2021–2024
TRANSPORTATION
IMPROVEMENT PROGRAM
FOR THE TWIN CITIES METROPOLITAN AREA
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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.
2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM

SUMMARY

The Metropolitan Council, which serves as the Metropolitan Planning Organization for the Twin Cities Metropolitan Area, is required by federal law to produce a four-year Transportation Improvement Program (TIP), which outlines funded highway, transit, bicycle, and pedestrian projects within the metropolitan planning area. The 2021 through 2024 TIP responds to procedures required by the Fixing America’s Surface Transportation Act (FAST Act) 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 2021-2024 TIP for the Twin Cities Metropolitan Area includes highway, freight, transit, bicycle, and pedestrian projects valued at approximately $4.7 billion. Highlights of the TIP include the following:

- Approximately 53% (or $2.5 billion) of the total projects in the TIP are from federal sources, with 21% from state sources and 26% from local/other sources.
- The $4.76819 billion program includes $2.248 billion (47.2%) for transit and TDM; $2.032 billion (42.6%) for highways and roads, $84 million (1.8%) for non-motorized transportation, and $404 (8.5%) million for other projects and yet-to-be-programmed set-aside funds.
- One major project is included for the first time: a $109 million reconstruction of I-94 from Oakdale to the St. Croix River (project number 8282-132).

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 July 13, 2020. The TAB considered public comments received on the draft TIP prior to adopting the final TIP.

The 2021-2024 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 October 24, 2018 (with amendments on 2/27/19 and 4/24/19), with FHWA/FTA conformity determination established on December 13, 2018. 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 2021-2024 TIP is fiscally constrained, is consistent with the TPP, is in conformity with the Clean Air Act Amendments of 1990, and its development process provides acceptable opportunity for public involvement.

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1. INTRODUCTION
The 2021-2024 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.

The 2021-2024 TIP for the Twin Cities Metropolitan Area meets all of these requirements and was submitted to the Minnesota and Wisconsin Departments of Transportation for inclusion in their respective State Transportation Improvement Programs (STIPs) approved by the Governors’ designees, the Commissioner of Transportation (MN) and the Secretary of Transportation (WI).

The Twin Cities Metropolitan Area Metropolitan Planning Organization (MPO) certifies that it is in conformance with the provisions of 49 CFR Part 20 regarding lobbying restrictions on influencing certain Federal activities.
Figure 1: Twin Cities Metropolitan Area Political Boundaries – Also includes parts of Sherburne and Wright Counties (MN) and St. Croix County (WI)
The following information is provided for each project in the TIP in Appendix A:

- Program year
- Parent project (only in final TIP)
- Route
- Project number
- MnDOT program category
- Description of the project scope
- Estimated total funding in each year of the TIP along with the amount of federal funds proposed to be obligated
- Amount of advanced construction (AC, see Table 7) 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 technology 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 accepted public comments on the draft TIP. The following is the schedule of public comment opportunities prior to adoption of the 2021-2024 TIP.

- June 17, 2020 – A public meeting of the TAB where it released the draft TIP for the purpose of soliciting public comment.
- June 22 through August 10, 2020 – The TAB accepted public comments submitted by email, telephone, and mail.
- July 13, 2020 – Council transportation and communications staff hosted a virtual public meeting
- August 19, 2020 – A public meeting of the TAB where public comments were reviewed, and the TIP was recommended 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 metrocouncil.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.metrocouncil.org.

For TIP Amendments (discussed on page 13) 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](https://www.metrocouncil.org). Figure 2 summarizes the process used to develop the TIP for the region.

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 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 3. While most projects are programmed by MnDOT, the projects selected through the TAB Regional Solicitation are programmed, roughly every-other year, by the Council.

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 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.
1. Council staff works in coordination with MnDOT to prepare a draft four-year TIP that includes all approved FHWA-, FTA-, MnDOT, and WisDOT-funded projects.

2. MPCA reviews and approves TIP for air quality conformity.

3. FHWA and FTA review the draft TIP.

4. TAC Funding & Programming (F&P) Committee reviews and comments on draft TIP and forwards to TAC.

5. TAC reviews, comments, and forwards to TAB.

6. TAB releases the TIP for a 45-day public comment period.

7. Council staff assembles and summarizes public comments.

8. Council staff works with MnDOT to prepare final TIP and public comment report.

9. TAB recommends approval of the TIP to the Metropolitan Council.

10. Metropolitan Council’s Transportation Committee reviews TIP and recommends to Metropolitan Council.

11. Council adopts the TIP.*

12. Council publishes TIP and forwards it to MnDOT and, WisDOT.

13. MnDOT and WisDOT include the TIP in their respective STIPs, which they approve and forward to USDOT for conformance review with federal transportation law. USDOT also works with US EPA to determine conformance of the TIP with the Clean Air Act.

* 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), 2019-2022. Top number represents share of total TIP; the bottom number represents share of federal funding included in the TIP.

- **Federal (HPP & Other)**
  - <1% total
  - <1% federal

- **TAB Regional Solicitation Selection**
  - 14% total
  - 16% federal

- **MnDOT District Selection**
  - 41% total
  - 36% federal

- **MnDOT Office of Transit Selection**
  - <1% total
  - 1% federal

- **Metro Transit & Other Metro Providers Selection**
  - 45% total
  - 48% federal

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**Funding and Programming Committee**

**Technical Advisory Committee**

**Transportation Advisory Board**

**Metropolitan Council**

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

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

Figure 3: Project Selection Processes for Inclusion in the Twin Cities Transportation Improvement Program
Estimating Project Costs
Projects beyond the first program year of the TIP will most likely be subject to inflation. Projects in the TIP are estimated in recognition of this reality in attempt to determine the cost in terms of year of expenditure. Each programming agency has its own approach to estimating inflated project costs. These approaches are:

- Metro Transit: Inflation is built into project amounts during the process of creating the six-year Capital Improvement Program for Transit divisions at the Council.
- MnDOT: Each year, a revised inflation adjustment table is used to update construction estimates and produce an inflated estimate for each project.
- Metropolitan Council-programmed Regional Solicitation projects and MnDOT-Programmed HSIP projects: For the 2019-2022 TIP, projects to be administered by FHWA recently awarded via the 2018 Regional Solicitation were adjusted at two percent per obligation year, with 2018 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, respectively, and adjust 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 change of program years, 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>
<thead>
<tr>
<th>STIP Total Project Estimated Cost</th>
<th>Modification</th>
<th>Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;$1,000,000</td>
<td>Not required**</td>
<td>Not required**</td>
</tr>
<tr>
<td>$1,000,001 to $3,000,000</td>
<td>20%</td>
<td>50%</td>
</tr>
<tr>
<td>$3,000,001 to $10,000,000</td>
<td>20%</td>
<td>35%</td>
</tr>
<tr>
<td>$10,000,001 to $50,000,000</td>
<td>10%</td>
<td>20%</td>
</tr>
<tr>
<td>$50,000,001 to $100,000,000</td>
<td>10%</td>
<td>15%</td>
</tr>
<tr>
<td>&gt;$100,000,000</td>
<td>***</td>
<td>10%</td>
</tr>
</tbody>
</table>

*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 Fixing America’s Surface Transportation Act (FAST) Act was signed into law on December 4, 2015, as a five-year surface transportation authorization. Funding for specific programs is shown in Tables 7, 9, and 10.

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. MAP-21 and FAST Act consolidated federal funding programs and changed eligible activities in some programs.

**Surface Transportation Block Grant (STBG) Program.** The FAST Act consolidated the following two programs into the STBG Program, a block-grant type program that may be used for 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. The 2021-2024 TIP still breaks these projects out into the former programs shown below:

- **Surface Transportation Program (STP).** This program was the most flexible program, as road, bicycle, pedestrian, and transit projects were all eligible to receive STP funding. Most STP-funded projects, however, were road projects.
- **Transportation Alternatives (TA).** Under MAP-21, this program replaced the funding from programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and other discretionary programs.

**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 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 2021-2024 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 October 24, 2018 (with amendments on 2/27/19 and 4/24/19), with FHWA/FTA conformity determination established on December 13, 2018. 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 (PM$_{10}$), 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 PM$_{10}$ 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.

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 2021-2024 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 PM₂.₅ 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 metropolitan 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 highway safety, pavement, bridge, reliability, freight, CMAQ, and transit asset management and safety. The requirements continue through the federal Fixing America’s Surface Transportation (FAST) Act, signed into law in 2015. The following are the four broad performance measure categories that must be included in the TIP:

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

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 highway 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 fatal and serious injury crashes. Pursuant to federal requirements, the Council must annually adopt highway safety performance targets that are reasonable and achievable. The Council thus adopted targets that reflect an annual reduction from the base-year data for fatalities and serious injury crashes. The Council will continue to annually target a reduction in fatal and serious injury crashes and prioritize the safety of the travelling public over all other goals.

Table 2 shows the adopted targets for 2020.
Table 2: Existing Conditions and Adopted Highway Safety Targets for 2020

<table>
<thead>
<tr>
<th>Measure</th>
<th>Existing Condition (2018)</th>
<th>2020 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Traffic Fatalities</td>
<td>141</td>
<td>106</td>
</tr>
<tr>
<td>Fatality Rate (per 100 million VMT)</td>
<td>0.45</td>
<td>0.34</td>
</tr>
<tr>
<td>Serious Injury Crashes</td>
<td>825</td>
<td>738</td>
</tr>
<tr>
<td>Serious Injury Crash Rate (per 100 million VMT)</td>
<td>2.63</td>
<td>2.36</td>
</tr>
<tr>
<td>Non-motorized fatalities/serious injury crashes</td>
<td>184</td>
<td>181</td>
</tr>
</tbody>
</table>

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.

Efforts like Towards Zero Deaths and Vision Zero promote 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. This long-term goal, however, will be achieved incrementally and these performance targets set an achievable increment in the near term.

**Anticipated Effect of the Safety Performance Measures**

Due to the fact that the metro area’s fatal and serious injury crash rates are significantly lower than those of the state as a whole, the Council developed and adopted 2020 targets specific to the metro area. These targets were developed using a 1.5% reduction from the 2019 targets, which were developed using the same methodology that MnDOT employed to establish the statewide targets. While transportation safety figures are more positive in the metro area than in Greater Minnesota, the region is committed to further improving transportation safety. This is reflected in the importance of safety-related scoring criteria included in the Regional Solicitation and in MnDOT’s project selection, and in the projects that are ultimately programmed into the TIP.

The 2021-2024 TIP is anticipated to have a positive effect towards meeting the region’s established safety performance targets. The TIP reflects $80 million in FHWA Highway Safety Improvement Program (HSIP) funds, in addition to state and local match funding of $4.1 million and $6.8 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, roadway system management, 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.

While the 2020 safety targets reflect an improvement over historical performance, they should nonetheless be attainable. Some individual years might have a spike in fatal and serious injury crashes, but the overall long-term trend has been a decrease in serious-injury and fatal crashes. Serious-injury crash numbers are somewhat prone to human error, as the emergency vehicle operator has to manually enter information on the crash. This may potentially lead to
unexpected results but is less likely to be a problem in the metro area than in rural areas of Minnesota.

**MPO Investment Priorities**
The Council has adopted a number of objectives and strategies intended to improve transportation safety. As outlined in the Transportation Policy Plan, these include the following objectives:

- Reduce fatal and serious injury crashes and improve safety and security for all modes of passenger travel and freight transport.
- Reduce the transportation system’s vulnerability to natural and man-made incidents and threats.

Specific strategies the Council and its partners will use and implement to meet these objectives are as follows:

- 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 will work with local, state, and federal public safety officials, including emergency responders, to protect and strengthen the role of the regional transportation system in providing security and effective emergency response to serious incidents and threats.
- Regional transportation partners will 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 education and enforcement programs to increase awareness of regional safety issues, shared responsibility, and safe behavior.
- The 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.
- Airport sponsors and air service providers will provide facilities that are safe, secure and technologically current.

While it is too early to assess whether the strategies are having the intended effect, the Council and its partners will closely monitor safety performance and re-prioritize should it be necessary.

**Pavement/Bridge Performance Measures (PM2)**

**Council Activities and Progress**
The Council adopted the 2020 and 2022 PM2 target for the first time in of 2018. Given the close coordination with MnDOT and similar performance for both the metro area and greater Minnesota, the Council chose to concur with the adopted MnDOT pavement/bridge performance measure targets. Table 3 depicts the existing metro area performance as well as the adopted statewide and regional targets for both 2020 and 2022.
Table 3: Existing Conditions and Adopted Condition Targets for 2020 and 2022

<table>
<thead>
<tr>
<th>Measure</th>
<th>Existing Performance</th>
<th>2020 Target</th>
<th>2022 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridges</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. % of bridges by deck area in good condition</td>
<td>46.3%</td>
<td>&gt;50%</td>
<td>&gt;50%</td>
</tr>
<tr>
<td>2. % of bridges by deck area in poor condition</td>
<td>1.3%</td>
<td>&lt;4%</td>
<td>&lt;4%</td>
</tr>
<tr>
<td>Pavement</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. % of interstate pavement in good condition</td>
<td>62.7%</td>
<td>*</td>
<td>&gt;55%</td>
</tr>
<tr>
<td>2. % of interstate pavement in poor condition</td>
<td>0.8%</td>
<td>*</td>
<td>&lt;2%</td>
</tr>
<tr>
<td>3. % of non-interstate NHS pavement in good condition</td>
<td>50.7%</td>
<td>&gt;50%</td>
<td>&gt;50%</td>
</tr>
<tr>
<td>4. % of non-interstate NHS pavement in poor condition</td>
<td>3.2%</td>
<td>&lt;4%</td>
<td>&lt;4%</td>
</tr>
</tbody>
</table>

*No target set for this measure/year

**Anticipated Effect of the Pavement/Bridge Performance Measures**

The 2021-2024 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 interstate pavement condition within the metro area is performing at a level greater than the targets, non-interstate NHS pavement is not performing at the same level. This may indicate a need to focus more explicitly on non-interstate NHS facilities in the future in an effort to ensure the region continues to be on track to meet the 2020 and 2022 targets.

Currently, the metro area is not meeting the adopted target for the percent of bridges by deck area in good condition. This is offset, however, by the performance of the state as a whole, which is on track to meet the established targets. Moving forward, the Council will continue to monitor bridge deck condition and explore mechanisms to ensure the future targets are met.

**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 the fall of 2018. 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%. MnDOT established a state-wide target of greater than 80%, which would likely be unattainable for the near-term future within the metro area. Instead, the Council has adopted a 2020 and 2022 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%.

In addition to the interstate person-miles target, 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 hard to attain given the increased traffic in the metro area as 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 for 2020 and 2022

<table>
<thead>
<tr>
<th>Measure</th>
<th>Existing Performance</th>
<th>2020 Target</th>
<th>2022 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>% of reliable person-miles traveled on the Interstate</td>
<td>68.8%</td>
<td>&gt;70%</td>
<td>&gt;70%</td>
</tr>
<tr>
<td>% of reliable person-miles traveled on the non-Interstate NHS</td>
<td>76.5%</td>
<td>&gt;75%</td>
<td>&gt;75%</td>
</tr>
<tr>
<td>Truck travel time reliability index</td>
<td>2.23</td>
<td>&lt;2.20</td>
<td>&lt;2.20</td>
</tr>
</tbody>
</table>

Table 5: Existing Conditions and Adopted CMAQ Targets for 2020 and 2022

<table>
<thead>
<tr>
<th>Measure</th>
<th>Existing Performance</th>
<th>2020 Target</th>
<th>2022 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-road mobile source emissions – sum of emissions reductions of pollutants, in kilograms per day, for all projects funded with CMAQ funds</td>
<td>6,800</td>
<td>&gt;6,800</td>
<td>&gt;6,800</td>
</tr>
<tr>
<td>% of non-single occupancy vehicles</td>
<td>23.2%</td>
<td>&gt;25%</td>
<td>&gt;25%</td>
</tr>
<tr>
<td>Peak hour excessive delay – annual hours of delay per capita (delay is travel at less than 20 MPH or 60% of the posted speed)</td>
<td>8.65</td>
<td>&lt;8.5</td>
<td>&lt;8.5</td>
</tr>
</tbody>
</table>

Anticipated Effect of the System Reliability and Congestion Reduction Performance Measures

In total, there is over $130 million in CMAQ funding programmed for projects in the 2021-2024 TIP. The net benefit these projects are meant to help achieve, as shown in Table 5, is a reduction of approximately 6,800 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 carpoolis, vanpools, and ride matching programs; and projects aimed at retiming and optimizing traffic signal coordination.

The 2021-2024 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.

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 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 officially established 2018 performance targets on April 1 of 2018. The MPO will use the TAM targets adopted in 2018 for 2021. Table 6 summarizes the 2018 targets, which were adopted by the MPO in 2018.

**Table 6: Adopted Transit Asset Management Targets for 2018**

<table>
<thead>
<tr>
<th>Measure</th>
<th>2018 Target</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rolling Stock: % exceeding useful life</strong></td>
<td></td>
</tr>
<tr>
<td>Articulated Bus</td>
<td>8%</td>
</tr>
<tr>
<td>Over-the-Road Bus</td>
<td>0%</td>
</tr>
<tr>
<td>Bus</td>
<td>2.4%</td>
</tr>
<tr>
<td>Cutaway</td>
<td>14%</td>
</tr>
<tr>
<td>Light Rail Vehicle</td>
<td>0%</td>
</tr>
<tr>
<td>Commuter Rail Locomotive</td>
<td>0%</td>
</tr>
<tr>
<td>Commuter Rail Passenger Coach</td>
<td>0%</td>
</tr>
<tr>
<td><strong>Equipment: % exceeding useful life</strong></td>
<td></td>
</tr>
<tr>
<td>Automobiles</td>
<td>42%</td>
</tr>
<tr>
<td>Trucks/other Rubber Tire Vehicles</td>
<td>38%</td>
</tr>
<tr>
<td><strong>Facility: % rated below 3 on condition scale</strong></td>
<td></td>
</tr>
<tr>
<td>Passenger/Parking Facilities</td>
<td>0%</td>
</tr>
<tr>
<td>Administrative/Maintenance Facilities</td>
<td>0%</td>
</tr>
<tr>
<td><strong>Infrastructure: % of track with performance restrictions</strong></td>
<td></td>
</tr>
<tr>
<td>Light Rail</td>
<td>1%</td>
</tr>
</tbody>
</table>

**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 $35 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.

The primary 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.

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 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) for highways 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 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 5307, 5337, and 5339 funds are provided to the Council as the region’s designated federal recipient and allocated among all regional providers. 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 2021–2024
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 under $5 billion over the 2021 to 2024 period (See Tables 8, 9, and 10). 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 9. The four-year total is approximately $2.6 billion, and includes $1.3 billion of Federal Formula funds and $464 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, $147 million will be used to advance construct projects in the region (Table 7). The AC funds that will be used by the region by year are shown in Table 7.

Table 7: Advanced Construction Funds (Millions)

<table>
<thead>
<tr>
<th>Year</th>
<th>Advance Construction</th>
<th>Possible AC Payback</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021</td>
<td>62</td>
<td>95</td>
</tr>
<tr>
<td>2022</td>
<td>12</td>
<td>73</td>
</tr>
<tr>
<td>2023</td>
<td>62</td>
<td>19</td>
</tr>
<tr>
<td>2024</td>
<td>4</td>
<td>73</td>
</tr>
</tbody>
</table>

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 $308 million over four years.

