

2027–2030 TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE TWIN CITIES METROPOLITAN AREA

May 2026

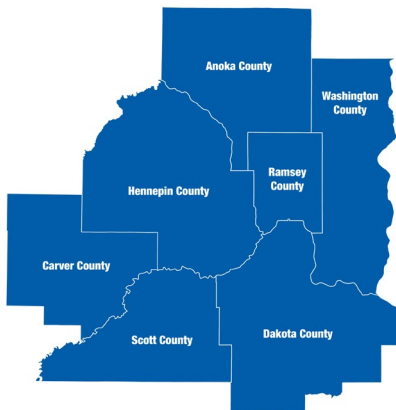


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The Metropolitan Council is the regional planning organization for the seven-county Twin Cities area. The Met Council operates the regional bus and rail system, collects and treats wastewater, coordinates regional water resources, plans and helps fund regional parks, and administers federal funds that provide housing opportunities for low- and moderate-income individuals and families. The 17-member Council board is appointed by and serves at the pleasure of the governor.

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

2027 – 2030 TRANSPORTATION IMPROVEMENT PROGRAM: SUMMARY

The Metropolitan Council, which serves as the Metropolitan Planning Organization (MPO) for the Twin Cities Metropolitan Area, is required by federal law to produce a four-year Transportation Improvement Program (TIP) that outlines funded highway, transit, bicycle, and pedestrian projects within the metropolitan planning area. The 2027 through 2030 TIP responds to procedures required by the Infrastructure Investment and Jobs Act (IIJA) and the United States Code of Federal Regulations (23 CFR 450.326). The legislation requires that all transportation projects that are either wholly or partially funded with federal monies as well as regionally significant local- and state-funded projects within the metropolitan planning area (Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties plus the contiguous urbanized areas¹ in parts of Sherburne and Wright Counties) be included in the region’s TIP. The TIP must be consistent with the projections of federal funds and local matching funds for this time period.

The 2027-2030 TIP for the Twin Cities Metropolitan Area includes highway, freight, transit, bicycle, and pedestrian projects valued at approximately \$6.4 billion. Highlights of the TIP include the following:

- Approximately 50% of the total spending shown in the TIP is from federal sources, with 14% from state sources and 35% from local/other sources.
- The program includes \$2.6 billion (40%) for transit, \$3.0 billion (48%) for highways/roads, \$206 million (3%) for non-motorized transportation, and \$604 million (9%) for travel demand management, other projects, and yet-to-be-programmed set-aside funds.
- Four major projects are included in the TIP for the first time. (see projects 15-18 on Table 20).

The Transportation Advisory Board (TAB) to the Metropolitan Council hosts a public comment period on the TIP prior to adoption. Notice of the public comment period is printed in the Minneapolis Star Tribune newspaper and emailed to groups representing a broad set of stakeholders. The notifications and process are carried out consistent with the Council’s Public Participation Plan. A “virtual” public meeting is scheduled for June 16, 2026. The TAB will consider comments received on the draft TIP prior to final adoption of the TIP.

The 2027-2030 TIP implements, and is consistent with, the region’s metropolitan transportation plan (MTP), titled the Transportation Policy Plan (TPP), adopted by the Metropolitan Council on February 12, 2025². The presence of a specific project in the TIP does not imply an endorsement of the specific design alternative or engineering details. Listing in the TIP is a funding commitment that assumes the project’s development process has addressed all local, state, and federal requirements.

The 2027-2030 TIP is fiscally constrained, is consistent with the TPP, and its development process provides acceptable opportunity for public involvement.

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

² Some projects in the 2027-2030 TIP were selected under processes developed under previously adopted versions of the Transportation Policy Plan, but they have been reviewed for consistency with the latest TPP regardless.

INTRODUCTION

The 2027-2030 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area (shown in Figure 1, including parts of Wright and Sherburne counties) is the multimodal program of highway, transit, bicycle, and pedestrian projects and programs proposed for federal funding throughout the metropolitan planning area over the four-year period. The TIP is prepared by the Metropolitan Council and its Transportation Advisory Board (TAB) in cooperation with the Minnesota Department of Transportation (MnDOT). The projects listed in the TIP are consistent with and implement the region's transportation plan and priorities.

Federal Requirements and Regional Planning Process

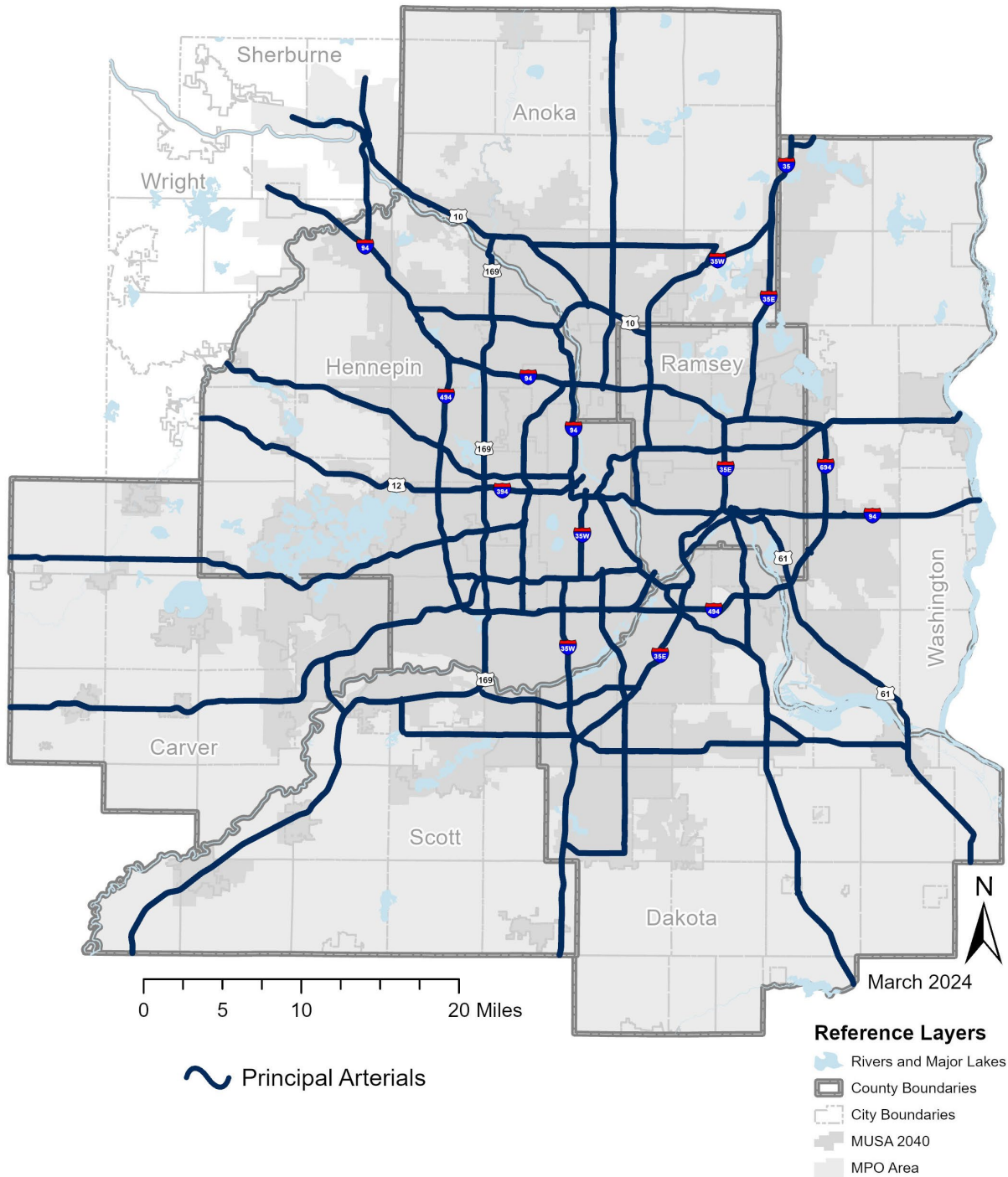
Federal regulations require that a Transportation Improvement Program:

- Be developed and updated at least every four years.
 - If updated more frequently, the cycle must be compatible with the State Transportation Improvement Program (STIP) development and approval process.
- Cover a period of at least four years.
- Provide all interested parties with a reasonable opportunity to comment.
- Include federally funded capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding.
- Include all regionally significant projects requiring an action by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) whether or not the projects are to be funded federally.
- Include, for each project phase: sufficient descriptive material; estimated total project cost; federal funding amount during each year (for the first year, this includes the proposed category of Federal funds and source(s) of non-Federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of Federal funds and sources of non-Federal funds); and responsible agencies.
- Identify transportation improvements proposed in the region's metropolitan transportation plan (MTP, titled the Transportation Policy Plan) and recommended for federal funding during the program period.
- Demonstrate fiscal constraint, which means that total project costs and anticipated revenues balance, and include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs.
- Identify the criteria and process for prioritizing implementation of transportation plan elements (including multimodal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs.
- List major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects.
- Fulfill requirements of the U.S. Environmental Protection Agency (EPA) transportation conformity regulations.
- Include a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan.

The 2027-2030 TIP for the Twin Cities Metropolitan Area meets all these requirements and will be submitted to the Minnesota Department of Transportation for incorporation into the STIP approved by the Governor’s designee.

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

Figure 1: Twin Cities Metropolitan Area Boundaries



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

- Program year
- Parent project grouping
- Route
- Project number
- MnDOT program category
- Description of the project scope
- Estimated total funding in each year of the TIP along with the amount of federal funds proposed to be obligated
- Amount of advanced construction (AC, see Table 12) funds dedicated to the project in the program year
- Amount of federal, state, and other (usually local) funds dedicated to the project
- Name of the state, regional, or local agency receiving the federal funding and responsible for carrying out the project
- Indication of whether the project was funded through a regional solicitation process (i.e., the Regional Solicitation or HSIP Solicitation)

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

The Twin Cities regional transportation planning process is defined in the 2023 Memorandum of Understanding between MnDOT and the Metropolitan Council. Administered and coordinated by the Metropolitan Council, this process is a continuing, comprehensive, and cooperative effort, involving municipal and county governments, the Metropolitan Airports Commission (MAC), MnDOT, the Minnesota Pollution Control Agency (MPCA), transit operators, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). Local elected government officials participate in the process through the TAB. The TAB is a forum for the cooperative deliberation of state, regional, and local officials, intermodal interests, and private citizens. Metro Transit and suburban transit provider representatives are members of the TAB's Technical Advisory Committee (TAC). They participate in planning through the capital and service improvement planning processes coordinated by the Metropolitan Council.

In 2018, MnDOT updated the [Statewide Regional ITS Architecture](#), which was subsequently adopted by all MPOs in Minnesota, including the Metropolitan Council. A Regional ITS Architecture provides a vision of how ITS and ITS projects can be deployed to satisfy the goals and objectives outlined in the TPP and serves as a visible demonstration of how agencies can benefit from each other's activities. As needed, the

Council coordinates with MnDOT and regional partners to ensure successful ITS implementation. The Architecture relates to Title 23, Section 450.306 of the CFR, specifically that the metropolitan transportation 3C planning process shall provide for consideration and implementation of projects, strategies, and services that will address a list of factors, including:

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

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

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

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

Public Participation Opportunities in Preparation of the Transportation Improvement Program

A concerted effort is made to ensure all interested and concerned parties are offered an opportunity to participate in the preparation of the TIP. TAB is accepting public comments on the draft TIP. The following is the schedule of public comment opportunities prior to adoption of the 2027-2030 TIP.

- May 20, 2026 – At its monthly meeting, the TAB released the draft TIP for the purpose of soliciting public comment.
- May 23 through July 6, 2026 – The TAB is accepting comments submitted by email, telephone, and mail.
- June 16, 2026 – Council transportation and communications staff will host a virtual public meeting.
- August 19, 2026 – The TAB will review public comments and recommend the TIP for adoption, forwarding it to the Metropolitan Council.

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

For TIP amendment requests (discussed starting on page 8) public input opportunities are offered at board and committee meetings, during which they are presented as business items. Amendment requests that impact regionally significant elements of regionally significant projects or add regionally significant projects require a 21-calendar-day public comment period to begin after TAB releases the amendment request for public comment.

