**

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2026	Transit		TRF-TCMT-26H	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS ACQUISITION	96,429,630	0	77,143,704	0	19,285,926	MET COUNCIL MT	T10
2026	Transit		TRF-TCMT-26J	B9	SECT 5307: TWIN CITIES MET COUNCIL MT PREVENTIVE MAINTENANCE	10,000,000	0	8,000,000	0	2,000,000	MET COUNCIL MT	NC
2026	Transit		TRF-TCMT-26L	B9	SECT 5307: TWIN CITIES MET COUNCIL MT FACILITIES ENERGY ENHANCEMENTS AND NEW ENERGY INITIATIVES	912,929	0	730,343	0	182,586	MET COUNCIL MT	T8
2026	Transit		TRF-TCMT-26M	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION	3,200,000	0	2,560,000	0	640,000	MET COUNCIL MT	T5
2026	Transit		TRF-TCMT-26P	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES ADDITIONS OR IMPROVEMENT: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS	1,975,000	0	1,580,000	0	395,000	MET COUNCIL MT	T7
2026	Transit		TRF-TCMT-26S	B9	SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY IMPROVEMENT: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT, ELECTRIC BUS INFRASTRUCTURE	12,716,431	0	10,173,145	0	2,543,286	MET COUNCIL MT	T8
2026	Transit		TRF-TCMT-26U	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL ASSET PROTECTION EQUIPMENT FOR FACILITIES: CARD SYSTEMS, VIDEO CAMERAS, DVD DRIVES, ALARMS, LOCKS	300,000	0	240,000	0	60,000	MET COUNCIL MT	T5
2026	Transit		TRF-TCMT-26V	B9	SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL OPERATIONS COMMUNICATIONS AND CONTROL CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION, ADVANCE SCHEDULE PLANNING SOFTWARE, CUSTOMER REAL-TIME SOFTWARE	148,000	0	118,400	0	29,600	MET COUNCIL MT	T5
Totals						651,479,460	0	521,183,568	0	130,295,892		

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TABLE A-12
Transit Section 5309

Yr	PRT	Route	Proj Num	Prog	Description	Project Total	FHWA \$	FTA\$	State \$	Other \$	Agency:	AQ:
2023	Transit		TRF-TCMT-23D	B3	**PRS** SECT 5309: SOUTHWEST LIGHT RAIL TRANSIT(GREEN LINE EXTENSION) NEW START FFGA APPROPRIATION	214,600,921	0	100,000,000	0	114,600,921	MET COUNCIL MT	A30
2024	Transit		TRF-TCMT-24V	B3	**PRS**SECT 5309: SOUTHWEST LIGHT RAIL TRANSIT (GREEN LINE EXTENSION) NEW START FFGA APPROPRIATION	214,600,921	0	100,000,000	0	114,600,921	MET COUNCIL MT	A30
2025	Transit		TRF-TCMT-25A	B3	**PRS**SECT 5309: METRO BLUE LINE EXTENSION (BOTTINEAU LIGHT RAIL TRANSIT) NEW START FFGA APPROPRIATION	204,081,633	0	100,000,000	0	104,081,633	MET COUNCIL MT	A30
2025	Transit		TRF-TCMT-25E	B3	**PRS**SECT 5309: GOLD LINE BUS RAPID TRANSIT LINE NEW START FFGA APPROPRIATION	248,529,000	0	142,822,730	0	105,706,270	MET COUNCIL MT	A30
2025	Transit		TRF-TCMT-25S	B3	**PRS**SECT 5309: SOUTHWEST LIGHT RAIL TRANSIT (GREEN LINE EXTENSION) NEW START FFGA APPROPRIATION	214,600,921	0	100,000,000	0	114,600,921	MET COUNCIL MT	A30
2025	Transit		TRF-TCMT-25Z	B3	**PRS**SECT 5309: RUSH LINE BUS RAPID TRANSIT LINE NEW START FFGA APPROPRIATION	200,000,000	0	100,000,000	0	100,000,000	MET COUNCIL MT	A30
2026	Transit		TRF-TCMT-26	B3	**PRS**SECT 5309: SOUTHWEST LIGHT RAIL TRANSIT (GREEN LINE EXTENSION) NEW START FFGA APPROPRIATION	214,600,921	0	100,000,000	0	114,600,921	MET COUNCIL MT	A30
2026	Transit		TRF-TCMT-26A	B3	**PRS**SECT 5309: METRO BLUE LINE EXTENSION (BOTTINEAU LIGHT RAIL TRANSIT) NEW START FFGA APPROPRIATION	204,081,633	0	100,000,000	0	104,081,633	MET COUNCIL MT	A30
2026	Transit		TRF-TCMT-26W	B3	**PRS**SECT 5309: GOLD LINE BUS RAPID TRANSIT LINE NEW START FFGA APPROPRIATION	165,686,000	0	95,215,153	0	70,470,847	MET COUNCIL MT	A30
Totals						1,880,781,950	0	938,037,883	0	942,744,067		