Transit

Transit funds available to the region in 2021-2024 are summarized in Table 10. 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 $1.4 billion in federal transit funds will be received by the region in the next four years. Note that Section 5309 funding, which constitutes roughly $707 million of that amount, has been requested, but has not yet been authorized by FTA.

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
providers\(^3\) may also use local general fund money to subsidize operating cost or to match federal funds. Regional Capital Bonds and other local funds of $897 million will be used to match federal transit funds (including Section 5309) and to locally fund various transit capital investments.

### Table 8: Twin Cities Transportation Improvement Program; Four-Year Summary by Funding Source

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Target</th>
<th>High Priority Funds</th>
<th>Misc. Federal Funds</th>
<th>Additional MnDOT Allocation</th>
<th>TOTAL:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Federal Highway</strong></td>
<td>$1.257B</td>
<td>$0</td>
<td>$2M</td>
<td>$38M</td>
<td>$1.3 Billion</td>
</tr>
<tr>
<td><strong>Federal Transit</strong></td>
<td>$1.2B</td>
<td>$0</td>
<td></td>
<td></td>
<td>$1.2 Billion</td>
</tr>
<tr>
<td><strong>Property Tax and Other State Taxes</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$1.7 Billion</td>
</tr>
<tr>
<td>Local and TRLF</td>
<td>$308M</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Transit Capital Bonds and Other Local Transit Funds Bonds</td>
<td>$897M</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>State Trunk Highway Formula</strong></td>
<td>$464M</td>
<td>$24M</td>
<td>$27M</td>
<td></td>
<td>$515 Million</td>
</tr>
<tr>
<td><strong>TOTAL:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$4.7 Billion</td>
</tr>
<tr>
<td><strong>Advanced Construction (additional authorization available against future funds)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$147 Million</td>
</tr>
</tbody>
</table>

\(^3\)Twelve 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 9: Federal Highway and State Highway Funds Assumed to be Available to Region 2021-2024 (In Millions)

<table>
<thead>
<tr>
<th>Source</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Highway Funds</td>
<td>270</td>
<td>348</td>
<td>344</td>
<td>300</td>
<td>1,257</td>
</tr>
<tr>
<td>State Funds (MN)</td>
<td>128</td>
<td>119</td>
<td>111</td>
<td>106</td>
<td>464</td>
</tr>
<tr>
<td>Bonds</td>
<td>34</td>
<td>210</td>
<td>223</td>
<td>0</td>
<td>467</td>
</tr>
<tr>
<td><strong>Target for Region</strong></td>
<td>432</td>
<td>677</td>
<td>678</td>
<td>406</td>
<td>2,193</td>
</tr>
<tr>
<td>Additional MnDOT State Funds Allocations</td>
<td>17</td>
<td>7</td>
<td>0</td>
<td>0</td>
<td>24</td>
</tr>
<tr>
<td>Additional MnDOT Federal Allocations</td>
<td>10</td>
<td>8</td>
<td>16</td>
<td>4</td>
<td>38</td>
</tr>
<tr>
<td>Anticipated Lapsed Projects</td>
<td>8</td>
<td>3</td>
<td>15</td>
<td>1</td>
<td>27</td>
</tr>
<tr>
<td>High Priority Projects</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Misc Federal Funds</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Local Funds</td>
<td>142</td>
<td>48</td>
<td>94</td>
<td>24</td>
<td>308</td>
</tr>
<tr>
<td>Wisconsin Projects</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total Funds Available</strong></td>
<td>610</td>
<td>744</td>
<td>803</td>
<td>435</td>
<td>2,592</td>
</tr>
<tr>
<td>Advanced Construction (Additional authorization available against future funds)</td>
<td>69</td>
<td>12</td>
<td>62</td>
<td>4</td>
<td>147</td>
</tr>
</tbody>
</table>

### Table 10: Federal Transit and Matching Funds Available and Requested by Region 2021-2024 (In Millions)

<table>
<thead>
<tr>
<th>Source</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 5307</td>
<td>48.6</td>
<td>50.9</td>
<td>40.1</td>
<td>59.6</td>
<td>199.1</td>
</tr>
<tr>
<td>Section 5310</td>
<td>0.9</td>
<td>2.1</td>
<td>2.2</td>
<td>2.2</td>
<td>7.5</td>
</tr>
<tr>
<td>Section 5311</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Section 5337</td>
<td>60.8</td>
<td>78.6</td>
<td>77.6</td>
<td>84.3</td>
<td>301.4</td>
</tr>
<tr>
<td>Section 5339</td>
<td>2.5</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>2.5</td>
</tr>
<tr>
<td><strong>Total Federal Funds</strong></td>
<td>112.8</td>
<td>131.6</td>
<td>119.9</td>
<td>146.1</td>
<td>510.4</td>
</tr>
<tr>
<td>Local/Regional Capital Bonds</td>
<td>26.0</td>
<td>27.6</td>
<td>393.7</td>
<td>449.9</td>
<td>897.2</td>
</tr>
<tr>
<td><strong>Total Funds Available</strong></td>
<td>138.8</td>
<td>159.2</td>
<td>513.6</td>
<td>596.0</td>
<td>1407.6</td>
</tr>
<tr>
<td>Section 5309</td>
<td>0.0</td>
<td>0.0</td>
<td>323.7</td>
<td>383.7</td>
<td>707.4</td>
</tr>
<tr>
<td><strong>Total Funds Requested</strong></td>
<td>0.0</td>
<td>0.0</td>
<td>323.7</td>
<td>383.7</td>
<td>707.4</td>
</tr>
</tbody>
</table>
Project Selection Processes and Criteria

The sources of federal transportation funds that come to the region are summarized in Table 11, 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 11: Summary of Federal Project Funding Categories and Selection Processes

<table>
<thead>
<tr>
<th>Funding Category</th>
<th>Project Selection Process Followed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal High Priority Projects</td>
<td>Selected and appropriated by Congress</td>
</tr>
<tr>
<td>Federal Highway Funding</td>
<td></td>
</tr>
<tr>
<td>National Highway Performance Program (NHPP)</td>
<td>MnDOT Metro District Process with guidance from Capital Improvement Committee (CIC)</td>
</tr>
<tr>
<td>National Highway Freight Program (NHFP)</td>
<td>MnDOT Central Office Process</td>
</tr>
<tr>
<td>Surface Transportation Block Grant (STBG) Program</td>
<td>Federal funding program that provides transportation funding. The program essentially combines the former Surface Transportation Program (STP) and Transportation Alternatives (TA). Some STPB Program funding is funding is distributed through a competitive regional solicitation process conducted by TAB while other funding is distributed by MnDOT.</td>
</tr>
<tr>
<td>Congestion Mitigation and Air Quality Improvement (CMAQ) Program</td>
<td>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.</td>
</tr>
<tr>
<td>Highway Safety Improvement Program (HSIP)</td>
<td>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 &amp; Rail Safety program is included in this category.</td>
</tr>
<tr>
<td>Miscellaneous Federal Funding Programs</td>
<td>Less frequently used programs including Bridge Replacement Off-System (BROS) and Federal Land Access Program (FLAP).</td>
</tr>
<tr>
<td>Federal Transit Funding</td>
<td></td>
</tr>
<tr>
<td>Section 5307</td>
<td>Regional Transit Capital Improvement Program (CIP) developed by Metropolitan Council with suburban transit provider assistance</td>
</tr>
<tr>
<td>Section 5309</td>
<td>Selected and appropriated by Congress</td>
</tr>
<tr>
<td>Section 5310</td>
<td>MnDOT Office of Transit/Statewide Competitive Process</td>
</tr>
<tr>
<td>Section 5311</td>
<td>MnDOT Office of Transit/Categorical Allocation</td>
</tr>
<tr>
<td>Section 5337 and 5339</td>
<td>Regional Transit Capital Improvement Program (CIP) developed by Metropolitan Council</td>
</tr>
</tbody>
</table>
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 18 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.

The 2018 Regional Solicitation selected projects for federal highway funding primarily in program years 2022 and 2023) in the following categories:

- Roadways Including Multimodal Elements
  - Roadway Expansion
  - Roadway Reconstruction, Modernization and Spot Mobility
  - Traffic Management Technologies
  - 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
  - Transit Expansion
  - Transit Modernization
Travel Demand Management (TDM-projects selected for 2020-2021)

- Highway Safety Improvement Program

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.

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.

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.

**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 or transition plan 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
Regional Solicitation Selected Projects
A summary of the federal funding allocated by category through the Regional Solicitation process is shown in Table 12. This table reports only the federal funds allocated to the projects and does not include the local match.
Table 12: Summary of Federal Funding Allocated through the TAB’S Regional Solicitation for Projects in State Fiscal Years 2021-2024 (In millions; Federal Amount only)

<table>
<thead>
<tr>
<th>Program Category</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation Alternatives (TA)</td>
<td>$2.3</td>
<td>16.4</td>
<td>16.9</td>
<td>6.5</td>
<td>42.0</td>
</tr>
<tr>
<td>Congestion Mitigation Air Quality (CMAQ)</td>
<td>$17.1</td>
<td>31.1</td>
<td>23.3</td>
<td>31.6</td>
<td>103.0</td>
</tr>
<tr>
<td>Surface Transportation Program (STP)</td>
<td>$63.8</td>
<td>46.3</td>
<td>61.6</td>
<td>54.2</td>
<td>225.9</td>
</tr>
<tr>
<td>Highway Safety Improvement Program (HSIP)</td>
<td>$9.5</td>
<td>9.1</td>
<td>12.0</td>
<td>11.1</td>
<td>41.7</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td><strong>$92.6</strong></td>
<td><strong>102.9</strong></td>
<td><strong>113.7</strong></td>
<td><strong>103.4</strong></td>
<td><strong>412.6</strong></td>
</tr>
</tbody>
</table>

![Modal Funding Category](image)

![Reference Items](image)

Figure 5: 2018 Regional Solicitation; Selected Projects
The following information is provided for each project receiving federal funds and listed.

**Transit Project Selection for Sections 5307, 5337, 5339, and 5309 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 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. The Council also submits projects for funding with federal transit funds and Regional Capital Bonds.

**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 FAST Act 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 13 for 2021 to 2024 closely match the funds available as shown in Table 9, and the highway project program costs identified in Table 14 for State Fiscal Year 2021 closely match the funds available as shown Table 9. 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 2021 have a total value of approximately $139 million (Table 10).

**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 2021-2024 TIP. The 2040 TPP forecasts $2 billion in revenue for operating and maintaining state highway assets and $17 billion for local roadways from 2015 to 2040. The TPP’s increased revenue scenario shows an additional state highway need of $1 billion for that time frame.
Table 13: Distribution of Federal Highway, State Trunk Highway and Matching Funds (in millions) 2021-2024

<table>
<thead>
<tr>
<th>Source</th>
<th>Total</th>
<th>Federal</th>
<th>State</th>
<th>Other (+Bonds)</th>
<th>AC**</th>
</tr>
</thead>
<tbody>
<tr>
<td>CMAQ</td>
<td>131.3</td>
<td>103.4</td>
<td>0.1</td>
<td>27.8</td>
<td>0.4</td>
</tr>
<tr>
<td>TA</td>
<td>72.5</td>
<td>45.7</td>
<td>0.2</td>
<td>26.6</td>
<td>5.0</td>
</tr>
<tr>
<td>STP</td>
<td>642.8</td>
<td>387.8</td>
<td>26.2</td>
<td>228.8</td>
<td>50.0</td>
</tr>
<tr>
<td>NHPP</td>
<td>732.0</td>
<td>624.4</td>
<td>91.8</td>
<td>15.8</td>
<td>71.9</td>
</tr>
<tr>
<td>NHFP</td>
<td>99.6</td>
<td>72.2</td>
<td>0</td>
<td>27.4</td>
<td>15.0</td>
</tr>
<tr>
<td>HPP</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>100% State Funded (MN)</td>
<td>391.4</td>
<td>0</td>
<td>387.9</td>
<td>3.5</td>
<td>0</td>
</tr>
<tr>
<td>HSIP</td>
<td>90.6</td>
<td>79.8</td>
<td>4.1</td>
<td>6.8</td>
<td>0.7</td>
</tr>
<tr>
<td>Bond Proj with no Fed $$</td>
<td>434.7</td>
<td>0</td>
<td>3.0</td>
<td>431.6</td>
<td>0</td>
</tr>
<tr>
<td>Misc Fed</td>
<td>15.4</td>
<td>8.4</td>
<td>0</td>
<td>7.0</td>
<td>0</td>
</tr>
<tr>
<td>Wisconsin Projects</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>2610.3</td>
<td>1321.7</td>
<td>513.3</td>
<td>775.3</td>
<td>143.0</td>
</tr>
</tbody>
</table>

**Advanced construction is shown in Tables 13 and 14 but the AC amounts are not included in the totals.

Table 14: Distribution of Federal Highway, State Trunk Highway and Matching Funds (in millions) 2021 Annual Element

<table>
<thead>
<tr>
<th>Source</th>
<th>Total</th>
<th>Federal</th>
<th>State</th>
<th>Other (+Bonds)</th>
<th>AC**</th>
</tr>
</thead>
<tbody>
<tr>
<td>CMAQ</td>
<td>21.7</td>
<td>17.1</td>
<td>0.1</td>
<td>4.5</td>
<td>0.4</td>
</tr>
<tr>
<td>TA</td>
<td>10.3</td>
<td>2.9</td>
<td>0</td>
<td>7.4</td>
<td>5.0</td>
</tr>
<tr>
<td>STP</td>
<td>224.0</td>
<td>117.5</td>
<td>12.0</td>
<td>94.5</td>
<td>41.8</td>
</tr>
<tr>
<td>NHPP</td>
<td>123.5</td>
<td>105.2</td>
<td>10.7</td>
<td>7.5</td>
<td>6.9</td>
</tr>
<tr>
<td>NHFP</td>
<td>48.3</td>
<td>28.2</td>
<td>0</td>
<td>20.1</td>
<td>15.0</td>
</tr>
<tr>
<td>HPP</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>100% State Funded (MN)</td>
<td>120.9</td>
<td>0</td>
<td>118.4</td>
<td>2.6</td>
<td>0</td>
</tr>
<tr>
<td>HSIP</td>
<td>23.9</td>
<td>22.0</td>
<td>1.1</td>
<td>0.8</td>
<td>0</td>
</tr>
<tr>
<td>Bond Proj with no Fed $$</td>
<td>32.7</td>
<td>0</td>
<td>0</td>
<td>32.7</td>
<td>0</td>
</tr>
<tr>
<td>Misc Fed</td>
<td>6.7</td>
<td>1.8</td>
<td>0</td>
<td>5.0</td>
<td>0</td>
</tr>
<tr>
<td>Wisconsin Projects</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>612.0</td>
<td>294.7</td>
<td>142.3</td>
<td>175.1</td>
<td>69.1</td>
</tr>
</tbody>
</table>

**Advanced construction is shown in Tables 13 and 14 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](https://www.tpp.org/) (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 programmatic or specifically identified in the TPP adopted by the Metropolitan Council on October 24, 2018 (with amendments on 2/27/19 and 4/24/19), with FHWA/FTA conformity determination established on December 13, 2018. 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 15 and 16 and Figure 5 identify the major highway and transit projects in the 2021-2024 TIP, cost, and status of each. During the past year, major projects obligated (and, therefore, not included in this TIP) included:

- Bridge rehabilitation on the MN 65 Bridge at 3rd Avenue South over the Mississippi River in Minneapolis. Construction is scheduled to be complete in November of 2022.
- Concrete overlay and addition of lanes between MN 610 and MN 101 on Interstate 94. Construction is scheduled to be complete in 2021.

During the past year, construction was completed on the following major projects (Projects no longer included in Table 15 or 16):

- Concrete overlay, bridge replacement, and bridge rehabilitation on I-35 in Forest Lake.
- Interchange at US 169 and MN 41 / County Highway 78, Overpass over us 169 at County Highway 14, and frontage roads in Scott County.

The following major project is being included in the TIP for the first time (Projects added to Table 15 or 16):

- Concrete overlay, traffic management system, drainage, signing, lighting, median barrier, and ADA improvements on I-94 from Oakdale to the St. Croix River.

All of the major projects are either specifically included in the region’s Transportation Policy Plan or are consistent with the Plan’s policies. The tables and maps in the Transportation Policy Plan also show major projects not yet programmed. In the coming years, these projects can be expected to move into the TIP as funds become available.
Figure 6: Major Projects Shown in Tables 15 and 16
Table 15: Status of Major Highway Projects

<table>
<thead>
<tr>
<th>Project</th>
<th>Cost Estimates</th>
<th>Program Year of Last SP#</th>
<th>Project Status/Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-35W &amp; Lake Street (2782-327, 141-090-039, TRS-TCMT-17A, 027-603-051)</td>
<td>$239,000,000 2017</td>
<td>From 43rd St. to 11th Ave., westbound I-94 from 1st Ave. to Park Ave., and MN 65 from 24th St. to 15th St. in Minneapolis. MnPASS lane construction, pavement reconstruction, transit station, bridge, noise walls, retaining walls, and drainage. Construction Start: August 2017 Tentative Construction Completion: Fall 2021</td>
<td></td>
</tr>
<tr>
<td>I-35W North MnPASS (6284-180)</td>
<td>$208,000,000 2019</td>
<td>Construct MnPASS lanes and long-term pavement preservation from County Road C in Roseville to Lexington Ave. (CSAH 17) in Blaine. Pavement preservation will continue north of Lexington Ave. to Sunset Ave. (CR 53). Construction Start: 2019 Construction Complete: Fall 2021</td>
<td></td>
</tr>
<tr>
<td>I-35W Bridge over the Minnesota River (1981-124)</td>
<td>$127,000,000 2018</td>
<td>Replacement of bridge and pavement and raising the road out of the floodplain between Cliff Road Interchange and 106th St. Construction Start: August 2018 Construction Complete: November 2021</td>
<td></td>
</tr>
<tr>
<td>I-94 from MN 101 to I-494 (2780-97)</td>
<td>$135,900,000 2020</td>
<td>Concrete overlay, add eastbound and westbound lanes between MN 610 and MN 101, traffic management system, lighting Construction Start: 2019 Construction Complete: 2021</td>
<td></td>
</tr>
<tr>
<td>I-94 St. Michael to Albertville (8680-172)</td>
<td>$56,000,000 2019</td>
<td>Expand I-94 from four to six lanes from MN 241 in St. Michael and CR 19 in Albertville. Construction Start: 2019 Construction Complete: 2021</td>
<td></td>
</tr>
<tr>
<td>Project</td>
<td>Cost Estimates</td>
<td>Program Year of Last SP#</td>
<td>Project Status/Comments</td>
</tr>
<tr>
<td>----------------------------------------------</td>
<td>----------------</td>
<td>--------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>I-494 MnPASS and Directional Ramp (2785-424)</td>
<td>$204,000,000</td>
<td>2022</td>
<td>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: 2022/2023</td>
</tr>
<tr>
<td>MN 65 and 3rd Ave S. (2710-47)</td>
<td>$125,975,000</td>
<td>2020</td>
<td>Minnesota Highway 65 at 3rd Avenue South over Mississippi River in Minneapolis: Bridge rehabilitation. Construction Start: May 2020 Construction Complete: November 2022</td>
</tr>
<tr>
<td>MN 252 and I-94 (2748-65)</td>
<td>$163,000,000</td>
<td>2023</td>
<td>MN 610 to Dowling Avenue. Convert MN 252 to Freeway and install MnPASS lanes Construction Start: 2023 Construction Complete: TBD</td>
</tr>
<tr>
<td>I-94 Oakdale to St. Croix River (8282-132)</td>
<td>$108,891,000</td>
<td>2023</td>
<td>Concrete overlay, TMS, drainage, signing, lighting, median barrier and ADA improvements. Construction Start: 2023 Construction Complete: TBD</td>
</tr>
</tbody>
</table>
Table 16: Status of Major Transit Capital Projects