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

Development and Content of the Transportation Improvement Program

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

The planning base assumptions for projects identified and developed for the TIP includes the following plans:

- [Imagine 2050](#) establishes the regional goals and policy framework for planning for the seven counties within the Twin Cities region (Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties). Imagine 2050, adopted in 2025, serves as the metropolitan development guide that provides the overarching vision for development of the region.
- The region's MTP, the [2050 Transportation Policy Plan](#) (TPP), is one of the five system or policy plans within Imagine 2050. It sets the regional transportation policy for all of the Council's planning area – including urbanized portions of Sherburne and Wright counties – and identifies the major, long-range transportation investments. The 2050 TPP addresses all applicable federal requirements and considerations.
- The Council's [Public Engagement Plan](#), including the [Transportation Addendum](#).
- The [Minnesota State Highway Investment Plan 2023-2042](#) (MnSHIP), developed by the Minnesota Department of Transportation, includes the district work plans, which set the investment priorities for the state highway system in the eight-county MnDOT Metro District (includes Chisago County).
- Local comprehensive plans and transportation programs, which include transportation plans that – within the seven-county region only – must be consistent with the Transportation Policy Plan developed by the Metropolitan Council.

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

Projects are selected in several ways: discretionary funding programs created by Congress and administered by USDOT; the Met Council's and TAB's Regional

Solicitation; MnDOT Metro District selection; and the project selection process for regional transit providers, including projects in the FTA Capital Investment Grants program as selected by Congress. These selection processes are discussed in Chapter 4. While most projects are programmed by MnDOT, the projects selected through the TAB's Regional Solicitation are programmed roughly every other year by the Council through a primarily competitive selection process.

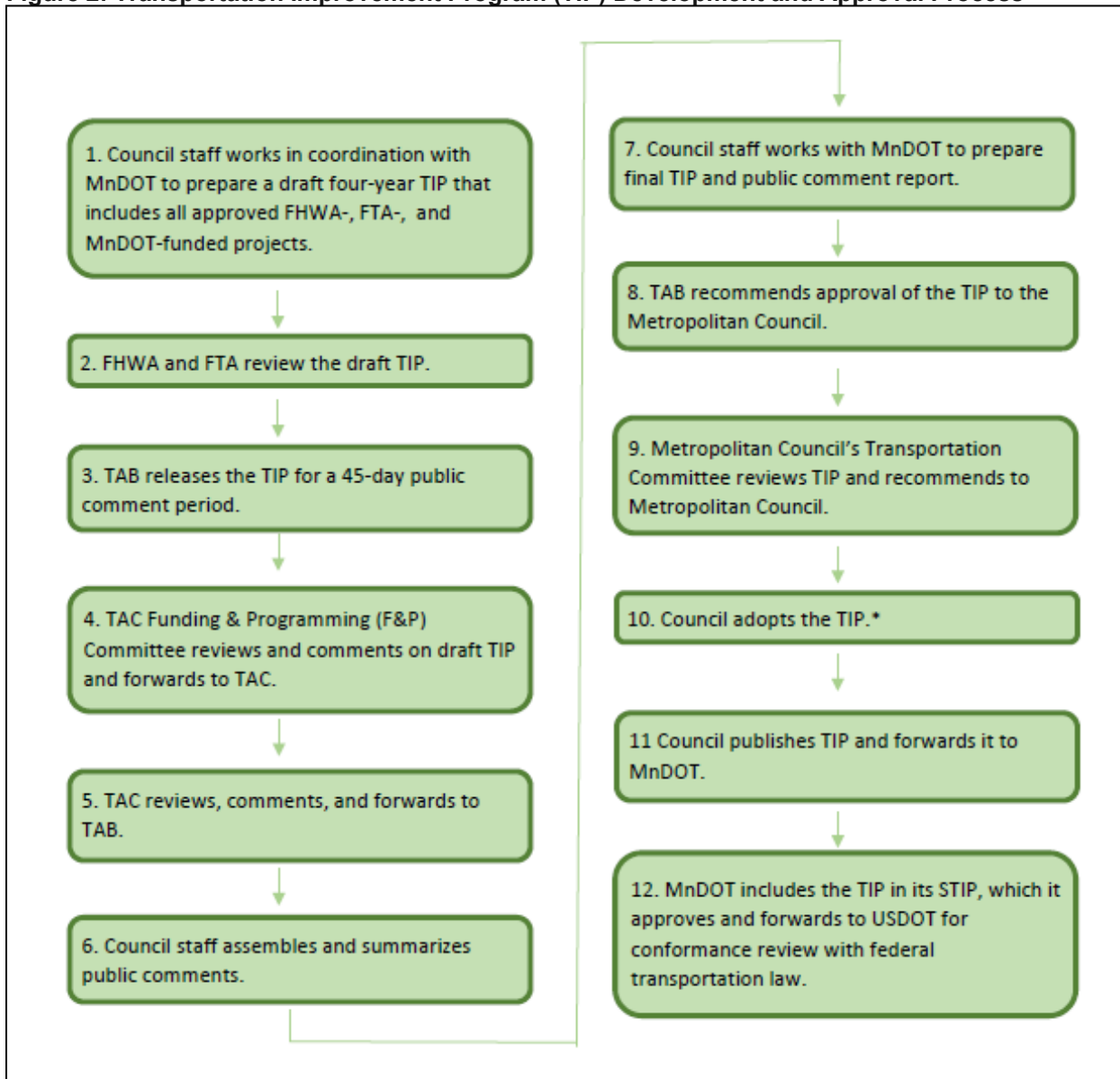
The funding percentages in Table 1 represent the approximate share of total funds of all projects in the TIP (federal, state, and local), but it should be emphasized that the funding percentages in Table 1 are not reflective of the total funding package for transportation. The TIP includes MnDOT's entire program within the MPO area, including projects that do not have any federal funding participation. Except for regionally significant projects, the TIP does not include locally funded transportation projects for the Metropolitan Council, Metro Transit, Metropolitan Transportation Services, suburban transit providers, counties, or cities. It also does not include the significant amounts of funding required for planning, design, engineering, and right-of-way acquisition that local governments typically invest into projects receiving federal construction funding.

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

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

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

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



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

Table 1: Percentage of Funding by Selection Process

| Funding Process | Share of TIP | Share of Federal in TIP |
|-------------------------------------|--------------|-------------------------|
| Federal (HPP and Other) | 8% | 9% |
| TAB Regional Solicitation Selection | 16% | 17% |
| MnDOT District Selection* | 35% | 34% |
| MnDOT Office of Transit Selection* | <1% | <1% |
| Metro Transit Providers Selection** | 41% | 39% |

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

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

Estimating Project Costs

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

- Metro Transit: Inflation is built into project amounts during the process of creating the six-year Capital Improvement Program for Transit divisions at the Council. This includes projects awarded in the Regional Solicitation.
- MnDOT: Each year, a revised inflation adjustment table is used to update construction estimates and produce an inflated estimate for each project.
- Metropolitan Council-programmed Regional Solicitation non-transit projects and MnDOT-programmed HSIP projects: For the 2027-2030 TIP, projects to be administered by FHWA awarded via the 2024 Regional Solicitation were adjusted at two percent per obligation year, with 2024 as the base, from their original cost estimate submitted in their funding application. The adjustments are entirely reflected in the local contribution, as the federal contribution is set at the time of award. The two percent per year adjustment derives from the Federal Reserve present target for inflation. Following this initial placement in the TIP, MnDOT monitors project costs and adjusts them as discussed in the above bullet. For FTA-administered projects, inflation is an assumption in the yearly [Metropolitan Council Transit CIP](#).

Amending or Modifying the TIP

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

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

- Administrative Modification. An administrative modification requires no board action and is reserved for minor changes, including program year changes, minor cost changes, funding source changes, technical corrections, and splitting a project into multiple projects. This also applies to actions on projects with no federal funding, except for regionally significant projects.
- Formal TIP Amendment. A formal TIP amendment is a more substantive change such as the addition of a new federally funded project, a change to the type of work on a project, a significant cost change, or a change in project termini. Formal TIP amendment requests must be approved by the Metropolitan Council following recommendation from TAB. Formal TIP amendments follow one of three processes:
 - Standard TIP amendment request. Standard TIP amendment requests are provided to the Funding & Programming Committee and TAC for technical recommendations before going to TAB for a recommendation. Once a TIP amendment is recommended by TAB, the Transportation Committee provides a recommendation to the Metropolitan Council on whether to approve the amendment request. The Council then determines whether to approve the amendment request.
 - TIP amendment request to amend a regionally significant project. A project is considered regionally significant if it adds or removes one or more travel lanes on

a principal arterial roadway; involves the addition of an interchange; involves the reconfiguration of an interchange for which a movement is added or eliminated; adds a new transitway; adds or removes a transitway station; or adds a permanent park-and-ride facility with at least 250 stalls. TIP amendments involving regionally significant projects follow the standard amendment process with the addition of a 21-day public comment period. TAB releases the amendment for public comment. After the 21-day period is over, the amendment goes back to TAB for recommendation. A TIP amendment request to a regionally significant project may not have to go through this process if the change does not impact regionally significant project elements (e.g., a cost-change with no change to the project elements).

- Streamlined TIP amendment request. The streamlined amendment process was established in 2014 and updated in 2020 to expedite routine amendments. Streamlined amendments are first reviewed by TAC and are included on TAB's consent agenda for recommendation to the Council. To be eligible for the streamlined process, a proposed amendment must be consistent with the TPP; must not add a new regionally significant project to the TIP; and must not relate to a scope change through TAB. The streamlined TIP amendment process can be found in Appendix B

The Metropolitan Council follows FHWA and FTA guidance in determining whether a proposed change requires a formal amendment to the State TIP (STIP). That guidance can be found on [MnDOT's website](#). Cost change thresholds that determine whether a request is a modification or amendment are shown in Table 2.

Table 2: TIP Amendment and Modification Cost Change Thresholds*

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

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

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

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

Federal Legislation Changes

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

In the spring of 2012, the U.S. Census Bureau released the updated urbanized area (UZA) boundaries for metropolitan areas across the country. At the time, the data added portions of Wright and Sherburne counties in Minnesota and the city of Houlton, Wisconsin into the Minneapolis-St. Paul urbanized area. In 2023, the region's UZA boundaries were again updated to reflect the 2020 Census data. This update included a slight expansion of the urbanized area in Wright and Sherburne counties and the elimination of the Wisconsin urbanized portion. As the metropolitan planning

organization for the Twin Cities region, the Metropolitan Council is required by federal law to become involved in the transportation planning efforts of areas that are within the urbanized boundary even if they extend beyond the seven-county region. Therefore, the 2027-2030 TIP must include projects within the contiguous urbanized areas of Wright and Sherburne counties.

Federal Program Areas in the Transportation Improvement Program

Highway and transit funding programs are described below.

Surface Transportation Block Grant (STBG) Program

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

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

CMAQ directs funds toward transportation projects that contribute to meeting or maintaining the attainment of national ambient air quality standards. In the Twin Cities region, CMAQ funds are used for travel demand management, transit service expansion, bicycle, pedestrian, or highway traffic management technology projects (such as traffic signal coordination).

Highway Safety Improvement Program (HSIP)

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

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

This program is aimed at helping make surface transportation more resilient to natural hazards such as flooding, extreme weather events, and other natural disasters.

Carbon Reduction Program (CRP)

This provides funding for projects designed to reduce transportation-related air pollution, specifically carbon dioxide (CO₂), from on-road highway sources.

Bridge Funding Program

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

National Highway Performance Program (NHPP)

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

National Highway Freight Program (NHFP)

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

Transit Section 5307 Urbanized Area Formula Grants

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

Transit Section 5309 Capital Investment Grants Program

This program funds major new and expanded rail and bus rapid transit system projects.

Transit Section 5310 Mobility of Seniors and Individuals with Disabilities Program

This program funds the purchase of lift-equipped vehicles by nonprofit organizations that provide transportation for seniors and individuals with disabilities. This can include projects specifically designed to meet the needs of seniors and individuals with disabilities, transit projects that exceed ADA standards, and transit projects that improve access to fixed-route transit and decrease reliance on paratransit.

Transit Section 5311 Program

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

Transit Section 5337 State of Good Repair Program

This program is designed to maintain public transportation systems in a state of good repair, focusing on fixed guideway and high-intensity bus systems.

Transit Section 5339 Bus and Bus Facilities Program

This program provides funds for capital projects to replace, rehabilitate, and purchase buses and bus-related equipment and construct bus-related facilities.

Other Funding Sources

Miscellaneous Federal Funds

Less frequently used programs include:

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

Congressionally Directed Spending

High priority projects, the National Corridor Improvement Program, and projects of regional and national significance.

State Funds

Projects funded almost entirely with state funds.

Bond Funds

Projects funded almost entirely with state bond funds.

Other

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

REGIONAL PLAN AND PRIORITIES

All projects in the TIP are reviewed for consistency with the Transportation Policy Plan (TPP). The Metropolitan Council adopted the TPP on February 12, 2025. The TPP is in balance with anticipated revenues over the 20-year planning period. The Council carried out an extensive public participation process and held a public hearing on the TPP prior to adoption.