Twin Cities Metropolitan Area
2023 - 2026 Transportation Improvement Program

TABLE A-13
Transit Section 5310

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

**TABLE A-13
Transit Section 5310**

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

Twin Cities Metropolitan Area
2023 - 2026 Transportation Improvement Program

TABLE A-14
Transit Section 5337

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

TABLE A-14
Transit Section 5337

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

**TABLE A-14
Transit Section 5337**

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

Twin Cities Metropolitan Area
2023 - 2026 Transportation Improvement Program

TABLE A-15
Transit Section 5339

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

Twin Cities Metropolitan Area
2023 - 2026 Transportation Improvement Program

**TABLE A-16
WISCONSIN**

2023-2026 Transportation Improvement Program (TIP)														
TIP Number	Project Number	Project Elements	Project Sponsor	Project Description (street name, termini, type of work, length in miles, and funding program)	Phase						Funding Source and Cost Share			
						2023	2024	2025	2026	Total	Federal	State	Local	Total
No projects in the Wisconsin part of the Urbanized Area.														

Appendix B

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

Prepared May 6, 2021

Air Quality Conformity

Clean Air Act Conformity Determination

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

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

The analysis described in the appendix has resulted in a Conformity Determination that the 2023-2026 TIP meets all relevant regional emissions analysis and budget tests as described herein and conforms to the relevant sections of the Federal Conformity Rule and to the applicable sections of Minnesota State Implementation Plan for air quality.

Public Involvement & Interagency Consultation Process

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

Emissions Test

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

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

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

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

Transportation Control Measures

Pursuant to the Conformity Rule, the Council reviewed the 2023-2026 TIP and certifies that it conforms to the State Improvement Plan and does not conflict with its implementation. All transportation system management strategies which were the adopted transportation control measures for the region have been implemented or are ongoing and funded. There are no TSM projects remaining to be completed. There are no fully adopted regulatory new TCMs nor fully funded non-regulatory TCMs that will be implemented during the programming period of the TIP. There are no prior TCMs that were adopted since November 15, 1990, nor any prior TCMs that have been amended since that date. A list of officially adopted transportation control measures for the region may be found in the Nov. 27, 1979, Federal Register notice for EPA approval of the Minneapolis-St. Paul Carbon Monoxide Maintenance Plan. Details on the status of adopted Transportation Control Measures can be found in the 2040 Transportation Policy Plan, in [Appendix E](#).

Federal Requirements

The 2023-2026 TIP meets the following Conformity Rule requirements:

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

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

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

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

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

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

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

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

List of Regionally Significant Projects

Pursuant to the Conformity Rule, the projects listed in the TIP and Transportation Policy Plan (see Appendix C) were reviewed and categorized using the following determinations to identify projects that are exempt from a regional air quality analysis, as well as regionally significant projects to be included in the analysis. The classification process used to identify exempt and regionally significant projects was developed through an interagency consultation process involving the MPCA, EPA, FHWA, the Council and MnDOT. Regionally significant projects were selected according to the definition in Section 93.101 of the Conformity Rules:

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

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

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

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

- Existing regionally significant highway or transit facilities, services, and activities;
- Regionally significant projects (regardless of funding sources) which are currently:
 - under construction or undergoing right-of-way acquisition, or;
 - come from the first year of a previously conforming Transportation Improvement Program, or;
 - have completed the NEPA process, or;
 - listed in the 2023-2026 Transportation Improvement Program, or;
 - listed in the Transportation Policy Plan (Appendix C), or;
 - identified for Wright County.

Each project was assigned to a horizon year (open by January of 2030 or 2040, though none are assigned 2040) and categorized in terms of potential regional significance and air quality analysis exemption as per Sections 93.126 and 93.127 of the Conformity Rule, using the codes listed in this appendix. The resulting list of regionally significant projects is shown below.

Horizon Year 2030

Transit (bolded project numbers funded through the Regional Solicitation)

