

2022-2025 TIP AMENDMENT #1

This TIP amendment was recommended for approval by TAB on October 20, 2021 and approved by the Metropolitan Council on December 1, 2021.

Fiscal Year (State)	2022
ATP and District	Metro
Route System	CSAH 35
Project Number (S.P. #)	027-635-038
Agency	Hennepin County
Description	On CSAH 35 (Portland Ave) from 98th St E to American Blvd 86th St. E. in Bloomington and on CSAH 52 (Nicollet Ave) from 76th St E to 70th St E in Richfield – Signal revisions and pedestrian improvement
Miles	0
Program	SH
Type of work	Traffic Signal Revision
Proposed Funds	HSIP
Total \$	1,015,200 <u>1,650,000</u>
FHWA \$	846,000
Other \$	169,200 <u>804,000</u>

Background

This amendment is needed to update the project description and costs. Changes are the result of a pending Met Council Scope Change.

Fiscal Constraint

No additional federal funds are being added to the project. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt project category AQ-2. Bicycle and Pedestrian Facilities per Section 93.126 of the Conformity Rules.

2022-2025 TIP AMENDMENT #2

This TIP amendment was recommended for approval by TAB on October 20, 2021 and approved by the Metropolitan Council on December 1, 2021.

Fiscal Year (State)	2022
ATP and District	Metro
Route System	US 61/10
Project Number (S.P. #)	6220-92
Agency	MnDOT
Description	US 61/10- Burns Ave Overlook in St Paul, Install automatic gate and associated crime prevention features for night closure of the site
Miles	0.0
Program	EN
Type of work	Other
Proposed Funds	SF
Total \$	50,000
State \$	50,000

Background

This amendment added a new project to the TIP.

Fiscal Constraint

No federal funds are included. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt project category NC. Not classifiable pursuant to titles 23 and 49 U.S.C., and Federal-aid systems revisions.

2022-2025 TIP AMENDMENT #3

This TIP amendment was recommended for approval by TAB on October 20, 2021 and approved by the Metropolitan Council on December 1, 2021.

Fiscal Year (State)	2022
ATP and District	Metro
Route System	CSAH 51
Project Number (S.P. #)	027-651-067
Agency	Ramsey County
Description	**PRS**CSAH 51 from Shepard Road to West 7th <u>Adrian St</u> in St. Paul-Lexington Parkway extension, Sidewalk, <u>trail, roundabout,</u> traffic signals
Miles	0.19 <u>0.22</u>
Program	MC
Type of work	Grade and Surface
Proposed Funds	STBG
Total \$	2,072,817 <u>3,336,300</u>
FHWA \$	1,535,420
Other \$	537,397 <u>1,800,880</u>

Background

This amendment changed the project description following approval of an informal scope change that modified the signal at Montreal Avenue to a roundabout and made a minor change to the project termini. The amendment also added trails to the description, as the original project description inadvertently left them out, and corrected the project length.

Fiscal Constraint

Local funds. No additional federal funds are being added to the project. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt project category E-3. Interchange reconfiguration projects per Section 93.126 of the Conformity Rules.

2022-2025 TIP AMENDMENT #4

This TIP amendment was recommended for approval by TAB on October 20, 2021 and approved by the Metropolitan Council on December 1, 2021.

Seq #	TBD
Fiscal Year (State)	2022
ATP and District	Metro
Route System	NA
Project Number (S.P. #)	8825-963
Agency	MnDOT
Description	HOURCAR: Start-up operating costs for electric carshare in Mpls and St. Paul
Miles	0.0
Program	TR
Type of work	Transit
Proposed Funds	CMAQ
Total \$	450,000
FHWA \$	300,000
Other \$	150,000

Background

This amendment added a new federally funded project into the TIP

Fiscal Constraint

This is a Clean Transportation Grant in Metro area being delivered by MNDOT Central Office. MNDOT Central office and locals will be providing the funding and will be converting STP federal budget authority to our available CMAQ appropriation. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt project category NC. Not classifiable pursuant to titles 23 and 49 U.S.C., and Federal-aid systems revisions.

2022-2025 TIP AMENDMENT #5

This TIP amendment was recommended for approval by TAB on October 20, 2021 and approved by the Metropolitan Council on December 1, 2021.

Fiscal Year (State)	2022
ATP and District	Metro
Route System	NA
Project Number (S.P. #)	8825-964
Agency	MnDOT
Description	City of Minneapolis; Mobility hub equipment and community engagement
Miles	0.0
Program	TR
Type of work	Transit
Proposed Funds	CMAQ
Total \$	170,000
FHWA \$	136,000
Other \$	34,000

Background

This amendment added a new project to the TIP.

Fiscal Constraint

This is a Clean Transportation Grant in Metro area being delivered by MNDOT Central Office. MNDOT Central office and locals will be providing the funding and will be converting STP federal budget authority to our available CMAQ appropriation, Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt project category NC. Not classifiable pursuant to titles 23 and 49 U.S.C., and Federal-aid systems revisions.

2022-2025 TIP AMENDMENT #6

This TIP amendment was recommended for approval by TAB on October 20, 2021 and approved by the Metropolitan Council on December 1, 2021.

Fiscal Year (State)	2022
ATP and District	Metro
Route System	NA
Project Number (S.P. #)	TRS-TCMT-22G
Agency	MnDOT
Description	Southwest Transit; Purchase two (2) battery electric buses and two charging stations with associated electrical upgrades
Miles	0.0
Program	TR
Type of work	Transit
Proposed Funds	CMAQ
Total \$	295,088
FHWA \$	236,071
Others \$	59,017

Background

This amendment added a new project to the TIP.

Fiscal Constraint

This is a Clean Transportation Grant in Metro area being delivered by MNDOT Central Office. MNDOT Central office and locals will be providing the funding and will be converting STP federal budget authority to our available CMAQ appropriation. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt project category T-10. Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet pursuant to titles 23 and 49 U.S.C., and Federal-aid systems revisions.

2022-2025 TIP AMENDMENT #7

This TIP amendment was recommended for approval by TAB on October 20, 2021 and approved by the Metropolitan Council on December 1, 2021.

Fiscal Year (State)	2022
ATP and District	Metro
Route System	MN 3
Project Number (S.P. #)	1921-110
Agency	MnDOT
Description	Along west side MN3 from Willow St to 205th St in Farmington- Bridge 19X06 2013 modifications- Construct trail (Tied to 1921-90 and 1921-90S)
Miles	0.54
Program	LPP
Type of work	Trail
Proposed Funds	SF
Total \$	275,400
TH \$	275,400

Background

This amendment reflected a scope change from modifying the bridge to constructing a trail. This change corrected an errant description.

Fiscal Constraint

No additional funds needed. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt project category AQ-2. Bicycle and Pedestrian Facilities per Section 93.126 of the Conformity Rules.

2022-2025 TIP AMENDMENT #8

This TIP amendment was recommended for approval by TAB on October 20, 2021 and approved by the Metropolitan Council on December 1, 2021.

Fiscal Year (State)	2022
ATP and District	Metro
Route System	BB
Project Number (S.P. #)	TRF-TCMT-22B
Agency	Met Council - MT
Description	SECT 5309 ARPA: Twin Cities Met Council MT-Orange Line-Small Start SSGA Appropriation
Miles	17.0
Program	TR
Type of work	Transit
Proposed Funds	FTA
Total \$	69,090,909
FTA \$	49,090,909
Other \$	19,728,265

Background

This amendment added a new federally funded project into state fiscal year 2022 of the 22-25 TIP/STIP.

Fiscal Constraint

These funds were awarded in FTA Grant MN-2021-047. The source of these funds is FFY 2021 Section 5309 American Rescue Plan Act (ARPA) Capital Investment Grant (CIG) funds. Section 5309 CIG funds for the Orange Line Project were originally presented in the 2019-2022 STIP. These ARPA CIG funds will be used to replace local share for this project. There are no adjustments to the total project overall cost or scope. These funds are being moved into SFY 2022 (beginning 7/1/2021) which coincides with FFY 2021 (ending 9/30/2021). Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt because the project has been in previous TIPs.

2022-2025 TIP AMENDMENT #9

This TIP amendment was recommended for approval by TAB on October 20, 2021 and approved by the Metropolitan Council on December 1, 2021.

Fiscal Year (State)	2022
ATP and District	Metro
Route System	US 10
Project Number (S.P. #)	0215-76
Agency	MnDOT
Description	On US 10 from 0.25 MI east of Ferry St to Bridge 9717 over BNSF in Anoka, replace bridge 9700 and 9713, rehab or replace bridges 9714 and 9715, rehab bridges 9716 and 9717, reconstruct MN 47/US 169 Ferry St interchange, construct aux lanes, noisewalls and ADA
Miles	1.1
Program	MC
Type of work	Bridge Replacement
Proposed Funds	FFM, STP
Total \$	62,842,000 <u>48,000,000</u>
Federal \$	36,415,000 <u>36,960,000</u>
TH \$	24,627,000 <u>9,240,000</u>
Other \$	1,800,000

Background

This amendment reflected a decrease in project cost.

Fiscal Constraint

While the total project cost decreased, the federal funds increased due to changing the total project to an 80% federal / 20% local split per MnDOT Central Office. The additional federal funds are coming from MnDOT under-programming the fiscal year 2022 federal target by \$31M. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt project category S-19. Widening narrow pavements or reconstructing bridges (no additional travel lanes) per Section 93.126 of the Conformity Rules.

2022-2025 TIP AMENDMENT #10

This TIP amendment was recommended for approval by TAB on October 20, 2021 and approved by the Metropolitan Council on December 1, 2021.

Fiscal Year (State)	2022
ATP and District	Metro
Route System	MN 156
Project Number (S.P. #)	6219-09
Agency	MnDOT
Description	MN 156 from 950' south of Page St to Page St in St Paul - Retaining wall
Miles	0.18
Program	EN
Type of work	Retaining Wall
Proposed Funds	CRRSAA
Total \$	630,000
Federal \$	630,000

Background

This amendment is needed to add this project into the TIP.

Fiscal Constraint

Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds are above and beyond MnDOT's regular target formula funds. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt project category NC. Non-classifiable per Section 93.126 of the Conformity Rules.

2022-2025 TIP AMENDMENT #11

This TIP amendment was recommended for approval by TAB on October 20, 2021 and approved by the Metropolitan Council on December 1, 2021.

Fiscal Year (State)	2022
ATP and District	Metro
Route System	US 952A
Project Number (S.P. #)	2770-05
Agency	MnDOT
Description	US952A over multiple roadways between N 10th Ave and N 2nd Ave in Mpls – Rehab bridge piers on Bridges 27816N and 27816S, <u>install clearform catchment system on underside of bridge decks on Bridge 27816N Spans 5, 6 and 7, and Bridge 27816S Spans 7, 8 and 9.</u>
Miles	0.03
Program	BR
Type of work	Bridge Repair
Proposed Funds	NHPP
Total \$	1,985,000 <u>2,578,000</u>
FHWA \$	1,558,000 <u>2,062,400</u>
TH \$	397,000
Other \$	118,600

Background

This amendment reflected a scope change and total project cost increase.

Fiscal Constraint

Federal funds from District C Non-Traditional Transportation Alternatives setaside (880C-NTA-22) is sufficient for this increase and match provided by Hines Development Group. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt project category S-19. Widening narrow pavements or reconstructing bridges (no additional travel lanes) per Section 93.126 of the Conformity Rules.

2022-2025 TIP AMENDMENT #12

This TIP amendment was recommended for approval by TAB on November 17, 2021 and approved by the Metropolitan Council on December 8, 2021.

Fiscal Year (State)	2022
ATP and District	Metro
Route System	MN 3
Project Number (S.P. #)	6217-52
Agency	MnDOT
Description	MN 3, at George St and at the Union Pacific railroad bridge in St Paul – Rehab Bridges 62050 and 90381
Miles	0.49
Program	BR
Type of work	Bridge Rehabilitation
Proposed Funds	STP
Total \$	1,027,000 <u>1,878,000</u>
FHWA \$	821,600 <u>1,502,400</u>
TH \$	205,400 <u>375,600</u>

Background

This amendment reflected an increase to the project cost.

Fiscal Constraint

The additional federal funds are coming from MnDOT under programming its 2022 federal target by \$31M. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt project category S-19. Widening narrow pavements or reconstructing bridges (no additional travel lanes) per Section 93.126 of the Conformity Rules.

2022-2025 TIP AMENDMENT #13

This TIP amendment was recommended for approval by TAB on November 17, 2021 and approved by the Metropolitan Council on December 8, 2021.

Fiscal Year (State)	2022
ATP and District	Metro
Route System	I-94
Project Number (S.P. #)	8282-145
Agency	MnDOT
Description	**ELLE**B2020**I94, From Woodbury Dr in Woodbury MN 120 in Oakdale to St Croix River in Lakeland – Bituminous shoulders, TMS, drainage, bituminous cross overs
Miles	6.49 <u>10.53</u>
Program	RC
Type of work	Reconstruction
Proposed Funds	NHPP
Total \$	4,500,000 <u>9,161,000</u>
FHWA \$	4,050,000 <u>8,244,900</u>
TH \$	450,000 <u>916,100</u>

Background

This amendment is increased the total project cost and length.