Conformity to the Clean Air Act Requirements

The Minneapolis-Saint Paul region is within an EPA-designated attainment area for all transportation-related pollutants. In the past, portions of the region had unacceptably high measured concentrations for carbon monoxide and for PM₁₀. The region has been in full attainment for carbon monoxide since November 29, 2019, and for particulate matter with a diameter of 10 micrometers or smaller (PM₁₀) since September 24, 2022. Formal conformity requirements under the federal Transportation Conformity Rule no longer apply to the TIP.

Imagine 2050 and the 2050 Transportation Policy Plan

The TIP is consistent with the 2050 TPP, which is a system plan in Imagine 2050, adopted by the Metropolitan Council on February 12, 2025. Imagine 2050 establishes the vision and goals for planning the Twin Cities metropolitan area. It shapes how this region will grow over the next 30 years and provides five system or policy plans.

Imagine 2050 policy is organized around five shared regional goals:

- Our communities are healthy and safe.
- Our region is dynamic and resilient.
- We lead on addressing climate change.
- We protect and restore natural systems.
- Our region is equitable and inclusive.

The 2050 TPP builds on these goals with 16 objectives focused on the outcomes for the transportation system, which are further supported by policies and actions.

FEDERAL PERFORMANCE MEASURES AND TARGETS

Pursuant to Title 23, Section 405.306(d). and 23 CFR 490 of the Code of Federal Regulations (CFR), the Metropolitan Council is required to incorporate a performance-based planning approach when developing the TIP. This includes an analysis of the anticipated effect the TIP may have towards achieving the performance targets adopted for the Council's MPO planning area. Specifically, the regulation states:

The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

This approach was first established in 2012 with the federal Moving Ahead for Progress in the 21st Century Act (MAP-21), which established performance-based planning and identified the federal performance measures for safety, pavement and bridge condition, reliability, freight, congestion mitigation and air quality improvement (CMAQ), transit asset management, and transit safety. The requirements continue through the federal IIJA. The following are the broad performance measure categories that must be included in the 2027-2030 TIP:

- Highway Safety Performance
- Pavement Condition
- Bridge Condition
- System Reliability
- Transit Asset Management (TAM)
- Transit Safety Performance (PTASP)

Highway Safety Performance Measure

Council Activities and Progress

The 2050 Transportation Policy Plan sets an objective that “people do not die or face life-changing injuries when using any form of transportation,” which is supported by policies and actions that the Met Council and regional partners will implement. The plan's Evaluation and Performance section tracks performance on this objective, including the five federally required safety performance measures. The Met Council must annually adopt performance targets for each of these highway safety performance measures.

The region has implemented several proactive and reactive strategies to improve safety for users of all forms of transportation 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 in support of the 2050 Transportation Policy Plan objective.

Table 3 shows the adopted targets for 2026 and baseline data, which advance a long-term goal of zero deaths and serious injuries. Safety outcomes have been worse than the adopted targets in all five measures since 2021.

Table 3: Adopted safety targets and baseline performance for 2025

| Measure | 2020-2024 5-year average performance | 2022-2024 3-year average performance | 2024 Performance | 2024 Target | 2026 Target |
|---|---|---|---------------------|----------------|----------------|
| Number of Fatalities | 157.2 | 159.0 | 148 | ≤ 82 | ≤ 71 |
| Fatality Rate (per 100 million VMT) | 0.58 | 0.57 | 0.52 | ≤ 0.33 | ≤ 0.25 |
| Number of Serious Injuries | 856.0 | 932.3 | 926 | ≤ 532 | ≤ 445 |
| Serious Injury Rate (per 100 million VMT) | 3.17 | 3.34 | 3.24 | ≤ 2.18 | ≤ 1.55 |
| Number of non-motorized fatalities and serious injuries | 203.6 | 225.3 | 245 | ≤ 131 | ≤ 110 |
| Pedestrian fatalities | 30.6 | 31.7 | 34 | N/A | N/A |
| Bicyclist fatalities | 3.4 | 3.3 | 4 | N/A | N/A |
| Pedestrian serious injuries | 120.8 | 131.7 | 147 | N/A | N/A |
| Bicyclist serious injuries | 48.8 | 58.7 | 60 | N/A | N/A |

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 [Regional Safety Action Plan](#) from 2024; the [Regional Pedestrian Safety Action Plan](#) from 2022; the [Minnesota Strategic Highway Safety Plan](#); the [Congestion Management and Safety Plan \(CMSP\) IV](#); the [Intersection Mobility and Safety Study \(formerly Principal Arterial Intersection Conversion Study\)](#); and applicable modal and county-produced safety plans.

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 2027-2030 TIP is anticipated to have a positive effect towards meeting the region’s established safety performance targets. The TIP reflects \$109.2 million in FHWA Highway Safety Improvement Program (HSIP) funds, in addition to state and local match funding of \$5.9 million and \$36.1 million, respectively. These projects address both existing locations (reactive projects) and the design of newer projects (proactive projects) that pre-emptively address safety in their designs. Further, safety has been a key scoring criterion for several funding categories in the biennial Regional Solicitation for Transportation Projects for the last decade. Further, the TAB increased the weighting of safety in many categories in the 2024 Regional Solicitation and has added safety-specific funding categories for the 2026 Regional Solicitation. In addition to federal funding sources, the region has used several other revenue sources to improve transportation safety in the metro area. Examples include several county- and city-funded safety projects as well as MnDOT’s CMSP funding set aside each year.

Metropolitan Planning Organization Investment Priorities

The Council has adopted objectives, policies, and actions intended to improve transportation safety. As outlined in the Transportation Policy Plan, key objectives are that people do not die or face life-changing injuries when using any form of transportation and that people feel safer, more comfortable, and more welcome when using any form of transportation.

Specific policies the Council and its partners will use and implement to meet the safety objectives include:

- Work to eliminate fatalities and serious injuries from traffic crashes on the transportation system by 2050 using the Safe System Approach.
- Plan for investment in transportation facilities that are high quality and comfortable for all users.
- Emphasize and prioritize the safety of people outside of vehicles in the transportation right-of-way.

Each policy includes supporting actions for the Council and its transportation system partners.

Pavement and Bridge Condition Performance Measures

Council Activities and Progress

The Council reviews and adopts pavement and bridge condition performance targets. As an MPO, the Council has the option to either plan and program to support the adopted MnDOT statewide targets or adopt targets specific to the region.

Table 4: Existing Conditions and Adopted Condition Targets

| Measure | 2019 | 2020 | 2021 | 2022 | 2023 | Adopted 2025 Target |
|-------------------------------------|------|------|------|------|------|---------------------|
| Bridges (by deck area): | | | | | | |
| % good condition | 29% | 27% | 25% | 26% | 27% | 20% |
| % poor condition | 4% | 4% | 5% | 5% | 5% | <5% |
| Interstate Pavement: | | | | | | |
| % good condition | 59% | 63% | 70% | 73% | 70% | >60% |
| % poor condition | 2% | 1% | 2% | 1% | 1% | <2% |
| Non-Interstate NHS Pavement: | | | | | | |
| % good condition | 56% | 63% | 58% | 57% | 59% | >40% |
| % poor condition | 1% | <1% | <1% | 0.5% | 1% | <2% |

Anticipated Effect of the Pavement/Bridge Performance Measures

The 2027-2030 TIP is anticipated to have a positive effect on the pavement and bridge performance measures, as there are projects programmed specifically for the purpose of improving bridge and pavement conditions. While both interstate and non-interstate NHS pavement conditions within the metro area are performing at a level greater than the targets, resources must be provided to ensure they continue to meet the needs of the region by not falling into poor condition.

Currently, the metro area is 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. Much like

MnDOT, the region's emphasis is on ensuring facilities do not fall into poor condition. Projects in the TIP that will help address bridge needs include:

- Reconstruct interchange and bridge on Brooklyn Blvd at US 169 in Maple Grove and Brooklyn Park (189-020-031)
- Replace County Road C bridge over BNSF Railroad in Roseville (062-623-066)
- Reconstruct two bridges on MN 101 in Rodgers and Otsego (2738-31 and 8608-33)
- Repair 15 bridges on MN 100 from St. Lous Park to Brooklyn Center (2735-212)
- Repair six bridges on MN 610 in Brooklyn Park and Coon Rapids (2771-124)
- Grade separation with new bridges on MN 13 at Nicollet Avenue in Burnsville (1901-207)
- Repair bridge on MN 3 (Robert St) from Curtice St to Congress St in St. Paul (6217-59)
- Replace CSAH 77 bridge over commercial railroad in New Brighton (062-677-035)
- Replace Eden Prairie Road Bridge over TC&W Railroad in Eden Prairie (027-604-017)
- Flood-seal eight bridges on US 160 and I-35W in Shakopee and Bloomington (2782-387)
- Redeck CSAH 54 Bridge over I-35 W in Columbus (0280-86)
- Resurface four I-94 bridges over MN 95 in Lakeland (8282-154)

System Performance

Council Activities and Progress

The Council has adopted regional system reliability (shown on Table 5) for 2023 and 2025. An update is anticipated to occur in 2027, prior to the next Transportation Improvement Program.

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

The Council has also elected to adopt metro-specific targets for the truck travel time reliability index measure. The use of pandemic-era data leads these targets to appear to aspire to declining performance. However, pre-pandemic performance was only 69.5% for reliable person-miles traveled on the Interstate, 79.6% for reliable person-miles traveled on the non-Interstate NHS, and a truck-travel time reliability index of 2.32. Post-pandemic data is likely to bring performance closer to these numbers. There is no consequence for the Council for not meeting these targets, and the State of Minnesota is likely to meet its adopted targets. The Council has chosen these targets as a mechanism to aim for improvement in reliability (versus likely post-pandemic performance) in the immediate future and prioritize highway projects within the TIP thusly.

Table 5: Existing Conditions and Adopted System Reliability Targets

| Measure | 2019 | 2020 | 2021 | 2022 | 2023 | Adopted 2023 Target | Adopted 2025 Target |
|---|------|------|------|------|------|---------------------|---------------------|
| % of reliable person-miles traveled on the Interstate | 69% | 98% | 91% | 90% | 86% | >82% | >82% |
| % of reliable person-miles traveled on the non-Interstate NHS | 80% | 98% | 95% | 93% | 91% | >90% | >90% |
| Truck travel time reliability index | 2.32 | 1.41 | 1.49 | 1.75 | 1.71 | <1.4 | <1.4 |

Anticipated Effect of the System Reliability Measure

The 2027-2030 TIP includes projects that are anticipated to have a positive effect on mobility and system reliability. This includes several spot mobility enhancements as well as large set-asides for future mobility projects. Two examples include construction of a grade separation of CSAH 46 at US 52 in Coates (019-646-023) and construction of a roundabout at CSAH 14 at CSAH 23 in Lino Lakes.

Transit Asset Management (TAM) Performance Targets

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

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

The region’s transit operators established regional performance targets in 2022. Table 6 summarizes the adopted targets:

Table 6: Adopted Transit Asset Management Targets

| Measure | 2022 | 2023 | 2024 | Baseline | 2025 Target |
|---|--------|--------|--------|----------|-------------|
| Rolling Stock: % exceeding useful life | | | | | |
| Articulated Bus | 15.66% | 9.80% | 5.62% | 10.36% | 5.43% |
| Over-the-Road Bus | 8.84% | 7.09% | 8.00% | 7.98% | 12.00% |
| Bus | 9.23% | 18.59% | 36.45% | 21.42% | 47.79% |
| Cutaway | 47.12% | 61.47% | 61.47% | N/A | 27.60% |
| Light Rail Vehicle | 0% | 0% | 0% | 0% | 0% |
| Other | - | 80.00% | 80.00% | N/A | N/A |
| Commuter Rail Locomotive | 0% | 0% | 0% | 0% | 0% |
| Commuter Rail Passenger Coach | 0% | 0% | 0% | 0% | 0% |
| Equipment: % meeting or exceeding useful life | | | | | |
| Automobiles | 50.00% | 50.00% | 66.67% | 55.56% | 61.54% |
| Trucks/other Rubber Tire Vehicles | 28.96% | 37.07% | 35.13% | 33.72% | 33.49% |
| Facility: % rated below 3 on condition scale | | | | | |
| Passenger/Parking Facilities | 0.97% | 0% | 0% | 0.32% | 0% |
| Admin/Maintenance Facilities | 0% | 0% | 0% | 0% | 0% |
| Infrastructure: % of track with performance restrictions | | | | | |
| Light Rail | 1.00% | 1.00% | 0.00% | 0.67% | 1.00% |

Transit Asset Management Investment Priorities

The Council’s Transportation Policy Plan (TPP) outlines the goals, objectives, and strategies that are used to set transit asset management 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 asset management investments through the following policies and actions:

- Implement systems that track and prioritize conditions of pavement, bridges, transit, pedestrian and bicycle infrastructure, and other assets.
- Use asset management investments should be used to include additional elements that help achieve regional goals and objectives. Use additional criteria like safety to prioritize asset management projects.