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Last TIP Included In</th>
<th>Cost Estimate</th>
<th>Federal Participation</th>
<th>Project Status</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Southwest Corridor Light Rail Transit</strong> (METRO Green Line Extension) (TRF-TCMT-23D, TRF-TCMT-24V)</td>
<td>Current</td>
<td>$2,003,000,000</td>
<td>$928,800,000</td>
<td>Construction; Target Opening 2023</td>
</tr>
<tr>
<td><strong>Bottineau Corridor Light Rail Transit</strong> (METRO Blue Line Extension) (TRF-TCMT-23C, TRF-TCMT-24A)</td>
<td>Current</td>
<td>$1,536,000,000</td>
<td>$752,700,000</td>
<td>Engineering; Target Opening TBD</td>
</tr>
<tr>
<td><strong>METRO Orange Line Bus Rapid Transit</strong> (TRF-TCMT-21N, TRF-TCMT-22B)</td>
<td>2019-2022</td>
<td>$150,700,000</td>
<td>$82,880,000</td>
<td>Construction; Target Opening in 2021</td>
</tr>
<tr>
<td><strong>D Line (Chicago-Fremont) Arterial BRT</strong> (TRF-TCMT-21D)</td>
<td>Current</td>
<td>$75,000,000</td>
<td>TBD</td>
<td>Engineering; Target Opening 2022</td>
</tr>
<tr>
<td><strong>METRO Gold Line BRT</strong> (TRF-TCMT-23R, TRF-TCMT-24E)</td>
<td>Current</td>
<td>$460,900,000</td>
<td>$207,405,000</td>
<td>Entered Project Development Jan 2018, Construction 2021-2024, Target Opening 2024</td>
</tr>
<tr>
<td><strong>B Line (Lake St. and Marshall Ave) Arterial BRT</strong> (TRS-TCMT-20A, TRS-TCMT-22B, TRF-TCMT-22R)</td>
<td>Current</td>
<td>$55-65,000,000</td>
<td>TBD</td>
<td>Planning; Target Opening 2023</td>
</tr>
<tr>
<td><strong>E Line (Hennepin/France Avenue) Arterial BRT</strong> (TRS-TCMT-21A, TRS-TCMT-23B)</td>
<td>Current</td>
<td>$40-50,000,000</td>
<td>TBD</td>
<td>Planning; Target Opening 2024</td>
</tr>
<tr>
<td><strong>Rush Line BRT</strong> (TRF-TCMT-24R)</td>
<td>Current</td>
<td>TBD</td>
<td>TBD</td>
<td>Planning; Target Opening TBD</td>
</tr>
</tbody>
</table>
# Appendix A

## Detailed Project Description by Funding Category

<table>
<thead>
<tr>
<th>Page</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-1</td>
<td>Congestion Mitigation Air Quality (CMAQ) Projects</td>
</tr>
<tr>
<td>A-2</td>
<td>STPBG-Transportation Alternatives (TA) Projects</td>
</tr>
<tr>
<td>A-3</td>
<td>STPBG-Surface Transportation Program (STP) Projects</td>
</tr>
<tr>
<td>A-4</td>
<td>Demonstration/High Priority</td>
</tr>
<tr>
<td>A-5</td>
<td>National Highway Performance Program (NHPP) Projects</td>
</tr>
<tr>
<td>A-6</td>
<td>National Highway Freight Program (NHFP) Projects</td>
</tr>
<tr>
<td>A-7</td>
<td>Highway Safety Improvement (HSIP) Projects</td>
</tr>
<tr>
<td>A-8</td>
<td>Miscellaneous Federal Projects</td>
</tr>
<tr>
<td>A-9</td>
<td>100% State-Funded Projects</td>
</tr>
<tr>
<td>A-10</td>
<td>Bond Projects without Federal Funding</td>
</tr>
<tr>
<td>A-11</td>
<td>Transit Section 5307</td>
</tr>
<tr>
<td>A-12</td>
<td>Transit Section 5309</td>
</tr>
<tr>
<td>A-13</td>
<td>Transit Section 5310</td>
</tr>
<tr>
<td>A-14</td>
<td>Transit Section 5337</td>
</tr>
<tr>
<td>A-15</td>
<td>Transit Section 5339</td>
</tr>
<tr>
<td>A-16</td>
<td>Wisconsin Projects</td>
</tr>
</tbody>
</table>
Key to Tables

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

Yr The state fiscal year the project is scheduled to be let.

PRT The major project this project is a part of - see attached list.

Route The highway the project is located on. A "999" means multiple routes or a location has yet to be determined.

Proj Num The TIP project number.

Prog MnDOT Program categories

AM: Municipal Agreement
B9: FTA Urbanized Area Formula – Section 5307
BR: Bridge Replacement
CA: Consultant Agreement
DR: Drainage
GR: State of Good Repair
NB: FTA Elderly & Persons w/ Disabilities – Sec 5310
PL: Planning
RB: Rest Area/Beautification
RD: Reconditioning
RW: Right of Way Acquisition
RX: Road Repair (Bridge-Road Construction (BARC))
SR: Safety, Rail
SH: Highway Safety Improvement Program (HSIP)

B3: FTA Capital Program - Sec 5309
BI: Bridge Improvement and Repair
BT: Bike Trail
CF: Clean Fuels – Section 5308
EN: Enhancement
MC: Major Construction
NO: Noise Walls
PM: Preventive Maintenance
RC: Reconstruction
RS: Resurfacing
SC: Safety Improvements
TR: Transit
TM: Traffic Management

Description The location and work to be accomplished by the project. The following acronyms may be included:

- Early Let Late Award (ELLA): MnDOT’s ELLA process is a tool used to manage project delivery and fluctuations in funding. This process is used on MnDOT projects only and affects both the federal and state funding targets and the State Road Construction Budget in the year of funding availability. ELLA projects are let in one state fiscal year (July 1 to June 30) and awarded (i.e., funds actually encumbered) in the following fiscal year. This process allows a project to be let and awarded in advance of funding availability so that work can begin as soon as the next state fiscal year begins.

- Advanced Construction (AC): This process enables project sponsors to have a project occur in one fiscal year (FY) and be reimbursed with federal funds in one or more later FY(s). When AC is used, project sponsors may front the entire cost, or a portion of the project cost in the programmed FY with local or state funds. The project may then be included in subsequent FY(s) when federal funds become available to reflect a reimbursement of eligible project costs.
Project Total  Total estimated cost of project.

FHWA $ or FTA $  Federal funding for the project.

DEMO $  Total federal demonstration funding for the project.

AC $  Advanced Construction 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**

**2021-2024 Parent Projects**

<table>
<thead>
<tr>
<th>Parent Number</th>
<th>Highway</th>
<th>Location</th>
<th>Description</th>
<th>Expansion</th>
<th>Lanes Before</th>
<th>Lanes After</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>I-35W</td>
<td>46th St. to I-94</td>
<td>Reconstruct, managed lane, Lake St, etc.</td>
<td>Yes</td>
<td>Varies</td>
<td>Varies</td>
</tr>
<tr>
<td>2</td>
<td>MN 36</td>
<td>St. Croix River Bridge</td>
<td>Replace bridge &amp; approaches</td>
<td>Yes</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>MN 65</td>
<td>3rd Avenue Bridge</td>
<td>Rehab bridge</td>
<td>No</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Year</td>
<td>Project Name</td>
<td>Description</td>
<td>Project Total</td>
<td>FHWA $</td>
<td>AC $</td>
<td>State $</td>
</tr>
<tr>
<td>------</td>
<td>--------------</td>
<td>-------------</td>
<td>---------------</td>
<td>--------</td>
<td>------</td>
<td>--------</td>
</tr>
<tr>
<td>2021</td>
<td>MN 156 6219-07Q</td>
<td><strong>AC</strong> MN 156, AT US52 IN ST PAUL - REPLACE TRAFFIC SIGNALS (ASSOCIATED TO 164-235-024 AND 6219-07) (AC PROJECT, PAYBACK IN FY23)</td>
<td>437,500</td>
<td>0</td>
<td>350,000</td>
<td>87,500</td>
</tr>
<tr>
<td>2021</td>
<td>MN 51 164-010-069</td>
<td>MN 51, FROM MSAS 168 TO HEWITT AVE &amp; CSAH 51 FROM CSAH 38 TO MSAS 142 IN ST PAUL-INTERCONNECT, SIGNAL UPGRADES, ADAPTIVE SIGNAL TIMING, DYNAMIC MESSAGE SIGNS, AND DEPLOYMENT OF CCTV CAMERAS</td>
<td>2,751,815</td>
<td>2,001,320</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>2021</td>
<td>MSAS 235 164-235-024</td>
<td><strong>AC</strong> CONCORD ST (MSAS 235) AT US 52 IN ST PAUL-REPLACE TRAFFIC SIGNALS (ASSOCIATED TO 6219-07 AND 6219-07Q) (AC PROJECT, PAYBACK IN FY23)</td>
<td>62,500</td>
<td>0</td>
<td>50,000</td>
<td>0</td>
</tr>
<tr>
<td>2021</td>
<td>NA TRS-TCMT-21</td>
<td>CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN REDUCED VEHICLE MILES TRAVELED AND LIGHT DUTY VEHICLE EMISSIONS</td>
<td>4,375,000</td>
<td>3,500,000</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>2021</td>
<td>Transit 164-080-017</td>
<td>EV CARSHARE VEHICLE LEASES FOR MOBILITY HUBS IN ST PAUL AND MPLS</td>
<td>5,000,000</td>
<td>4,000,000</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>2021</td>
<td>Transit TRS-TCMT-21B</td>
<td>PURCHASE THREE BUSES FOR NEW SUBURBAN LOCAL SERVICE ON OLD HUDSON RD, MCKNIGHT RD, LOWER AFTON RD, CENTURY AVE, AND VALLEY CREEK RD IN ST PAUL, MAPLEWOOD AND WOODBURY AND OPERATE SERVICE FOR TRANSIT IMPROVEMENT ON UNIVERSITY AVE, CRETIN AVE, GRAND AVE, 5TH/6TH ST, 3RD ST EAST</td>
<td>6,023,811</td>
<td>4,819,049</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>2021</td>
<td>Transit TRS-TCMT-21C</td>
<td>SERVICE AND BUSES FOR CONNECTOR BETWEEN BURNSVILLE TRANSIT STATION/HEART OF THE CITY/METRO ORANGE LINE AND BURNSVILLE CENTER AREAS</td>
<td>3,430,000</td>
<td>2,744,000</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>2022</td>
<td>CSAH 38 019-638-020</td>
<td>CSAH 38 FROM CSAH 5 TO JUST EAST OF CSAH 31 IN APPLE VALLEY AND BURNSVILLE - FIBER OPTIC CABLE INSTALLATION, FLASHING YELLOW ARROW, EQUIPMENT UPGRADES, CAMERA INSTALLATIONS</td>
<td>1,944,000</td>
<td>1,440,000</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>
## TABLE A-1
Congestion Mitigation Air Quality Projects

<table>
<thead>
<tr>
<th>Yr</th>
<th>PRT</th>
<th>Route</th>
<th>Proj Num</th>
<th>Prog</th>
<th>Description</th>
<th>Project Total</th>
<th>FHWA $</th>
<th>AC $</th>
<th>State $</th>
<th>Other $</th>
<th>Agency: AQ:</th>
<th>AQ:</th>
</tr>
</thead>
<tbody>
<tr>
<td>2022</td>
<td>NA</td>
<td>TRS-TCMT-22C</td>
<td>TM</td>
<td>CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN REDUCED VEHICLE MILES TRAVELED AND LIGHT DUTY VEHICLE EMISSIONS</td>
<td>4,375,000</td>
<td>3,500,000</td>
<td>0</td>
<td>0</td>
<td>875,000</td>
<td>MET COUNCIL-MT</td>
<td>AQ1</td>
<td></td>
</tr>
<tr>
<td>2022</td>
<td>Transit</td>
<td>090-595-015</td>
<td>TR</td>
<td>SOUTHWEST TRANSIT MOBILITY HUB IN EDEN PRAIRIE</td>
<td>4,958,280</td>
<td>3,672,800</td>
<td>0</td>
<td>0</td>
<td>1,285,480</td>
<td>SOUTHWEST TRANSIT</td>
<td>E6</td>
<td></td>
</tr>
<tr>
<td>2022</td>
<td>Transit</td>
<td>TRS-TCMT-20A</td>
<td>TR</td>
<td><strong>PRS</strong>PURCHASE 4 EXPANSION 60-FOOT ARTICULATED BUSES, 14 60-FOOT BUSES IN LIEU OF 40-FOOT PLANNED REPLACEMENT BUSES, LARGER VEHICLE DOORS, AND TECHNOLOGY IMPROVEMENTS FOR LAKE ST CORRIDOR</td>
<td>8,750,000</td>
<td>7,000,000</td>
<td>0</td>
<td>0</td>
<td>1,750,000</td>
<td>MET COUNCIL-MT</td>
<td>A30</td>
<td></td>
</tr>
<tr>
<td>2022</td>
<td>Transit</td>
<td>TRS-TCMT-22</td>
<td>TR</td>
<td>PURCHASE TWO BUSES AND OPERATE SERVICE FOR TRANSIT IMPROVEMENT ON ROUTE 724</td>
<td>5,211,760</td>
<td>4,169,408</td>
<td>0</td>
<td>0</td>
<td>1,042,352</td>
<td>MET COUNCIL-MT</td>
<td>T10</td>
<td></td>
</tr>
<tr>
<td>2022</td>
<td>Transit</td>
<td>TRS-TCMT-22A</td>
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<td>PURCHASE TWO BUSES AND OPERATE SERVICE FOR TRANSIT IMPROVEMENT ON ROUTE 32</td>
<td>5,390,729</td>
<td>4,312,583</td>
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<td>1,078,146</td>
<td>MET COUNCIL-MT</td>
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<td>TRS-TCMT-22B</td>
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<td><strong>PRS</strong>LAKE ST-MARSHALL AVE BUS STOP MODERNIZATION PROJECT-ENHANCED SHELTERS, REAL-TIME INFORMATION, SECURITY FEATURES, AND FURNISHINGS</td>
<td>8,750,000</td>
<td>7,000,000</td>
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<td>1,750,000</td>
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<td>999</td>
<td>164-030-016</td>
<td>TM</td>
<td>SMITH AVE (MN 149), ROBERT ST (MN 952A), PLATO BLVD (CSAH 40), CESAR CHAVEZ ST, CONCORD ST (MN 156), WABASHA ST-UPGRADE TRAFFIC SIGNAL CONTROL S, INSTALL FIBER OPTIC INTERCONNECT, VIDEO CAMERAS, REVISE TRAFFIC SIGNALS</td>
<td>1,332,000</td>
<td>1,065,600</td>
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<td>0</td>
<td>266,400</td>
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<td>2023</td>
<td>MN 156</td>
<td>6219-07</td>
<td>SC</td>
<td><strong>AC</strong>MN 156, AT US52 IN ST PAUL - REPLACE TRAFFIC SIGNALS (ASSOCIATED TO 164-235-024 AND 6219-07) (AC PAYBACK 1 OF 1)</td>
<td>350,000</td>
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<td>MSAS 235</td>
<td>164-235-024AC</td>
<td>SC</td>
<td><strong>AC</strong>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)</td>
<td>50,000</td>
<td>50,000</td>
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<td>0</td>
<td>SAINT PAUL</td>
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## TABLE A-1

### Congestion Mitigation Air Quality Projects

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<th>Route</th>
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<td>NA</td>
<td>TRS-TCMT-23C</td>
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<td>CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN REDUCED VEHICLE MILES TRAVELED AND LIGHT DUTY VEHICLE EMISSIONS</td>
<td>4,375,000</td>
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<td>875,000</td>
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<td><strong>PRS</strong>PURCHASE 9 EXPANSION 60-FOOT ARTICULATED BUSES, LARGER VEHICLE DOORS, AND TECHNOLOGY IMPROVEMENTS FOR HENNEPIN AVE CORRIDOR</td>
<td>8,750,000</td>
<td>7,000,000</td>
<td>0</td>
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<td>OPERATE TRANSIT SERVICE IMPROVEMENT ON ROUTE 68 FROM 14TH ST AND JACKSON ST TO 5TH AVE AND SOUTH AVE IN ST. PAUL, W ST. PAUL AND S ST. PAUL</td>
<td>4,477,388</td>
<td>3,581,910</td>
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<td>PURCHASE THREE DIESEL BUSES AND UPGRADE STATIONS (WIDEN SIDEWALKS, ADD IMPROVED SHELTERS, INFORMATION, SECURITY, AND FURNISHINGS) ON ROUTE 6 IN MPLS</td>
<td>8,750,000</td>
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<td><strong>PRS</strong>OPERATE TRANSIT SERVICE IMPROVEMENT ON HENNEPIN AVE, LYNDALE AVE, 31ST STREET, AND BRYANT AVE IN MPLS</td>
<td>2,613,518</td>
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<td>880M-CMAQ-24</td>
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<td>METRO ATP SETASIDE FOR CMAQ (INCLUDING TDM) PROJECTS YET TO BE SELECTED FOR FY 2024</td>
<td>39,500,000</td>
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**Totals:**