Fiscal Constraint

The additional federal funds are coming from the main project SP 8282-132. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt project category S-19. Widening narrow pavements or reconstructing bridges (no additional travel lanes) per Section 93.126 of the Conformity Rules.

2022-2025 TIP AMENDMENT #14

This TIP amendment was recommended for approval by TAB on November 17, 2021 and approved by the Metropolitan Council on December 8, 2021.

Fiscal Year (State)	2022
ATP and District	Metro
Route System	US 169
Project Number (S.P. #)	2772-121
Agency	MnDOT
Description	**CHAP 3**US 169, NB US169 from Valley View Rd to <u>Bren Rd</u> in Edina – <u>TMS</u> , lighting and noisewall
Miles	.78 <u>1.7</u>
Program	BR
Type of work	Noisewalls
Proposed Funds	SF
Total \$	1,911,000 <u>4,800,000</u>
TH \$	1,734,000 <u>4,320,000</u>
Other \$	177,000 <u>480,000</u>

Background

This amendment is needed to increase the total project cost and length.

Fiscal Constraint

This is a 100% state funded project. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt project category O-3. Noise attenuation per Section 93.126 of the Conformity Rules.

2022-2025 TIP AMENDMENT #15

This TIP amendment was recommended for approval by TAB on November 17, 2021 and approved by the Metropolitan Council on December 8, 2021. This amendment added regional transit safety performance targets to the TIP. Shown below is the Performance Measures section in the 2022-2025 TIP, with changes resulting from the amended tracked.

Performance Measures in the Transportation Improvement Program (TIP)

Shown below is the Performance Measures section in the 2022-2025 TIP, along with changes reflective of the attached memo provided by Daniel Peña.

3. FEDERAL PERFORMANCE MEASURES AND TARGETS

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

This approach was first established in 2012 with the federal Moving Ahead for Progress in the 21st Century Act (MAP-21), which established performance-based planning and identified the federal performance measures for safety, pavement and bridge condition, reliability, freight, congestion mitigation and air quality improvement (CMAQ), and transit asset management. ~~Regional Transit safety performance measures targets~~ will be adopted by the MPO in 2021 and included in the ~~2023-2026 TIP~~ TIP following that action. 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 2022-2025 TIP:

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

Highway Safety Performance Measure (PM1)

Council Activities and Progress

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

The region has implemented a number of proactive and reactive strategies to improve the safety for users of all modes within the metro area. These include a commitment to aggressively reduce the number of crashes involving fatalities and serious injuries annually, with the ultimate aspirational goal of achieving zero fatalities and serious injuries. Pursuant to federal requirements, the Council must annually adopt safety performance targets for the region. 2021 targets were adopted in coordination with the Council's Safety Advisory Work

Group. This group, which is comprised of city and county representatives along with MnDOT staff, was formed in 2020 to help guide the region in setting short-term safety targets.

Table 2 shows the adopted targets for 2021.

Table 1: Adopted Safety Targets for 2021

Measure	2021 Target
Number of Traffic Fatalities	106
Fatality Rate (per 100 million VMT)	0.36
Number of Serious Injuries	738
Serious Injury Rate (per 100 million VMT)	2.49
Number of non-motorized fatalities and serious injuries	181

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

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

Anticipated Effect of the Safety Performance Measures

The 2022-2025 TIP is anticipated to have a positive effect towards meeting the region’s established safety performance targets. The TIP reflects \$78.8 million in FHWA Highway Safety Improvement Program (HSIP) funds, in addition to state and local match funding of \$3.4 million and \$16.1 million, respectively. These projects address both existing high-incident locations (reactive projects) and the design of newer projects (proactive projects) that pre-emptively address safety in their design. Further, safety is a key scoring criterion for the strategic capacity, spot mobility/safety, roadway reconstruction/modernization, traffic management technology, multiuse trails and bicycle facilities, pedestrian facilities, and Safe Routes to School funding categories in the biennial Regional Solicitation for Transportation Projects. In addition to federal funding sources, the region has used a number of other revenue sources to improve transportation safety in the metro area. Examples include a number of county- and city-funded safety projects as well as MnDOT’s CMSP funding set aside each year.

MPO Investment Priorities

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

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

- Regional transportation partners will incorporate safety and security considerations for all modes and users throughout the processes of planning, funding, construction, and operation.
- Regional transportation partners should monitor and routinely analyze safety and security data by mode, severity, and location to identify priorities and progress.

- Regional transportation partners will support the state’s vision of moving toward zero traffic fatalities and serious injuries, which includes supporting educational and enforcement programs to increase awareness of regional safety issues, shared responsibility, and safe behavior.
- The Metropolitan Council and regional transit providers will provide transit police services and coordinate with public safety agencies to provide a collaborative approach to safety and security.
- Regional transportation partners will use best practices to provide and improve facilities for safe walking and bicycling, since pedestrians and bicyclists are the most vulnerable users of the transportation system.
- The Council and its regional transportation partners will work to ensure that police and public safety agency enforcement programs and actions on the region’s transportation system do not create or perpetuate racial inequities.

Pavement/Bridge Performance Measures (PM2)

Council Activities and Progress

The Council reviewed and adopted PM2 targets for the first time in early 2021. As an MPO, the Council has the option to either plan and program to support the adopted MnDOT statewide targets or chose to adopt targets specific to the region. Due to the difference in urban and rural areas, the Council chose to adopt metro-specific targets for non-interstate NHS pavement in good and poor condition. Table 3 depicts the existing metro area performance as well as the adopted statewide and regional targets.

Table 2: Existing Conditions and Adopted Condition Targets

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

Anticipated Effect of the Pavement/Bridge Performance Measures

The 2022-2025 TIP is anticipated to have a positive effect on the pavement and bridge performance measures, as there are projects programmed specifically for the purpose of improving bridge and pavement conditions. While both interstate and non-interstate NHS pavement conditions within the metro area is performing at a level greater than the targets, resources must be provided to ensure they continue to meet the needs of the region.

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

- MN 65 over Mississippi River in Minneapolis (2710-42)
- Kellogg Avenue Bridge in St. Paul (164-158-025)

- Kellogg Avenue / 3rd Street Bridge in St. Paul (164-158-028)
- US 10 in Anoka (0215-76)
- CSAH 158 over CP Railroad in Edina (027-758-006)
- CSAH 9 Bridge replacement in Plymouth (027-609-042)
- Rehabilitation of ten bridges on I-94 and I-35E in St. Paul (6283-247 and 6283-255)
- MN 41 in Chaska (1008-87 and 1008-47A)
- MN 55 and MN 62 in Minneapolis and Inver Grove Heights (1909-99)
- MN 55 in Minneapolis (2724-124)
- US 952A near Downtown Minneapolis (2770-05)
- I-494 Bridge replacement (six bridges) in Bloomington, Richfield, and Edina (2785-424)
- I-494 in Bloomington (2785-433)
- I-94 on Plymouth Avenue in Minneapolis (2781-485)
- MN 55 over Minnesota River (1909-106)
- MN 65 at CSAH 10 in Spring Lake Park (0207-120)
- Shepard Road in St. Paul (164-194-033)
- US 169 in Plymouth (2772-115)
- US 212 in Cologne (1013-101)
- I-494 at Mississippi River in Newport and South St. Paul (8285-109)
- I-94 over St. Croix river (8281-06)
- MN 65 in Ham and East Bethel (0208-165)
- US 169 at 36th Avenue in New Hope and Plymouth (2772-125)
- I-35W in Burnsville (1981-140)
- I-94 in St. Paul (6280-391)
- MN 13 in Burnsville (1901-175)
- MN 13 in Savage (070-596-015, 070-596-015F, 7001-128, 7001-128A, 7001-128R)
- Randolph Ave in St. Paul (164-597-001)
- Pillsbury Avenue South in Minneapolis (141-597-001)
- MN 3 in Farmington (1921-110 and 1921-90)
- US 169 in Brooklyn Park and Maple Grove (2772-124)
- US 169 in Elk River (7106-87)

System Performance Measures and Congestion CMAQ (PM3)

Council Activities and Progress

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

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

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

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

Table 3: Existing Conditions and Adopted System Reliability Targets

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

Table 4: Existing Conditions and Adopted CMAQ Targets

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

Anticipated Effect of the System Reliability and Congestion Reduction Performance Measures
 In total, there is over \$130 million in CMAQ funding programmed for projects in the 2022-2025 TIP. The net benefit these projects are meant to help achieve, as shown in Table 5, is a reduction of approximately 2,647 kg/day of mobile source pollution. The CMAQ projects include the purchase of a number of transit vehicles; activities to market and incentive the use of carpools, vanpools, and ride matching programs; and projects aimed at retiming and optimizing traffic signal coordination.

The 2022-2025 TIP also includes projects that are anticipated to have a positive effect on mobility and system reliability. This includes a number of spot mobility enhancements as well as large set-asides for future mobility projects. Two examples include construction of a reduced conflict intersection in at US 212 and CSAH 51 in Carver County (010-596-013) and construction of a roundabout at CSAH 11 and Burnsville Parkway in Burnsville (019-611-013).

Transit Asset Management (TAM) Performance Targets

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

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

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

Table 5: Adopted Transit Asset Management Targets

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

Transit Investment Priorities

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

- Efficiently preserve and maintain the regional transit system in a state of good repair;

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

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

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

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

Transit Safety Performance Measures Targets

Measures Overview

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

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

Table 7: Safety Performance Categories and Measures

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

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

- **Reportable fatalities:** These are fatalities reported to the NTD (deaths confirmed within 30 days) excluding deaths in or on transit property that are a result of illness or other natural causes. These include deaths due to collision, derailment, fire, hazardous material spill, acts of God, system or personal security event, or other safety event.
- **Reportable injuries:** These include instances of damage or harm to persons that require immediate medical attention away from the scene because of a reportable transit safety event. Serious, injuries which are defined based on severity, are always reportable, even if a person was not immediately transported from the scene for medical attention. This excludes injuries from assaults and other crimes.
- **Reportable safety events:** These include incidents (including accidents and derailments) meeting NTD major reporting thresholds for transit rail, bus and paratransit. These events may occur on transit right-of-way or infrastructure, or at a transit revenue facility, maintenance facility, or rail yard. They may take place during a transit-related maintenance activity or otherwise involve a transit revenue vehicle. Examples of these events include:
 - Collisions
 - Fires
 - Derailments (mainline and yard), including non-revenue vehicles
 - Hazardous materials spills
 - Acts of God¹
- **Major mechanical failures:** The NTD defines major mechanical failures as “a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual

¹ FTA. *National Transit Database Safety and Security Policy Manual*. January 2020. Accessed March 29, 2021 at <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/ntd/146986/2020-ntd-safety-and-security-policy-manual.pdf>, pg. 18.

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

Targets Overview

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

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

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

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

MPO Responsibilities

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

Regional Transit Agency Safety Targets

Metro Transit

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

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

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

Metropolitan Transportation Services Contracted Services

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

Table9 - Metropolitan Transportation Services Fixed-Route, Demand Response, and Vanpool Safety Performance Targets

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

Minnesota Valley Transit Authority

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

Table 10 - Minnesota Valley Transit Authority Transit Safety Performance Targets

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

Southwest Transit

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

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

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

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.

2022-2025 TIP AMENDMENT #16

This TIP amendment was recommended for approval by TAB on December 15, 2021 and approved by the Metropolitan Council on January 12, 2022.

Fiscal Year (State)	2023	2023
ATP and District	Metro	Metro
Route System	I-94	I-94
Project Number (S.P. #)	1910-56	1910-56S
Agency	MnDOT	MnDOT
Description	**ELLE**MN55, at Doyle Path in Rosemount – Drainage repairs (Associate to 1910-56S)	**ELLE**MN55, at Doyle Path in Rosemount – Install EB left turn lane and WB acceleration and right turn lane (Associate to 1910-56)
Miles	0.02	0.05 <u>0.694</u>
Program	DR	SH
Type of work	Drainage	Safety-HSIP
Proposed Funds	SF	HSIP
Total \$	11,000 <u>31,000</u>	2,330,000 <u>1,669,000</u>
FHWA \$	-	2,097,000 <u>1,502,100</u>
TH \$	11,000 <u>31,000</u>	233,000 <u>166,900</u>

Background

This amendment reduced the total project cost and increased the total length to SP 1910-56S and increased the total project cost for 1910-56.

Fiscal Constraint

No additional federal funds are needed. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt Project Category E2—Intersection signalization projects at individual intersections per Section 93.126 of the Conformity Rules.

2022-2025 TIP AMENDMENT #17

This TIP amendment was recommended for approval by TAB on December 15, 2021 and approved by the Metropolitan Council on January 12, 2022.

Fiscal Year (State)	2022
ATP and District	Metro
Route System	MN 55
Project Number (S.P. #)	2724-126
Agency	MnDOT
Description	MN55 from 0.04 mi N of 32nd St to MN62 in Mpls – Bituminous mill and overlay, CPR, sidewalk repairs, ped ramp upgrades, APS, guardrail, pond repair , drainage and traffic signals
Miles	5.78 <u>3.89</u>
Program	RS
Type of work	Mill & Overlay
Proposed Funds	NHPP
Total \$	11,780,000 <u>9,000,000</u>
FHWA \$	8,704,000 <u>6,880,000</u>
TH \$	2,176,000 <u>1,720,000</u>
Other \$	900,000 <u>400,000</u>

Background

This amendment reduced the total project cost and removed pond repair from the scope.