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

new vehicles. The Council MPO staff participate in discussions around transit asset management targets to ensure consistency with regional plans and policies.

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

Transit Safety Performance Measures Targets

Measures Overview

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

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

Table 7: Safety Performance Categories and Measures

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

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

- **Reportable fatalities:** These are fatalities reported to the NTD (deaths confirmed within 30 days) except for deaths in or on transit property that are a result of illness or other natural causes. These include deaths due to collision, derailment, fire, hazardous material spill, act of God, system or personal security event, or other safety event.
- **Reportable injuries:** These include instances of damage or harm to persons that require immediate medical attention away from the scene because of a reportable transit safety event. Serious injuries, which are defined based on severity, are always reportable, even if a person was not immediately transported from the scene for medical attention. Injuries from assaults and other crimes are not a part of this.
- **Reportable safety events:** These include incidents (including accidents and derailments) meeting NTD major reporting thresholds for transit rail, bus, and paratransit. These events may occur on transit right-of-way or infrastructure, or at a transit revenue facility, maintenance facility, or rail yard. They may take place during a transit-related maintenance activity or otherwise involve a transit revenue vehicle. Examples of these events include:

- Collisions
- Fires
- Derailments (mainline and yard), including non-revenue vehicles
- Hazardous materials spills
- Acts of God³
- **Major mechanical failures:** The NTD defines major mechanical failures as “a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns. Examples of major mechanical failures include breakdowns of brakes, doors, engine cooling systems, steering, axles and suspension.

Targets Overview

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

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

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

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

MPO Responsibilities

The PTASP rule requires that transit providers make their SPTs available to states and MPOs. These providers must also coordinate with states and MPOs as the MPO sets the regional transit safety performance targets. MPOs must incorporate regional transit SPTs into their planning processes and documents, as is required for targets for all federal performance areas. In general, the Metropolitan Council can consider how the

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

projects and programs it selects to receive federal funding improve transit safety outcomes. The Metropolitan Council would also have to incorporate regional transit safety performance targets into the Transportation Policy Plan. The Metropolitan Council would also have to incorporate the regional TSPs into the TIP and “to the maximum extent practicable, provide a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan,” with the intent of linking investment priorities to regional transit safety performance targets.

Regional Transit Agency Safety Targets: Metro Transit

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

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

| Performance Measure | Baseline-Bus | Target-Bus | Baseline-Rail | Target-Rail |
|---|--------------|------------|---------------|-------------|
| Collisions per 100k Vehicle Revenue Miles | 0.313 | .303 | 0.802 | 0.738 |
| Annual Fatalities from Vehicle Operations per 100k Vehicle Revenue Miles | 0.010 | 0.007 | 0.084 | 0.049 |
| Annual Injuries from Vehicle Operations (per calendar year) | 111 | 120 | 74 | 86 |
| Rate of Injuries per 100k Vehicle Revenue Miles | 0.705 | 0.643 | 2.041 | 2.076 |
| Number of Safety Events (per calendar year) | 125 | 91 | 92 | 101 |
| Rate of Safety Events per 100k Vehicle Revenue Miles | 0.68 | 0.484 | 2.52 | 2.400 |
| Annual Major Mechanical Failures (per calendar year) | 227.0 | 198 | 152.7 | 162 |
| System Reliability – Vehicle Mean Distance Between Failures (MDBF) in miles | 5,268.1 | 7,065 | 19,862.0 | 25,000 |

Regional Transit Agency Safety Targets: Metropolitan Transportation Services Contracted Services

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

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

| Performance Measure | Baseline-Fixed Route | Target-Fixed Route | Baseline-Demand Response | Target-Demand Response | Baseline-Vanpool | Target-Vanpool |
|--|-----------------------------|---------------------------|---------------------------------|-------------------------------|-------------------------|-----------------------|
| Estimated Annual Vehicle Revenue Miles (VRM) (2021) | 3,239,678 | N/A | 24,733,972 | N/A | 962,410 | N/A |
| Annual Fatalities | 0 | 0 | 0 | 0 | 0 | 0 |
| Fatalities per 100k VRM | 0 | 0 | 0 | 0 | 0 | 0 |
| Annual Injuries | 6 | 3 | 35 | 11 | 0 | 0 |
| Injuries per 100k VRM | 0.19 | 0.1 | 0.14 | 0.042 | 0 | 0 |
| Annual Safety Events | 9 | 4 | 54 | 34 | 0 | 0 |
| Safety Events per 100k VRM | 0.27 | 0.133 | 0.22 | 0.13 | 0 | 0 |
| Annual Major Mechanical Failures | 5 | 5 | 224 | 300 | 1 | 0 |
| System Reliability – Miles Between Major Mechanical Failures | 803,158 | 600,000 | 118,239 | 86,667 | 962,410 | 700,000 |

Regional Transit Agency Safety Targets: Minnesota Valley Transit Authority

MVTA’s transit safety performance targets are based on the agency’s Public Transit Agency Safety Plan. Baseline performance metrics listed below are a five-year rolling average from 2020-2024.

Table 10: Minnesota Valley Transit Authority Transit Safety Performance Targets

| Performance Measure (Fixed-Route Bus and Demand Response) | Baseline | Target |
|--|-----------------|---------------|
| Fatalities (Total) | 0.6 | 0 |
| Fatalities (per 100 thousand VRM) | 0.023 | 0 |
| Injuries (total) | 1.4 | 6 |
| Injuries (per 100 thousand VRM) | 0.039 | 0.20 |
| Safety Events (total) | 3.8 | 8 |
| Safety Events (per 100 thousand VRM) | 0.119 | 0.365 |
| System Reliability (VRM/failures) | 13,733.6 | 9,000 |

Regional Transit Agency Safety Targets: Southwest Transit

Southwest Transit’s transit safety performance targets are based on the agency’s Public Transit Agency Safety Plan. Baseline performance metrics listed below are a five-year rolling average from 2020-2024.

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

| Performance Measure | Baseline-Fixed Route | Target-Fixed Route | Baseline-Demand Response | Target-Demand Response |
|-------------------------------------|-----------------------------|---------------------------|---------------------------------|-------------------------------|
| Annual Fatalities | 0 | 0 | 0 | 0 |
| Fatalities per 100k VRM | 0 | 0 | 0 | 0 |
| Annual Injuries | 0.83 | 1 | 1.80 | 2 |
| Injuries per 100k VRM | 0.16 | 0.156 | 0.15 | 0.21 |
| Annual Safety Events | 0.40 | 1 | 1.60 | 1 |
| Safety Events per 100k VRM | 0.09 | 0.117 | 0.13 | 0.933 |
| System Reliability (VRM / Failures) | 18,938 | 22,692 | 58,084 | 77,883 |

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.

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

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

Processes to Allocate Federal and State Transportation Funds

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

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

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

Some transit funding is allocated by federal formula (Section 5307, Section 5310, Section 5311, Section 5337, and Section 5339), but funding for the FTA Capital Investment Grants program (Section 5309) is secured through a national competition. Section 1 (Introduction) includes a list of each federal transit funding program and describes eligible projects. Section 5337 and 5339 funds are provided to the Council as the region's designated federal recipient and used to maintain the rail system and purchase fleet for all regional providers. Section 5307 is allocated among regional

providers according to principles adopted by the Council through action 2001-49. Section 5309 is discretionary Capital Investment Grants (e.g. New Starts and Small Starts) funding appropriated by Congress to major transit capital projects. The funding is awarded to the Metropolitan Council after a major competitive process involving environmental review, preliminary engineering and design, and obtaining commitments of 50 percent of the total cost of the project by local cost-sharing partners. Section 5310 and Section 5311 funds are provided to the MnDOT Office of Transit as the State's designated agent.

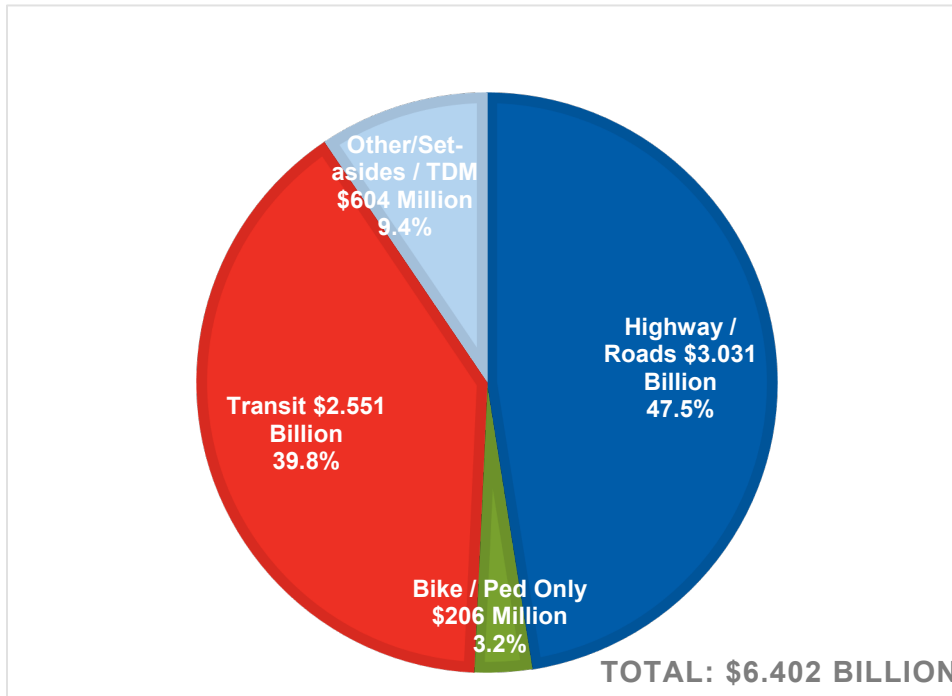
Resources Available 2027–2030

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

Transportation resources available to the region for highway, transit, and non-motorized projects are just over \$5.7 billion over the 2027 to 2030 period (See Tables 13, 14, and 15). These funds include capital investments for highway, transit, and non-motorized modes and some operating funds for the metropolitan transit systems. Highway programs such as the Surface Transportation Block Grant (STBG) Program also provide funding for non-motorized investments listed as well as bicycle and pedestrian elements of roadway projects.

The approximate amounts programmed by mode are displayed in Figure 3. These numbers are approximate because many projects, particularly roadway projects, include investments designed for more than one mode and are listed with the primary mode served.

Figure 3: Approximate Amount Programmed by Primary Mode Served.



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

Highways and Roads

The traditional highway funding sources available to the region are summarized in Table 14. The four-year total is approximately \$3.7 billion and includes \$1.4 billion of federal formula funds and \$808 million of state highway funds.

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

Table 12: Advanced Construction Funds (Millions)

This table will be updated in the final TIP.

Local funds are necessary to match the federal transportation funds. Most of the projects on the trunk highway system are matched with trunk highway funds included in the targets and not in the local match figure. In all other cases, the federal funds are matched by city or county funds, regional transit capital or operating funds, or funds from other agencies such as the Minnesota Department of Natural Resources. At a minimum, these funds represent 20 percent of the project cost (aside from HSIP, which requires a 10 percent non-federal match), although this can be significantly higher. Local funding represents \$852 million over four years.

Transit

Transit funds available to the region in 2027-2030 are summarized in Table 15. Included are federal transit funds and regional capital bonds used to match federal funds. This table does not show any highway funds allocated to transit. An estimated \$1.1 billion in federal transit funds will be received by the region in the next four years.

The region generates transit capital and operating funds from four principal sources: fares, the state motor vehicle sales tax for operations, regional property taxes dedicated to repaying bonds that fund capital projects, and state general funds that are directed to the region's ADA service, regular transit service, or to repay state bonds for transit projects. Suburban transit providers⁴ may also use local general fund money to subsidize operating cost or to match federal funds. Regional Capital Bonds and other local funds of \$0.97 billion will be used to match federal transit funds (including Section 5309) and to locally fund various transit capital investments.