- 131,658,301
- 400,000
- 27,773,317

<p>| | | | | | 103,397,484 | 87,500 |</p>
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<td>CSAH 17</td>
<td>070-617-026</td>
<td>BT</td>
<td><strong>AC</strong>CSAH 17 FROM CSAH 16 TO NW RAMP OF US 169 IN SHAKOPEE-CONSTRUCT PED/BIKE BRIDGE OVER US 169 (AC PROJECT WITH PAYBACK IN FY22)</td>
<td>1,400,000</td>
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<td>CSAH 32</td>
<td>179-020-043</td>
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<td>CSAH 32 (CLIFF RD) FROM MN 13 TO CINNAMON RIDGE TRAIL IN BURNSVILLE-CONSTRUCT TRAIL, CROSSWALK PAVEMENT MARKINGS, RETAINING WALLS, AND ADA-COMPLIANT CURB RAMPS</td>
<td>929,500</td>
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<td>019-060-005</td>
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<td>MISSISSIPPI RIVER TRAIL-ROSE_MOUNT EAST BETWEEN SPRING LAKE PARK RESERVE AND FLINT HILLS RESOURCES IN ROSE_MOUNT-CONSTRUCT PED/BIKE TRAIL, GRADE-SEPARATED CROSSING WITH NEW BR #19J57 AND LANDSCAPING (ASSOCIATED TO 019-090-020)</td>
<td>5,000,000</td>
<td>400,000</td>
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<td>BT</td>
<td><strong>AC</strong>MINNESOTA RIVER GREENWAY FROM CEDAR AVE TO RR CORRIDOR WEST OF LONE OAK RD IN EAGAN-CONSTRUCT MULTI-USE TRAIL (AC PROJECT, PAYBACK IN FY23)</td>
<td>4,823,500</td>
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<td>141-080-051</td>
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<td>QUEEN AVE FROM 44TH AVE N TO GLENWOOD AVE IN MPLS-CONSTRUCT BICYCLE BOULEVARD, INCLUDING SIGNING, STRIPING, SPEED HUMPS, TRAFFIC CIRCLES, AND ADA-COMPLIANT PEDESTRIAN RAMPS</td>
<td>1,375,000</td>
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<td>186-591-001</td>
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<td>GREENLEAF ELEMENTARY SCHOOL PEDESTRIAN IMPROVEMENT PROJECT IN APPLE VALLEY-HIGH-INTENSITY ACTIVATED CROSSWALK BEACON ACROSS GALAXIE AVE, MEDIAN, AND CURB RAMPS</td>
<td>262,668</td>
<td>198,240</td>
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<td>MSAS 291</td>
<td>163-291-008</td>
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<td><strong>AC</strong>MSAS 291 (BELTLINE BLVD) FROM W 36TH ST TO MINNETONKA BLVD &amp; CSAH 25 FROM BELTLINE BLVD TO LYNN AVE AND LYNN AVE FROM CSAH 25 TO MINNETONKA BLVD IN ST LOUIS PARK-CONSTRUCT PEDESTRIAN FACILITIES AND STREETSCAPING ELEMENTS (AC PROJECT WITH PAYBACK IN FY24)</td>
<td>756,000</td>
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<td>PED/BIKE</td>
<td>204-090-004</td>
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<td>CONSTRUCT BIKE/PEDESTRIAN TRAIL ALONG US 10 FROM SIMONET DR TO LOWELL AVE IN ELK RIVER. (TIED WITH SP 7102-135)</td>
<td>799,870</td>
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<td>BT  <strong>AC</strong>CSAH 17 FROM CSAH 16 TO NW RAMP OF US 169 IN SHAKOPEE- CONSTRUCT PED/BIKE BRIDGE OVER US 169 (AC PAYBACK 1 OF 1)</td>
<td>950,080</td>
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<td>CSAH 42</td>
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<td>BT  CSAH 42 FROM FLAGSTAFF AVE TO PILOT KNOB RD IN APPLE VALLEY- CONSTRUCT PED/BIKE TRAIL AND GRADE-SEPARATED CROSSING</td>
<td>1,695,600</td>
<td>1,256,000</td>
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<td>CSAH 46</td>
<td>027-646-010AC</td>
<td>EN  <strong>AC</strong>CSAH 46 (46TH ST) FROM GARFIELD AVE TO 18TH AVE IN MPLS- PEDESTRIAN ADA-ACCESSIBLE CURB RAMP RECONSTRUCTION, APS AND PEDESTRIAN COUNTERCROSS SIGNAL HEADS AT SIGNALIZED INTERSECTIONS, AND PEDESTRIAN CROSSING IMPROVEMENTS AT OAKLAND AVE (AC PAYBACK 1 OF 1)</td>
<td>506,480</td>
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<td>CSAH36</td>
<td>027-636-012</td>
<td>BT  UNIVERSITY AVE SE AND 4TH ST SE BIKEWAY FROM I35W BRIDGE TO OAK ST IN MPLS-BIKESHARE ENHANCEMENTS, PAVEMENT MARKINGS, TRANSIT STOP REVISIONS, INTERSECTION CROSSING IMPROVEMENTS, ADA, SIGNAL MODIFICATIONS</td>
<td>10,341,158</td>
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<td>BT  NORTH CREEK GREENWAY FROM 173RD ST IN LAKEVILLE TO 180TH ST IN FARMINGTON-CONSTRUCT MULTI-PURPOSE TRAIL AND BRIDGE</td>
<td>648,000</td>
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<td>BT  16TH AVE N FROM QUEEN AVE N TO ALDRICH AVE N IN MPLS-CURB EXTENSIONS, TRAFFIC CALMING DEVICES, ADA</td>
<td>1,350,000</td>
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<td>EN  <strong>AC</strong>LAKE MARION GREENWAY FROM SUNSET POND PARK TO HANREHAN TRAIL IN SAVAGE-CONSTRUCT MULTIUSE TRAIL, SIDEWALK AND BR #R0819 (AC PAYBACK 1 OF 1)</td>
<td>1,558,000</td>
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<td>127-312-002</td>
<td>BT  7TH ST FROM 61ST AVE TO 53RD AVE AND 57TH AVE FROM 7TH ST TO MN 47 IN FRIDLEY- CONSTRUCT MULTI-USE TRAIL</td>
<td>696,762</td>
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<td>BT  LYNDALE AVE N FROM 22ND AVE N TO 40TH AVE N IN MPLS-PEDESTRIAN CROSSING IMPROVEMENTS, CURB EXTENSIONS, ADA RAMP UPGRADES, TRAFFIC SIGNAL UPGRADES</td>
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<td>CSAH 38 FROM 1ST AVE/21ST ST TO OVERPASS AT 20TH ST IN NEWPORT-CONSTRUCT PEDESTRIAN/BICYCLE TRAIL</td>
<td>633,600</td>
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<td>CSAH 52 FROM MAIN ST SE TO 8TH ST SE IN MPLS-BIKEWAY, ADA, SIGNAL MODIFICATIONS, INTERSECTION CROSSING IMPROVEMENTS</td>
<td>8,659,735</td>
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<td>2782-357</td>
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<td>I35W, FROM PARK AVE TO 43RD IN MPLS-LANDSCAPING (TRANSPORTATION ENHANCEMENT, TE, FUNDED)</td>
<td>1,000,000</td>
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<td><strong>AC</strong> MINNESOTA RIVER GREENWAY FROM CEDAR AVE TO RR CORRIDOR WEST OF LONE OAK RD IN EAGAN-CONSTRUCT MULTI-USE TRAIL (AC PAYBACK 1 OF 1)</td>
<td>3,508,000</td>
<td>3,508,000</td>
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<td>MIDTOWN GREENWAY BETWEEN GARFIELD AVE AND HARRIET AVE IN MPLS-CONSTRUCT MULTI-USE TRAIL, RETAINING WALLS, ADA</td>
<td>1,540,000</td>
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<td>OLSON ELEMENTARY AND MIDDLE SCHOOLS PEDESTRIAN SAFETY PROJECT IN BLOOMINGTON-ROADWAY, DRIVEWAY AND SIDEWALK MODIFICATIONS</td>
<td>414,950</td>
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<td>70TH AVE N FROM CAMDEN AVE N TO WEST RIVER RD IN BROOKLYN CENTER-CONSTRUCT 14-FOOT WIDE PEDESTRIAN/BICYCLE OVERPASS</td>
<td>2,616,130</td>
<td>1,902,640</td>
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<td>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</td>
<td>3,048,100</td>
<td>2,216,800</td>
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<td>BRUCE VENTO ELEMENTARY SCHOOL PED/BIKE IMPROVEMENTS IN ST PAUL-CURB EXTENSIONS, BICYCLING FACILITY, SIDEWALK</td>
<td>1,158,476</td>
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<td>164-158-026</td>
<td>BT</td>
<td>KELLOGG BLVD FROM ST PETER ST TO JACKSON ST IN ST PAUL-INSTALL PROTECTED BICYCLE FACILITY</td>
<td>7,304,000</td>
<td>5,312,000</td>
<td>0</td>
<td>0</td>
<td>1,992,000</td>
<td>SAINT PAUL AQ2</td>
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<tr>
<td>2024</td>
<td>Local</td>
<td>999</td>
<td>EN</td>
<td>METRO ATP SETASIDE FOR TRANSPORTATION ALTERNATIVE PROGRAM PROJECTS YET TO BE SELECTED FOR FY 2024</td>
<td>8,129,000</td>
<td>6,503,200</td>
<td>0</td>
<td>0</td>
<td>1,625,800</td>
<td>MNDOT NC</td>
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## TABLE A-2
### STPBG-Transportation Alternatives (TA) Projects