Fiscal Constraint

The project cost does not change. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt Project Category S10—Pavement resurfacing and/or rehabilitation per Section 93.126 of the Conformity Rules.

2022-2025 TIP AMENDMENT #18

This TIP amendment was recommended for approval by TAB on December 15, 2021 and approved by the Metropolitan Council on January 12, 2022.

Fiscal Year (State)	2022
ATP and District	Metro
Route System	MSAS 108
Project Number (S.P. #)	192-108-028
Agency	Woodbury
Description	**AC**PRS** : Lake Rd, Woodlane Dr Courtly Rd. to Pioneer Dr in Woodbury - Convert 4-lane section to 3-lane section, <u>mill and overlay, signal, ADA</u> (AC project, payback in FY24)
Miles	1.8 <u>2.5</u>
Program	SH
Type of work	Pavement Markings
Proposed Funds	HSIP
Total \$	1,944,000 <u>2,100,000</u>
AC \$	<u>1,620,000</u>
Other \$	324,000 <u>480,100</u>

Background

This amendment revised the termini and project cost due to an administrative scope change to add an adjacent locally funded mill and overlay project to the contract.

Fiscal Constraint

No additional federal funds are needed. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

The project is coded A-30; Regionally significant but is exempt from air quality review, as additional work does not create new, or impact existing, regionally significant project elements.

2022-2025 TIP AMENDMENT #19

This TIP amendment was recommended for approval by TAB on January 19, 2022 and approved by the Metropolitan Council on January 26, 2022.

Fiscal Year (State)	2022
ATP and District	Metro
Route System	CSAH 42
Project Number (S.P. #)	027-030-050
Agency	Hennepin County
Description	Various locations on CSAH 3 (Lake St) and CSAH 42 (42nd St) in Mpls- Ped crossing safety improvements: curb extensions, raised medians, crossing beacons, signal , ADA, pavement markings, signage. Two bus rapid transit stations underground and flatwork
Miles	0
Program	SH
Type of work	Pedestrian Ramps
Proposed Funds	HSIP
Total \$	1,193,600 <u>1,030,000</u>
AC \$	828,000
Other \$	365,600 <u>202,000</u>

Background

This amendment updated the project description and costs due to an approved scope change.

Fiscal Constraint

No additional federal funds are being added to the project. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt Project Category AQ-2. Bicycle and pedestrian facilities per Section 93.126 of the Conformity Rules.

2022-2025 TIP AMENDMENT #20

This TIP amendment was recommended for approval by TAB on January 19, 2022 and approved by the Metropolitan Council on January 26, 2022.

Fiscal Year (State)	2022
ATP and District	Metro
Route System	US 61
Project Number (S.P. #)	1913-110
Agency	MnDOT
Description	MN 61 on BR#19004 Wearing Course Replacement
Miles	0
Program	BR
Type of work	Rehab
Proposed Funds	NHPP
Total \$	4,000,000
AC \$	3,200,000
Other \$	800,000

Background

This amendment added a new federally funded project into the TIP.

Fiscal Constraint

Federal funds are available from SP 0215-76, following its 12/15/2021 administrative modification that released \$10,760,000 in federal funding. This project will use \$3,200,000. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt Project Category S-10. Pavement resurfacing and/or rehabilitation per Section 93.126 of the Conformity Rules.

2022-2025 TIP AMENDMENT #21

This TIP amendment was recommended for approval by TAB on February 16, 2022 and approved by the Metropolitan Council on March 9, 2022.

Fiscal Year (State)	2022 <u>2023</u>
ATP and District	Metro
Route System	Local Street
Project Number (S.P. #)	019-090-023
Agency	Dakota County
Description	North Creek Greenway from 173rd St in Lakeville to 180th <u>189th</u> St in Farmington-Construct multi-purpose trail and <u>two ped bridges</u>
Miles	2.1
Program	BT
Type of work	New Trail
Proposed Funds	STBGP-TAP
Total \$	1,500,000 <u>2,300,000</u>
FHWA \$	480,000
Other \$	1,020,000 <u>1,820,000</u>

Background

This amendment moved the project to 2023, increased project cost, and adjusted project termini/description to match original funding application.

Fiscal Constraint

No additional federal funds are needed. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt Project Category AQ-2. Bicycle and pedestrian facilities per Section 93.126 of the Conformity Rules.

2022-2025 TIP AMENDMENT #22

This TIP amendment was recommended for approval by TAB on February 16, 2022 and approved by the Metropolitan Council on March 9, 2022.

Fiscal Year (State)	2022
ATP and District	Metro
Route System	US 52
Project Number (S.P. #)	1906-74
Agency	MnDOT
Description	US52, from CR86 Hampton to CSAH42 in Coates from 0.4 miles south of CSAH 86 to 0.2 miles north of 140 th St E-median crossovers and temporary shoulder widening
Miles	14.89 15.85
Program	RS
Type of work	Resurfacing
Proposed Funds	NHPP
Total \$	4,013,000
FHWA \$	3,210,400
Other \$	802,600

Background

This amendment corrected the termini and total length.

Fiscal Constraint

No additional federal funds are needed. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt Project Category S16: Adding medians facilities per Section 93.126 of the Conformity Rules.

2022-2025 TIP AMENDMENT #23

This TIP amendment was recommended for approval by TAB on April 20, 2022, and approved by the Metropolitan Council on April 27, 2022.

	141-020-123	141-030-052	141-430-010
Seq #	1466	1467	1470
State Fiscal Year	2022	2022	2022
ATP/District	M	M	M
Route System	CSAH 3	999	MSAS 430
Project Number (S.P. #)	141-020-123	141-030-052	141-430-010
Agency	Minneapolis	Minneapolis	Minneapolis
Description	On Lake St: At Dean Pkwy, and Thomas Ave, and Cedar Ave at Minnehaha Pkwy in Mpls – Replace signal systems, signal revisions, curb extensions, and ADA (Associate to 141- 430-010 and 141-030-052)	Lake St E at 28th Ave S; Cedar Ave at 6th St S; and Franklin Ave E at 13th Ave S in Mpls – Rebuild signals, ADA, curb extensions and median (Associate to 141- 020-123 and 141-430-010)	Nicollet Ave from Minnehaha Pkwy to 60th St in Mpls – Signal system revisions, ped ramp improvements and curb extensions (Associate to 141-030-052 and 141-020- 123)
Miles	0	0	0
Prog	SH	SH	SH
Type of Work	Traffic Signal Revision	Traffic Signal Revision	Traffic Signal Revision
Prop Funds	HSIP	HSIP	HSIP
Total \$	1,188,000 <u>2,029,441</u>	1,248,000 <u>1,904,966</u>	2,106,000 <u>3,588,378</u>
FHWA \$	990,000	1,080,000	1,755,000
Other \$	198,000 <u>1,039,441</u>	168,000 <u>824,966</u>	351,000 <u>1,833,782</u>

Background

This amendment updated total project costs. Cost changes are a result of significantly higher steel, concrete and signal costs recognized through recent bids within the City of Minneapolis. There was no change in project scope.

Fiscal Constraint

No additional federal funds are needed. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt Project Category E-2. Intersection signalization projects at individual intersections per Section 93.126 of the Conformity Rules.

2022-2025 TIP AMENDMENT #24

This TIP amendment was recommended for approval by TAB on April 20, 2022 and approved by the Metropolitan Council on April 27, 2022.

(Each project is Fiscal year 2022, Metro District, Route System BB, Prog TR, Type-of-Work Transit, Proposed Funds FTA)

Project Number	Agency	Description	Miles	Total \$	FTA \$	Other \$
TRF-TCMT-22AG (No change)	Met Council-MT	**PRS** Sect 5309 Southwest light Rail transit (Green Line Extension) New Start FFGA appropriation	14.50	274,600,921	150,000,000	124,600,921
TRF-TCMT-22AG (Proposed addition)	Met Council-MT	**PRS** Sect 5307 Southwest light Rail transit (Green Line Extension) New Start FFGA appropriation	14.50	<u>62,500,000</u>	<u>50,000,000</u>	<u>12,500,000*</u>
TRF-TCMT-22AB	Met Council-MT	Sect 5307: Twin Cities Met Council MT bus and rail operations communications and control capital equipment replacement and expansion	0	\$225,000	\$180,000	\$45,000
TRF-TCMT-22AD	Met Council-MT	Sect 5307: Twin Cities Met Council MT Bus and rial public facilities additions or improvement: Signs, lights, head, pads, real time signs	0	\$850,000	\$680,000	\$170,000
TRF-TCMT-22G	Met Council-MT	Sect 5307: Twin Cities Met Council MT preventive maintenance	0	\$10,000,000	\$8,000,000	\$2,000,000
TRF-TCMT-22T	Met Council-MT	Sect 5307: Twin Cities Met Council MT facilities energy enhancements and new energy initiatives	0	\$795,675 \$626,920	\$636,540 \$501,536	\$159,135 \$125,384
TRF-TCMT-22U)	Met Council-MT	Sect 5307: Twin Cities Met Council MT bus and rail fare collection capital equipment, hardware and software replacement and expansion	0	\$9,625,000	\$7,700,000	\$1,925,000
TRF-TCMT-22N	Met Council-MTS	Sect 5307: Twin Cities Met Council MTS bus acquisition	0	\$24,214,133 \$10,096,486	\$20,582,013 \$8,582,013	\$3,632,120 \$1,514,473

*Reflects previously used additional local funds.

Background

This amendment increased the total project cost to TRF-TCMT-22AG. The scope remains the same.

The source of the funds for the change is FFY 2020, FFY 2021, and FFY 2022 Section 5307 funds. This is an increase in 5307 funds allocated to 2022 Southwest Light Rail project expenditures of \$50,000,000 and a reduction of \$28,695,004 in 5307 funds allocated to other 2022 TIP projects. There is a net increase of \$21,304,996 in 5307 funds allocated to 2022 projects in the TIP. The projects

funded with the \$28,695,004 5307 funds will now be funded with local sources. These funds are in SFY 2022 (beginning 7/1/2021) which coincides with FFY 2022 (ending 9/30/2022).

Fiscal Constraint

This is a net increase in 5307 funds used for 2022 projects in the TIP. However, this increase is based on the finite amount of 5307 funds we have available in total to spend. We are shifting 5307 funds within our organization between projects and increasing local funds revenues for other projects. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

While the project is an A-30 regionally significant project, a cost change that does not impact the scope does not require a conformity determination.

2022-2025 TIP AMENDMENT #25

This TIP amendment was recommended for approval by TAB on April 20, 2022, and approved by the Metropolitan Council on April 27, 2022.

Fiscal Year (State)	2023
ATP and District	Metro
Route System	US 169
Project Number (S.P. #)	2750-97
Agency	MnDOT
Description	US 169 from 85th St in Brooklyn Park to West River Rd in Champlin-Install cable median barrier
Miles	5.55 <u>5.40</u>
Program	SH
Type of work	Median Barrier
Proposed Funds	HSIP
Total \$	\$967,000 <u>\$1,540,000</u>
FHWA \$	\$870,300 <u>\$1,386,000</u>
Other \$	\$96,700 <u>\$154,000</u>

Background

This amendment increased the total project cost and made a minor correction to the project length.

Fiscal Constraint

The federal increase of \$515,700 will be balanced in the 23-26 STIP adoption.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt Project Category S-9. Guardrails, median barriers, crash cushions per Section 93.126 of the Conformity Rules.

2022-2025 TIP AMENDMENT #26

This TIP amendment was recommended for approval by TAB on April 20, 2022, and approved by the Metropolitan Council on April 27, 2022.

Fiscal Year (State)	2022
ATP and District	Metro
Route System	MN 5
Project Number (S.P. #)	010-596-015
Agency	Carver County
Description	TH 5 (Arboretum Blvd) from 0.15 Miles W of Stiger Lake Lane in Victoria to Century Blvd in Chanhassen – Preliminary Engineering
Miles	<u>3.4</u>
Program	RC
Type of work	Preliminary Engineering
Proposed Funds	STPBG
Total \$	2,500,000
FHWA \$	2,000,000
Other \$	500,000

Background

This amendment added new funds from the Infrastructure Investment and Jobs Act (IIJA) to the TIP for preliminary engineering.

Fiscal Constraint

New money provided by the IIJA.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt Project Category NC. Non-classifiable per Section 93.126 of the Conformity Rules.

2022-2025 TIP AMENDMENT #27

This TIP amendment was recommended for approval by TAB on April 20, 2022, and approved by the Metropolitan Council on April 27, 2022.

Fiscal Year (State)	2022
ATP and District	Metro
Route System	MSAS 158
Project Number (S.P. #)	164-158-025
Agency	St. Paul
Description	**AC**MSAS 158, from W 7th St to Market St in St Paul – Reconstruct Bridge #90378, retaining walls, and approach roadways, and signal replacements (AC project, payback in FY24)
Miles	<u>0.18</u>
Program	BR
Type of work	Bridge
Proposed Funds	STBGP
Total \$	28,490,445 <u>36,216,438</u>
AC \$	7,000,000
Other \$	21,490,445 <u>29,216,438</u>

Background

This amendment increased the total project cost. There was no change in project scope.