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

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

| | |
|--|------------------------------|
| <i>Federal Highway</i> | |
| Target | \$1.39 Billion |
| Congressionally Directed Funds | \$39 Million |
| Misc. Federal Funds | \$213 Million |
| Additional MnDOT Allocation | \$20 Million |
| <i>Federal Highway Subtotal</i> | \$1.66 Billion |
| <i>Federal Transit</i> | |
| Formula/Discretionary | \$1.12 Billion |
| <i>Federal Transit Subtotal</i> | \$1.12 Billion |
| <i>Property Tax and Other State Taxes</i> | |
| Local and TRLF | \$852 Million |
| Regional Transit Capital Bonds and Other Local Transit Funds | \$970 Million |
| Bonds | \$237 Million |
| <i>Property Tax and Other State Taxes Subtotal</i> | \$2.06 Billion |
| <i>State Trunk Highway Formula</i> | |
| Target | \$808 Million |
| Additional MnDOT Allocation | \$98 Million |
| Lapsed Projects | \$31 Million |
| <i>State Trunk Highway Formula Subtotal</i> | \$937 Million |
| | TOTAL: \$5.78 Billion |
| <i>Advanced Construction (additional authorization available against future funds)</i> | \$501 Million |

Table 14: Federal Highway and State Highway Funds Assumed to be Available to Region 2027-2030 (US \$ in Millions)

| Source | 2027 | 2028 | 2029 | 2030 | Total |
|---|----------------|--------------|--------------|--------------|----------------|
| Federal Highway Funds | \$345 | \$346 | \$362 | \$331 | \$1,385 |
| State Funds | \$173 | \$201 | \$217 | \$216 | \$808 |
| Bonds | \$215 | \$22 | \$0 | \$0 | \$237 |
| Target for Region | \$734 | \$570 | \$579 | \$547 | \$2,429 |
| Additional MnDOT State Funds Allocations | \$40 | \$16 | \$41 | \$1 | \$98 |
| Additional MnDOT Federal Allocations | \$4 | \$3 | \$9 | \$5 | \$20 |
| Anticipated Lapsed Projects | \$7 | \$1 | \$17 | \$6 | \$31 |
| Congressionally Directed Spending Projects | \$25 | \$9 | \$6 | \$0 | \$39 |
| Misc Federal Funds | \$194 | \$18 | \$0 | \$0 | \$213 |
| Local Funds | \$284 | \$241 | \$224 | \$86 | \$852 |
| Total Funds Available | \$1,289 | \$856 | \$875 | \$645 | \$3,665 |
| Advanced Construction (Additional authorization available against future funds) | \$114 | \$86 | \$190 | \$111 | \$502 |

Table 15: Federal Transit and Matching Funds Available and Requested by Region 2027-2030 (US \$ in Millions)

| Source | 2027 | 2028 | 2029 | 2030 | Total |
|------------------------------|----------------|----------------|----------------|----------------|-----------------|
| Section 5307 | \$121.7 | \$140.1 | \$155.8 | \$119.6 | \$537.3 |
| Section 5309 | \$145.3 | \$100.0 | \$13.8 | \$100.0 | \$359.1 |
| Section 5310 | \$2.7 | \$2.7 | \$2.8 | \$2.9 | \$11.1 |
| Section 5337 | \$45.6 | \$54.7 | \$40.6 | \$45.6 | \$186.4 |
| Section 5339 | \$6.5 | \$6.6 | \$6.8 | \$6.6 | \$26.5 |
| Total Federal Funds | \$321.7 | \$304.1 | \$219.9 | \$274.7 | \$1120.3 |
| Local/Regional Capital Bonds | \$170.0 | \$165.6 | \$271.5 | \$362.4 | \$969.5 |
| Total Funds Available | \$491.7 | \$469.7 | \$491.3 | \$637.1 | \$2089.8 |

Project Selection Processes and Criteria

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

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

| Funding Category | Project Selection Process Followed |
|--|---|
| Congressionally Directed Spending (CDS) | Selected and appropriated by Congress |
| National Highway Performance Program (NHPP) | MnDOT Metro District Process with guidance from Capital Improvement Committee (CIC). |
| National Highway Freight Program (NHFP) | MnDOT Central Office process. |
| Surface Transportation Block Grant (STBG) Program | Federal funding program that accommodates projects on any roads that are not functionally classified as local or rural minor collectors, along with pedestrian projects, recreational trails, and Safe Routes to School projects. Bridge projects may be on any public road. Includes Transportation Alternatives Program (TAP), which is primarily used for bicycle and pedestrian projects in the TIP. Some STBG Program funding is distributed through the Regional Solicitation process conducted by TAB while other funding is distributed by MnDOT. |
| Congestion Mitigation and Air Quality Improvement (CMAQ) Program | Federal funding program that funds projects that will contribute air quality improvements or provide congestion relief. Funding is distributed through the Regional Solicitation process. |
| Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) | Federal funding program aimed at building resiliency to natural hazards and disasters. Funding is distributed through the Regional Solicitation process. |
| Carbon Reduction Program (CRP) | Federal funding program to fund projects that will help reduce transportation-related air pollution, specifically carbon dioxide (CO ₂), from on-road highway sources. Funds are distributed through the Regional Solicitation. |
| Highway Safety Improvement Program (HSIP) | Federal funding program aimed at reducing traffic fatalities and serious injuries. Some HSIP funding is distributed through a competitive solicitation process administered by MnDOT, but approved by the TAB. Other HSIP funding is distributed by MnDOT. The Highway Rail Grade Crossings & Rail Safety program is included in this category. |
| Miscellaneous Federal Funding Programs | Less frequently used programs including Bridge Replacement Off-System (BROS) and Federal Land Access Program (FLAP). |
| FTA Section 5307 | Regional Transit Capital Improvement Program (CIP) developed by Metropolitan Council with regional transit provider assistance |
| FTA Section 5309 | Selected and appropriated by Congress |
| FTA Section 5310 | MnDOT Office of Transit/statewide competitive process |
| FTA Section 5311 | MnDOT Office of Transit/categorical allocation |
| FTA Section 5337 and 5339 | Regional Transit Capital Improvement Program (CIP) developed by Metropolitan Council |

Project Selection Process for Additional Federal Highway Funds by MnDOT Metro District

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

Committee (TP&IC) for consideration. TP&IC membership includes the Metro District Engineer and other agency-wide leadership.

The Metropolitan Council and MnDOT have cooperatively identified priorities to be used in the selection of major projects to be included in the TIP. The priorities and projects are drawn from the TPP and the [Minnesota State Highway Investment Plan \(MnSHIP\), 2023-2042](#). Investments and specific projects are identified consistent with priorities outlined in those plans, which over the next 10 years focus primarily on preservation of existing infrastructure with other investments in safety, bicycle/pedestrian facilities, and highway mobility.

Regional Solicitation Project Selection Process

The Metropolitan Council and its Transportation Advisory Board (TAB) conduct a process to select locally sponsored projects for federal funding for advancement of regional transportation policy. The selected projects are incorporated into the TIP. The process, known as the Regional Solicitation, was designed by the region's partners to help the region implement the TPP and high priority projects and programs. TAB's Regional Solicitation allocates approximately 17 percent of the federal funds that are available to the region. The Regional Solicitation process directs federal funds to a variety of locally initiated projects that meet regional transportation needs. These locally initiated projects must be consistent with the region's TPP. Projects using STBG, CMAQ, CRP, PROTECT, and HSIP funds are selected through the Regional Solicitation process. The priorities for project selection are based on the goals and policies in Imagine 2050 and 2050 Transportation Policy Plan.

Regional Solicitation Development

The Regional Solicitation has been conducted roughly every other year since the early 1990s. Each two-year cycle includes a public comment period in the months leading up to finalization of the Solicitation. See the 2026 [Regional Solicitation Public Comment Report](#).

The 2026 Regional Solicitation will select projects for federal funding primarily in program years 2030 and 2031 in the following investment areas (left bullets) and application categories (sub-bullets):

- Safety
 - Proactive Safety
 - Reactive Safety
- Roadway
 - Congestion Management Strategies
 - New Interchanges
 - Roadway Modernization
 - Bridge Connections
- Transit
 - Arterial Bus Rapid Transit (not competitive)
 - Transit Expansion
 - Transit Customer Experience
- Environment
 - Electric Vehicle Charging Infrastructure (starting in 2028)
 - Travel Demand Management – Base level funding (not competitive)

- Travel Demand Management – Competitive
- Bicycle/Pedestrian
 - Regional Bicycle Facilities
- Regional Data
 - Regional Model and Travel Behavior Inventory (not competitive)
- Highway Safety Improvement Program (HSIP) (administered by MnDOT, but the application and projects are approved by TAB)

Except where indicated in the above bullets, the Regional Solicitation awards federal funding through a competitive scoring process discussed below. Non-competitive awards are:

- Arterial Bus Rapid Transit. These projects are selected for funding by (TAB) based on regional planning processes that evaluate and prioritize similar projects from Metro Transit, which regularly updates its evaluation of arterial bus rapid transit priorities. Metro Transit provides a recommended arterial bus rapid transit line to TAB for consideration and final selection that will also include requested performance metrics such as anticipated new transit ridership.
- Travel Demand Management (TDM) Base Funding. This funding sustains a base-level of funding for ongoing TDM activities delivered by a set of regional partners that include Met Council Commuter Programs and transportation management organizations (TMOs). The TDM base funding will be evaluated by Council staff and TDM stakeholders with every Regional Solicitation. Met Council Commuter Programs and the TMOs will submit annual workplans that will be vetted by the Regional TDM Program Manager through the regional TDM advisory process. A recommendation will then be provided to TAB for its consideration and final selection.
- Regional Model and Travel Behavior Inventory. This activity is funded to support the data needs of project implementation for local and regional projects. This funding ties directly to the TPP’s overarching policy to “maintain a robust and current set of data, maps, plans, processes, and applications to support regional transportation planning.” The Council will submit a workplan and funding request for each two-year funding cycle to be vetted by the Regional Travel Forecasting Committee. A recommendation will then be provided to TAB prior for its consideration and final selection.

Bicycle/Pedestrian only includes the Regional Bicycle Facilities category because in 2023, the Minnesota Legislature enacted state statute 473.4465, which instituted a new sales tax for the seven-county region which that included dedicated funding for the Transportation Advisory Board (TAB) to implement a new Active Transportation grant program. TAB conducted an Active Transportation solicitation to fund local bicycle, local pedestrian, and planning grants. Because they are neither regionally significant nor federally funded, Active Transportation projects are not included in the TIP.

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

Scoring committees, comprised of local partners, state agency staff, and Metropolitan Council staff evaluate and rank all application categories of projects for the Regional

Solicitation. Recommended projects are reviewed and approved by the Funding and Programming Committee, which, using the scoring committee rankings, recommends funding allocation options to be considered by TAC and recommended to TAB. TAB approves a list of projects and funding allocation developed through the Regional Solicitation process and the Metropolitan Council concurs with the list of projects.

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

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

Examples of Qualifying Criteria

- The project must be consistent with the policies of Imagine 2050 and the region’s Transportation Policy Plan, adopted by the Metropolitan Council.
- The project must implement a solution to a transportation problem discussed in a local or county comprehensive plan and/or in an approved Capital Improvement Program (CIP) of a local, regional, or state agency.
- The proposer must show that it has coordinated with all affected cities and counties, the appropriate transit operator, and other levels of government.
- Public agency sponsors must either have a current Americans with Disabilities Act (ADA) self-evaluation (for those that employ fewer than 50 people) or transition plan (for those that employ 50 or more people) that covers the public right of way/transportation, as required under Title II of the ADA.

Examples of Prioritizing Criteria

- Connection to Existing Safety Planning Efforts
- Identified Gaps, Barriers, or Deficiencies
- Connection to Key Destinations
- New Transit Ridership
- Community Considerations
- Expected Reduction in Fatal and Serious Injury Crashes

Regional Solicitation Selected Projects

A summary of the federal funding programmed for 2027-2030 allocated by category through the Regional Solicitation process is shown in Table 17. This table reports only the federal funds allocated to the projects and does not include the local match.