<table>
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<th>Yr</th>
<th>PRT</th>
<th>Route</th>
<th>Proj Num</th>
<th>Prog</th>
<th>Description</th>
<th>Project Total</th>
<th>FHWA $</th>
<th>AC $</th>
<th>State $</th>
<th>Other $</th>
<th>Agency:</th>
<th>AQ:</th>
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<tr>
<td>2024</td>
<td>MSAS 291</td>
<td>163-291-008AC</td>
<td>EN</td>
<td><strong>AC</strong>MSAS 291 (BELTLINE BLVD) FROM W 36TH ST TO MINNETONKA BLVD &amp; CSAH 25 FROM BELTLINE BLVD TO LYNN AVE AND LYNN AVE FROM CSAH 25 TO MINNETONKA BLVD IN ST LOUIS PARK-CONSTRUCT PEDESTRIAN FACILITIES AND STREETSCAPING ELEMENTS (AC PAYBACK 1 OF 1)</td>
<td>560,000</td>
<td>560,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>SAINT LOUIS PARK</td>
<td>AQ2</td>
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<p>| Totals | | | | | | 77,528,938 | 5,018,080 | 26,602,292 |
| | | | | | | 45,708,566 | 200,000 |</p>
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<thead>
<tr>
<th>Yr</th>
<th>PRT</th>
<th>Route</th>
<th>Proj Num</th>
<th>Prog</th>
<th>Description</th>
<th>Project Total</th>
<th>FHWA $</th>
<th>AC $</th>
<th>State $</th>
<th>Other $</th>
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<tr>
<td>2021</td>
<td>999</td>
<td>8825-612</td>
<td>TM</td>
<td><strong>AC</strong>: METROWIDE - REPLACE DYNAMIC MESSAGE SIGNS</td>
<td>925,000</td>
<td>740,000</td>
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<td>2021</td>
<td>CSAH 1</td>
<td>071-601-024AC</td>
<td>RC</td>
<td><strong>AC</strong>: SHERBURNES CSAH 1, US 10 TO THE BNSF RAIL CROSSING IN ELK RIVER, RECONSTRUCTION AND SAFETY IMPROVEMENTS (PAYBACK 1 OF 1)</td>
<td>1,068,000</td>
<td>1,068,000</td>
<td>0</td>
<td>0</td>
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<td>SHERBURNES COUNTY</td>
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<td>2021</td>
<td>CSAH 11</td>
<td>002-611-036</td>
<td>RC</td>
<td><strong>AC</strong>: SHERBURNES 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 (AC PROJECT WITH PAYBACKS IN FY22 AND FY23)</td>
<td>19,914,120</td>
<td>7,000,000</td>
<td>3,304,296</td>
<td>0</td>
<td>9,609,824</td>
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<td>2021</td>
<td>CSAH 13</td>
<td>071-613-012</td>
<td>MC</td>
<td><strong>AC</strong>: SHERBURNES CSAH 13, INTERSECTION OF LINE AVE IN ELK RIVER, CONSTRUCT ROUND-A-BOUT (PAYBACK IN 2024)</td>
<td>1,290,000</td>
<td>0</td>
<td>1,031,000</td>
<td>0</td>
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<td>2021</td>
<td>CSAH 15</td>
<td>027-615-025</td>
<td>BR</td>
<td>CSAH 15 OVER TANGER CHANNEL IN ORONO-REPLACE BRIDGE #27592 (NEW BR# 27C61)</td>
<td>2,915,000</td>
<td>2,200,000</td>
<td>0</td>
<td>0</td>
<td>715,000</td>
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<td>2021</td>
<td>CSAH 15</td>
<td>082-615-034</td>
<td>MC</td>
<td>CSAH 15 (MANNING AVE) AT TH 36 IN GRANT, LAKE ELMO, STILLWATER, AND STILLWATER TOWNSHIP-CONSTRUCT INTERCHANGE, MULTI-USE TRAIL, BRIDGE 82052 (ASSOCIATE TO 8204-74 AND 8204-74A)</td>
<td>8,979,665</td>
<td>7,000,000</td>
<td>0</td>
<td>0</td>
<td>1,979,665</td>
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<td>2021</td>
<td>CSAH 152</td>
<td>109-020-014</td>
<td>RC</td>
<td>CSAH 152 (BROOKLYN BLVD) FROM 0.04 MI N OF BASS LAKE RD TO I94/694 IN BROOKLYN CENTER-RECONSTRUCT, ADD TRAIL, SIDEWALKS, STREETSCAPING, LANDSCAPING</td>
<td>13,400,000</td>
<td>6,616,000</td>
<td>0</td>
<td>0</td>
<td>6,784,000</td>
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<td>CSAH 26</td>
<td>019-626-026</td>
<td>MC</td>
<td><strong>AC</strong>: CSAH 26 FROM TH 55 IN EAGAN TO MN 3 AND ON CR 63 FROM AMANA TRAIL TO 0.4 MI S ONEIL DR IN INVER GROVE HEIGHTS-RECONSTRUCTION INCLUDING MULTI-USE TRAILS (AC PROJECT, PAYBACK IN FY22)</td>
<td>27,041,000</td>
<td>7,000,000</td>
<td>0</td>
<td>0</td>
<td>20,041,000</td>
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<td>2021</td>
<td>CSAH 70</td>
<td>019-670-013AC</td>
<td>MC</td>
<td><strong>AC</strong>: CSAH 70 FROM KENRICK AVE / KENSINGTON BLVD TO CSAH 23 IN LAKEVILLE-RECONSTRUCT FROM A 2-LANE UNDIVIDED TO A 4-LANE DIVIDED HIGHWAY, PED/BIKE TRAIL, AND TRAFFIC SIGNALS (AC PAYBACK 1 OF 1)</td>
<td>7,000,000</td>
<td>7,000,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>DAKOTA COUNTY</td>
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<td>Proj Num</td>
<td>Prog</td>
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<td>Project Total</td>
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<td>AC $</td>
<td>State $</td>
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<td>Agency: AQ:</td>
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<td>2021</td>
<td>CSAH 81</td>
<td>027-681-038AC</td>
<td>BR</td>
<td><strong>AC</strong>CSAH 81 OVER LOWRY AVE IN MPLS AND ROBBINSDALE - RECONSTRUCTION, REPLACE BRIDGES 27006 (NEW BR 27C62), 27007 (NEW BR 27C63) AND 27008 (NEW BR 27C64) AND MULTIUSE TRAIL (AC PAYBACK 1 OF 1)</td>
<td>7,000,000</td>
<td>7,000,000</td>
<td>0</td>
<td>0</td>
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<td>CSAH 83</td>
<td>070-683-014</td>
<td>RC</td>
<td><strong>PRS</strong>CSAH 83 (CANTERBURY RD) FROM US 169 SOUTH RAMP TO SOUTH OF 4TH AVE E IN SHAKOPEE- RECONSTRUCT TO URBAN 4-LANE DIVIDED ROADWAY, TURN LANES, TRAFFIC SIGNALS, TRAIL, AND SIDEWALK (ASSOCIATED TO 070-683-014F AND 7005-135)</td>
<td>12,300,000</td>
<td>5,546,000</td>
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<td>CSAH 86</td>
<td>019-686-018</td>
<td>RC</td>
<td><strong>AC</strong>CSAH 86 (280TH ST) FROM CSAH 23 (GALAXIE AVE) TO MN 3 (CHIPPENDALE AVE) IN EUREKA, CASTLE ROCK, GREENVALE AND WATERFORD TOWNSHIPS- RECONSTRUCT AND WIDEN SHOULders, REPLACE EXISTING RAILROAD BRIDGE L3181 WITH NEW BRIDGE 19572 (AC PROJECT WITH PAYBACK IN FY24)</td>
<td>9,000,000</td>
<td>0</td>
<td>4,200,000</td>
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<td>Local</td>
<td>019-090-024A</td>
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<td>MINNESOTA RIVER GREENWAY FROM CEDAR AVE TO RR CORRIDOR WEST OF LONE OAK RD IN EAGAN- ARCHEOLOGICAL INVESTIGATIONS ALONG PROPOSED TRAIL SEGMENT</td>
<td>47,925</td>
<td>38,340</td>
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<td>Local</td>
<td>082-030-007</td>
<td>TM</td>
<td>VARIOUS INTERSECTIONS IN WASHINGTON COUNTY-TRAFFIC SIGNAL COMMUNICATION UPGRADES, SHORT FIBER OPTIC LINKAGES, CELLULAR DATA MODEMS, AND NECESSARY INTERNAL SWITCHING EQUIPMENT, CCTV CAMERAS</td>
<td>900,460</td>
<td>654,880</td>
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<td>245,580</td>
<td>WASHINGTON COUNTY</td>
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<td>Local</td>
<td>2726-80AC2</td>
<td>BI</td>
<td><strong>AC</strong>HB**STONE ARCH BRIDGE #27004 - HISTORIC BRIDGE OVER THE MISSISSIPPI RIVER IN MPLS - REPAIR PEdBIKE BRIDGE- PE WORK (AC PAYBACK 2 OF 4)</td>
<td>150,000</td>
<td>150,000</td>
<td>0</td>
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<td>2021</td>
<td>MN 156</td>
<td>1912-59</td>
<td>AM</td>
<td>MN 156, FROM I494 TO ANNAPOLIS ST IN S ST PAUL - CONCRETE PAVEMENT REHAB AND RECONSTRUCT, ADA, SIDEWALKS, DRAINAGE (ASSOCIATE TO SP 168-010-004)</td>
<td>12,449,000</td>
<td>9,959,200</td>
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<td>2,489,800</td>
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<td>2021</td>
<td>MN 156</td>
<td>6219-07</td>
<td>RS</td>
<td>MN 156, FROM ANNAPOLIS ST TO US52 IN ST PAUL - BITUMINOUS MILL AND OVERLAY, ADA AND RETAINING WALL REPAIR (ASSOCIATED TO 164-235-024 AND 6219-07Q)</td>
<td>1,440,000</td>
<td>1,152,000</td>
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<td>288,000</td>
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<td>Route</td>
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<td>Project Total</td>
<td>FHWA $</td>
<td>AC $</td>
<td>State $</td>
<td>Other $</td>
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<td>MN 25</td>
<td>1006-31</td>
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<td>1006-31</td>
<td>STPBG-Surface Transportation Program (STP) Project</td>
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<td>MN 36</td>
<td>8204-74A</td>
<td>AM</td>
<td>8204-74A</td>
<td><strong>PRS</strong> MN 36 AT CSAH 15 (MANNING AVE) IN GRANT, LAKE ELMO, STILLWATER, AND STILLWATER TOWNSHIP-CONSTRUCT INTERCHANGE, MULTI-USE TRAIL, BRIDGE 82052 (ASSOCIATE TO 8204-74 AND 082-615-034)</td>
<td>5,000,000</td>
<td>4,000,000</td>
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<td>1,000,000</td>
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<td>MNDOT</td>
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<td>2021</td>
<td>MN 5</td>
<td>1001-17M</td>
<td>RS</td>
<td>1001-17M</td>
<td><strong>ELLA</strong> MN 5, FROM 0.01 MI N OF 5TH ST IN GREEN ISLE TO US212 IN NORWOOD YOUNG AMERICA - COLD INPLACE RECYCLE AND MILL AND OVERLAY (DESIGNED BY DISTRICT 7, D7 PORTION OF UNDER SP 7201-119)</td>
<td>1,750,778</td>
<td>1,400,622</td>
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<td>MN 5</td>
<td>6228-63</td>
<td>BI</td>
<td>6228-63</td>
<td>MNS (E 7TH) OVER BNSF AND CP RAIL, 0.2 MI SW OF JCT TH 61 IN ST PAUL - REHAB BRIDGE 62028, REPLACE SIDEWALK</td>
<td>853,000</td>
<td>682,400</td>
<td>0</td>
<td>170,600</td>
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<td>2021</td>
<td>MN 65</td>
<td>2710-47AC1</td>
<td>BI</td>
<td>2710-47AC1</td>
<td><strong>AC</strong> CMGC<strong>HB</strong> MN 65, AT BRIDGE #2440 (3RD AVE S) OVER MISSISSIPPI RIVER IN MPLS-REHAB BRIDGE 2440 (CMGC WORK PACKAGE 1) (AC PAYBACK 1 OF 2)</td>
<td>17,648,952</td>
<td>17,648,952</td>
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<td>MN 77</td>
<td>2758-82</td>
<td>AM</td>
<td>2758-82</td>
<td><strong>PRS</strong> MN77, 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 (ASSOCIATE TO 157-108-035)</td>
<td>4,000,000</td>
<td>3,200,000</td>
<td>0</td>
<td>800,000</td>
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<td>2021</td>
<td>MN 95</td>
<td>8208-42</td>
<td>RS</td>
<td>8208-42</td>
<td>MN95, FROM 0.03 MI S HUDSON BLVD TO 0.25 MI N VALLEY CREEK RD AND 0.23 MI S VALLEY CREEK RD TO JCT 40TH ST/BAILEY RD IN WOODBURY - BITUMINOUS MILL AND OVERLAY, DRAINAGE, ADA</td>
<td>2,910,000</td>
<td>2,328,000</td>
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<td>582,000</td>
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<td>MSAS 108</td>
<td>157-108-035</td>
<td>RC</td>
<td>157-108-035</td>
<td><strong>AC</strong> 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 PROJECT WITH PAYBACK IN FY24) (ASSOCIATE TO 2758-82)</td>
<td>16,460,000</td>
<td>0</td>
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<td>MSAS 158</td>
<td>164-158-025</td>
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<td>164-158-025</td>
<td>MSAS 158, FROM W 7TH ST TO MARKET ST IN ST PAUL - RECONSTRUCT BRIDGE #90378, RETAINING WALLS, AND APPROACH ROADWAYS, AND SIGNAL REPLACEMENTS</td>
<td>19,393,000</td>
<td>7,000,000</td>
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<td>12,393,000</td>
<td>SAINT PAUL</td>
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<td>Route</td>
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<td>Prog</td>
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<td>Project Total</td>
<td>FHWA $</td>
<td>AC $</td>
<td>State $</td>
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<td>2021</td>
<td>NA</td>
<td>090-070-023AC2</td>
<td>PL</td>
<td><strong>AC</strong></td>
<td>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 (AC PAYBACK 2 OF 2)</td>
<td>850,000</td>
<td>850,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>MET COUNCIL</td>
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<td>2021</td>
<td>Transit</td>
<td>TRS-TCMT-21D</td>
<td>TR</td>
<td><strong>PRS</strong></td>
<td>CONSTRUCTION OF BUS BUMP-OUTS AND INSTALLATION OF SHELTERS WITH HEAT, LIGHTS, REAL-TIME INFORMATION, AND SECURITY FEATURES ALONG CHICAGO AVE AND PORTLAND AVE CORRIDORS</td>
<td>8,750,000</td>
<td>7,000,000</td>
<td>0</td>
<td>0</td>
<td>1,750,000</td>
<td>MET COUNCIL-MT</td>
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<tr>
<td>2021</td>
<td>US 10</td>
<td>103-010-018</td>
<td>MC</td>
<td><strong>AC</strong></td>
<td>PRS**US 10/169 FROM ANOKA/RAMSEY CITY LIMITS TO GREEN HAVEN RD/MAIN ST INTERCHANGE IN ANOKA-CONSTRUCT GRADE SEPARATE INTERSECTIONS AT FAIROAK AVE AND THURSTON AVE. CONSTRUCT NEW BRIDGE #S 02055, 02056, RECONSTRUCT MAIN ST INTERCHANGE, REPLACE OLD BRIDGE #02010 WITH NEW BRIDGE # 02054 (ASSOCIATED TO 103-010-018F AND 0202-108 AND 0202-108A ) (AC PROJECT WITH PAYBACK IN FY22)</td>
<td>18,700,000</td>
<td>7,000,000</td>
<td>7,000,000</td>
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<td>4,700,000</td>
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<td>US 169</td>
<td>110-129-006AC</td>
<td>MC</td>
<td><strong>AC</strong></td>
<td>PRS**1101ST AVE N AT US 169 IN BROOKLYN PARK- CONSTRUCT INTERCHANGE (ASSOCIATED TO 2750-92) (AC PAYBACK 1 OF 1)</td>
<td>2,240,000</td>
<td>2,240,000</td>
<td>0</td>
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<td>2021</td>
<td>US 212</td>
<td>010-596-012</td>
<td>MC</td>
<td><strong>AC</strong></td>
<td>PRS**US 212 FROM CSAH 11 TO CSAH 36 IN DAHLGREN TWP - RECONSTRUCT AND EXPAND FROM A 2-LANE TO A 4-LANE DIVIDED HIGHWAY, REDUCED CONFLICT INTERSECTION, BRIDGE 10061 AND 10062 (ASSOCIATE TO 010-596-012F AND 1013-79) (AC PROJECT, PAYBACK IN FY22)</td>
<td>15,250,000</td>
<td>3,658,860</td>
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<td>1013-79</td>
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<td><strong>AC</strong></td>
<td>PRS**US 212 FROM CSAH 11 TO CSAH 36 IN DAHLGREN TWP - RECONSTRUCT AND EXPAND FROM A 2-LANE TO A 4-LANE DIVIDED HIGHWAY, REDUCED CONFLICT INTERSECTION, BRIDGE 10061 AND 10062 (ASSOCIATE TO 010-596-012 AND 010-596-012F) (AC PROJECT, PAYBACK IN FY22)</td>
<td>14,000,000</td>
<td>0</td>
<td>8,950,000</td>
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<td>CSAH 103</td>
<td>110-020-041</td>
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<td><strong>PRS</strong>: CSAH 103 FROM 85TH AVE TO 93RD AVE IN BROOKLYN PARK: RECONSTRUCT, 2-LANE TO 4-LANE CONVERSION, TURN LANES, SIGNALS, LIGHTING, MULTI-USE TRAIL</td>
<td>15,082,631</td>
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<td><strong>AC</strong>: 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 (AC PAYBACK 1 OF 2)</td>
<td>1,868,000</td>
<td>1,868,000</td>
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<td>CSAH 152</td>
<td>027-752-035</td>
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<td>CSAH 152 FROM PENN AVE TO 49TH AVE IN MPLS: RECONSTRUCT ROADWAY, SIDEWALK, PED/BIKE IMPROVEMENTS, STREETSCAPING, STORMWATER</td>
<td>8,262,000</td>
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<td>CSAH 16</td>
<td>019-626-026AC</td>
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<td><strong>AC</strong>: CSAH 26 FROM TH 55 IN EAGAN TO MN 3 AND ON CR 63 FROM AMANA TRAIL TO 0.4 MI S ONEIL DR IN INVER GROVE HEIGHTS: RECONSTRUCTION INCLUDING MULTI-USE TRAILS (AC PAYBACK 1 OF 1)</td>
<td>7,000,000</td>
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<td>086-619-035</td>
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<td><strong>PRS</strong>: WRIGHT CSAH 19, CHESTNUT AVE SE. TO ASH AVE. NE IN ST. MICHAEL: ROADWAY EXPANSION</td>
<td>3,000,000</td>
<td>1,500,000</td>
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<td>179-020-045</td>
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<td><strong>AC</strong>: DUPONT AVENUE, CLIFF ROAD AND I-35W S RAMP IN BURNSVILLE: RAMP RECONSTRUCTION AND RELOCATION (AC PROJECT, PAYBACK IN FY23)</td>
<td>3,619,220</td>
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<td>2,632,000</td>
<td>0</td>
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<td>062-651-067</td>
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<td><strong>PRS</strong>: CSAH 51 FROM SHEPARD ROAD TO WEST 7TH ST IN ST. PAUL: LEXINGTON PARKWAY EXTENSION, SIDEWALK, TRAFFIC SIGNALS</td>
<td>2,072,817</td>
<td>1,535,420</td>
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<td>090-014AC2</td>
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<td><strong>AC</strong>: GREAT RIVER PASSAGE TRAIL, ST PAUL, FROM HARRIET ISLAND REGIONAL PARK TO MISSISSIPPI RIVER REGIONAL TRAIL IN S ST PAUL: CONSTRUCT PED/BIKE TRAIL (AC PAYBACK 2 OF 2)</td>
<td>2,701,444</td>
<td>2,701,444</td>
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<td><strong>AC</strong>: HB**/STONE ARCH BRIDGE #27004 - HISTORIC BRIDGE OVER THE MISSISSIPPI RIVER IN MPLS: REPAIR PED/BIKE BRIDGE- PE WORK (AC PAYBACK 3 OF 4)</td>
<td>210,000</td>
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<td>82</td>
<td>BI</td>
<td><strong>HB</strong>: STONE ARCH BRIDGE OVER MISSISSIPPI RIVER IN MPLS: SCOUR MONITORING (BONDS ARE GO BOND)</td>
<td>250,000</td>
<td>200,000</td>
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<td>070-596-015</td>
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<td><strong>PRS</strong> MN 13 FROM 0.5 MI N OF MN 901B/MN 13 TO QUINTON AVE IN SAVAGE-CONSTRUCT INTERCHANGE AND FRONTAGE ROADS, CONSTRUCT BRIDGES (ASSOCIATE TO 070-596-015F AND 7001-1228)</td>
<td>7,187,500</td>
<td>5,750,000</td>
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<td>1,437,500</td>
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<td>MN 13</td>
<td>7001-123</td>
<td>RD</td>
<td>MN 13, FROM MN 19 IN CEDAR LK TWP TO 0.1 MI S MN 282 IN SPRING LAKE TWP -COLD IN-PLACE RECYCLING AND BITUMINOUS MILL AND OVERLAY, SHOULDERS (ASSOCIATE TO 7001-123S)</td>
<td>9,551,111</td>
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<td>MN 3</td>
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<td>MN 3, AT GEORGE ST AND AT THE UNION PACIFIC RAILROAD BRIDGE IN ST PAUL - REHAB BRIDGES 62050 AND 90381</td>
<td>919,000</td>
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<td><strong>AC</strong>CMGC<strong>HB</strong>MN 65, AT BRIDGE #2440 (3RD AVE S) OVER MISSISSIPPI RIVER IN MPLS-REHAB BRIDGE 2440 (CMGC WORK PACKAGE 1) (AC PAYBACK 2 OF 2)</td>
<td>19,100,000</td>
<td>19,100,000</td>
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<td><strong>AC</strong>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 (AC PROJECT, PAYBACK IN FY23)</td>
<td>1,755,000</td>
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<td>US 10</td>
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<td><strong>AC</strong>CHAP 3**US 10, FROM 0.25 MI EAST OF FERRY ST TO BRIDGE 9717 OVER BNSF IN ANOKA - REPLACE BRIDGE 9700, REHAB OR REPLACE BRIDGES 9713, 9714 AND 9715, REHAB BRIDGES 9716 AND 9717, RECONSTRUCT MN47/US169 FERRY ST INTERCHANGE, CONSTRUCT AUX LANES, NOISEWALLS AND ADA IMPROVEMENTS (AC PROJECT, PAYBACK IN FY23)</td>
<td>54,115,000</td>
<td>16,415,000</td>
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<td>103-010-018AC</td>
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<td><strong>AC</strong>PRS**US 10/169 FROM ANOKA/RAMSEY CITY LIMITS TO GREEN HAVEN RD/MAIN ST INTERCHANGE IN ANOKA-CONSTRUCT GRADE SEPARATE INTERSECTIONS AT FAIROAK AVE AND THURSTON AVE, CONSTRUCT NEW BRIDGE # S 02055, 02056, RECONSTRUCT MAIN ST INTERCHANGE, REPLACE OLD BRIDGE #02010 WITH NEW BRIDGE # 02054 (AC PAYBACK 1 OF 1)</td>
<td>7,000,000</td>
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<td>3,341,140</td>
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<td>8,950,000</td>
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<td>CSAH 109</td>
<td>027-709-029</td>
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<td><strong>PRS</strong>MN 252 AT CSAH 109 IN BROOKLYN PARK-GRADE SEPARATION, RETAINING WALLS, SAFETY IMPROVEMENTS, PED/BIKE IMPROVEMENTS, TRAFFIC SIGNALS</td>
<td>28,937,700</td>
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<td><strong>AC****PRS</strong>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 (AC PAYBACK 2 OF 2)</td>
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<td>1,436,296</td>
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<td>CSAH 153</td>
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<td>CSAH 153 FROM 0.03 MILES WEST OF WASHINGTON ST NE TO 0.03 MILES EAST OF JOHNSON ST NE IN MPLS-RECONSTRUCT, SIDEWALK, PED/BIKE IMPROVEMENTS, STREETSCAPING, SIGNALS, ADA</td>
<td>11,539,000</td>
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<td>CSAH 158 OVER CP RAILROAD IN EDINA-REPLACE BRIDGE #4510, ROADWAY APPROACHES, SIGNAL MODIFICATIONS, ADA</td>
<td>10,065,000</td>
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<td><strong>AC</strong>DUPONT AVENUE, CLIFF ROAD AND I-35W S RAMP IN BURNSVILLE-RAMP RECONSTRUCTION AND RELOCATION (AC PAYBACK 1 OF 1)</td>
<td>2,632,000</td>
<td>2,632,000</td>
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<td>189-020-024</td>
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<td><strong>PRS</strong>CSAH 610 FROM CSAH 30 TO MN 610 IN MAPLE GROVE-CONSTRUCT NEW FOUR-LANE DIVIDED HIGHWAY (CSAH 610), NEW BRIDGE OVER I94, SIGNAL IMPROVEMENTS, SIDEWALK, MULTI-USE TRAIL</td>
<td>22,524,700</td>
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<td>HELMO AVE IN OAKDALE AND BIELENBERG DRIVE IN WOODBURY- CONSTRUCT NEW BRIDGE OVER I94</td>
<td>6,050,000</td>
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<td><strong>HB</strong> 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)</td>
<td>13,200,000</td>
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<td>MN100, FROM MN55 IN GOLDEN VALLEY TO I694 IN BROOKLYN CENTER- SIGN REPLACEMENT</td>
<td>593,000</td>
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<td>MN21, AT THE INTERSECTION OF OLD HWY 169 BLVD (CSAH 66)/SAWMILL RD IN JORDAN - ROUNDABOUT AND TRAILS (ASSOCIATE TO 7005-53S)</td>
<td>1,393,000</td>
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<td>77,000</td>
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<td>MN 252</td>
<td>109-010-007</td>
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<td><strong>PRS</strong> 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)</td>
<td>9,796,000</td>
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<td>2,796,000</td>
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<td>1008-96</td>
<td>RS</td>
<td>MN41, FROM 0.23 MI N PIONEER TRAIL IN CHASKA TO 0.19 MI S MN5 IN CHANHASSEN - MILL AND OVERLAY, SIGNAL REPLACEMENT, ADA</td>
<td>1,937,000</td>
<td>1,402,400</td>
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<td>MN 5</td>
<td>6229-37</td>
<td>RS</td>
<td>MN 5, FROM WEST JCT ARCADE ST/E 7TH ST IN ST PAUL TO THE N JCT MN120 IN MAPLEWOOD- MILL AND OVERLAY, REPAIR/REPLACE DRAINAGE INFRASTRUCTURE, ADA IMPROVEMENTS</td>
<td>8,547,000</td>
<td>6,837,600</td>
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<td>1,709,400</td>
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<td>MN 55</td>
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<td>MN55, BASSETT CREEK TUNNEL UNDER MN55 IN MPLS - REMOVE BRIDGE 94277 (BRIDGE ALREADY REPLACED WITH NEW BRIDGE 27311), CONNECT STORM PIPE TO NEW BRIDGE, REMOVE CITY OF MPLS UTILITY DUCT BANK, REMOVE/REPLACE 0.1 MI MN55 PAVEMENT</td>
<td>1,726,000</td>
<td>1,380,800</td>
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<td>141-101-001</td>
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<td>37TH AVE NE FROM STINSON BLVD TO CENTRAL AVE IN MPLS, COLUMBIA HEIGHTS AND ST ANTHONY- RECONSTRUCT ROADWAY, MULTIUSE TRAIL AND SIDEWALK</td>
<td>9,713,000</td>
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<td>2023</td>
<td>MSAS 425</td>
<td>141-425-008</td>
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<td>HENNEPIN AVE (MSAS 425) FROM DOUGLAS AVE TO LAKE ST IN MPLS- RECONSTRUCT ROADWAY, SIDEWALK, TRAFFIC SIGNALS, AND STREETSCAPING</td>
<td>19,184,898</td>
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<td>0</td>
<td>0</td>
<td>12,184,898</td>
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<td>NA</td>
<td>090-595-016AC</td>
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<td><strong>AC</strong>: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 (AC PAYBACK 1 OF 1)</td>
<td>585,000</td>
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<td>2726-80AC4</td>
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<td><strong>AC</strong>:<strong>HB</strong>:STONE ARCH BRIDGE #27004 - HISTORIC BRIDGE OVER THE MISSISSIPPI RIVER IN MPLS - REPAIR PED/BIKE BRIDGE- PE WORK (AC PAYBACK 4 OF 4)</td>
<td>60,000</td>
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<td>US 10</td>
<td>0215-76AC</td>
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<td><strong>AC</strong>:US 10, FROM 0.25 MI EAST OF FERRY ST TO BRIDGE 9717 OVER BNSF IN ANOKA - REPLACE BRIDGE 9700, REHAB OR REPLACE BRIDGES 9713, 9714 AND 9715, REHAB BRIDGES 9716 AND 9717, RECONSTRUCT MN47/US169 FERRY ST INTERCHANGE, CONSTRUCT AUX LANES, NOISEWALLS AND ADA IMPROVEMENTS (AC PAYBACK 1 OF 1)</td>
<td>5,000,000</td>
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<td>2023</td>
<td>US 10</td>
<td>7101-66</td>
<td>AM</td>
<td>US 10, RECONSTRUCT YALE COURT NW &amp; TWIN LAKES RD TO INTERSECTION WITH US 10 IN ELK RIVER</td>
<td>6,240,000</td>
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<td>US 169</td>
<td>7005-130</td>
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<td><strong>ITS</strong>:US 169, FROM MN41 TO CANTERBURY DOWNS BLVD IN SHAKOPEE-TRAFFIC MANAGEMENT SYSTEM</td>
<td>800,000</td>
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<td>8825-773</td>
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<td>DISTRICTWIDE - AT MN110 AND US52, MN95 AT WILLIAM O'BRIEN STATE PARK ENTRANCE, MN95 AT MN97 AND MN610 AT MISSISSIPPI RIVER CROSSING - REPLACE LIGHTING</td>
<td>350,000</td>
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<td>METROWIDE - REPLACE DYNAMIC MESSAGE SIGNS AND CABLES</td>
<td>925,000</td>
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<td>CSAH 13</td>
<td>071-613-012AC</td>
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<td><strong>AC</strong>: SHERBURNE CSAH 13, INTERSECTION OF LINE AVE IN ELK RIVER, CONSTRUCT ROUND-A-BOUT (PAYBACK 1 OF 1)</td>
<td>1,031,000</td>
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<td>CSAH 86</td>
<td>019-686-018AC</td>
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<td><strong>AC</strong>:CSAH 86 (280TH ST) FROM CSAH 23 (GALAXIE AVE) TO MN 3 (CHIPPENDALE AVE) IN EUREKA, CASTLE ROCK, GREENVALE AND WATERFORD TOWNSHIPS-RECONSTRUCT AND WIDEN SHOULDERS, REPLACE EXISTING RAILROAD BRIDGE L3181 WITH NEW BRIDGE 19572 (AC PAYBACK 1 OF 1)</td>
<td>4,200,000</td>
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<td>2024</td>
<td>Local 999</td>
<td>880M-STP-24</td>
<td>MC</td>
<td>METRO ATP SETASIDE FOR SURFACE TRANSPORTATION BLOCK GRANT PROGRAM PROJECTS YET TO BE SELECTED FOR FY 2024</td>
<td>53,769,625</td>
<td>43,015,700</td>
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<td>2024</td>
<td>MN 120</td>
<td>6227-86</td>
<td>RD</td>
<td>MN120, FROM JUST NORTH OF 4TH ST IN MAPLEWOOD TO MN36 - FULL DEPTH RECLAIM AND MN120 FROM MN36 TO MN244 IN WHITE BEAR LAKE- MILL AND OVERLAY</td>
<td>15,559,000</td>
<td>11,516,000</td>
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<td>2,879,000</td>
<td>1,164,000</td>
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<td>MN 191</td>
<td>2736-46</td>
<td>RS</td>
<td>MN101, FROM MN 5 TO TOWNLINE RD IN CHANHASSEN/EDEN PRAIRIE - MILL AND OVERLAY, DRAINAGE AND ADA IMPROVEMENTS</td>
<td>1,610,000</td>
<td>1,288,000</td>
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<td>MN 47</td>
<td>2726-78</td>
<td>RS</td>
<td><strong>ELLA</strong>MN47, FROM MN65 TO JUST S OF 27TH AVE NE IN MPLS - BITUMINOUS MILL AND OVERLAY, SIDEWALKS, DRAINAGE AND ADA CURB RAMPS</td>
<td>6,103,000</td>
<td>4,882,400</td>
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<td>1,220,600</td>
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<td>MN 97</td>
<td>8201-21</td>
<td>RS</td>
<td>MN97, FROM 0.24 MI E I35 TO US61 IN FOREST LAKE - MILL AND OVERLAY, BUS SHOULDERS, TRAIL (ASSOCIATE TO 8201-21S)</td>
<td>9,139,000</td>
<td>7,190,400</td>
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<td>2024</td>
<td>MSAS</td>
<td>157-108-035AC</td>
<td>RC</td>
<td><strong>AC</strong>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 1 OF 1)</td>
<td>7,000,000</td>
<td>7,000,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>RICHFIELD</td>
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<tr>
<td>2024</td>
<td>US 61</td>
<td>6221-107</td>
<td>RS</td>
<td>US61, VIA ARCADE TO 0.2 MI S ROSELAWN AVE IN MAPLEWOOD AND ON MN5 FROM E END BRIDGE 62703 TO US61- BITUMINOUS MILL AND OVERLAY, DRAINAGE, SIDEWALKS AND ADA IMPROVEMENTS</td>
<td>7,570,000</td>
<td>6,056,000</td>
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**Totals**