Fiscal Constraint

No additional federal funds are being added to the project. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt Project Category S-19. Widening narrow pavements or reconstructing bridges (no additional travel lanes) per Section 93.126 of the Conformity Rules.

2022-2025 TIP AMENDMENT #28

This TIP amendment was recommended for approval by TAB on May 18, 2022, and approved by the Metropolitan Council on May 25, 2022.

	Existing Project	New Project
Seq #	1678	<u>TBD</u>
State Fiscal Year	2023	<u>2023</u>
ATP/District	Metro	<u>Metro</u>
Route System	I 94	<u>I 94</u>
Project Number (S.P. #)	8282-132	<u>8282-132F</u>
Agency	MnDOT	<u>MnDOT</u>
Description	**AC**B2020**I94, from MN120 in Oakdale to St Croix River in Lakeland – Concrete overlay, TMS, drainage, signing, lighting, guardrail, noisewall, Hudson Frontage Rd resurfacing, median barrier and ADA improvements (AC project, payback in FY24) (<u>Associated to 8282-132F</u>)	<u>**AC**SPPF**I94, from I494/694/94 in Oakdale to Washington County Hwy 19 (Woodbury Drive) in Woodbury – Construct eastbound auxiliary lane, (AC project, payback in FY24) (Associated to 8282-132)</u>
Miles	10.53	<u>1.98</u>
Prog	RD	<u>RC</u>
Type of Work	Reconstruction	<u>Reconstruction</u>
Prop Funds	NHPP	<u>NHFP</u>
Total \$	103,784,000	<u>8,000,000</u>
FHWA \$	28,082,000	<u>4,200,000</u>
AC \$	65,323,600	<u>3,000,000</u>
TH \$	10,378,400	<u>800,000</u>

Background

This amendment is updated total project costs and scope for newly added freight funds and scope on SP 8282-132F (associated to 8282-132).

Fiscal Constraint

This project was awarded \$8,000,000 from the 2020 MN Highway Freight award program. This is in addition to Metro’s federal budget authority. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

The Minnesota Interagency Air Quality and Transportation Planning Committee identified 8282-132F as an A-30 regionally significant project. However, given that the project is outside of the existing air quality maintenance area, it is not subject to a conformity determination. 8282-132 is exempt per Project Category S-10. Pavement resurfacing and/or rehabilitation per Section 93.126 of the Conformity Rules, though the amendment in its entirety is subject to a conformity determination.

2022-2025 TIP AMENDMENT #29

This TIP amendment was recommended for approval by TAB on May 18, 2022, and approved by the Metropolitan Council on May 25, 2022.

Fiscal Year (State)	2023
ATP and District	Metro
Route System	N/A
Project Number (S.P. #)	164-080-019
Agency	Saint Paul
Description	Rondo Area Street Improvements Study
Miles	0.0
Program	PL
Type of work	Preliminary Engineering
Proposed Funds	FFM (RAISE)
Total \$	1,400,000
FHWA \$	1,400,000

Background

This amendment added this new project that received a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant to the TIP.

Fiscal Constraint

Funding is provided through a recently awarded federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt Project Category 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 per Section 93.126 of the Conformity Rules.

2022-2025 TIP AMENDMENT #30

This TIP amendment was recommended for approval by TAB on May 18, 2022, and approved by the Metropolitan Council on May 25, 2022.

Data for each Project

ATP	Metro
Route System	BB (Transit (buses))
Agency	MnDOT
Miles	0
Program	FTA Elderly and Persons with Disabilities – Section 5310
Proposed Funds	FTA
State Fiscal Year	2022

Project-Specific Data:

Project No (S.P. #)	Description	Type of Work	Total \$	FTA \$	Other \$
TRF-0260-22	Section 5310: Midwest Special Services, Inc.; 2 (Class 400) Vehicle Replacement	Purchase Buses	\$186,000 \$256,000	\$148,800 \$204,800	\$37,200 \$51,200
TRF-1767-22	Section 5310: Rise, Inc.; 2 (Class 400) Vehicle Replacement	Purchase Buses	\$186,000 \$256,000	\$148,800 \$204,800	\$37,200 \$51,200
TRF-9056-22A	Section 5310: Newtrax, Inc.; 6 (Class 400) Vehicle Replacement and 2 (Class 400) Vehicle Expansion	Purchase Buses	\$744,000 \$1,024,000	\$595,200 \$819,200	148,800 \$204,800
TRF-0011-22	Section 5310: Lifeworks Services, Inc.; 1 (Class 400) Vehicle Replacement	Purchase Buses	\$93,000	\$74,400	\$18,600

Background

Section 5310: The Enhanced Mobility for Seniors and Persons with Disabilities program is funded by FTA through MnDOT's Office of Transit. The selection of these projects is done through grant applications submitted to FTA. The amendment reflects a cost increase for three of these projects. These increases are due to industrywide cost increases. The amendment also removed the replacement of one class 400 vehicle for the Lifeworks Services, Inc., who declined the project. These four changes result in an overall cost increase of \$327,000 (\$261,600 federal).

Fiscal Constraint

The funds used for these projects are 2020 Section 5310 Large Urban apportionment, so fiscal constraint is maintained. The 20% local match will be provided by the sub-recipients.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt from regional level analysis: T-10—Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet per Section 93.126 of the Conformity Rules.

2022-2025 TIP AMENDMENT #31

This TIP amendment was recommended for approval by TAB on May 18, 2022, and approved by the Metropolitan Council on May 25, 2022.

Fiscal Year (State)	2022
ATP and District	Metro
Route System	BB
Project Number (S.P. #)	Undecided
Agency	Minnesota Valley Transit Authority
Description	Sec. 5339: Burnsville Bus Garage Renovation/Expansion Phase III - North apron expansion, maintenance area mechanical features, add-on options for state of good repair, additional expansion, and implementation of energy efficiency improvements
Miles	-
Program	TR
Type of work	Transit (P)
Proposed Funds	Sect 5339
Total \$	6,200,000
FHWA \$	4,960,000
Other \$	1,240,000

Background

Minnesota Valley Transit Authority (MVTA) was awarded Section 5339 discretionary funds. MVTA's Authority Burnsville Bus Garage Renovation/Expansion Phase III will include a north apron expansion, maintenance area mechanical features, add-on options for state of good repair, additional expansion, and implementation of energy efficiency improvements.

Fiscal Constraint

This project was recently awarded funding from the FTA from the 2021 Section 5339 Bus and Bus Facilities grant program. It is new discretionary funding.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt from regional level analysis: T-8: Reconstruction of renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals and ancillary structures).

2022-2025 TIP AMENDMENT #32

This TIP amendment was recommended for approval by TAB on May 18, 2022, and approved by the Metropolitan Council on May 25, 2022.

	Project Line 1 (new)	Project Line 2 (amended)
Seq #	<u>1663</u>	TBD
State Fiscal Year	<u>2023</u>	2023
ATP / Dist	<u>M</u>	M
Route System	<u>I494</u>	I494
Project Number	<u>2785-433</u>	2785-433 <u>N</u>
Agency	<u>MnDOT</u>	MnDOT
Description	<u>**CRRSAA**I494, between Pilot Knob Rd in Eagan and 24th Ave in Bloomington – Rehab Bridges 9217E, 9217W, 19825, 27765 and 27767, concrete pavement rehab, bituminous shoulder reconstruction, highway lighting replacement, reconstruct pedestrian trail, drainage repairs (Associate to 2785-433N)</u>	I494, between Pilot Knob Rd in Eagan and 24th Ave in Bloomington - Rehab Bridges 9217E, 9217W, 19825, 27765 and 27767, concrete pavement rehab, bituminous shoulder reconstruction, highway lighting replacement, reconstruct pedestrian trail, drainage repairs (Associate to 2785-433)
Miles	<u>3.9</u>	4-18 <u>3.9</u>
Prog	<u>BI</u>	BI
Type of Work	<u>Bridge Deck Overlay</u>	Bridge Deck Overlay
Prop Funds	<u>FFM</u>	NHPP
Total \$	<u>\$17,670,000</u>	\$49,846,000 <u>\$44,330,000</u>
FHWA \$	<u>\$17,670,000</u>	\$44,861,000 <u>\$39,897,000</u>
State \$	NA	\$4,984,000 <u>\$4,433,000</u>

Background

This amendment increased the total project cost. The new project line was added because MnDOT added Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds while the existing project line shows a reduction in NHPP funds and state funds.

Fiscal Constraint

The change reflects a \$12,154,000 cost increase. Because this is a 2023 project, it will be included in the draft 2023-2026 TIP and with these updates. Metro District will align its program to meet MnDOT's 2023-2026 STIP funding guidance. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt Project Category S-19—Widening narrow pavements or reconstructing bridges per Section 93.126 of the Conformity Rules.

2022-2025 TIP AMENDMENT #33

This TIP amendment was recommended for approval by TAB on May 18, 2022, and approved by the Metropolitan Council on May 25, 2022.

Seq #	1644
Fiscal Year (State)	2022
ATP and District	Metro
Route System	US 52
Project Number (S.P. #)	1906-71
Agency	MnDOT
Description	US52, from 0.2 ML N of CR 86 (<u>280th St/Rochester Blvd</u>) in Hampton Twp to 0.2 ML N of CSAH 42 (<u>145th St</u>) in Rosemount – Concrete surfacing, drainage, cable median guardrail, and repair Br# 19033 and 9675
Miles	14.91 <u>15.5</u>
Program	RS
Type of work	Concrete Overlay
Proposed Funds	NHPP
Total \$	61,746,000 <u>65,000,000</u>
FHWA \$	49,396,800 <u>52,000,000</u>
State \$	12,349,200 <u>13,000,000</u>

Background

This amendment increased the total project cost and project length.

Fiscal Constraint

Total project cost increase of \$3,254,000. Because this is a 2023 project, it will be included in the draft 2023-2026 TIP, with these updates. Metro District will align its program to meet MnDOT's 2023-2026 STIP funding guidance. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt Project Category S-10—Pavement resurfacing and/or rehabilitation per Section 93.126 of the Conformity Rules.

2022-2025 TIP AMENDMENT #34

This TIP amendment was recommended for approval by TAB on May 18, 2022, and approved by the Metropolitan Council on May 25, 2022.

Seq #	TBD
Fiscal Year (State)	2023
ATP and District	Metro
Route System	I35E
Project Number (S.P. #)	6280-426
Agency	MnDOT
Description	I35E, parallel to I35E, Realign Gateway State Trail between Arlington Ave E and Maryland Ave E in St Paul (DNR)
Miles	0.75
Program	AM
Type of work	Coop. Const. Agreement
Proposed Funds	STPBG
Total \$	850,000
FHWA \$	250,000
Other \$	600,000

Background

This amendment added a new federally funded project into 2023.

Fiscal Constraint

This amendment request is for addition of a new federally funded project into fiscal year 2023 of the 2022-2025 TIP. Because this is a 2023 project, it will be included in the draft 2023-2026 TIP. Metro District will align its program to meet MnDOT's 2023-2026 STIP funding guidance. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt Project Category AQ-2—Bicycle and pedestrian facilities per Section 93.126 of the Conformity Rules.

2022-2025 TIP AMENDMENT #35

This TIP amendment was recommended for approval by TAB on May 18, 2022, and approved by the Metropolitan Council on May 25, 2022.

Seq #	1673
Fiscal Year (State)	2023
ATP and District	Metro
Route System	US 169
Project Number (S.P. #)	7005-130
Agency	MnDOT
Description	**ITS**US 169, from MN41 (Chestnut Blvd) to Canterbury Downs Blvd and on MN41 (Chestnut Blvd) from US169 to MN River in Shakopee-Traffic management system (other is operating funds)
Miles	6.21 <u>7.8</u>
Program	TM
Type of work	Traffic Management System
Proposed Funds	STPBG
Total \$	800,000 <u>875,000</u>
FHWA \$	640,000
State \$	160,000 <u>\$225,000</u>
Other \$	<u>10,000</u>

Background

This amendment increased the total project cost and length.

Fiscal Constraint

A \$75,000 cost increase. Because this is a 2023 project, it will be included in the draft 2023-2026 TIP. Metro District will align its program to meet MnDOT's 2023-2026 STIP funding guidance. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt Project Category S-7— Traffic control devices and operating assistance other than signalization projects per Section 93.126 of the Conformity Rules.

2022-2025 TIP AMENDMENT #36

This TIP amendment was recommended for approval by TAB on May 18, 2022, and approved by the Metropolitan Council on May 25, 2022.

Seq #	1660
Fiscal Year (State)	2023
ATP and District	Metro
Route System	I35W
Project Number (S.P. #)	02782-357
Agency	MnDOT
Description	I35W, from Park Ave to 43rd <u>26th to 31st St</u> in Mpls – Landscaping (Transportation Enhancement, TE, funded)
Miles	3.00 <u>.67</u>
Program	RB
Type of work	Landscaping
Proposed Funds	STPBG - TAP
Total \$	500,000
FHWA \$	400,000
State \$	100,000

Background

This amendment decreased the project length.

Fiscal Constraint

The total project cost remained the same. Therefore, fiscal constraint is maintained. Because this is a 2023 project, it will be included in the draft 2023-2026 TIP. Metro District will align its program to meet MnDOT's 2023-2026 STIP funding guidance. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt Project Category NC—Non-classifiable per Section 93.126 of the Conformity Rules.