Table 17: Summary of Federal Funding Allocated through the TAB's Regional Solicitation for Projects in State Fiscal Years 2027-2030 (US \$ in millions; Federal Amount only)

| Program Category | 2027 | 2028 | 2029 | 2030 | Total |
|--|----------------|----------------|----------------|----------------|----------------|
| Congestion Mitigation Air Quality (CMAQ) | \$9.8 | \$33.5 | \$28.1 | \$0 | \$71.4 |
| PROTECT | \$5.0 | \$3.6 | \$3.7 | \$3.5 | \$15.3 |
| Carbon Reduction Program (CRP) | \$5.0 | \$7 | \$7.3 | \$7 | \$26.3 |
| Surface Transportation Block Grant Program (STBGP) | \$68.8 | \$63.1 | \$68.4 | \$110.3 | \$310.6 |
| STBGP-Transportation Alternatives (TA) | \$29.0 | \$11.3 | \$16.7 | \$8.2 | \$65.2 |
| Highway Safety Improvement Program (HSIP) | \$35.3 | \$21.6 | \$18.9 | \$14.6 | \$90.4 |
| TOTALS | \$152.4 | \$140.1 | \$143.1 | \$143.6 | \$579.2 |

Figure 4: 2024 Regional Solicitation Selected Projects

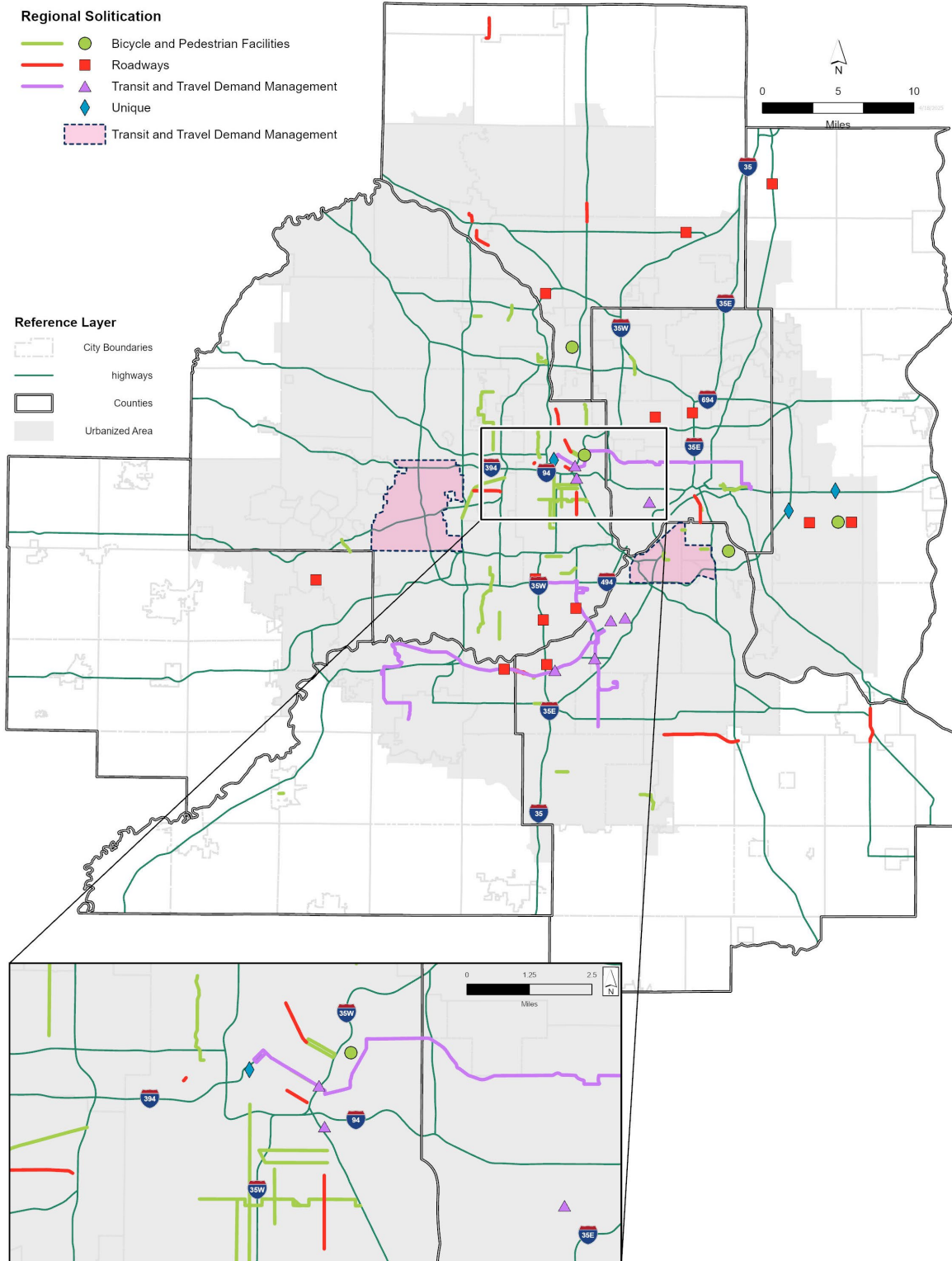
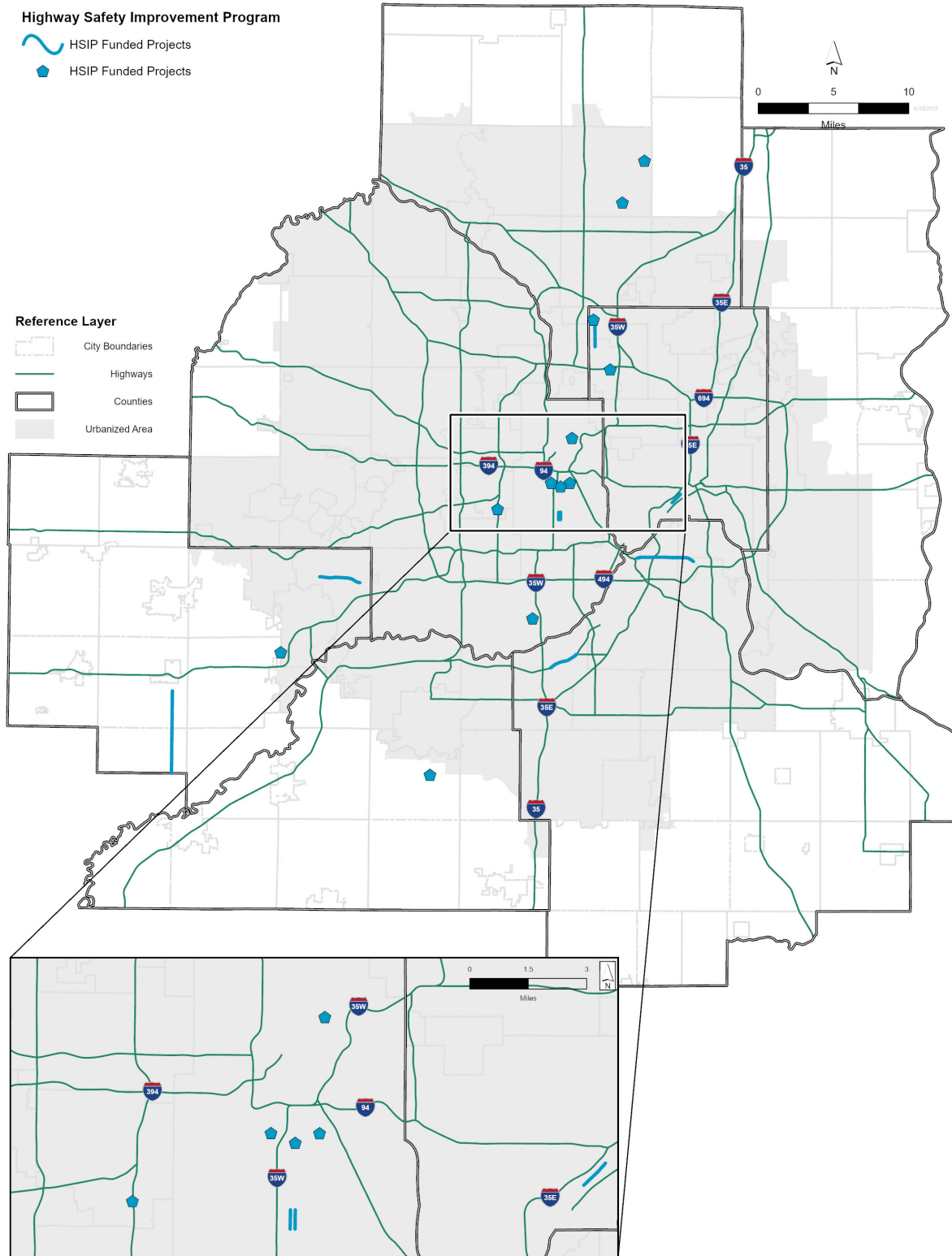


Figure 5: 2024 HSIP Regional Solicitation Selected Projects



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

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

Transit Project Selection for Section 5309 Capital Investment Grants Program Funding

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

Transit Project Selection for Sections 5310 and 5311 Funding

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

Balance of Selected Projects with Available Financial Resources

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

For federal and state highway funding, the state and region have agreed on a process that ensures a balance exists between federal highway funding resources and expenditures as discussed at the beginning of Chapter 3. The highway project program costs identified in Table 18 for 2027 to 2030 closely match the funds available as shown in Table 14, and the highway project program costs identified in Table 19 for State Fiscal Year 2027 closely match the funds available as shown in Table 14. Anticipated highway revenues balance with expenditures and demonstrate fiscal constraint.

For federal, state, and regional transit funding, federal guidance requires transit funds match the approved project costs in the TIP. The projects funded with federal transit and local matching funds for 2027 have a total value of approximately \$492 million (Table 15).

State Highways and Local Transportation Operations and Maintenance

MnDOT and metro area cities and counties are able to fund the maintenance and operations of the region's highway system over the course of the 2027-2030 TIP. MnDOT and metro area cities and counties can fund the maintenance and operations of the region's highway system over the course of the 2027-2030 TIP. The 2050 TPP forecasts \$15 billion in spending for rebuilding and replacing pavement, bridge, and roadside infrastructure between 2025 and 2050.

Table 18: Distribution of Federal Highway, State Trunk Highway and Matching Funds (US \$ in millions) 2027-2030

| Source | Total | Federal | State | Other (+ Bonds) | AC** |
|----------------------------|-----------------|-----------------|----------------|-----------------|----------------|
| CMAQ | \$96.4 | \$71.4 | \$0 | \$25.0 | \$1.7 |
| TAP | \$175.0 | \$75.7 | \$0 | \$99.3 | \$0.9 |
| STP | \$973.3 | \$570.4 | \$61.6 | \$341.3 | \$124.8 |
| Carbon Reduction Program | \$47.5 | \$37.7 | \$5.1 | \$4.8 | \$1.8 |
| PROTECT | \$55.9 | \$44.8 | \$6.9 | \$4.3 | \$8.8 |
| NHPP | \$659.9 | \$486.3 | \$102.1 | \$71.4 | \$262.1 |
| NHFP | \$136.2 | \$73.4 | \$2.5 | \$60.4 | \$15 |
| HPP | \$106.1 | \$21.6 | \$8.0 | \$76.5 | \$0 |
| 100% State Funded | \$718.0 | \$0 | \$646.1 | \$71.9 | \$0 |
| HSIP | \$151.1 | \$109.2 | \$5.9 | \$36.1 | \$13.5 |
| Bond Proj with no Fed \$\$ | \$121.3 | \$0 | \$16.0 | \$105.3 | \$0 |
| Misc Fed | \$404.8 | \$230.1 | \$18.9 | \$155.8 | \$64.9 |
| TOTAL | \$3645.5 | \$1720.6 | \$873.1 | \$1052.1 | \$493.5 |

Table 19: Distribution of Federal Highway, State Trunk Highway and Matching Funds (US \$ in millions) 2027 Annual Element

| Source | Total | Federal | State | Other (+ Bonds) | AC** |
|----------------------------|-----------------|----------------|----------------|-----------------|----------------|
| CMAQ | \$15.7 | \$9.8 | \$0 | \$5.9 | \$0 |
| TAP | \$83.2 | \$31.2 | \$0 | \$52.0 | \$0.9 |
| STP | \$255.1 | \$129.4 | \$9.5 | \$116.2 | \$14.5 |
| Carbon Reduction Program | \$7.6 | \$6.1 | \$0.3 | \$1.3 | \$0 |
| PROTECT | \$6.3 | \$5.2 | \$0 | \$1.1 | \$0 |
| NHPP | \$167.4 | \$102.4 | \$17.5 | \$47.5 | \$21.5 |
| NHFP | \$36.1 | \$32.4 | \$2.5 | \$1.3 | \$5.0 |
| HPP | \$87.9 | \$18.5 | \$8.0 | \$61.4 | \$0 |
| 100% State Funded | \$156.3 | \$0 | \$155.7 | \$0.6 | \$0 |
| HSIP | \$40.4 | \$23.8 | \$1.3 | \$15.4 | \$10.1 |
| Bond Proj with no Fed \$\$ | \$45.9 | \$0 | \$0 | \$45.9 | \$0 |
| Misc Fed | \$386.7 | \$221.1 | \$18.9 | \$146.7 | \$61 |
| TOTAL | \$1288.6 | \$579.9 | \$213.7 | \$495.3 | \$113.0 |

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

Consistency with the Regional Transportation Plan and Priorities

All projects in the TIP must be consistent with the region's [2050 Transportation Policy Plan \(TPP\)](#). The region's transportation goals are:

- Our communities are healthy and safe. All our region’s residents live healthy and rewarding lives with a sense of dignity and wellbeing.
- Our region is dynamic and resilient. Our region meets the opportunities and challenges faced by our communities and economy including issues of choice, access, and affordability.
- We lead on addressing climate change. We have mitigated greenhouse gas emissions and have adapted to ensure our communities and systems are resilient to climate impacts.
- We protect and restore natural systems. We protect, integrate, and restore natural systems to protect habitat and ensure a high quality of life for the people of our region.
- Our region is equitable and inclusive. Racial inequities and injustices experienced by historically marginalized communities have been eliminated; and all people feel welcome, included, and empowered.