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<td>387,794,454</td>
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## TABLE A-4
### Demo/High Priority Projects

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**Totals:**

|          | 0   | 0    | 0    | 0      | 0       |        |     |

Twin Cities Metropolitan Area
2021 - 2024 Transportation Improvement Program

A-21
## TABLE A-5
### National Highway Performance Program Projects

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<tr>
<th>Yr</th>
<th>PRT Route</th>
<th>Proj Num</th>
<th>Prog</th>
<th>Description</th>
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<tr>
<td>2021</td>
<td>999</td>
<td>8825-837</td>
<td>TM</td>
<td>METROWIDE - FILL IN MNPASS GAP WITH EZ PASS DYNAMIC MESSAGE SIGNS/RESTRIPE LEFT LANE ON I35E NORTHBOUND AND CONVERT ALL MNPASS SIGNS WITH EZ PASS SIGNS (<em>OTHER</em> IS MNPASS FUNDS)</td>
<td>1,370,000</td>
<td>900,000</td>
<td>0</td>
<td>100,000</td>
<td>370,000</td>
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<td>2021</td>
<td>CSAH 42</td>
<td>019-642-063</td>
<td>RS</td>
<td><strong>AC</strong>CSAH 42, FROM DAKOTA COUNTY LINE TO 0.07 MI W OF CSAH 11 IN BURNSVILLE - MILL AND OVERLAY, ADA IMPROVEMENTS, SIGNALS (AC PROJECT, PAYBACK IN FY22)</td>
<td>3,285,000</td>
<td>573,592</td>
<td>330,296</td>
<td>0</td>
<td>2,381,112</td>
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<td>2021</td>
<td>CSAH 42</td>
<td>070-642-025</td>
<td>RS</td>
<td><strong>AC</strong>CSAH 42, FROM LOUISIANA AVE TO E COUNTY LINE WITH DAKOTA COUNTY- MILL AND OVERLAY, STORM SEWER, WALK, TRAIL, RETAINING WALL, ADA IMPROVEMENTS (AC PROJECT, PAYBACK IN FY22)</td>
<td>3,147,505</td>
<td>1,800,000</td>
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<td>2021</td>
<td>I 35E</td>
<td>1982-204</td>
<td>SC</td>
<td>I35E, AT DIFFLY RD (CSAH 30) IN BURNSVILLE TO LONE OAK RD (CSAH 26) IN EAGAN - REPLACE LIGHTING</td>
<td>536,000</td>
<td>482,400</td>
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<td>I 35W</td>
<td>2782-347AC</td>
<td>DR</td>
<td><strong>AC</strong>CMGC**I35W NB, AT 42ND ST TO 0.1 MI S 40TH ST IN MPLS - CONSTRUCT STORMWATER HOLDING CAVERN SYSTEM (AC PAYBACK 1 OF 1) (CMGC WORK PACKAGE 2)</td>
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<td>I 35W</td>
<td>2783-167</td>
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<td>I35W, OVER MISSISSIPPI RIVER IN MINNEAPOLIS- REHAB BRIDGES 27409 AND 27410</td>
<td>955,000</td>
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<td>I 35W</td>
<td>6284-180AC2</td>
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<td><strong>AC</strong>PRS**I35W, 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 LEYTON AVE (ANOKA CSAH 17), CONC OVLY FROM CR C TO CR 53, MISC PAVEMENT RECONSTRUCT &amp; BIT M&amp;O, REHAB 17 BRIDGES AND REPLACE 5 BRIDGE (AC PAYBACK 2 OF 3)</td>
<td>29,017,700</td>
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<td>I 94</td>
<td>2786-132</td>
<td>RD</td>
<td>I94/694, FROM BROOKLYN BLVD TO 0.1 MI E DUPONT AVE IN BROOKLYN CENTER - BITUMINOUS MILL AND OVERLAY, CONCRETE PAVEMENT REHAB, DRAINAGE AND ADA IMPROVEMENTS (ASSOCIATE TO 2786-132S)</td>
<td>5,330,000</td>
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<td>782,000</td>
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<td>MN 100</td>
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<td><strong>ELLA</strong>, MN 100, I694/I94 IN BROOKLYN CENTER - REHAB BRIDGE 27962, BITUMINOUS MILL AND OVERLAY, CONCRETE PAVEMENT REHAB AND DRAINAGE REPAIR ON MN 100 AND RAMPS FROM I 694 AND MN 252, AND GUARDRAIL</td>
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<td>1926-22</td>
<td>RS</td>
<td><strong>CHAP 3</strong>-MN316, FROM S JCT US61 IN GOODHUE COUNTY TO JCT N US61 IN DAKOTA COUNTY - BITUMINOUS MILL AND OVERLAY, ROUNDABOUTS, POND CONSTRUCTION, ADA UPDATES, LIGHTING, SIGNING AND TRAIL INSTALLATION (ASSOCIATE TO 1926-22L, 1926-22S)</td>
<td>3,399,000</td>
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<td>1,347,000</td>
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<td>MN 316</td>
<td>1926-22L</td>
<td>RS</td>
<td><strong>CHAP 3</strong>-MN316, FROM S JCT US61 IN GOODHUE COUNTY TO JCT N US61 IN DAKOTA COUNTY - BITUMINOUS MILL AND OVERLAY, ROUNDABOUTS, POND CONSTRUCTION, ADA UPDATES, LIGHTING, SIGNING AND TRAIL INSTALLATION (ASSOCIATE TO 1926-22, 1926-22S)</td>
<td>710,000</td>
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<td>MN 47</td>
<td>0206-69</td>
<td>RS</td>
<td>MN 47 FROM PLEASANT ST TO COOLIDGE ST N IN ANOKA AND ON US 169 FROM THE S END OF THE MISSISSIPPI RIVER BR TO CLAY ST IN ANOKA - BITUMINOUS MILL AND OVERLAY, DRAINAGE, ADA</td>
<td>2,097,000</td>
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<td>2723-130</td>
<td>RS</td>
<td>MN55, FROM 0.1 MI E GENERAL MILLS BLVD TO 0.2 MI W OF MN100 IN GOLDEN VALLEY - BITUMINOUS MILL AND OVERLAY, DRAINAGE, PEDBIKE TRAIL, ADA, GUARDRAIL</td>
<td>3,153,000</td>
<td>2,522,400</td>
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<td>MN 7</td>
<td>2706-232</td>
<td>SC</td>
<td>MN7 AT CR 73/HOPKINS CROSSROAD IN HOPKINS/MINNETONKA - SHIFT EB MN7 LANES TO ACCOMMODATE DUAL LEFT TURN LANES AT INTERSECTION</td>
<td>2,056,000</td>
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<td>MN 77</td>
<td>2758-88</td>
<td>BI</td>
<td>MN77 MAIN SPAN BRIDGES OVER MN RIVER IN BLOOMINGTON - REPAIR BRIDGES 9600S AND 9600N</td>
<td>2,143,000</td>
<td>1,714,400</td>
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<td>428,600</td>
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<td>US 10</td>
<td>0214-48</td>
<td>RS</td>
<td>US10, E JCT MN47 TO MN85 IN BLAINE AND ON MN47 FROM ANOKA-CSAH10 TO E JCT US10 IN COON RAPIDS - MILL AND OVERLAY, REPAIRS ON BRIDGES 02035, 02045, 02046, ADA UPGRADES</td>
<td>2,909,000</td>
<td>2,327,200</td>
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<td>US 10</td>
<td>7102-135</td>
<td>RC</td>
<td><strong>AC</strong>-SPP**: US 10, FROM XENIA AVE TO 4TH ST IN ELK RIVER (EBL &amp; WBL), RECONSTRUCTION (PAYBACK IN 2022) (TIED WITH SP 204-090-004)</td>
<td>9,633,427</td>
<td>1,000,000</td>
<td>6,000,000</td>
<td>1,750,000</td>
<td>883,427</td>
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TABLE A-5
National Highway Performance Program Projects
### TABLE A-5
National Highway Performance Program Projects

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<th>Route</th>
<th>Proj Num</th>
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<th>Description</th>
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<th>AC $</th>
<th>State $</th>
<th>Other $</th>
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<td>US 12</td>
<td>2713-122</td>
<td>SC</td>
<td><strong>CHAP 3</strong>US12, AT HENNEPIN-CSAH 90 IN INDEPENDENCE - CONSTRUCT ROUNDBOUT (TIE TO 2713-123)</td>
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<td>US 52</td>
<td>1905-41</td>
<td>RC</td>
<td><strong>ELLA</strong>US 52, FROM THE S END OF CANNON RIVER BR #9425 IN CANNON FALLS TO 0.2 MI N OF CR-86/280TH ST IN HAMPTON TOWNSHIP- UNBONDED CONCRETE OVERLAY, GUARDRAIL, SIGNAL, CABLE BARRIER &amp; JOINT REPAIR ON BRIDGES 9425 AND 9426 (ASSOCIATE TO 1905-41S)</td>
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<td>1928-71</td>
<td>RS</td>
<td>US52, FROM US52/I494 INTERCHANGE IN INVER GROVE HTS TO PLATO AVE IN ST PAUL - MILL AND OVERLAY, CPR, WEIGHT ENFORCEMENT PULL OFF PAD, WIM SENSORS, ADA AND SIGNING</td>
<td>10,522,000</td>
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<td>US 52</td>
<td>1928-75</td>
<td>SC</td>
<td>US 52, AT UPPER 55TH (CSAH 18), 70TH ST (CSAH 26) AND 80TH ST (CSAH 28) IN INVER GROVE HEIGHTS- REPLACE LIGHTING</td>
<td>362,000</td>
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<td>US 8</td>
<td>1301-126</td>
<td>TM</td>
<td>US8, FROM I35 IN FOREST LAKE TO AKERSON ST IN LINNDSTROM - INSTALL FIBER OPTIC INTERCONNECT, CAMERAS</td>
<td>1,076,000</td>
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<td>US 952A</td>
<td>2770-03</td>
<td>BI</td>
<td>US952A RAMP FROM EB I94 TO N 4TH ST, I94 ON RAMP FROM N 3RD ST TO WB I94, AND I94 OFF RAMP FROM 0.03 MI SW OF N 4TH ST IN MPLS – REHAB BRIDGES 27816S, 27816N, 27720, 27781</td>
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<td>019-642-063AC</td>
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<td><strong>AC</strong>CSAH 42, FROM DAKOTA COUNTY LINE TO 0.07 MI W OF CSAH 11 IN BURNSVILLE - MILL AND OVERLAY, ADA IMPROVEMENTS, SIGNALS (AC PAYBACK 1 OF 1)</td>
<td>330,296</td>
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<td>070-642-025AC</td>
<td>RS</td>
<td><strong>AC</strong>CSAH 42, FROM LOUISIANA AVE TO E COUNTY LINE WITH DAKOTA COUNTY- MILL AND OVERLAY, STORM SEWER, WALK, TRAIL, RETAINING WALL, ADA IMPROVEMENTS (AC PAYBACK 1 OF 1)</td>
<td>588,539</td>
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<td>I 35</td>
<td>6284-180AC3</td>
<td>MC</td>
<td><strong>AC</strong>PRS**135W, FROM CO RD B2 IN ROSEVILLE TO 0.1 MI N SUNSET AVE (ANOKA CR 53) IN LINO LAKES, CONSTRUCT MINPASS LANE FROM CR C TO LEXINGTON AVE (ANOKA CSAH 17), CONC OVLY FROM CR C TO CR 53, MISC PAVEMENT RECONSTRUCT &amp; BIT M&amp;O, REHAB 17 BRIDGES AND REPLACE 5 BRIDGE (AC PAYBACK 3 OF 3)</td>
<td>3,686,000</td>
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<td>I 35E</td>
<td>1982-202</td>
<td>SC I35E, FROM DEERWOOD DR IN EAGAN TO MARIE AVE IN MENDOTA HEIGHTS - SIGN REPLACEMENT</td>
<td>437,000</td>
<td>393,300</td>
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<td>I 494</td>
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<td>SC I494, AT 34TH ST IN BLOOMINGTON, MN RIVER BR IN MENDOTA HEIGHTS, PILOT KNOB RD AND I35E IN EAGAN - REPLACE LIGHTING</td>
<td>630,000</td>
<td>567,000</td>
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<td>I 94</td>
<td>6283-247</td>
<td>RC <strong>ELLA</strong>!94, FROM 0.2 MI W OF WESTERN AVE TO 0.1 MI E OF MOUNDS BLVD IN ST PAUL AND ON I35E FROM 0.3 MI N OF 10TH ST BR TO UNIVERSITY AVE BR IN ST PAUL - CONCRETE PAVEMENT REHAB, REHAB BRIDGE 9805, 9805A, 62875, 62875A, 62882, 62894</td>
<td>3,182,000</td>
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<td>6283-255</td>
<td>RS I94, FROM WESTERN TO US 52 AND ON I35E FROM KELLOGG BLVD TO UNIVERSITY AVE IN ST PAUL - MILL AND OVERLAY MNDOT FRONTAGE ROADS AND RAMPS, ADA, REHAB ON BRIDGES 62878, 62888, 62898, 62880</td>
<td>2,745,000</td>
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<td>8282-136</td>
<td>RB <strong>AC</strong>!94, AT ST CROIX REST AREA IN W LAKELAND TWP - BUILDING AND SITE RECONSTRUCTION (AC PROJECT, PAYBACK IN FY23)</td>
<td>6,111,111</td>
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<td>MN 36</td>
<td>8204-77</td>
<td>RS MN36 FROM 0.023 MI E EDGERTON IN MAPLEWOOD TO 0.2 MI W GREELEY AVE IN STILLWATER -BITUMINOUS MILL AND OVERLAY, ADA, DRAINAGE, SIGNAL MODIFICATIONS, ADA, REHAB BRIDGE #10012 (ASSOCIATED TO 1008-87A AND 196-010-017)</td>
<td>14,877,000</td>
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<td>1008-87</td>
<td>AM <strong>CHAP 3</strong>MN41, 0.1 MI S OF MN RIVER IN LOUISVILLE TWP TO JCT WALNUT ST IN CHASKA - RECONSTRUCT, MEDIAN INSTALLATION, TURN LANES, SIGNAL MODIFICATIONS, ADA, REHAB BRIDGE #10012 (ASSOCIATED TO 1008-87A AND 196-010-017)</td>
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<td>BI MN55, MN55 TO MNS IN MENDOTA HEIGHTS - BRIDGE REHAB #4190</td>
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<td>1909-99</td>
<td>RC MN55, FROM E END BRIDGE OVER BLOOMINGTON RD IN MPLS TO 0.1 MI E OF ARGENTA TRAIL IN INVER GROVE HEIGHTS - REHAB BRIDGES 19819 AND 19827, CONCRETE PAVEMENT REHAB, BITUMINOUS MILL AND OVERLAY, CURB AND GUTTER, GUARDRAIL, ADA, DRAINAGE</td>
<td>26,996,000</td>
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<td>2724-124</td>
<td>BI MN55, AT 7TH ST, AT 8TH ST AND OVER FRANKLIN AVE IN MPLS - REDECK OF BRIDGES #27849, #27875, AND #27177, REPLACE SIGN STRUCTURES, LIGHTING, DRAINAGE REPAIR</td>
<td>8,526,000</td>
<td>6,820,800</td>
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<td>1,705,200</td>
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<td>MN55 FROM E END OF 13TH AVE TO JCT MN62 IN MPLS - BITUMINOUS MILL AND OVERLAY, CONCRETE PAVEMENT REHAB, SIDEWALK REPAIRS, PED RAMP UPGRADES, APS, GUARDRAIL, POND REPAIR, DRAINAGE</td>
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<td>MN 62</td>
<td>2773-15</td>
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<td>MN62, FROM I494 IN EDEN PRAIRIE TO PENN AVE IN RICHLIFE/MPLS - SIGNS AND SIGN PANELS REPLACEMENT</td>
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<td>2706-239</td>
<td>RS</td>
<td><strong>ELLA</strong> MN 7, FROM 0.07 MI W OF CHRISTMAS LAKE RD IN EXCELSIOR TO 0.1 MI E I494 IN MINNETONKA - BITUMINOUS MILL AND OVERLAY</td>
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<td>RS</td>
<td>MN 77, FROM N END OF MN RIVER BR 9600N/9600S IN BLOOMINGTON TO EDGEWATER BLVD IN MPLS - BITUMINOUS MILL AND OVERLAY AND EXTEND RIGHT TURN LANE ON EXIT RAMP FROM NB MN77 TO OLD SHAKOPEE ROAD, DRAINAGE AND ADA (ASSOCIATE TO 2758-77S)</td>
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<td>MSAS 169</td>
<td>141-169-008</td>
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<td>MSAS 169, MSAS 342 (LYNDALE AVE N) TO CSAH 152 (WASHINGTON AVE N) IN MPLS-RECONSTRUCT, SIGNAL REVISIONS, SIDEWALK AND BIKE LINES</td>
<td>4,770,000</td>
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<td><strong>AC</strong>SPP**: US 10, FROM XENIA AVE TO 4TH ST IN ELK RIVER (EBL &amp; WBL), RECONSTRUCTION (PAYBACK IN 2022) (TIED WITH SP 204-090-004)</td>
<td>6,000,000</td>
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<td>BI</td>
<td>US952A OVER MULTIPLE ROADWAYS BETWEEN N 10TH AVE AND N 2ND AVE IN MPLS - REHAB BRIDGE PIERs ON BRIDGES 27816N AND 27816S</td>
<td>1,400,000</td>
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<td>6280-407</td>
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<td>I35E, AT CSAH 21 IN LITTLE CANADA - SIGNAL REPLACEMENT ON E AND W RAMPS</td>
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<td>RD</td>
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<td>I394, AND ON WASHINGTON AVE IN MPLS - INTERSECTION MODIFICATION AND INSTALL LEFT TURN LANE, ADA IMPROVEMENTS, DRAINAGE (ASSOCIATE TO 2789-165S)</td>
<td>201,000</td>
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### TABLE A-5
National Highway Performance Program Projects