2022-2025 TIP AMENDMENT #37

This TIP amendment was recommended for approval by TAB on May 18, 2022, and approved by the Metropolitan Council on May 25, 2022.

Project Number	2789-165	2789-165S
Seq #	1664	1665
State Fiscal Year	2023	2023
ATP / Dist	M	M
Route System	I394	I394
Agency	MnDOT	MnDOT
Description	I394, on I394 ramps, and on Washington Ave <u>and 3rd Ave</u> in Mpls – Intersection Modification and install left turn land, ADA improvements, drainage (Associate to 2789-165S)	I394, on I394 ramps, and on Washington Ave <u>and 3rd Ave</u> in Mpls – Intersection Modification and install left turn land, ADA improvements, drainage (Associate to 2789-165)
Miles	0.5	0.5
Prog	SC	SC
Type of Work	Ped Ramps (ADA Improvements)	Turn Lanes
Prop Funds	NHPP	HSIP
Total \$	\$198,000 <u>\$192,000</u>	\$1,120,000 <u>\$1,295,000</u>
FHWA \$	\$178,200 <u>\$172,800</u>	\$774,900 <u>\$938,700</u>
State \$	\$19,800 <u>\$19,200</u>	\$86,100 <u>\$104,300</u>
Other \$	NA	259,000 <u>\$252,000</u>

Background

This amendment added a second work location and increased the total project cost.

Fiscal Constraint

Cost increase of \$169,000. Because this is a 2023 project, it will be included in the draft 2023-2026 TIP. Metro District will align its program to meet MnDOT’s 2023-2026 STIP funding guidance. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020, with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt Project Category E-1—Intersection channelization projects per Section 93.126 of the Conformity Rules.

2022-2025 TIP AMENDMENT #38

This TIP amendment was recommended for approval by TAB on May 18, 2022, and approved by the Metropolitan Council on May 25, 2022.

Seq #	TBD
Fiscal Year (State)	2022
ATP and District	Metro
Route System	N/A
Project Number (S.P. #)	8825-1049
Agency	MnDOT
Description	Shakopee Mdewakanton Sioux Community; Clean transportation grant to tribal partner- Purchase one electric bus
Miles	0.0
Program	TR
Type of work	Transit
Proposed Funds	STPBG
Total \$	295,000
FHWA \$	295,000

Background

This amendment is needed to add a new federally funded project into 2022.

Fiscal Constraint

This is a Clean Transportation Grant in the Metro area being delivered by MnDOT Central Office, which will provide the funding and convert STP federal budget authority to its available CMAQ appropriation. Therefore, fiscal constraint is maintained. (No match required if using STP to a tribal partner).

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt Project Category T-10—Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet per Section 93.126 of the Conformity Rules.

2022-2025 TIP AMENDMENT #39

This TIP amendment was recommended for approval by TAB on June 15, 2022, and approved by the Metropolitan Council on July 13, 2022.

PROJECT 1-3 IDENTIFICATION:

Seq #	1662	<u>TBD/New</u>	<u>TBD/New</u>
State Fiscal Year	2023	<u>2023</u>	<u>2023</u>
ATP/District	M	<u>M</u>	<u>M</u>
Route System	I494	<u>I494</u>	<u>I494</u>
Project Number (S.P. #)	2785-424	<u>2785-424C</u>	<u>2785-424G</u>
Agency	MnDOT	<u>MnDOT</u>	<u>MnDOT</u>
Description	**PRSC0C3** Chap 3**I494, EB from East Bush Lk Rd to MN77, WB from MN77 to I35W and NB I35W to WB I494 in Bloomington, Richfield, and Edina – Improve mobility, reconstruct I35W/I494 interchange, rehab pavement, replace Bridges 6850, 6851, 9077, 9079 and 9080 (Associate to 2785-424C, 2785-424G, 107-010-013)	**PRSCRRSAA** I494, EB from East Bush Lk Rd to MN77, WB from MN77 to I35W and NB I35W to <u>WB I494 in Bloomington, Richfield, and Edina - Improve mobility, reconstruct I35W/I494 interchange, rehab pavement, replace Bridges 6850, 6851, 9077, 9079 and 9080 (Associate to 2785-424, 2785-424G, 107-010-013)</u>	**PRSCINFRA** I494, EB from East Bush Lk Rd to MN77, WB from MN77 to I35W and NB I35W to <u>WB I494 in Bloomington, Richfield, and Edina - Improve mobility, reconstruct I35W/I494 interchange, rehab pavement, replace Bridges 6850, 6851, 9077, 9079 and 9080 (Associate to 2785-424, 2785-424C, 107-010-013)</u>
Miles	6.34	<u>6.34</u>	<u>6.34</u>
Prog	MC	<u>MC</u>	<u>MC</u>
Type of Work	Major Construction	<u>Major Construction</u>	<u>Major Construction</u>
Prop Funds	NHPP	<u>FFM/CRRSAA</u>	<u>FFM/INFRA</u>
Total \$	190,500,000 <u>253,016,667</u>	<u>16,650,000</u>	<u>60,000,000</u>
FHWA \$	10,000,000 <u>76,550,000</u>	<u>16,650,000</u>	<u>60,000,000</u>
Bonds	180,500,000 <u>169,500,000</u>	NA	NA
Other \$	<u>6,966,667</u>	NA	NA

PROJECT 4-5 IDENTIFICATION:

Seq #	1852	TBD/New
State Fiscal Year	2025 2023	2025
TP/District	M	<u>M</u>
Route System	I494	<u>I494</u>
Project Number (S.P. #)	107-010-013	<u>107-010-013AC</u>
Agency	Bloomington	<u>Bloomington</u>
Description	**AC**SPPF**PRS**I494 and I35W in Bloomington and Richfield – Construct interchange (Associate to 2785-424, 2785-424C, 2785-424G) (AC project, payback in FY25)	<u>**AC**SPPF**PRS**I494 and I35W in Bloomington and Richfield – Construct interchange (Associate to 2785-424, 2785-424C, 2785-424G) (AC project, payback in FY25)</u>
Miles	6.34	<u>6.34</u>
Prog	MC	<u>MC</u>
Type of Work	Major Construction	<u>Major Construction</u>
Prop Funds	NHFP	<u>NHFP</u>
Total \$	<u>12,333,333</u>	<u>0.00</u>
FHWA \$		<u>11,100,000</u>
FHWA AC \$	<u>11,100,000</u>	NA
Other \$	<u>1,233,353</u>	NA

Background

This amendment increased total project costs and allowed the interchange (107-101-013) to be advance constructed. The scope remains the same.

Fiscal Constraint

Total project cost increased to \$342,000,000, an increase of \$139,166,667, in 2023. Because this is a 2023 project, it is included in draft 2023-2026 TIP and is due to be included in the final TIP and Minnesota STIP with the updated cost and will align its program to meet MnDOT 2023-2026 STIP funding guidance. Therefore, fiscal constraint is maintained.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

The existing projects are classified as A-30, regionally significant. No project elements are changing; the only changes are to the cost and to the timing of the project. Therefore, it is exempt from a regional level analysis.

2022-2025 TIP AMENDMENT #40

This TIP amendment was recommended for approval by TAB on August 17, 2022, and approved by the Metropolitan Council on August 24, 2022.

Fiscal Year (State)	2023
ATP and District	Metro
Route System	BB
Project Number (S.P. #)	TBD
Agency	Met Council - MT
Description	Sect 5339: Twin Cities Met Council MT- Low/No Emissions Grant – Proterra Electric Bus Purchases
Miles	0
Program	TR
Type of work	Transit
Proposed Funds	FTS Section 5339
Total \$	5,238,548
FTA \$	4,190,838
Other \$	1,047,710

Background

This amendment is needed because Metro Transit was awarded discretionary funds in the federal fiscal year 2021 Low or no Emissions grant program. This award is for the procurement of eight forty-foot Proterra ZX5 Max electric buses (to be delivered in 2023, workforce training, and CTE’s project management and technical assistance. The source of these funds is federal fiscal year 2021 Section 5339 Low or No Emission competitive funds.

Fiscal Constraint

New discretionary funding provided through the Federal Transit Administration’s (FTA’s) Section 5339.

Consistency with MPO Long-Range Plan

This amendment is consistent with the Metropolitan Council Transportation Policy Plan, adopted by the Metropolitan Council on November 18, 2020 with FHWA/FTA conformity determination established on December 4, 2020.

Air Quality Conformity

Exempt Project Category T-10— Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet pursuant to titles 23 and 49 U.S.C., and Federal-aid systems revisions.

Administrative Modifications (through 10/10/2022)

Mod #	Route	Project #	Description and Comments	Total Cost Before	Total Cost After (No AC included)	Approval Date
1	MN 36	8214-191	MN36 at Norell Ave N in Oak Park Heights – Reconstruct Norell Ave and Relocate S Frontage Rd away from MN36, TMS Increase the total project cost by \$207,000 (funding from row 2). The scope remains the same. This is a 100% state-funded project. Therefore, fiscal constraint is maintained.	644,000 (0 Fed)	851,000 (0 Fed)	11/3/2021
2	N/A	880M-SS-22	Districtwide setaside for system support - FY2022 Reduce the total project cost by \$207,000 (funding to row 1). The scope remains the same. This is a 100% state-funded project. Therefore, fiscal constraint is maintained.	5,046,000 (0 Fed)	4,839,000 (0 Fed)	11/3/2021
3	I-694	6285-160	I694 and Silver Lake Rd N and S ramps in New Brighton – Signal replacement (Associate to 6285-160S) and I694 and Silver Lake Rd S ramp in New Brighton – Remove free right (Associate to 6285-160S) A technical correction to the project length from .24 to 0.00. This is a point location with no project length. The scope remains the same. No additional funds are required. Therefore, fiscal constraint is maintained.	846,000 (116,000 Fed)	846,000 (116,000 Fed)	11/3/2021
4	I-494	8285-109	**ELLE** I494, at Mississippi River in Newport and S St Paul- Rehab Bridge 82855 and 82856 Move project from 2024 to 2022, remove the Early Let Late Encumber (ELLE) and increase the project cost. The scope remains the same. Federal funds available from the 2021 rollover funds are sufficient. Therefore, fiscal constraint is maintained.	6,491,000 (5,841,900 Fed)	7,500,000 (6,750,000 Fed)	11/3/2021
5	Transit	TRF-TCMT-22AG	**PRS** Sect 5309: Southwest Light Rail Transit (Green Line Extension) New Start FFGA appropriation Move \$30,552,442 other funds to FTA Section 5309 ARPA funds. The scope remains the same. These funds are in state fiscal year 2022, which overlaps federal fiscal year 2021. Therefore, fiscal constraint is maintained.	214,600,921 (100,000,000 Fed)	214,600,921 (130,552,442 Fed)	11/3/2021
6	CSAH 42	019-642-063	CSAH 42, from 0.1 mi E Dakota County Line to 0.07 mi W of CSAH 11 in Burnsville – Mill and overlay, ADA improvements, signals Increase the total project cost from \$3,285,000 to \$4,407,385. The increase will be covered by local funds. Project scope remains the same. No additional federal funds are needed. Therefore, fiscal constraint is maintained.	3,285,000 (2,628,000 Fed)	4,407,385 (2,628,000 Fed)	11/8/2021
7	US 52	1906-74	US52, from CR86 Hampton to CSAH42 in Coats- Median crossovers and temporary shoulder widening Increase the project cost. The scope remains the same. Additional federal funds are provided from the decrease to 2758-77 (row 8). Therefore, fiscal constraint is maintained	2,895,000 (2,316,000 Fed)	4,013,000 (3,210,400 Fed)	12/2/2021
8	MN 77	2758-77	MN 77, from N end of MN River BR 9600N/9600S in Bloomington to 0.2 mi n Lake Nokomis Pkwy in Mpls – Bituminous mill and overlay, joint replacement BR #27060 and extend right turn lane on exit ramp from NB MN77 to WB Old Shakopee Road, Drainage, trail, sidewalk and ADA and MN77, between MN river Bridge 9600N/9600S and Old Shakopee Rd in Bloomington – Install high tension cable median barrier (HSIP funded work associate to 2758-77S) Reduce the total cost (provide to 1906-74 (row 7). Therefore, fiscal constraint is maintained. The scope remains the same. (HSIP funds on SP 2758-77S in the TIP)	14,363,000 (11,353,600 NHPP; 72,900 HSIP)	12,074,000 (9,493,650 NHPP; 55,537 HSIP)	12/2/2021
9	MN 13	7001-133	MN13 and CSAH 8 in Cedar Lk Township and Spring Lk Township- Roundabout (Associate to 7001-133S) (tie to 7001-123 and 7001-123S) Reduce the total cost. Therefore, fiscal constraint is maintained. The scope remains the same.	2,319,000 (832,000 Fed)	1,410,000 (832,000 Fed)	12/2/2021
10	I-94	8282-132	**AC** B2020**I94, from MN120 in Oakdale to St Croix River in Lakeland – Concrete overlay, TMS, drainage, signing, lighting, Hudson Frontage Rd resurfacing, median barrier and ADA improvements (AC project, payback in FY24) Reduce the total project cost. The scope remains the same. No additional funds are needed. Therefore, fiscal constraint is maintained.	108,445,000 (4,194,900 Fed)	103,784,000 (4,194,900 Fed)	12/15/2021
11	US 10	0215-76	**Chap 3** US10, from 0.25 mi east of Ferry St to Bridge 9717 over BNSF in Anoka – Replace Bridge 9700 (new Br # 02057 & 02058) and 9713 (new Br#02059), replace Bridges 9714 and 9715 (new Br #02060), rehab Bridges 9716 and 9717, reconstruct MN47/US169 Ferry St interchange, construct aux lanes, noisewalls and ADA improvements (\$15M Build grant) Reduce the federal funds and increase the bond funds. The scope remains the same. No additional federal funds are needed. Therefore, fiscal constraint is maintained.	48,000,000 (21,960,000 Fed)	48,000,000 (11,200,000 Fed)	12/15/2021
12	MN 241	8212-969	MN 241, Landscape 100 ft S to 100 ft north of O'Day Ave in St. Michael Add a new state-funded project into the 2022-2022 TIP. Fiscal constraint is maintained because funds are from SP 8803-RB-22. That is a districtwide landscaping setaside in MnDOT District 3. It does not show up in the TIP because Metro District provides the setasides.	N/A	8,000 (0 Fed)	12/22/2021