- METRO Blue Line extension (TRF-TCMT-25A, TRF-TCMT-26A)
- METRO Green Line Extension (TRF-TCMT-23D, TRF-TCMT-24V, TRF-TCMT-25S, TRF-TCMT-26)
- METRO Gold Line dedicated BRT (**TRF-TCMT-24B**, TRF-TCMT-25E, TRF-TCMT-26W)
- METRO Rush Line dedicated BRT (TRF-TCMT-25Z)
- D-Line; Arterial BRT along Chicago Avenue and Emerson and Fremont avenues in Brooklyn Center, Minneapolis, Richfield, and Bloomington (TRS-TCMT-21D)
- B-Line; Arterial BRT along Lake Street and Marshall Avenue (**TRS-TCMT-20A**, **TRS-TCMT-22B**, TRF-TCMT-22R)
- E- Line; Arterial BRT along Hennepin, France, 4th, and University from Southdale Transit Center to Westgate Station (**TRS-TCMT-21A**, **TRS-TCMT-23B**, TRF-TCMT-23S)
- F- Line; Arterial BRT along Central Ave from downtown Minneapolis to Northtown Transit Center (**TRS-TCMT-25B**)
- G- Line; Arterial BRT along Rice and Robert from Northern Dakota County Service Center to Little Canada Transit Center (Not yet in TIP)

Roadway (bolded project numbers funded through the Regional Solicitation)

- I-35W, from Co Rd B2 in Roseville to 0.1 mi N Sunset Ave (Anoka CR 53) in Lino Lakes, construct MnPASS lane from CR C to Lexington Ave (Anoka CSAH 17), concrete overlay from CR C to CR 53, misc pavement reconstruct & BIT M&O, rehab 17 bridges and replace 5 bridges (AC payback, 6284-180AC2, 6284-180AC3)
- I-494 – add a MnPASS lane along eastbound from France Avenue to MN 77 and westbound from MN 77 to I-35W (2785-424; 2785-424C; 2785-424G)

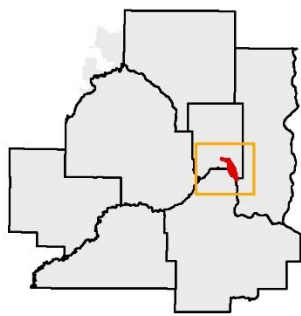
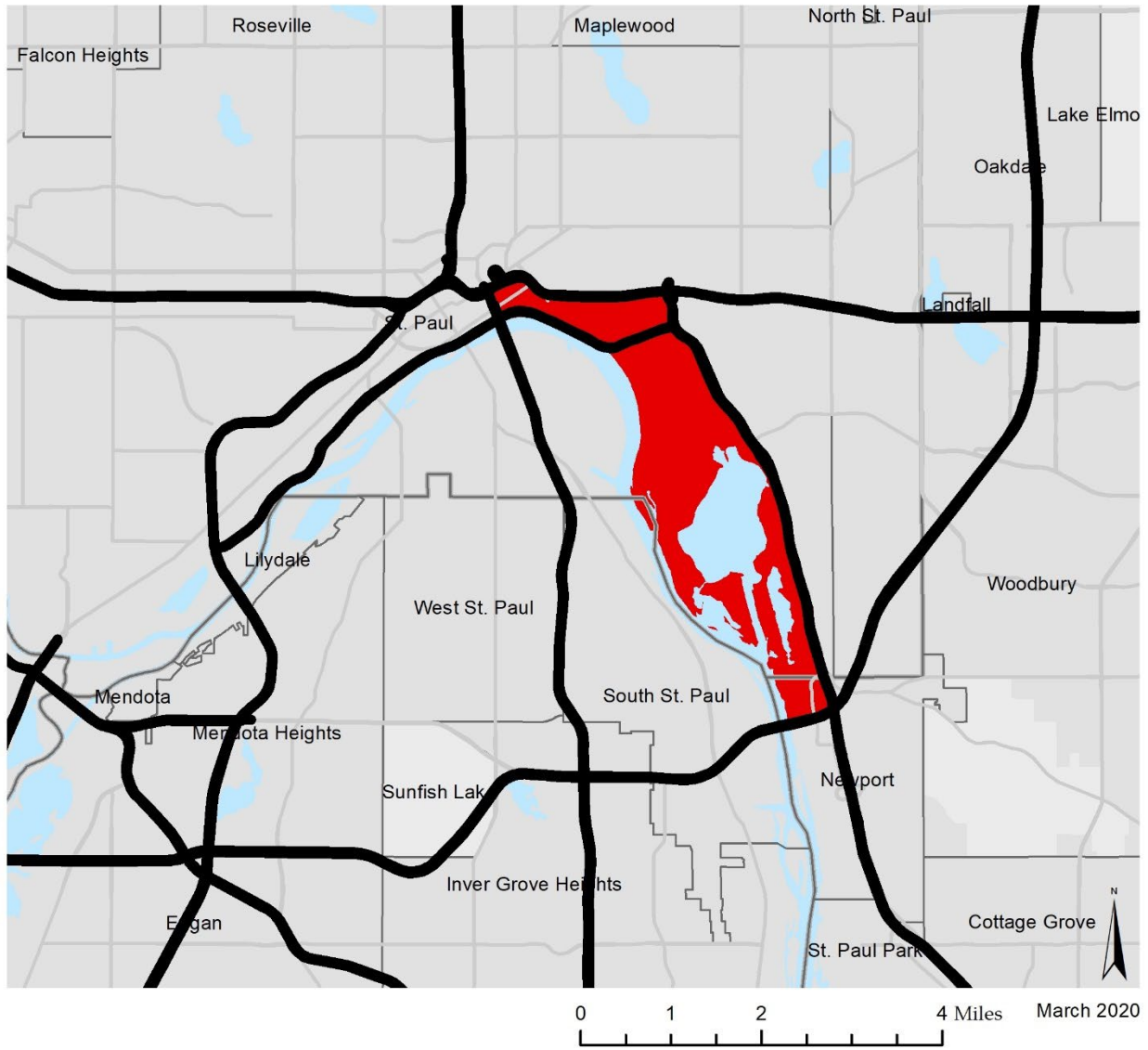
- MN 252/I-94 – Convert MN 252 from an arterial to a freeway and add lanes where necessary to reach 2 general purpose and MnPASS in each direction, add MnPASS lanes in each direction along I-94 from I-694 to Dowling Avenue (2748-65)
- MN 252 at CSAH 109 in Brooklyn Park – grade separation, retaining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