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<td>I 494</td>
<td>2785-433</td>
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<td>I494, OVER MN RIVER IN BLOOMINGTON - MILL AND OVERLAY BRIDGES 9217E AND 9217W, REPLACE BRIDGE SCULPERS, RESURFACE TRAIL BRIDGES 9211, 9213, 9215, 9216, 9217 AND 9219 IN Mpls. - REDECK BRIDGE 27796</td>
<td>29,012,000</td>
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<td>I 94</td>
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<td>I 94</td>
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<td>108,891,000</td>
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<td>1,939,000</td>
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<td>BR</td>
<td>US169, AT CSAH 9 (ROCKFORD RD/42ND AVE N) IN PLYMOUTH/NEW HOPE - REPLACE BRIDGE #27551 (NEW BR #27416) INCLUDING PAVEMENT WORK</td>
<td>5,890,000</td>
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<td>US169, BETWEEN EXCELSIOR BLVD IN HOPKINS AND W 28TH ST IN MINNETONKA/ST LOUIS PARK - REHAB ON BRIDGES 27255 AND 27586</td>
<td>127,000</td>
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<td>1013-101</td>
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<td>61,675,000</td>
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<td>RS</td>
<td>MN 55, FROM FERNBROOK LN IN PLYMOUTH TO 0.1 MI EAST GENERAL MILLS BLVD IN GOLDEN VALLEY - PAVEMENT REHAB; AND AT VICKSBURG LN IN PLYMOUTH - SIGNAL REPLACEMENT AND REPAIR FIBER CONNECTION (ASSOCIATE TO 2723-144S)</td>
<td>11,095,000</td>
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<td>RS</td>
<td>MN65, FROM CSAH 10 IN SPRING LAKE PARK TO COON CREEK (BETWEEN 144TH AND 145TH AVE) IN BLAINE- BITUMINOUS MILL AND OVERLAY, DRAINAGE REPAIRS, ADA IMPROVEMENTS</td>
<td>16,075,000</td>
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<td>0208-165</td>
<td>RS</td>
<td>MN65, FROM COON CREEK IN HAM LAKE TO 217TH AVE IN EAST BETHEL - PAVEMENT REHAB AND REPLACE BRIDGES 6817 AND 9417 OVER COON CREEK, ADA</td>
<td>9,466,000</td>
<td>7,429,600</td>
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<td>1,857,400</td>
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<td>7009-85</td>
<td>RS</td>
<td>US 169, FROM 0.5 MI N MN 21 TO 0.54 MI W CSAH 15 IN SHAKOPEE - MILL AND OVERLAY, CONCRETE PAVEMENT REHAB, CONSTRUCT RCI AT 166TH, BLUFF DR AND MN 21 (ASSOCIATE TO 7009-85S)</td>
<td>11,588,000</td>
<td>9,270,400</td>
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<td>US 52, BETWEEN N JUNCTION MN55 AND I494 IN INVER GROVE HEIGHTS - SIGN REPLACEMENT</td>
<td>326,000</td>
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<td>803,893,800</td>
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Totals

A-29
### TABLE A-6

**National Freight Program Projects**

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<td>070-683-014F</td>
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<td><strong>SPPF</strong>PRS**CSAH 83 (CANTERBURY RD) FROM US 169 SOUTH RAMP TO SOUTH OF 4TH AVE E IN SHAKOPEE-RECONSTRUCT TO URBAN 4-LANE DIVIDED ROADWAY, TURN LANES, TRAFFIC SIGNALS, TRAIL, AND SIDEWALK (ASSOCIATED TO 070-683-014 AND 7005-135)</td>
<td>743,250</td>
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<td>2021</td>
<td>MN 156</td>
<td>168-010-004</td>
<td>MC</td>
<td><strong>SPPF</strong>MN 156 (CONCORD ST) FROM ANAPOLIS ST E TO HARDMAN AVE-RECONSTRUCT, SIGNAL IMPROVEMENTS, BIKE LANES, SIDEWALKS, STORM SEWER IMPROVEMENTS (ASSOCIATE TO SP 1912-59)</td>
<td>13,551,000</td>
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<td>103-010-018F</td>
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<td><strong>SPPF</strong>PRS**US 10/169 FROM ANOKA/RAMSEY CITY LIMITS TO GREEN HAVEN RD/MAIN ST INTERCHANGE IN ANOKA-CONSTRUCT GRADE SEPARATE INTERSECTIONS AT FAIROAK AVE AND THURSTON AVE, CONSTRUCT NEW BRIDGE #S 02055, 02056, RECONSTRUCT MAIN ST INTERCHANGE, REPLACE OLD BRIDGE #02010 WITH NEW BRIDGE # 02054 (ASSOCIATED TO 103-010-018 AND 0202-108 AND 0202-108A )</td>
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<td><strong>SPPF</strong>PRS**US 10/169 FROM ANOKA/RAMSEY CITY LIMITS TO GREEN HAVEN RD/MAIN ST INTERCHANGE IN ANOKA-RIGHT OF WAY ACQUISITION</td>
<td>5,248,260</td>
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<td><strong>AC</strong>PRS<strong>SPPF</strong>US 212 FROM CSAH 11 TO CSAH 36 IN DAHLGREN TWP - RECONSTRUCT AND EXPAND FROM A 2-LANE TO A 4-LANE DIVIDED HIGHWAY, REDUCED CONFLICT INTERSECTION, BRIDGE 10061 AND 10062 (ASSOCIATE TO 010-596-012 AND 1013-79) (AC PROJECT, PAYBACK IN FY22)</td>
<td>18,750,000</td>
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<td><strong>PRS</strong>SPPF<strong>MN071</strong>MN 13 FROM 0.5 MI N OF MN 901B/MN 13 TO QUENTIN AVE IN SAVAGE-CONSTRUCT INTERCHANGE AND FRONTAGE ROADS, CONSTRUCT BRIDGES (ASSOCIATE TO 070-596-015 AND 7001-128)</td>
<td>18,835,422</td>
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<td><strong>PRS****SPPF</strong>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 (ASSOCIATED TO SP 1008-87 AND 1008-87A)</td>
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<td><strong>AC<strong><strong>PRS</strong></strong>SPPF</strong>US 212 FROM CSAH 11 TO CSAH 36 IN DAH LGREN TWP - RECONSTRUCT AND EXPAND FROM A 2-LANE TO A 4-LANE DIVIDED HIGHWAY, REDUCED CONFLICT INTERSECTION, BRIDGE 10061 AND 10062 (ASSOCIATE TO 010-596-012 AND 1013-79) (AC PAYBACK 1 OF 1)</td>
<td>15,000,000</td>
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<td><strong>PRS****SPPF</strong>MN 252 AT 66TH AVE N IN BROOKLYN CENTER-CONSTRUCT INTERCHANGE, CONVERT TO FREEWAY, CLOSE INTERSECTION AT 70TH AVE, MULTIUSE TRAIL, NOISE WALLS (ASSOCIATED TO 109-010-007)</td>
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<td>FHWA $</td>
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<td>CSAH 1</td>
<td>27-00326</td>
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<td>PGR RR, INSTALL GATES AND FLASHING LIGHTS AT CSAH 1, W OLD SHAKOPEE RD, BLOOMINGTON, HENNEPIN COUNTY</td>
<td>225,000</td>
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<td>MNRR RR, INSTALL GATES AT CSAH 12, 10TH ST NW, ARDEN HILLS, RAMSEY COUNTY</td>
<td>180,000</td>
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<td>CSAH 13</td>
<td>071-070-040AC1</td>
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<td><strong>AC</strong>SPP**: SHERBURNES CSAH 13, CONSTRUCT ROUNDABOUT AT SHERBURNES CR 40 INTERSECTION AND CONSTRUCT ROUNDABOUT AT SHERBURNES CO CSAH 33 INTERSECTION IN ELK RIVER (PAYBACK 1 OF 2)</td>
<td>1,000,000</td>
<td>1,000,000</td>
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<td>0</td>
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<td>CSAH 2</td>
<td>070-602-023</td>
<td>SH</td>
<td>CSAH 2 AT CSAH 15 IN HELENA TWP-CONSTRUCT ROUNDABOUT</td>
<td>2,118,232</td>
<td>1,906,409</td>
<td>0</td>
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<td>CSAH 33</td>
<td>010-633-047AC1</td>
<td>SH</td>
<td><strong>AC</strong>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 1 OF 2)</td>
<td>653,600</td>
<td>653,600</td>
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<td>CSAH 5</td>
<td>027-605-030</td>
<td>SH</td>
<td>CSAH 5 (FRANKLIN AVE) AT MSAS 65 (CHICAGO AVE) IN MPLS - SIGNAL REBUILD, RETIMING, ADDITIONAL SIGNAL HEADS, EXCLUSIVE LEFT TURN PHASING, PEDESTRIAN IMPROVEMENTS, BUS RAPID TRANSIT STATIONS</td>
<td>594,000</td>
<td>534,600</td>
<td>0</td>
<td>0</td>
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<td>CSAH 8</td>
<td>002-608-012AC</td>
<td>SH</td>
<td><strong>AC</strong>PRS**CSAH 8, FROM MN 47 TO MN 65 IN FRIDLEY AND SPRING LAKE PARK - ROAD DIET (GOING FROM 4 TO 3 LANE ROADS), TURN LANE, REPLACE MULTI-USE TRAIL, MEDIANS, PEDESTRIAN ISLANDS (AC PAYBACK 1 OF 1)</td>
<td>1,782,290</td>
<td>1,782,290</td>
<td>0</td>
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<td>CSAH 81</td>
<td>027-681-037</td>
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<td>CSAH 81 (WEST BROADWAY) AT MSAS 42 (LYNDALE AVE) IN MPLS - SIGNAL REBUILD, RETIMING, ADDITIONAL SIGNAL HEADS, EXCLUSIVE LEFT TURN PHASE, PEDESTRIAN IMPROVEMENTS <strong>AC</strong>CSAH 9 (DODD BLVD) FROM CSAH 50 TO IDEAL WAY AND ICENIC TRAIL FROM ICENIC WAY TO 0.06 MI E OF DODD BLVD IN LAKEVILLE - RECONSTRUCT, ADA AND MILL AND OVERLAY (AC PAYBACK 1 OF 2)</td>
<td>707,000</td>
<td>636,300</td>
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<td><strong>AC</strong>CSAH 9 (DODD BLVD) FROM CSAH 50 TO IDEAL WAY AND ICENIC TRAIL FROM ICENIC WAY TO 0.06 MI E OF DODD BLVD IN LAKEVILLE - RECONSTRUCT, ADA AND MILL AND OVERLAY (AC PAYBACK 1 OF 2)</td>
<td>28,800</td>
<td>28,800</td>
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<td>010-030-008</td>
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<td>VARIOUS LOCATIONS COUNTY WIDE-RURAL INTERSECTION LIGHTING IMPROVEMENTS AT 30-40 INTERSECTIONS</td>
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<td>I 35</td>
<td>0283-34</td>
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<td>I35 FROM JUST N OF I35E/I35W SPLIT TO 0.2 MI S MN97 IN COLUMBUS - INSTALL CABLE MEDIAN GUARDRAIL</td>
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<td>261,000</td>
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<td>I 94</td>
<td>2786-132S</td>
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<td>I94/694, BETWEEN BROOKLYN BLVD AND XERXS AVE IN BROOKLYN CENTER - UPGRADE CABLE MEDIAN BARRIER</td>
<td>103,000</td>
<td>92,700</td>
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<td>MN  284</td>
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<td>TCWR RR, INSTALL GATES AND FLASHING LIGHTS, MN 284, S PAUL AVE, COLOGNE, CARVER COUNTY</td>
<td>255,000</td>
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<td>MN  3</td>
<td>1921-102AC</td>
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<td>SH</td>
<td><strong>AC</strong>MN 3 FROM CHESTERFIELD WAY TO TWS S8 (170TH ST) IN EMPIRE TWP-ACCESS CLOSURE, CONSTRUCT THREE</td>
<td>526,598</td>
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<td>1926-22S</td>
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<td><strong>SEC164</strong>MN316, FROM S JCT US61 IN GOODHUE COUNTY TO JCT N US61 IN DAKOTA COUNTY - BITUMINOUS MILL</td>
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<td><strong>SEC164</strong>MN51, AT ENGLEWOOD AVE IN ST PAUL - INSTALL TRAFFIC CONTROL SYSTEM</td>
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<td>SH</td>
<td><strong>ELLA</strong>MN 65 AT MSAS 103 (KLODIKE DR) IN EAST BETHEL - CONSTRUCT REDUCED CONFLICT INTERSECTION</td>
<td>1,505,539</td>
<td>1,354,985</td>
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<td>10-00122</td>
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<td>INSTALL GATES AND FLASHING LIGHTS AT MSAS 101 (BAVARIA RD) IN CHASKA AT TCWR RAILROAD</td>
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<td>190,000</td>
<td>171,000</td>
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<td>SH</td>
<td>MSAS 313 (HENNEPIN AVE) FROM MSAS 186 (SPRUCE PLACE) TO MSAS 375 (13TH ST) AND ON MSAS 179 (HARMON</td>
<td>1,650,000</td>
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<td>US 12</td>
<td>2713-123</td>
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<td>US12, FROM HENNEPIN-CSAH 6 IN ORONO TO HENNEPIN-CSAH 29 IN MAPLE PLAIN - CONSTRUCT CONCRETE MEDIAN BARRIER, RECONSTRUCT PAVEMENT (TIE TO 2713-122)</td>
<td>4,672,000</td>
<td>4,204,800</td>
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<td>US 12</td>
<td>2713-124A</td>
<td>AM</td>
<td>US 12 RAILROAD CROSSING IMPROVEMENTS INCLUDING NEW BRIDGE 27316 AT CSAH 92 (061057T) AND ON VALLEY ROAD (061056L) IN INDEPENDENCE (ASSOCIATED TO 2713-124 AND 2713-124S)</td>
<td>1,111,111</td>
<td>1,000,000</td>
<td>0</td>
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<td>MNDOT</td>
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<td>US 12</td>
<td>2713-124S</td>
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<td><strong>SEC164</strong> US 12 EAST AND WEST JUNCTION OF CSAH 92 IN INDEPENDENCE - INTERSECTION IMPROVEMENTS (ASSOCIATED TO 2713-124 AND 2713-124A)</td>
<td>2,000,000</td>
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<td>2713-134</td>
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<td><strong>SEC164</strong> US12, FROM CR 90 IN INDEPENDENCE TO COUNTY LINE RD IN DELANO - SAFETY IMPROVEMENT STUDY</td>
<td>1,000,000</td>
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<td>US 52</td>
<td>1905-41S</td>
<td>SH</td>
<td><strong>ELLA</strong> US 52, FROM NORTH END OF CANNON RIVER BRIDGE TO S OF DAKOTA-CSAH-86 IN RALDOLPH TOWNSHIP - CABLE MEDIAN BARRIER (ASSOCIATE TO 1905-41)</td>
<td>318,644</td>
<td>286,780</td>
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<td>31,864</td>
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<td>880M-SEC164-22</td>
<td>SH</td>
<td><strong>SEC164</strong> DISTRICTWIDE SETASIDE FOR SECTION 164 HSIP PROJECTS - FY 2022</td>
<td>2,222,222</td>
<td>2,000,000</td>
<td>0</td>
<td>222,222</td>
<td>0</td>
<td>MNDOT</td>
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<tr>
<td>2022</td>
<td>999</td>
<td>880M-SHS-22</td>
<td>SH</td>
<td>DISTRICTWIDE SETASIDE FOR HSIP PROJECTS - FY 2022</td>
<td>1,666,667</td>
<td>1,500,000</td>
<td>0</td>
<td>166,667</td>
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<td>999</td>
<td>8825-701</td>
<td>SH</td>
<td>METROWIDE: APPLY HIGH FRICTION TREATMENT ON VARIOUS RAMPS</td>
<td>455,700</td>
<td>410,130</td>
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<td>002-601-056</td>
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<td>CSAH 1 (COON RAPIDS BLVD) AT BLACKFOOT ST IN COON RAPIDS - REVISE SIGNAL SYSTEM</td>
<td>486,000</td>
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<td>CSAH 13</td>
<td>071-070-040AC2</td>
<td>SH</td>
<td><strong>AC</strong> SPP**: SHERBURNE CSAH 13, CONSTRUCT ROUNDBOUT AT SHERBURNE CR 40 INTERSECTION AND CONSTRUCT ROUNDBOUT AT SHERBURNE CO CSAH 33 INTERSECTION IN ELK RIVER (PAYBACK 2 OF 2)</td>
<td>823,000</td>
<td>823,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>Sherburne County</td>
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<td>19-00151</td>
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<td>PGR RR, INSTALL GATES AND FLASHING LIGHTS AT CSAH 28, YANKEN DOODLE RD, EAGAN, DAKOTA COUNTY</td>
<td>230,000</td>
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<td>23,000</td>
<td>MNDOT</td>
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## TABLE A-7
Highway Safety Improvement Projects