The TPP contains lists of short- and long-range transportation projects programmed from 2025 through 2050. The projects identified in this TIP are either programmatically or specifically identified in the TPP adopted by the Metropolitan Council on February 12, 2025. See the TPP on the [Metropolitan Council's website](#).

Plan Implementation Progress

Status of Major Projects

Federal TIP guidance requires the progress made on implementing the region’s transportation plan be reported annually. Tables 20 and 21 and Figure 6 identify the major highway and transit projects in the 2027-2030 TIP, cost, and status of each. In recent years, major projects obligated (and, therefore, not included in this TIP) include:

- [I-494 MnPASS and Directional Ramp](#). Construction began in 2023. Completion is expected in fall 2026. (Project 1 on Table 20)
- [US 212 Lane Expansion/Overpass in Benton Township](#). (Project 9 on Table 20)
- [Replacement of the Kellogg Avenue / Third Street Bridge](#). (Project 4 on Table 20)
- [I-35W Construction in Burnsville](#). Completion is expected in Fall 2026 (Project 5 on Table 20).
- I-394 and I-94 Bridge Rehabilitation. Completion is expected in 2027. (Project 11 on Table 20)
- [MN 5 Chanhassen to Victoria](#). Completion is expected in 2027. (Project 13 on Table 20)
- [I-94 Albertville to Monticello](#). Completion expected in late 2026 / early 2027 (Project 14 on table 20)

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

- [US 10 Interchanges in Ramsey](#). Construction completed, in Spring of 2026.
- [Metro E Line Arterial Bus Rapid Transit](#). Opened December 2025.

The following major projects are being included in the TIP for the first time:

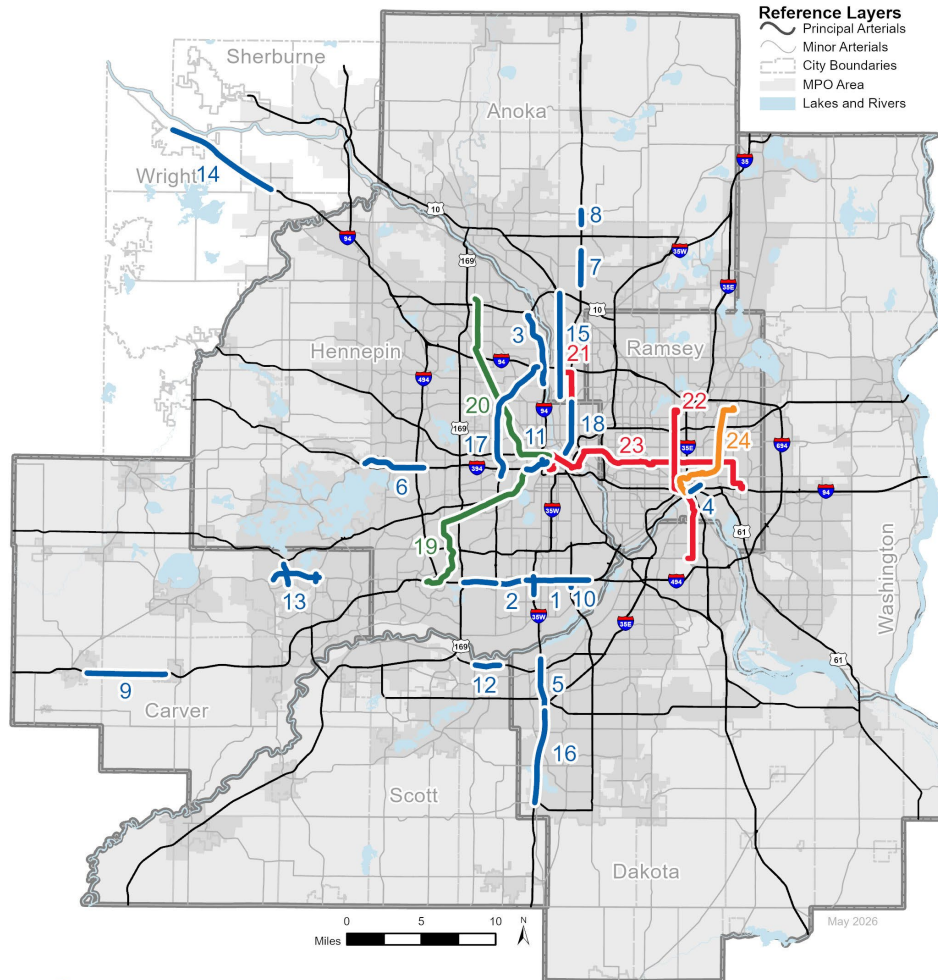
- MN 47 Mill and Overlay, Roundabouts (Project 15 on Table 20)
- I-35 Unbonded Concrete Overlay in Lakeville (Project 16 on Table 20)
- MN 100 Pavement Rehabilitation in St. Louis Park (Project 17 on Table 20)
- MN 65 Reconstruction (Project 18 on Table 20)

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

Figure 6: Major Projects Shown in Tables 20 and 21

2027-2030 Transportation Improvement Program (TIP)

Major Projects



Roadways

1. I-494 MnPASS and Directional Ramp
2. I-494 Mobility and Bridges
3. MN 252 & I-94
4. Kellogg Ave / 3rd Street
5. I-35W Construction in Burnsville
6. US 12 Pavement
7. MN 65 Grade Separations in Blaine
8. MN 65 Grade Separation in Ham Lake and Blaine
9. US 212 Lane Expansion / Overpass in Benton Township
10. MN 77 Bridge Rehabilitation
11. I-394 and I-94 Bridge Rehab
12. MN 13 Savage to Burnsville
13. MN 5 Chanhassen to Victoria
14. I-94 Expansion; Albertville to Monticello
15. MN 47 Mill and Overlay, Roundabouts
16. I-35 Unbonded Concrete Overlay in Lakeville
17. MN 100 Pavement Rehabilitation in St. Louis

Light Rail Transit

19. METRO Green Line Extension
20. METRO Blue Line Extension

Bus Rapid Transit

21. METRO Bronze Line BRT

Arterial Bus Rapid Transit

22. METRO F Line (Central Ave) ABRT
23. METRO G Line (Rice/Robert) ABRT
24. METRO H Line (Como/Maryland) ABRT

Table 20: Status of Major Highway Projects

| Project | Cost Estimates | Year of Last SP# | Project Status/Comments |
|---|----------------|------------------|---|
| 1. I-494 MnPASS and Directional Ramp (2785-424; 2785-424C; 2785-424G) | \$377,000,000 | 2027 | Eastbound MnPASS lane from France Ave to MN 77 and westbound MnPASS lane from MN 77 to I-35W. Bush Lake Road to I35W, first phase of interchange (I-35W northbound to westbound I-494). Construction Start: 2023. Construction Complete: 2026 |
| 2. I-494 Mobility and Bridges (2785-462) | \$376,000,000 | 2027 | MnPASS, reconstruct five bridges and rehabilitate four bridges from US 169 to MN 100, Penn Ave to 34th Ave in Bloomington and I-35W from 86th St in Bloomington to 76th St in Richfield. Construction Start: Unknown. Construction Complete: Unknown |
| 3. MN 252 and I-94 (2748-65, 110-010-010, 027-709-029) | \$162,152,715 | 2029 | MN 610 to Dowling Avenue. Convert MN 252 to Freeway and install MnPASS lanes Construction Start: 2029 (estimate) |
| 4 Kellogg Ave / 3rd Street (164-158-028) | \$60,737,180 | 2024 | MSAS 158 (Kellogg/3 rd St) from Broadway St to near Maria Ave in St. Paul – Replace bridges Construction Start: 2024. Construction Complete: 2026/2027 |
| 5. I-35W Construction in Burnsville (1981-140, 1981-140BFP, 1981-140N, 1981-140S, 1981-140TR) | \$80,000,000 | 2025 | Resurface and replacement of three bridges Construction Start: 2025. Construction Complete: Fall 2026 |
| 6. US 12 Pavement (2713-129, 2713-129PRO) | \$50,854,000 | 2026 | In Wayzata and Minnetonka – Pavement rehab, lighting, drainage improvements, ADA, pier protection Construction Start: April 2026. Construction Complete: November 2027. |
| 7. MN 65 Grade Separations in Blaine (106-010-020, 0208-169TED, 0208-169, 0208-169R, 0208-169A, 002-596-028, 002-612-033, 106-101-012, 106-109-010) | \$201,000,000 | 2026 | Grade separation and frontage road on Minnesota 65 (Central Ave) at CSAH 12 (109th Ave) and 105th Ave in Blaine Construction Start: 2027. Construction Complete: TBD. |
| 8. MN 65 Grade Separation in Ham Lake and Blaine (002-716-026) | \$40,095,000 | 2028 | Grade separation at CSAH 116 and frontage roads and trail on Central Ave from 131st Ave to 139th Ave in Ham Lake and Blaine Construction Start: 2027. Construction Complete: 2028. |

| Project | Cost Estimates | Year of Last SP# | Project Status/Comments |
|---|----------------|------------------|---|
| 9. US 212 Lane Expansion / Overpass in Benton Township (010-596-013, 010-596-013F, 010-596-013PRO, 1013-77) | \$71,000,000 | 2024 | Lane expansion including a new overpass at CSAH 51 with right-in/right-out access Construction Start: 2024 Construction Complete: Fall, 2026. |
| 10. MN 77 Bridge Rehabilitation (2758-75) | \$51,698,000 | 2026 | Maintenance and reconstruction on five bridges on Minnesota 77 in Bloomington Construction Start: 2026. Construction Complete: 2027. |
| 11. I-394 and I-94 Bridge Rehab (2789-174) | \$79,222,000 | 2025 | Rehabilitation of 25 bridges on I-394 and six bridges on I-94 in Minneapolis Construction Start: 2025. Construction Complete: 2027. |
| 12. MN 13 Savage to Burnsville (1901-203, 1901-203A, 1901-207, 179-121-026, 070-596-018, 211-010-009) | \$168,600,000 | 2027 | Reconstruction, grade separation, signals, multiuse trail, new bridges Construction Start: 2026. Construction Complete: 2030. |
| 13. MN 5 Chanhassen to Victoria (010-596-016, 010-596-014, 010-596-019, 241-090-001, 1002-124) | \$78,183,000 | 2025 | Two-lane to four-lane conversion, signals, median, pedestrian bridge, Trail, bridge, underpass Construction start: Winter 2026. Construction Complete: Fall 2027. |
| 14. I-94 Expansion; Albertville to Monticello (8680-189) | \$76,000,000 | 2024 | Expansion from two to three lanes. Construction Start: 2025. Construction Complete 2027. |
| 15. MN 47 Mill and Overlay, Roundabouts (0205-118, 0205-118MC) | \$83,198,000 | 2029 | Drainage, ADA, RTMC, guardrail, grade-separated pedestrian crossing, signing, signals Construction Start: 2029 Construction Complete: 2030 |
| 16. I-35 Unbonded Concrete Overlay in Lakeville (1980-99) | \$107,497,000 | 2030 | Unbonded concrete overlay, replace four bridges, mill-and-overlay on four bridges Construction Start: 2030 Construction Complete: 2031 |
| 17. MN 100 Pavement Rehabilitation in St. Louis Park (2735-212) | 58,700,000 | 2029 | MN 100 St. Louis Park to Brooklyn Center – Pavement rehabilitation, repair 15 bridges. Construction Start: 2028 Construction Complete: 2029 |
| 18. MN 65 Reconstruction (2710-64, 2710-64 CRP, 2710-64PRO) | 85,700,000 | 2029 | MN65 (NE Central Ave) in Minneapolis – Reconstruction, signal replacement, ADA improvements, and mill-and-overlay Construction Start: 2029 Construction Complete: 2030 |