Mod #	Route	Project #	Description and Comments	Total Cost Before	Total Cost After (No AC included)	Approval Date
13	MN 41	1008-87	**Chap 3**MN41, 0.1 mi S of MN River in Louisville Twp to Jct Walnut St in Chaska-Reconstruct, median installation, turn lanes, signal modifications, TMS, ADA, rehab Bridge 10012 (Associated to 1008-87A AND 196-010-017) Increase the total project cost and make a technical correction to the description (add TMS). The scope remains the same. The modification in row 8 above released \$1,866,320 in federal funds. To date, \$839,957 available. This project will use \$60,000 of that. Therefore, fiscal constraint is maintained.	6,580,000 (5,264,000 Fed)	6,655,000 (5,324,000 Fed)	1/6/2022
14	TH 55	2725-969	TH 55 between Minnehaha Ave and 53rd St (residential side of noisewall)- Landscape partnership Add a new 100% state-funded 2022 project. Funds are available from 880M-RB-22 (row 15). Therefore, fiscal constraint is maintained.	N/A	5,000 (0 Fed)	1/6/2022
15	N/A	880M-RB-22	Districtwide setaside for landscape partnerships - FY 2022 Reduce the total project cost to fund new project 2725-969 (row 14). No additional funds are needed. Therefore, fiscal constraint is maintained.	30,000 (0 Fed)	25,000 (0 Fed)	1/6/2022
16	MN 95	8210-115	MN95, 0.14 mi N of Pilar Rd in Scandia to 0.52 mi N CSAH 26 in Franconia -Drainage repairs, <u>grading and bituminous paving</u> Increase the total project cost and make a technical correcting to the description (adding grading and bituminous paving). The scope remains the same. The project is 100% state funded. Therefore, fiscal constraint is maintained.	974,000 (0 Fed)	1,210,000 (0 Fed)	1/6/2022
17	I 94	6280-391 6282-216	**ELLE**I94, from Western Ave to Mounds Blvd and I35E from 10th St to Jackson St in St Paul- Repair Bridges 62703, 62706, 62889, 62877, 62898, 62888, 62891, 62894, 62893; replace superstructure on Bridges 9631 and 9632 Change the prime SP from 6280-391 to 6282-216. No other scope or cost changes. Therefore, fiscal constraint is maintained.	16,089,000 (13,480,100 Fed)	16,089,000 (13,480,100 Fed)	1/6/2022
18	I 94	8282-148	I94 St Croix weight station in Stillwater, Replace management system and WIM sorter Add a new 100% state-funded project into 2022. Funds are available from 880C-SA-22 A District C setaside. Therefore, fiscal constraint is maintained.	N/A	200,000 (0 Fed)	2/2/2022
19	MN 36	8214-191	MN36 AT Norell Ave N in Oak Park Heights – Reconstruct Norell Ave and relocate S Frontage Rd away from MN36 Increase the total project cost in SFY 22 of the 22-25 TIP/STIP. Funds are available from 880M-SS-22 (row 20). Therefore, fiscal constraint is maintained.	851,000 (0 Fed)	1,051,000 (0 Fed)	2/7/2022
20	N/A	880M-SS-22	Districtwide setaside for system support - FY2022 Reduce the total project cost for SP 8214-191 (row 19). The scope remains the same. No additional funds are needed. Therefore, fiscal constraint is maintained.	5,046,000 (0 Fed)	4,846,000 (0 Fed)	2/7/2022
21	US 952 A	2770-05	US952A over multiple roadways between 3rd Ave and Cedar Trail in Mpls – Rehab bridge piers on Bridges 27816N and 27816S, install clearform catchment system on underside of bridge decks on Bridge 27816N spans 5, 6 and 7, and Bridge 27816S spans 7, 8 and 9. Reduce the total project cost from \$2,951,000 to 1,870,000. The scope remains the same. No additional federal funds are needed. Therefore, fiscal constraint is maintained.	2,951,000 (1,587,920 STP; 772,800 TAP)	1,870,000 (723,120 STP; 772,800 TAP)	2/7/2022
22	Local	164-597-001	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 Drop this 2022 project. Released federal funds will be used on a project outside of Metro District that has been advanced.	2,529,561 (1,915,609 Fed)	0 (0 Fed)	2/7/2022
23	US 169	2772-121	**CHAP 3**US 169, NB US169 from Valley View Rd to Bren Rd .11 miles north of 62 in Edina -TMS, lighting and noisewall Reduce project cost and revise one terminus (decrease length from 1.7 to 1.44). The scope remains the same. No additional funds are needed. Therefore, fiscal constraint is maintained.	4,800,000 (0 Fed)	3,600,000 (0 Fed)	2/11/2022
24	Local Street	168-090-004	Wakota trailhead facility in the City of South St Paul Increase the total project cost. No scope change. Additional funds are from the City of South St. Paul. Therefore, fiscal constraint is maintained.	942,000 (565,000 Fed)	1,320,665 (565,000 Fed)	2/15/2022
25	US 61	1913-110	TH 61 Hastings BR #19004 Wearing course replacement Reduce the total project cost. The scope remains the same. No additional funds are needed. Therefore, fiscal constraint is maintained. This project was not in the originally approved TIP; it was added as an amendment on 1/26/2022	4,000,000 (3,200,000 Fed)	3,120,000 (2,496,000 Fed)	3/4/2022
26	MSAS 101	106-101-010	MSAS 101, 99th Ave and Baltimore St in Blaine – Construct roundabout Remove the project. It received a program year extension and will be re-programmed in the 2023-2026 TIP. Released federal funds will be applied to other State Aid projects in 2022 to reduce advanced construction paybacks. No additional funds are needed. Therefore, fiscal constraint is maintained.	1,768,000 (1,530,000 Fed)	0 (0 Fed)	3/4/2022
27	CSAH 15	082-615-045	CSAH 15 (Manning Ave), CSAH 12 (75th St N) in Grant, to 120th St in May Township, to 240th St in Scandia – Install centerline mumble strips and we reflective striping Remove the project. It received a program year extension and will be re-programmed in the 2023-2026 TIP. Released federal funds will be applied to other State Aid projects in 2022 to reduce advanced construction paybacks. No additional funds are needed. Therefore, fiscal constraint is maintained.	129,026 (111,657 Fed)	0 (0 Fed)	3/4/2022

Mod #	Route	Project #	Description and Comments	Total Cost Before	Total Cost After (No AC included)	Approval Date
28	TH 316	1926-24	TH 316, from 0.29 miles south of Michael Ave to 0.16 miles south of Tuttle Drive in the City of Hastings – Grading and Drainage Repairs. Add a new state-funded project into 2022. The funds are provided from SP 880M-SS-22 (row 29). Therefore, fiscal constraint is maintained.	N/A	245,000 (0 Fed)	3/17/2022
29	N/A	880M-SS-22	Districtwide setaside for system support - FY2022 Reduce the total project cost. Therefore, fiscal constraint is maintained.	1,333,661 (0 Fed)	1,088,661 (0 Fed)	3/17/2022
30	US 10	7102-144	US 10, from Jackson Ave to MN 101, install fiber, cameras and NID Add this state-only-funded project to the 2022-2025 Transportation Improvement Program.	N/A	100,000 (0 Fed)	3/18/2022
31	CSAH 19	086-619-035	**PRS** Wright CSAH 19, Chestnut Ave SE. to Ash Ave. NE in St. Michael, Roadway expansion Add the local project (and \$389,885 cost) to the project. The federal amount remains unchanged. Therefore, fiscal constraint is maintained.	3,000,000 (1,500,000 Fed)	3,389,885 (1,500,000 Fed)	3/22/2022
32	I 35W	6284-189	I35W NB, AT MN280 Repair retaining wall in Roseville – Emergency contract Add a new state-funded project into 2022. Funds are available from 880M-SS-22 (row 33). Therefore, fiscal constraint is maintained	N/A	1,100,000 (0 Fed)	3/29/2022
33	N/A	880M-CA-22	Districtwide setaside-External consultant-FY 2022 Reduce the total project cost to accommodate 6284-189 (row 32). No scope change. Cost decrease. Therefore, fiscal constraint is maintained.	28,860,000 (0 Fed)	27,760,000 (0 Fed)	3/29/2022
34	I 94	2781-535	I94, from Williams Ave to Warwick St in Minneapolis- Landscaping Add a new state-funded project into 2023. This is a 100% state-funded project. Therefore, fiscal constraint is maintained.	N/A	100,000 (0 Fed)	4/5/2022
35	MN 55	2724-138	55, at 38th St and 35th St in Minneapolis, Signal poles This modification is to add a new state/local funded project into 2022. Funding provided from SP 880M-SS-22 (row 36) is sufficient. Therefore, fiscal constraint is maintained.	N/A	83,000 (0 Fed)	4/5/2022
36	N/A	880M-SS-22	Districtwide setaside for system support - FY2022 Reduce the cost to accommodate 2724-138 (row 35). The scope remains the same. This is a cost decrease. Therefore, fiscal constraint is maintained.	4,801,000 (0 Fed)	4,759,500 (0 Fed)	4/5/2022
37	CSAH 42	019-642-066	CSAH 42 from Flagstaff Ave to Pilot Knob Rd in Apple Valley-Construct ped/bike trail and grade-separated crossing Withdraw this project. Released federal funds will be applied to 179-090-006, 196-010-018 and 179-020-045 (rows 39, 40, and 41).	2,908,498 (1,256,000 Fed)	0 (0 Fed)	4/11/2022
38	Local Street	019-090-023	North Creek Greenway from 173rd St in Lakeville to 189th St in Farmington-Construct multi-purpose trail and two ped bridges Remove this project from the TIP. It will be reprogrammed in the 2023-26 TIP. Released federal funds will be applied to 179-090-006, 196-010-018 and 179-020-045 (rows 39, 40, and 41).	2,300,000 (480,000 Fed)	0 (0 Fed)	4/11/2022
39	Local Street	179-090-006	**AC**I35W frontage trail from Black Dog Rd to approximately 0.28 miles S of Black Dog Rd in Burnsville – Construct trail (AC project, payback in FY23) Remove the advance construction and fully fund in 2022. Scope and total project cost remain the same. Federal funds available from withdrawn projects 019-642-066 and 019-090-023 (rows 37 and 38). Therefore, fiscal constraint is maintained.	514,100 (0 Fed; 388,000 AC)	514,100 (388,000 Fed; 0 AC)	4/11/2022
40	MN 41	196-010-018	**AC**MN 41, from N Walnut St to the MN 41 Minnesota River Bridge in Chaska – Pedestrian streetscape, bike racks, stormwater mitigation, planters, seating, median enhancements, wayfinding (Associate to 196-010-017 and 1008-87) (AC project, payback in FY23) Remove the advance construction and fully fund in 2022. Total project cost and scope remain the same. Federal funds are available from withdrawn projects 019-642-066 and 019-090-023 (rows 37 and 38). Therefore, fiscal constraint is maintained.	1,754,000 (0 Fed; 1,000,000 AC)	1,754,000 (1,000,000 Fed; 0 AC)	4/11/2022
41	CSAH 32	179-020-045	**AC**Dupont Avenue, Cliff Road and I-35W S ramp in Burnsville-Ramp reconstruction and relocation (AC payback in FY23) Reduce the advance construction in in 2022 on associated SP 196-010-018. The total project cost and scope remain the same. Federal funds are available from withdrawn projects 019-642-066 and 019-090-023 (rows 37 and 38). Therefore, fiscal constraint is maintained.	3,619,000 (0 Fed; 2,632,000 AC)	3,619,000 (348,000 Fed; 2,284,000 AC)	4/11/2022
42	MN 212	1017-969A	MN 212 at Great Plains Blvd in Chanhassen, Landscape partnership Add this 100% state-funded project into 2022. State funds from 880M-RB-22 (row 43). Therefore, fiscal constraint is maintained.	0	7,000 (0 Fed)	4/19/2022
43	N/A	880M-RB-22	DISTRICTWIDE SETASIDE FOR LANDSCAPE PARTNERSHIPS - FY 2022 Reduce total project cost by \$7,000 to accommodate 1017-969A (row 42). The scope remains the same. No federal funds. Therefore, fiscal constraint is maintained.	25,000 (0 Fed)	18,000 (0 Fed)	4/19/2022
44	I 94	8282-149	I94, St Croix weigh station in Stillwater-Install management system and WIM sorter Add 100% state-funded project to 2023. State funds from District C. Therefore, fiscal constraint is maintained. (Programmed in the 2023-36 draft TIP)	0	70,000 (0 Fed)	4/19/2022