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

Horizon Year 2040

No projects identified

PM₁₀ Area



 PM₁₀ Area

Figure B-1: PM₁₀ Maintenance Area

May 26, 2022

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

RE: Draft 2023-2026 Draft Transportation Improvement Program

Dear Amy Vennewitz:

The Minnesota Pollution Control Agency (MPCA) staff has completed its formal review of the draft 2023-2026 Transportation Improvement Program (TIP). The MPCA staff has examined the draft TIP for conformance with a checklist of requirements from the joint Transportation Conformity Rule (Rule) of the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation. The intent of the Rule is to ensure compliance with the Clean Air Act Amendments of 1990 and the new transportation reauthorization bill "the Infrastructure Investment and Jobs Act" (IIJA) when a Metropolitan Planning Organization (MPO) or state department of transportation serves as a distribution agency for federal transportation funds.

The Rule requires that the MPOs base their TIPS and Long-Range Comprehensive Transportation Plans (Plan) on the latest planning assumptions. As a result, the draft TIP's air quality conformity analysis is based on the most current Metropolitan Council (the Council) socioeconomic data used in Thrive MSP 2040, which was adopted by the Council on May 28, 2014. The latest update to these forecasts was published in June 2017. The planning document provides the Council with the socioeconomic data (planning assumptions) to develop long-range forecasts of regional highway and transit facility needs.

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

Amy Vennewitz
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May 26, 2022

The current TIP was also prepared in accordance with the public participation plan for transportation planning adopted by the Council on July 26, 2017. This process satisfies IJA requirements for public participation involvement, as well as the public consultation procedures requirements of Conformity Rule. Based on this review, the analysis described in the conformity Appendix B and submitted by the Council, the MPCA concurs with the conformity determination that the projects included in the 2023-2026 Draft TIP meet all relevant conformity emissions analysis and budget tests as described therein. The 2023-2026 TIP also conforms to the relevant sections of the Federal Conformity Rule and the applicable sections of the Minnesota State Implementation Plan for air quality.

The MPCA staff appreciates the opportunity given to review this document as part of the EPA Transportation Conformity Rule consultation process. The MPCA staff also appreciates the cooperation of the interagency consultation group that includes the Council, EPA, Minnesota Department of Transportation (MnDOT), and Federal Highway Administration (FHWA) for their immediate assistance in resolving all policy and technical analysis issues with respect to the projects' air quality classification and their willingness to accept the suggested course of action.

Please contact me if you have any questions at 651-757-2347 or innocent.eyoh@state.mn.us.

Sincerely,



This document has been electronically signed.

Innocent Eyoh
Planner Principal
Air Assessment Section
Environmental Analysis and Outcomes Division

IE:je

cc: Andrew Emanuele, FHWA
Michael Leslie, EPA, Region 5
Jonathan Ehrlich, Metropolitan Council
Elaine Koutsoukos, Metropolitan Council
Jon Solberg, Technical Advisory Committee (TAC) Chair
Michael Thompson, TAC Funding & Programming Committee Chair
Emily Jorgensen, TAC Planning Committee Chair
Craig McDonnell, MPCA
Todd Biewen, MPCA
Kari Palmer, MPCA
Deepa deAlwis, MPCA

Exempt Projects

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

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

Projects that Do Not Impact Regional Emissions Safety

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

Transit

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

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

Air Quality

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

Other

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

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

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

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

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

Projects Exempt from Regional Emissions Analyses

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

Non-Classifiable Projects

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

Traffic Signal Synchronization

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

Regionally Significant Projects

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

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

APPENDIX C

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

Conditions for Using a Streamlined Amendment Process

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

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

Process

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



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