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<th>State $</th>
<th>Other $</th>
<th>Agency:</th>
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<td>2022</td>
<td>CSAH 3</td>
<td>027-030-050</td>
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<td>VARIOUS LOCATIONS ON CSAH 3 (LAKE ST) AND CSAH 42 (42ND ST) IN MPLS-PED CROSSING SAFETY IMPROVEMENTS: CURB EXTENSIONS, RAISED MEDIANS, CROSSING BEACONS, ADA, PAVEMENT MARKINGS, SIGNAGE</td>
<td>993,600</td>
<td>828,000</td>
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<td>165,600</td>
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<td>ON LAKE ST: AT DEAN PKWY, AND THOMAS AVE, AND CEDAR AVE AT MINNEHAHA PKWY IN MPLS - REPLACE 3 SIGNAL SYSTEMS, ADD MAST ARMS, COUNTDOWN TIMERS, APS, INCREASE FROM 8&quot; SIGNAL LENSES TO 12&quot;, CURB EXTENSIONS, ADA AND STORM SEWER</td>
<td>1,188,000</td>
<td>990,000</td>
<td>0</td>
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<td>CSAH 34</td>
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<td>CSAH 34 (NORMANDALE) AT 98TH ST IN BLOOMINGTON - REMOVE CHANNELIZED RIGHT TURN ISLANDS, REPLACE SIGNAL SYSTEM, BIKE/PED/ADA IMPROVEMENTS</td>
<td>1,404,000</td>
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<td>ON CSAH 35 (PORTLAND AVE) FROM 98TH ST E TO AMERICAN BLVD IN BLOOMINGTON AND ON CSAH 52 (NICOLLET AVE) FROM 76TH ST E TO 70TH ST E IN RICHFIELD - SIGNAL REVISIONS AND PEDESTRIAN IMPROVEMENTS</td>
<td>1,015,200</td>
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<td><strong>AC</strong>CSAH 78 (CR B2) AT CSAH 51 (LEXINGTON AVE) IN ROSEVILLE - WIDEN CR B2 TO PROVIDE DEDICATED RIGHT AND LEFT TURN Lanes, REPLACE SIGNAL SYSTEM, FYA, ADA, APS, PED RAMPS, COUNTDOWN TIMERS (AC PROJECT, PAYBACK IN FY23)</td>
<td>912,621</td>
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<td>360,000</td>
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<td>19-00152</td>
<td>SR</td>
<td>PGR RR, INSTALL GATES AND FLASHING LIGHTS AT M 1077, RED PINE LN, EAGAN, DAKOTA COUNTY</td>
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<td>MN 13</td>
<td>1901-192S</td>
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<td>7001-123S</td>
<td>SH</td>
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<td>883,889</td>
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<td>MN 5</td>
<td>164-010-075</td>
<td>SH</td>
<td>ON MINNEHAHA AVE IN ST PAUL - AT FOREST ST, AT EARL ST, AT JOHNSON PKWY, AT RUTH ST IN ST PAUL - REVISE SIGNAL SYSTEMS AT EACH INTERSECTION</td>
<td>1,296,000</td>
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<td>MN 51</td>
<td>6216-141S</td>
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<td>MN 51 FROM CR C IN ROSEVILLE TO I694 IN SHOREVIEW-INSTALL CABLE MEDIAN BARRIER, CLOSE MEDIAN AT HAMLINE AVE, RESTRICT MEDIAN AT GLENHILL RD, LENGTHEN SB LEFT TURN LANES AT CR C, CR C2, LYDIA AVE (ASSOCIATE TO 6216-141)</td>
<td>899,000</td>
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<td>MN 77, BETWEEN MN RIVER BRIDGE 9600N/9600S AND OLD SHAKOPEE RD IN BLOOMINGTON - INSTALL HIGH TENSION CABLE MEDIAN BARRIER (ASSOCIATE TO 2758-77)</td>
<td>81,700</td>
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<td>MSAS 340</td>
<td>141-430-010</td>
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<td>NICOLLET AVE FROM MINNEHAHA PKWY TO 60TH ST IN MPLS - SIGNAL SYSTEM AND PED RAMP IMPROVEMENTS AT 8 INTERSECTIONS, INSTALL OVERHEAD SIGNALS ON MAST ARMS AND CURB EXTENSIONS</td>
<td>2,106,000</td>
<td>1,755,000</td>
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<td>MSAS 409</td>
<td>107-409-010</td>
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<td>MSAS 409 (XERXES AVE) AT CSAH 1 (OLD SHAKOPEE RD) IN BLOOMINGTON - INSTALL LEFT TURN LANES ON EACH APPROACH, CONVERT THROUGH LANE TO RIGHT TURN LANE ON BOTH XERXES APPROACHES, SIGNAL UPGRADES AND RETROREFLECTIVE PAVEMENT MARKINGS</td>
<td>563,760</td>
<td>469,800</td>
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<td>93,960 BLOOMINGTON</td>
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<td>US 169</td>
<td>7009-87</td>
<td>SH</td>
<td>US 169, NB US 169 AT 166TH IN SAND CREEK TWSP - CLOSE ACCESS, EXTEND FRONTAGE RD FROM BERKSHIRE LANE TO BLUFF DR, ACCELERATION LANE ON US 169 TO BLUFF DR</td>
<td>990,000</td>
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### TABLE A-7

#### Highway Safety Improvement Projects

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<td>CSAH 1</td>
<td>002-601-057</td>
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<td>027-617-033</td>
<td>SH CSAH 17 (FRANCE AVE) FROM AMERICAN BLVD IN BLOOMINGTON TO 76TH ST IN EDINA - SAFETY IMPROVEMENTS: REMOVE RAISED RIGHT TURN ISLANDS, UPGRADE PED RAMPS, APS, OFF ROAD FACILITIES, ENHANCE MEDIANS, SIGNAL UPGRADES INCLUDING ADDITIONAL SIGNAL HEADS, IMPROVED TIMING, WAYWARD SIGNING, REVISED PAVEMENT MARKINGS</td>
<td></td>
<td>2,200,000</td>
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<td>010-633-047AC2</td>
<td>SH <strong>AC</strong>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)</td>
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<td>027-650-005</td>
<td>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 - ELIMINATE BYPASS LANES, RESTRIPE TO INTRODUCE LEFT TURN LANES AT KOALA AND STERLING, WIDE TO CONSTRUCT WB LEFT TURN LANE AT CSAH 92, INSTALL INTERSECTION LIGHTING, RAISED CENTER MEDIAN FOR PED REFUGE</td>
<td></td>
<td>495,000</td>
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<td>062-678-018AC</td>
<td>SH <strong>AC</strong>CSAH 78 (CR B2) AT CSAH 51 (LEXINGTON AVE) IN ROSEVILLE - WIDEN CR B2 TO PROVIDE DEDICATED RIGHT AND LEFT TURN LANES, REPLACE SIGNAL SYSTEM, FYA, ADA, APS, PED RAMPS, COUNTDOWN TIMERS (AC PAYBACK 1 OF 1)</td>
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<td>CSAH 83</td>
<td>002-683-006</td>
<td>SH CSAH 83 (ARMSTRONG BLVD) AT ALPINE DR IN CITY OF RAMSEY - CONSTRUCT ROUNDABOUT</td>
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<td>SH VARIOUS LOCATIONS COUNTY WIDE: INSTALL 40-50 MI OF GROUND IN REFLECTIVE LANE LINES AND PAVEMENT MARKINGS, INSTALL STREET LIGHTS AT AT LEAST 10 RURAL INTERSECTIONS</td>
<td></td>
<td>1,243,000</td>
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<td>I 394</td>
<td>2789-165S</td>
<td>SH</td>
<td>1394, AND ON WASHINGTON AVE IN MPLS - INTERSECTION MODIFICATION AND INSTALL LEFT TURN LANE (ASSOCIATE TO 2789-165)</td>
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<td>1910-56S</td>
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<td>127-319-006</td>
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<td>53RD AVE FROM TH 65 TO 0.21 M W OF TH 65 IN FRIDLEY AND COLUMBIA HEIGHTS - EXTEND CENTER MEDIAN, CONSTRUCT TURNABOUT</td>
<td>893,200</td>
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<td>2750-97</td>
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<td>7007-51</td>
<td>SH</td>
<td>US 169 FROM MN 19 IN BLAKELY TOWNSHIP TO MN 25 IN BELLE PLAINE-INSTALL CABLE MEDIAN BARRIER CLOSE OR MODIFY ACCESS OR MEDIAN FOR UP TO 12 ACCESS/MEDIANS</td>
<td>2,000,000</td>
<td>1,800,000</td>
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<td>US 212, FROM CSAH 36 W JCT IN COLOGNE TO E JCT IN DAHLGREN TWP-INSTALL CABLE MEDIAN BARRIER (ASSOCIATE TO 1013-101)</td>
<td>534,000</td>
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<td>482,000</td>
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<td>MN 55, AT OLD ROCKFORD RD, AND AT URBANDALE CT IN PLYMOUTH - INTERSECTION ACCESS MODIFICATIONS; AT INTERSECTION WITH VICKSBURG LANE IN PLYMOUTH - RECONSTRUCT INTERSECTION; BETWEEN NORTHWEST BLVD AND I494 - ADD TURN LANE; BETWEEN MEDICINE LK RD TO CR 6 IN PLYMOUTH - REPAIR/REPLACE GUARDRAIL (ASSOCIATE TO 2723-144)</td>
<td>849,000</td>
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## TABLE A-7
### Highway Safety Improvement Projects

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<td>2024</td>
<td>MN 97</td>
<td>8201-21S</td>
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<td>MN97, FROM W OF EVERTON AVE N TO US61 IN FOREST LAKE - TURN LANES, LIGHTING (ASSOCIATE TO 8201-21)</td>
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<td>US 169</td>
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<td>SH</td>
<td>US 169, FROM 0.5 MI N MN 21 TO BLUFF DR IN SHAKOPEE - CONSTRUCT RCI AT 166TH, BLUFF DR AND MN 21 (ASSOCIATE TO 7009-85)</td>
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**Totals**

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**Miscellaneous Federal Projects**

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<td>CSAH 34 (UNIVERSITY AVE) FROM CURFEW ST TO FARRINGTON ST AND GROTTO AND CHATSWORTH AT ST ANTHONY AND CONCORDIA AVE IN ST PAUL - PEDESTRIAN SAFETY IMPROVEMENTS (FEDERAL FUNDS ARE SECTION 163)</td>
<td>738,935</td>
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<td>019-090-020</td>
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<td>MISSISSIPPI RIVER TRAIL-ROSEMOUNT EAST BETWEEN SPRING LAKE PARK RESERVE AND FLINT HILLS RESOURCES IN ROSEMOUNT-CONSTRUCT PED/BIKE TRAIL, GRADE-SEPARATED CROSSING WITH NEW BR #19J57 AND LANDSCAPING (ASSOCIATED TO 019-060-005)</td>
<td>5,500,000</td>
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<td>027-596-013</td>
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<td>NORTHOME AVE OVER PED/BIKE, FROM NORTHOME RD TO PARKWAY ST IN DEEPHAVEN-REPLACE BRIDGE L9265 WITH 27C55</td>
<td>500,000</td>
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<td>RANDOLPH AVE EXTENSION IN ST PAUL-0.5 MI E OF JCT TH 5: BRIDGE #7272 OVER UNION PACIFIC RR; RECONSTRUCT/REPLACE NORTH END OF BRIDGE, REHAB SOUTH END OF BRIDGE, ABUTMENTS, PIERS, BEAMS, DECK</td>
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**Totals**
- 15,410,496
- 3,730,800
- 7,013,887
- 4,665,809
- 0
### TABLE A-9
100% State Funded Projects

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<th>PRT</th>
<th>Route</th>
<th>Proj Num</th>
<th>Prog</th>
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<td><strong>IDIO</strong>DISTRICTWIDE TRAFFIC CONTROL AT VARIOUS LOCATIONS, MINIMUM AMOUNT $10K; MAXIMUM AMOUNT $500K; EXPIRATION DATE 11/1/2022 (ADDITIONAL TASK ORDER)</td>
<td>100,000</td>
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<td>1982-158</td>
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<td>I 35E</td>
<td>6280-413</td>
<td>RB</td>
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### TABLE A-9

#### 100% State Funded Projects

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<th>Route</th>
<th>Proj Num</th>
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<td>6285-165</td>
<td>DR</td>
<td>I694, AT CSAH 51 (LEXINGTON AVE) IN SHOREVIEW - CULVERT/PIPE REPLACEMENT</td>
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<td>I694, FROM 0.1 MI S OF 10TH ST (CSAH10) TO JCT I694/494/94 AND I494 FROM 0.1 M S TAMARACK RD TO JCT I694/494/94- LANDSCAPING</td>
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<td>SH</td>
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<td>309,000</td>
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<td>0202-108</td>
<td>AM</td>
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<td>**US 10/169 FROM ANOKA/RAMSEY CITY LIMITS TO GREEN HAVEN RD/MAIN ST INTERCHANGE IN ANOKA-CONSTRUCT GRADE SEPARATE INTERSECTIONS AT FAIROAK AVE AND THURSTON AVE, CONSTRUCT NEW BRIDGE #S 02055, 02056, RECONSTRUCT MAIN ST INTERCHANGE, REPLACE OLD BRIDGE #02010 WITH NEW BRIDGE # 02054 (ASSOCIATED TO 103-010-018, 103-010-018F AND 0202-108A)</td>
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### TABLE A-9
100% State Funded Projects

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<td><strong>IDIQ</strong>DISTRICTWIDE TRAFFIC CONTROL AT VARIOUS LOCATIONS, MINIMUM AMOUNT $10K; MAXIMUM AMOUNT $500K; EXPIRATION DATE 11/1/2022 (ADDITIONAL TASK ORDER)</td>
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<td>1982-203</td>
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<td>I 35W</td>
<td>2782-356</td>
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<td>6285-160</td>
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<td>I94, FROM PASCAL ST TO MACKUBIN IN ST PAUL - LANDSCAPING</td>
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<td>I 94</td>
<td>6282-242</td>
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<td>I94 EB, FROM PRIOR AVE TO FAIRVIEW AVE IN ST PAUL - LANDSCAPING</td>
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### TABLE A-9
100% State Funded Projects

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## TABLE A-10

### Bond Projects with no Federal $$

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<td>MN 77</td>
<td>1925-61</td>
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<td><strong>CHAP 3</strong>MN77, FROM 138TH ST W IN APPLE VALLEY TO DAKOTA CR1 (OLD SHAKOPEE RD) IN BLOOMINGTON - SIGNS AND SIGN PANELS REPLACEMENT</td>
<td>578,000</td>
<td>0</td>
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<td>MN 77</td>
<td>1929-49</td>
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<td><strong>CHAP 3</strong>MN 77 AT MC ANDREWS RD AND 127TH ST IN APPLE VALLEY- REPLACE LIGHTING</td>
<td>252,000</td>
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<td>US 169</td>
<td>2772-121</td>
<td>NO</td>
<td><strong>CHAP 3</strong>US 169, NB US169 FROM VALLEY VIEW RD TO APACHE RD AND FROM LANGFORD DR TO 0.2 MI N OF LINCOLN DR IN EDINA - NOISEWALL</td>
<td>1,938,000</td>
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<td>2763-59</td>
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<td>MN 252</td>
<td>2748-65</td>
<td>MC</td>
<td><strong>C0C3</strong>PRS**MN252 FROM I94 TO MN610 AND ON I94 FROM DOWLING AVE TO MN252 IN MPLS, BROOKLYN CENTER AND BROOKLYN PARK - CONVERT MN252 TO A FREEWAY AND IMPROVE MOBILITY IN BOTH DIRECTIONS FROM MN610 TO DOWLING AVE</td>
<td>96,000,000</td>
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<td>7106-87</td>
<td>RC</td>
<td><strong>C0C3</strong>: US 169, RECONSTRUCT TH 101 TO 197TH AVE IN Elk River, Convert to Freeway, Replace Bridge No 71002 With New BR 71020 NB Over US 10</td>
<td>129,500,000</td>
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**Totals** | 240,144,897 | 199,138,499 | 41,006,398 | 0 | 0 |
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**Totals**
- Project Total: 9,320,051
- FHWA $: 7,456,039
- FTA$: 1,864,012

A-56
## Twin Cities Metropolitan Area

2021 - 2024 Transportation Improvement Program

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#### Transit Section 5337

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<td>TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURtenANCES, ROOF REFURBISHMENT</td>
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A-58
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### TABLE A-15
Transit Section 5339

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Twin Cities Metropolitan Area
2021 - 2024 Transportation Improvement Program

**TABLE A-16**
**WISCONSIN**

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<th>Project Description (street name, termini, type of work, length in miles, and funding program)</th>
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<th>2022</th>
<th>2023</th>
<th>2024</th>
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<td>No projects in the Wisconsin part of the Urbanized Area.</td>
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Appendix B

Conformity Documentation Of the 2021-2024 Transportation Improvement Program to the 1990 Clean Air Act Amendments

Prepared April 30, 2020

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 (PM$_{10}$). The term "maintenance" reflects the fact that PM$_{10}$ 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 PM$_{10}$ 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 the 2021-2024 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 PM$_{10}$. 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 PM$_{10}$ emissions and resulting ambient concentrations continue to demonstrate attainment of the PM$_{10}$ NAAQS in the maintenance area. The following additional programs will also have a beneficial impact on PM$_{10}$ 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 PM$_{10}$ maintenance area will continue to attain the PM$_{10}$ standard for the duration of this Transportation Policy Plan.

**Transportation Control Measures**

Pursuant to the Conformity Rule, the Council reviewed the 2021-2024 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
Federal Requirements

The 2021-2024 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 2021-2024 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 2020, 2030 or 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-23C, TRF-TCMT-24A)
- METRO Green Line Extension (TRF-TCMT-23D, TRF-TCMT-24V)
- METRO Gold Line dedicated BRT (TRF-TCMT-23R, TRF-TCMT-24E)
- METRO Rush Line dedicated BRT (TRF-TCMT-24R)
- 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)
- Operate transit service improvement on Hennepin ave, Lyndale ave, 31st St, and Bryant Ave in Mpls (TRS-TCMT-21A, TRF-TCMT-23S)
- Richfield/Bloomington park and ride (TRF-TCMT-21AF, TRF-TCMT-22AC, TRF-TCMT-23Y, TRF-TCMT-24P)

**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)
- 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 610 from CSAH 30 to MN 610 in Maple Grove – construct new four-lane divided highway (CSAH 610), new bridge over I-94 (189-020-024)
- 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)
- CSAH 70 from Kenrick Ave / Kensington Blvd to CSAH 23 in Lakeville – Reconstruct from a 2-lane undivided to a 4-lane divided highway, ped/bike trail, and traffic signals (AC payback, 019-670-013AC)
- CSAH 11 from 4th Ave SE to 21st Ave SE in Stillwater – Reconstruct to dual carriageway, improve intersection at 21st Ave SE (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)
- 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 36 at CSAH 15 (Manning Ave) in Grant, Lake Elmo, Stillwater, and Stillwater Township – Construct interchange (8204-74, 8204-74A, 082-615-034)
- 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)

**Horizon Year 2040**

No projects identified
Figure B-1: $\text{PM}_{10}$ Maintenance Area
May 27, 2020

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

RE:  Draft 2021-2024 Transportation Improvement Program

Dear Amy Vennewitz:

The Minnesota Pollution Control Agency (MPCA) staff has completed its formal review of the draft 2021-2024 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 "Fixing America's Surface Transportation Act" (FAST Act) 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 December 2019. 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. 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 the 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.
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 FAST Act 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 draft 2021-2024 TIP meet all relevant conformity emissions analysis and budget tests as described therein. The 2021-2024 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,

Innocent Eyoh

This document has been electronically signed.

Innocent Eyoh
Planner Principal
Environmental Analysis and Outcomes Division

cc: Andrew Emanuele, FHWA
    Michael Leslie, Region 5, EPA
    Jonathan Ehrlich, Metropolitan Council
    Elaine Koutsoukos, Metropolitan Council
    Lisa Freese, Technical Advisory Committee Chair
    Paul Oehme, Technical Advisory Funding and Programing Committee Chair
    Kevin Roggenbuck, Technical Advisory Committee Planning Chair
    Jon Solberg, MnDOT
    Frank Kohlasch, MPCA
    Todd Biewen, MPCA
    Kari Palmer, MPCA
    Deepa deAlwis, MPCA
    Mehjabeen Rahman, MPCA
    Fawkes Steinwand, 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-20: Action Year 2020
- 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.