Mod #	Route	Project #	Description and Comments	Total Cost Before	Total Cost After (No AC included)	Approval Date
45	N/A	8825-1012	Districtwide concrete pavement rehab with diamond grinding Add this 100% state-funded project to 2023. State funds from 880M-PM-23 (row 46). Therefore, fiscal constraint is maintained. (Programmed in the 2023-36 draft TIP)	0	4,100,000 (0 Fed)	4/19/2022
46	N/A	880M-PM-23	Districtwide setaside for preventive maintenance projects - FY 2023 Reduce the total project cost by \$4,100,000 to accommodate SP 8825-1012 (row45). The scope remains the same. No federal funds. Therefore, fiscal constraint is maintained.	4,658,000 (0 Fed)	558,000 (0 Fed)	4/19/2022
47	MN 100	2735-202	MN100, from MN55 in Golden Valley to I694 in Brooklyn Center- Sign replacement Change the federal funding source from STP to NHPP. The scope and total project cost remain the same. No additional federal funds are needed. Therefore, fiscal constraint is maintained.	582,000 (465,600 Fed)	582,000 (465,600 Fed)	4/19/2022
48	MN 25	1007-22	MN25 at CSAH 20 in Watertown – Intersection improvements Total cost increase. The scope remains the same. Funds are available from 880M-SS-22 (row 50). Therefore, fiscal constraint is maintained.	624,600 (0 Fed)	1,024,600 (0 Fed)	4/19/2022
49	N/A	880M-SS-22	Districtwide setaside for system support - FY2022 Reduce the total cost by \$400,000 to accomodate SP 1007-22. The scope remains the same. No federal funds. Therefore, fiscal constraint is maintained.	1,047,161 (0 Fed)	647,161 (0 Fed)	4/19/2022
50	I 494	8285-112	NB I494 exit ramp to Lake Rd in Woodbury – Pavement and drainage rehabilitation and lighting Technical correction to remove drainage and add lighting. The scope and cost remain the same. No additional funds are needed. Therefore, fiscal constraint is maintained.	342,000 (0 Fed)	342,000 (0 Fed)	4/19/2022
51	MN 41	1008-87	**Chap 3**MN41, 0.1 mi S of MN River in Louisville Twp to Jct Walnut St in Chaska – Reconstruct, median installation, turn lanes, signal modifications, TMS, ADA, rehab Bridge #10012 and #10X23 (Associated to 196-010-017, 196-010-018 and 1008-87A) Technical correction to include a culvert bridge number that was mistakenly omitted. The scope and project cost remain the same. Therefore, fiscal constraint is maintained.	6,580,000 (5,264,000 Fed)	6,580,000 (5,264,000 Fed)	4/19/2022
52	Transit	TRF-TCMT-22AG	**PRS**SECT 5309/5307: Southwest light rail transit (Green Line Extension) New Start FFGA appropriation Increase the total project cost and shift fed/other costs from 4/27/2022 amendment. The scope remains the same and the increase is non-federal funds. Therefore, fiscal constraint is maintained.	274,600,921 (180,552,442 Fed)	277,100,921 (180,552,442 Fed)	4/28/2022
53	MN 95	8210-111	**CHAP 3**MN95, Chestnut St between MN95 and Stillwater lift bridge – Shared street project (ped plaza) and pedestrian improvements Increase the total project cost from \$1,900,000 to \$2, 595,000. The scope remains the same. Additional funds are state funds. Therefore, fiscal constraint is maintained.	1,900,000 (0 Fed)	2,595,000 (0 Fed)	5/24/2022
54	I 694	8286-91	I694 AT CSAH 14 In Oakdale – Signal revisions and pedestrian trail construction This is a 2021 project being added to the 2022-2025 TIP because the project receiving some 2022 funding. Add \$250,000 2022 funds to this 2021 agreement. The scope remains the same. Additional funds are state funds. Therefore, fiscal constraint is maintained.	702,500 (2021)	952,500 (ADDING \$250K 2022)	5/24/2022
55	I 94	2781-969H	I94 at Nicollet Ave S in Minneapolis- LANDSCAPE PARTNERSHIP This is a 2021 project being added to the 2022-2025 TIP because the project receiving some 2022 funding. Move project to 2022 from 2021. The scope remains the same. State funds are available from 880M-RB-22 (Row 56). Therefore, fiscal constraint is maintained.	8,000 (0 Fed)	8,000 (0 Fed)	5/24/2022
56	N/A	880M-RB-22	Districtwide setaside for landscape partnerships - FY 2022 Reduce the total project cost from \$18,000 to \$10,000 for SP 2781-969H in the amount of \$8,000. The scope remains the same. Additional funds are state funds. Therefore, fiscal constraint is maintained.	18,000 (0 Fed)	10,000 (0 Fed)	5/24/2022
57	Local Street	019-060-005	Mississippi River Greenway between MN55 and Spring Lake Access Rd in Rosemount- Construct ped/bike trail, BR #19J57, roadway reconstruction and resurfacing (Associated to 019-090-020) Move from 2022 to 2023. The scope and cost remain the same. Project received an approved program year extension and will be programmed in the final 2023-2026 TIP. Therefore, fiscal constraint is maintained.	3,750,000 (400,000 Fed)	3,750,000 (400,000 Fed)	5/24/2022
58	Local Street	019-090-020	Mississippi River Greenway between MN55 and Spring Lake Access Rd in Rosemount- Construct ped/bike trail, BR #19J57, roadway reconstruction and resurfacing (Associated to 019-060-005) Move from 2022 to 2023. The scope and cost remain the same. Project received an approved program year extension and will be programmed in the final 2023-2026 TIP. Therefore, fiscal constraint is maintained.	5,500,000 (1,000,000 Fed)	5,500,000 (1,000,000 Fed)	5/24/2022

Mod #	Route	Project #	Description and Comments	Total Cost Before	Total Cost After (No AC included)	Approval Date
59	Transit	TRF-TCMT-22D	Sect 5337 5307 & 5339 Twin Cities Met Council MT bus acquisition Change the FTA funding type from Sect. 5337 to a split of Sect 5307 (22,6178,174) and Sect. 5339 (17,236,800). The scope and total cost remain the same.	49,893,718 (39,914,974 Fed)	49,893,718 (39,914,974 Fed)	5/24/2022
60	US 169	2750-97	US 169 from 85th St in Brooklyn Park to West River Rd in Champlin-Install cable median barrier Increase the total project cost. The scope remains the same. This 2023 project is included in the draft Met Council 2023-2026 TIP and this action aligns the 2022-2025 and 2023-2026 TIPs. Therefore, fiscal constraint is maintained.	1,540,000 (1,386,000 Fed)	2,300,000 (2,070,000 Fed)	6/2/2022
61	MN 55	1909-106	MN55/62, over Minnesota River in Mendota Heights – Replace railing on Bridge #4190 and lighting Increase the total project cost. This 2023 project is included in the draft Met Council 2023-2026 TIP and this action aligns the 2022-2025 and 2023-2026 TIPs. Therefore, fiscal constraint is maintained.	9,676,000 (7,740,800 Fed)	11,196,000 (8,956,800 Fed)	6/2/2022
62	Mn 96	8211-44	MN96, from MN244 to MN95 in Washington County-Jurisdictional transfer (Other is Washington County Flex JT funds) (Associate to 8211-44A in FY24) Increase the total cost. The scope remains the same. This 2023 project is included in the draft Met Council 2023-2026 TIP and this action aligns the 2022-2025 and 2023-2026 TIPs. Therefore, fiscal constraint is maintained. Project combined with 8211-44A (row 63) meets funding change threshold for modification.	4,920,000 (0 Fed)	10,230,000 (0 Fed)	6/2/2022
63	MN 96	8211-44A	MN96, from MN244 to MN95 in Washington County-Jurisdictional transfer (Associate to 8211-44 in FY23) Decrease total project cost. The scope remains the same. This 2024 project is included in the draft Met Council 2023-2026 TIP and this action aligns the 2022-2025 and 2023-2026 TIPs. Therefore, fiscal constraint is maintained. Project combined with 8211-44 (row 623) meets funding change threshold for modification.	5,170,000 (0 Fed)	2,270,000 (0 Fed)	6/2/2022
64	MN 55	1909-109	MN 55, Waters Dr Frontage Road, parallel to MN 55 from MN 13 to Waters Dr in Mendota Hts – Jurisdictional transfer Add a new 2023 project funded by SP 880M-SS-23 (row 65). This project is included in the draft Met Council 2023-2026 TIP and this action aligns the 2022-2025 and 2023-2026 TIPs.	0 (0 Fed)	192,000 (0 Fed)	6/2/2022
65	N/A	880M-SS-23	Districtwide System Support Reduce the total project cost by \$192,000 to accommodate SP 1909-109 (row 64). 100% state funding. Therefore, fiscal constraint is maintained.	2,805,000	2,613,000	6/3/2022
66	MSAS 342	141-342-007	US 169 from 85th St in Brooklyn Park to West River Rd in Champlin-Install cable median barrier Increase the total project cost from \$1,350,000 to \$2,000,000. Additional funds are local. Therefore, fiscal constraint is maintained.	1,350,000 (1,000,000 Fed)	2,000,000 (1,000,000 Fed)	6/10/2022
67	I-35E	1982-203	**LGA**I35E, from Lone Oak Rd (CSAH 26) to Pilot Knob (CSAH 31) in Eagan – Signal replacements at Lone Oak, Pilot Knob and Yankee Doodle, free right modifications at Pilot Knob Add additional 2022 funds. New funds are 100% from the State. Therefore, fiscal constraint is maintained. (Associated to SP 019-030-008 from 2019)	975,000 (0 Fed)	1,258,749 (0 Fed)	6/10/2022
68	CSAH 36	027-636-012	University Ave SE and 4th St SE bikeway from I35W Bridge to Oak St in Mpls-Bikeway enhancements, pavement markings, transit stop revisions, intersection crossing improvements, ADA, signal modifications Delete project. It received a program year extension and will be reprogrammed into 2023 in the 2023-2026 TIP. Released federal funds will be applied to 179-020-045 and 164-158-025. No additional funds are needed. Therefore, fiscal constraint is maintained.	10,341,158 (5,500,000 Fed)	0 (0 Fed)	6/10/2022
69	MSAS 158	164-158-025	**AC**MSAS 158, from W 7th St to Market St in St Paul – reconstruct Bridge #90378, retaining walls, and approach roadways, and signal replacements (AC project, payback in FY24) Add federal funding and reduce advance construction payback in 2024. 027-636-012 was moved from 2022 to 2023, releasing \$5,500,000 federal for other projects. This project will use \$3,216,000. Therefore, fiscal constraint is maintained.	36,216,438 (0 Fed)	36,216,438 (3,784,000Fed)	6/10/2022
70	CSAH 17	7005-132	CSAH 17 from CSAH 16 to NW ramp of US 169 in Shakopee-Construct ped/bike Bridge #70051 over US 169 Add 2022 funds to this 2021 project. Funds are from 880M-SS-22 (row 72). These are state funds. Therefore, fiscal constraint is maintained.	1,400,000 (0Fed)	1,418,466 (0 Fed)	6/21/2022
71	MN 36	8214-191	MN36 at Norell Ave N in Oak Park Heights – Reconstruct Norell Ave and relocate S Frontage Rd away from MN36 Increase the total 2022 project cost. Funds are from 880M-SS-22 (row 72). These are state funds. Therefore, fiscal constraint is maintained.	407,000	416,409	6/21/2022
72	N/A	880M-SS-22	Districtwide setaside for system support - FY2022 Reduce the cost to accommodate SP 7005-132(\$18,466, row 70) and 8214-191(\$9,409, row 71). No additional funds are needed. Therefore, fiscal constraint is maintained.	5,540,707	5,512,832	6/21/2022

Mod #	Route	Project #	Description and Comments	Total Cost Before	Total Cost After (No AC included)	Approval Date
73	N/A	880M-RX-22	Districtwide setaside for road repair - FY 2022 Reduce cost to accommodate SP 8210-118 (row 74). The scope remains the same. No additional funds are needed. Therefore, fiscal constraint is maintained.	8,000,000	7,940,000	6/21/2022
74	MN 95	8210-118	TH 95 at Boom Rd and east/west of Alder St-3 turnback locations to the City of Stillwater Add a new state-funded project to 2022 from 880M-RX-22 (row 73). These are state funds. Therefore, fiscal constraint is maintained.	0.00	60,000	6/21/2022
75	MSAS 158	164-158-025	**AC**MSAS 158, from W 7th St to Market St in St Paul – Reconstruct Bridge #90378 <u>62671</u> and <u>62672</u> , retaining walls, and approach roadways, and signal replacements (AC project, payback in FY24) Technical correction to correct bridge numbers that were. No change to scope or funding. Therefore, fiscal constraint is maintained.	36,216,438 (3,216,000 Fed)	36,216,438 (3,216,000 Fed)	6/21/2022
76	Transit	TRF-TCMT-22U	Sect 5307: Twin Cities Met Council MT-Bus and rail fare collection capital equipment, hardware and software replacement and expansion Add funds to a previously deleted 2022 project. The scope remains the same. FTA funds are available from SP TRF-TCMT-24D (row 77). Therefore, fiscal constraint is maintained.	0 (0 Fed)	2,605,148 (2,084,118 Fed)	6/29/2022
77	Transit	TRF-TCMT-24D	Sect 5307: Twin Cities Met Council MT-Bus and rail fare collection capital equipment, hardware and software replacement and expansion Reduce the cost to accommodate SP TRF-TCMT-22U. The scope remains the same. No additional federal funds are needed. Therefore, fiscal constraint is maintained.	7,750,000 (6,200,000 Fed)	5,144,852 (4,115,882 Fed)	6/29/2022
78	Transit	TRF-TCMT-22G	Preventive maintenance Add funds to a previously deleted 2022 project. The scope remains the same. FTA funds are available from SP TRF-TCMT-24N (row 79). Therefore, fiscal constraint is maintained.	0 (0 Fed)	10,000,000 (8,000,000 Fed)	6/29/2022
79	Transit	TRF-TCMT-24N	Preventive maintenance Delete this project to accommodate TRF-TCMT-22G (row 78). No additional funds are needed. Therefore, fiscal constraint is maintained.	10,000,000 (8,000,000 Fed)	0 (0 Fed)	6/29/2022
80	MN 95	8210-118	Along MN 95, at Boom Rd and east and west of Alder St in Stillwater – Turnback of three locations (see row 74) Move from 2022 to 2023. The scope remains the same. This is a 100% state-funded project. Therefore, fiscal constraint is maintained.	60,000 (0 Fed)	60,000 (0 Fed)	7/6/2022
81	TH 316	1926-24	MN 316, from 0.29 mi S Michael Ave to 0.16 mi S Tuttle Dr in Hastings – Drainage repairs (row 28) Move from 2022 to 2023 and increase the total cost from \$245,000 to \$330,000. The scope remains the same. This is a 100% state-funded project. Therefore, fiscal constraint is maintained.	245,000 (0 Fed)	330,000 (0 Fed)	7/6/2022
82	MN 212	1017-969A	MN 212 at Great Plains Blvd in Chanhassen, Landscape Partnership Move from 2022 to 2023. State funds are available from 880M-RB-23 (row 83). This is a 100% state-funded project. Therefore, fiscal constraint is maintained.	7,000 (0 Fed)	7,000 (0 Fed)	7/18/2022
83	N/A	880M-RB-23	Districtwide setaside for landscape partnerships - FY 2023 Reduce the total project cost to accommodate SP 1017-969A (row 82). No additional funds are needed. Therefore, fiscal constraint is maintained.	30,000 (0 Fed)	23,000 (0 Fed)	7/18/2022
84	CSAH 3	6217-55	Robert St, Emergency Viaduct (Regaining Wall) Repair in St Paul Add a new project to 2023. Project is 100% state funded (from 880M-SS-23; row 85). Therefore, fiscal constraint is maintained.	0 (0 Fed)	600,000 (0 Fed)	7/26/2022
85	N/A	880M-SS-23	Districtwide setaside for system support - FY2023 Reduce the total project cost to accommodate 6217-55 (row 84).	2,613,000 (0 Fed)	2,013,000 (0 Fed)	7/26/2022
86	MN 41	1008-87	**CHAP 3**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 196-010-017 and 196-010-018) Increase the cost by \$1,401,986.33 in 2024 funds for this 2022 PROJECT. This will be delivered as an agreement. The additional federal funding is available from SP 880M-MO-24 (row 87). Therefore, fiscal constraint is maintained.	6,392,000 (5,324,000 Fed)	7,793,986.33 (6,445,589.06 Fed)	8/8/2022
87	N/A	880M-MO-24	Districtwide setaside for mobility projects - FY 2024 Reduce the cost to accommodate SP 1008-87 (row 86). No additional federal funds are needed. Therefore, fiscal constraint is maintained.	50,000,000 (45,000,000 Fed)	48,598,013.67 (43,878,410.94 Fed)	8/8/2022
88	Transit	TRF-TCMT-22AG	**PRS**Sect 5309: Southwest**PRS**Sect 5309 and 5307: Southwest light rail Transit (Green Line Extension) New Start FFGA appropriation Increase Sect 5309 federal funds by \$74,272,734. FTA funds available from TRF-TCMT-25S (row 89) are sufficient. Therefore, fiscal constraint is maintained.	277,100,921 (130,552,442 Fed)	351,373,655 (204,825,176 Fed)	8/8/2022

Mod #	Route	Project #	Description and Comments	Total Cost Before	Total Cost After (No AC included)	Approval Date
89	Transit	TRF-TCMT-25S	**PRS**Sect 5309: Southwest light rail Transit (Green Line Extension) New Start FFGA appropriation Reduce the cost to accommodate SP TRF-TCMT-22AG (row 88). No additional funds are needed. Therefore, fiscal constraint is maintained.	214,600,921 (100,000,000 Fed)	140,328,187 (25,727,266 Fed)	8/8/2022
90	MN 55	1909-106	MN55/62, over Minnesota River in Mendota Heights – Replace railing on Bridge #4190 and lighting Reduce the cost. Released funds will be applied to 2023 projects as needed. No additional funds are required. Therefore, Fiscal constraint is maintained.	11,196,000 (8,956,800 Fed)	9,362,000 (7,489,600 Fed)	8/8/2022
91	I-394	2785-165	I394, on I394 ramps, Washington Ave, and 3rd Ave in Mpls – Intersection modification and install left turn lane, ADA improvements, drainage (Associate to 2789-165S) Decrease the total project cost by decreasing the federal share. Federal funds are being reduced. Therefore, fiscal constraint is maintained.	192,000 (172,800 Fed)	86,000 (77,400 Fed)	8/19/2022
92	I-394	2785-165S	I394, on I394 ramps, Washington Ave, and 3rd Ave in Mpls – Intersection modification and install left turn lane, ADA improvements, drainage (Associate to 2789-165) Increase the total project cost and decrease the federal share by releassing\$184,500 HSIP and \$20,500 state funds for future 2023 projects. The scope remains the same. Federal funds are being reduced. Therefore, fiscal constraint is maintained.	1,295,000 (938,700 Fed)	1,455,000 (754,200 Fed)	8/19/2022
93	MN 100	2735-221	MN 100 at Graeser Park Historic Masonry Rehab, ADA concrete walks, connect Bridge 27170 to parking lot on Lakeland, ADA picnic table & curb ramp, interpretive sign in Robbinsdale Add a new state-funded project to 2023. Funding is available from District C SP 880C-HP-23. Therefore fiscal constraint is maintained	0 (0 Fed)	250,000 (0 Fed)	8/19/2022
94	MN 36	6212-181(EP)	MN36, at Fairview interchange in Roseville – Early procurement SP 6212-181 Break out work and cost from SP 6212-181 (row 93) for early procurement of materials. Funding from 6212-181 is sufficient. Therefore, fiscal constraint is maintained.	0 (0 Fed)	271,000 (216,800 Fed)	8/19/2022
95	MN 36	6212-181	MN36, at Fairview interchange in Roseville – Reconstruct ramps, drainage, pavement, concrete median, ADA improvements and signals Break out early procurement for SP 6212-181(EP) (row 94). No additional funds are needed. Therefore, fiscal constraint is maintained.	1,829,000 (1,086,400 Fed)	1,558,000 (869,600 Fed)	8/19/2022
96	Transit	TRS-TCMT-22F	Southwest Transit mobility hub in Eden Prairie Move from 2022 to 2023 and shift the federal funds from CMAQ TO FTA. FTA funds/budget are available for this movement. Therefore, fiscal constraint is maintained.	4,958,280 (3,672,800 Fed)	4,958,280 (3,672,800 Fed)	8/19/2022
97	I-494	2785-424	**PRS**COC 3**Chap 3**I494, EB from East Bush Lk Rd to MN77, WB from MN77 to I35W East Bush Lake Rd and NB I35W to WB I494 in Bloomington, Richfield, and Edina – Improve mobility, reconstruct I35W/I494 interchange (construct 7 new bridges), repair Br 27V 45 and 27892, replace 5 bridges 6850, 6851, 9077, 9079 and 9080 Increase the total project cost and make a technical correction to the project description by clarifying the bridge data. The scope remains the same. No additional federal funds are needed. Therefore, fiscal constraint is maintained.	342,000,000 (153,200,000 Fed)	342,250,000 (153,200,000 Fed)	8/23/2022
98	N/A	880M-SS-23	Districtwide setaside for system support - FY2023 Reduce the total project cost to accommodate SP 2785-424 (row 98). This is state funding. Therefore, fiscal constraint is maintained.	2,013,000 (0 Fed)	1,763,000 (0 Fed)	8/23/2022
99	Transit	TRF-TCMT-23AG	**PRS**Sect 5309: Gold Line bus rapid transit line New Start FFGA appropriation Move project from 2024 (row 100) and 2025 (row 101) to 2023 (federal fiscal year 2022), creating a new project. \$238,037,883 FTA funds are available from TRF-TCMT-24E row 100) and TRF-TCMT-25E (row 101) and the additional \$1,307,666 FTA is provided by the 5309 CIG/ Therefore, fiscal constraint is maintained.	N/A	492,080,544 (239,345,549 Fed)	9/9/2022
100	Transit	TRF-TCMT-24E	**PRS**Sect 5309: Gold Line bus rapid transit line New Start FFGA appropriation Move project from 2024 to 2023 (row 99), effectively deleting this project. Released federal funds will be applied to TRF-TCMT-23AG.	248,529,000 (142,822,730 Fed)	0 (0 Fed)	9/9/2022
101	Transit	TRF-TCMT-25E	**PRS**Sect 5309: Gold Line bus rapid transit line New Start FFGA appropriation Move project from 2025 to 2023 (row 99), effectively deleting this project. Released federal funds will be applied to TRF-TCMT-23AG.	165,686,000 (95,215,153 Fed)	0 (0 Fed)	9/9/2022
102	US 52	1906-71	US52, FROM 0.2 ML N of CR 86 (280th St/Rochester Blvd) in Hampton Twp to 0.2 ML N of CSAH 42 (145th St) in Rosemount – Concrete surfacing, drainage, cable median guardrail, and repair Br# 19033 and 9675 US52, from 0.4 miles south of CSAH 86 in Hampton to 0.2 miles north of 140th St E in Coates - Concrete surfacing, drainage, cable median guardrail, and repair Br# 19033 and 9675 Reduce the cost from. The \$5,795,120 federal funds released will be used on other 2023 Metro District projects. This modification also provides technical revision to the description due to temporary work done under 1906-74. The scope remains the same. No additional federal funds are needed. Therefore, fiscal constraint is maintained.	65,000,000 (52,000,000 Fed)	57,760,000 (46,204,880 Fed)	9/14/2022

Mod #	Route	Project #	Description and Comments	Total Cost Before	Total Cost After (No AC included)	Approval Date
103	MN 41	7010-114	MN41 0.5 MI NW of MN41/US169 intersection in Louisville TWP – Union Pacific railroad crossing repair Add a new state-funded RR crossing project to 2023. Funds provided by SP 880M-SS-23 (row 105) are sufficient; Therefore, fiscal constraint is maintained.	0.00 (0Fed)	191,000 (0 Fed)	9/27/2022
104	MN 156	6219-07	**AC** MN156, from Annapolis St to US52 in St Paul – Bituminous mill and overlay, ADA and retaining wall special surface finish and at MN 156, Concord St (MSAS 235) and US 52 in St Paul-Replace traffic signals (Associated to 164-235-024 and 6219-07Q) (AC project, payback in FY23) Increase the total project cost by \$35,347 of state funds. The scope remains the same. SP 880M-SS-23 (row 105) is sufficient to fully fund this project; therefore, fiscal constraint is maintained.	400,000 (400,000 Fed)	435,347 (400,000 Fed)	9/27/2022
105	N/A	880M-SS-23	Districtwide setaside for system support - FY2023 Reduce the total project cost to accommodate SP 7010-114 (row 103) AND 6219-07 (row 104). The scope remains the same. These are 100% state funds; Therefore, fiscal constraint is maintained.	1,763,000 (0 Fed)	1,536,653 (0 Fed)	9/27/2022
106	I-94	2781-27796C_EP	I94, on Plymouth Ave over I94 in Mpls – Early procurement Add a new 2023 project. Federal funds are provided by SP 2781-485 (row 107). Therefore, fiscal constraint is maintained.	0.00 (0 Fed)	162,000 (145,800 Fed)	10/10/2022
107	I-94	2781-485	I94, on Plymouth Ave over I94 in Mpls – Pier infill walls, redeck Bridge 27796 Reduce the total project to accommodate 2781-27796C_EP (row 106). The scope remains the same. No additional federal funds are needed. Therefore, fiscal restraint is maintained.	7,212,000 (6,416,100 Fed)	7,050,000 (6,270,300 Fed)	10/10/2022