Table 21: Status of Major Transit Capital Projects

| Project Title | Last TIP Included In | Cost Estimate | Federal Participation | Project Status |
|--|----------------------|-------------------------------|-----------------------|---|
| 19. METRO Green Line Extension (TRF-TCMT-22AG, TRF-TCMT-23D, TRF-TCMT-24V, TRF-TCMT-25S, TRF-TCMT-25AD, TRF-TCMT-26, TRF-TCMT-26AC, TRF-TCMT-27J, TRF-TCMT-28P, TRF-TCMT-29AA, TRF-TCMT-30M) | Current | \$2,863,000,000 | \$928,800,000 | Construction; Target Opening 2027 |
| 20. METRO Blue Line Extension (TRF-TCMT-25A, TRF-TCMT-26A, TRF-TCMT-27S, TRF-TCMT-28A, TRF-TCMT-29F, TRS-TCMT-30) | Current | \$3,244,000,000 | \$752,700,000 | Engineering; Target Opening TBD |
| 21. METRO F Line (Central Ave) Arterial BRT (TRS-TCMT-24AD, TRS-TCMT-25B) | Current | \$98,000,000 | \$78,400,000 | Engineering; Target Opening TBD |
| 22. METRO G Line (Rice/Robert) Arterial BRT (TRS-TCMT-26B) | Current | \$82,200,000 | \$25,000,000 | Construction; Opening 2027 (Phase 1) and 2028 (Phase 2) |
| 23. METRO H Line (Como/Maryland) Arterial BRT (TRF-TCMT-28AE) | Current | \$120,000,000 - \$150,000,000 | \$25,000,000 | Planning; Target Opening TBD |
| 24. METRO Bronze Line BRT . (TRF-TCMT-28H, TRF-TCMT-29Y) | Current | \$400,000,000 | 0 | Preliminary Engineering; Target Opening 2032 |

Appendix A – Detailed Project Description by Funding Category

| | <i>PAGE</i> |
|---|-------------|
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Key to Tables

The tables are broken into the various "most likely" funding categories and are sorted by year. The description of each column is shown below.

| | |
|-------------|---|
| Yr | The state fiscal year the project is scheduled to be let. |
| PRT | The major ("parent") project this project is a part of - see attached list. |
| Route | The highway the project is located on. A "999" means multiple routes or a location has yet to be determined. |
| Proj Num | The TIP project number. |
| Prog | MnDOT program categories: <ul style="list-style-type: none">• AM: Municipal Agreement• B3: FTA Capital Program - Sec 5309• B9: FTA Urbanized Area Formula – Section 5307• BB: Bus and Bus Facilities• BI: Bridge Improvement and Repair• BR: Bridge Replacement• BT: Bike Trail• CA: Consultant Agreement• CF: Clean Fuels – Section 5308• DR: Drainage• EN: Enhancement• GR: State of Good Repair• LP: Local Partnership• MA: Miscellaneous Agreement• MC: Major Construction• NO: Noise Walls• NB: FTA Elderly & Persons w/ Disabilities – Sec 5310• PL: Planning• PM: Preventive Maintenance• RB: Rest Area/Beautification• RC: Reconstruction• RD: Reconditioning• RS: Resurfacing• RW: Right of Way Acquisition• SC: Safety Capacity Improvements• SA: Supplemental Agreement and Cost Overrun• SR: Safety, Rail• RX: Road Repair (Bridge-Road Construction (BARC))• TM: Traffic Management• SH: Highway Safety Improvement Program• TR: Transit |
| Description | The location and work to be accomplished by the project. |

| | |
|-------------------|---|
| Project Total | Total estimated cost of project. |
| FHWA \$ or FTA \$ | Federal funding for the project. |
| DEMO \$ | Total federal demonstration funding for the project. |
| AC \$ | Funding to be reimbursed in a future program year. |
| State \$ | MnDOT state funding for the project. |
| Other \$ | Total contribution from the local agency involved in the project. |
| Agency | The agency with jurisdiction over the project. |
| RS | Projects selected through the Regional Solicitation or HSIP Solicitation. |

MnDOT Metro District Construction Projects 2027-2030 Parent Projects

This table will be in the final TIP.

Twin Cities Metropolitan Area
2027 - 2030 Transportation Improvement Program

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

| Yr | PRT | Route | Proj Num | Prog Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|----------|-------|---------------|---|---------------|------------|-----------|----------|-----------|-----------------|-----|
| 2027 | CSAH | 31 | 164-020-169 | TM CSAH 31 (MARYLAND AVE) FROM CSAH 53 (DALE ST) TO CSAH 65 (WHITE BEAR AVE) IN ST PAUL - TRAFFIC SIGNAL REPLACEMENT AND REVISIONS, FIBER OPTIC INTERCONNECT, CCTV CAMERAS | 3,343,000 | 2,322,400 | 0 | 0 | 1,020,600 | SAINT PAUL | X |
| 2027 | CSAH | 33 | 027-633-007Q | BT CSAH 33 (PARK AVE S) AND CSAH 35 (PORTLAND AVE S) FROM 38TH ST TO THE I94/I35W BRIDGE IN MPLS - PROTECTED BICYCLE FACILITIES, SIGNAL UPGRADES, CURB EXTENSIONS, STREETSCAPING, MILL AND OVERLAY (ASSOCIATE TO 027-633-007, 027-633-008, 141-030-062) | 9,705,815 | 5,356,410 | 0 | 0 | 4,349,405 | HENNEPIN COUNTY | |
| 2027 | TRANSIT | | TRS-TCMT-27 | TM CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN REDUCED VEHICLE MILES TRAVELED AND LIGHT DUTY VEHICLE EMISSIONS | 2,625,000 | 2,100,000 | 0 | 0 | 525,000 | MET COUNCIL-MT | X |
| 2028 | CSAH | 152 | 027-752-042Q | BT CSAH 152 (WASHINGTON AVE) FROM MSAS 287 (5TH AVE S) TO MSAS 213 (11TH AVE S) IN MPLS - PROTECTED BICYCLE FACILITIES, ADA, SIGNAL REVISIONS, CURB EXTENSIONS, STREETSCAPING (ASSOCIATE TO 027-752-042) | 3,005,640 | 2,226,400 | 0 | 0 | 779,240 | HENNEPIN COUNTY | X |
| 2028 | LOCAL ST | | 019-090-030Q | BT **AC**: RIVER TO RIVER GREENWAY VALLEY PARK TRAIL FROM MSAS 101 (MARIE AVE W) TO 0.11 MI E OF MN 149 (DODD RD) IN MENDOTA HEIGHTS - MULTI-USE TRAIL, UNDERPASS BR #19X12 AT MN 149 (ASSOCIATE TO 019-090-030) (AC PROJECT, PAYBACK IN FY29) | 2,398,936 | 0 | 1,744,681 | 0 | 654,255 | DAKOTA COUNTY | X |
| 2028 | TRANSIT | | TRS-TCMT-26CC | TR OPERATE ROUTE 3 SERVICE IMPROVEMENT | 4,092,000 | 3,273,600 | 0 | 0 | 818,400 | MET COUNCIL-MT | X |
| 2028 | TRANSIT | | TRS-TCMT-28B | TR **PRS**: COMO AVE/MARYLAND AVE CORRIDOR BUS RAPID TRANSIT - PURCHASE BUSES AND CONSTRUCT ENHANCED SHELTERS WITH TECHNOLOGY, REALTIME INFORMATION, SECURITY FEATURES, FURNISHINGS | 31,250,000 | 25,000,000 | 0 | 0 | 6,250,000 | MET COUNCIL-MT | X |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|----------|-------|----------------|------|--|---------------|-----------|-------|----------|-----------|-------------------|-----|
| 2028 | TRANSIT | | TRS-TCMT-28C | TM | CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN REDUCED VEHICLE MILES TRAVELED AND LIGHT DUTY VEHICLE EMISSIONS | 3,750,000 | 3,000,000 | 0 | 0 | 750,000 | MET COUNCIL-MT | X |
| 2029 | CSAH 1 | | 002-601-066 | TM | VARIOUS LOCATIONS ON CSAH 1 (5TH AVE/COON RAPIDS BLVD) FROM CSAH 14 (E MAIN ST) TO BLACKFOOT ST AND CSAH 1 (E RIVER RD) FROM CSAH 11 (FOLEY BLVD) TO CSAH 8 (OSBORNE RD) IN THE CITIES OF FRIDLEY AND COON RAPIDS - ATMS UPGRADE AND ITS DEVICES | 6,886,000 | 3,500,000 | 0 | 0 | 3,386,000 | ANOKA COUNTY | X |
| 2029 | CSAH 16 | | 082-030-008 | TM | CSAH 16 (VALLEY CREEK RD) FROM CENTURY AVE S TO COLBY LAKE DR AND CSAH 13 (RADIO DR) FROM HARGIS PKWY TO 34TH ST IN WOODBURY, OAKDALE, AND LAKE ELMO- INSTALL BATTERY BACKUP SYSTEMS AT VARIOUS LOCATIONS | 731,500 | 532,000 | 0 | 0 | 199,500 | WASHINGTON COUNTY | X |
| 2029 | LOCAL ST | | 019-090-030QAC | BT | **AC**: RIVER TO RIVER GREENWAY VALLEY PARK TRAIL FROM MSAS 101 (MARIE AVE W) TO 0.11 MI E OF MN 149 (DODD RD) IN MENDOTA HEIGHTS - MULTI-USE TRAIL, UNDERPASS BR #19X12 AT MN 149 (ASSOCIATE TO 019-090-030) (AC PAYBACK 1 OF 1) | 1,744,681 | 1,744,681 | 0 | 0 | 0 | DAKOTA COUNTY | X |
| 2029 | LOCAL ST | | 141-090-043 | BT | 34TH ST GREENWAY FROM HENNEPIN AVE S TO HIAWATHA AVE IN MPLS - CONSTRUCT BIKE TRAIL | 4,158,000 | 3,024,000 | 0 | 0 | 1,134,000 | MINNEAPOLIS | X |
| 2029 | MSAS 283 | | 141-283-009 | BT | MSAS 283 (NICOLLET AVE) FROM 45TH ST E TO 14TH ST E IN MPLS - ADA, PED REFUGE ISLANDS, CURB EXTENSIONS, SIGNAL REVISIONS | 2,726,900 | 1,983,200 | 0 | 0 | 743,700 | MINNEAPOLIS | X |
| 2029 | TRANSIT | | TRS-TCMT-29 | TR | OPERATING FUNDS FOR MVTA 4FUN SERVICE EXPANSION | 3,696,375 | 2,957,100 | 0 | 0 | 739,275 | MVTA | X |
| 2029 | TRANSIT | | TRS-TCMT-29A | TR | BURNSVILLE TRANSIT STATION MOBILITY HUB, SITE ACCESSIBILITY, RECONFIGURATION OF BUSWAY, CUSTOMER AMENITIES | 7,000,000 | 5,600,000 | 0 | 0 | 1,400,000 | MVTA | X |
| 2029 | TRANSIT | | TRS-TCMT-29B | TR | OPERATING FUNDS FOR MOA TO MN ZOO SERVICE | 3,283,268 | 2,626,614 | 0 | 0 | 656,654 | MVTA | X |
| 2029 | TRANSIT | | TRS-TCMT-29C | TR | PROVIDE OPERATING FUNDS FOR METRO TRANSIT MICRO ON DEMAND TRANSIT SERVICE IN WEST ST PAUL AND OTHER SURROUNDING SUBURBS | 3,719,994 | 2,975,995 | 0 | 0 | 743,999 | MET COUNCIL-MT | X |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|---------------|---------|--------------|----------|------|--|---------------|------------|-----------|----------|------------|----------------|-----|
| 2029 | TRANSIT | TRS-TCMT-29D | TM | | CMAQ TDM: ACTIVITIES TO REDUCE SOV USE BY VAN POOLS, CAR POOL AND RIDE MATCHING PROGRAMS, MARKETING, TRANSIT RIDERSHIP INCENTIVES BY SUPPORTING SEVERAL TRANSPORTATION MANAGEMENT ORGANIZATIONS AND OTHER TRAVEL DEMAND MANAGEMENT STRATEGIES THAT RESULT IN REDUCED VEHICLE MILES TRAVELED AND LIGHT DUTY VEHICLE EMISSIONS | 4,000,000 | 3,200,000 | 0 | 0 | 800,000 | MET COUNCIL-MT | X |
| Totals | | | | | | 98,117,109 | 71,422,400 | 1,744,681 | | 24,950,028 | | |

Twin Cities Metropolitan Area
2027 - 2030 Transportation Improvement Program

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|----------|-------|-------------|------|--|---------------|-----------|---------|----------|------------|----------------------------|-----|
| 2027 | CSAH | 33 | 027-633-007 | BT | CSAH 33 (PARK AVE S) AND CSAH 35 (PORTLAND AVE S) FROM 38TH ST TO THE I94/I35W BRIDGE IN MPLS - PROTECTED BICYCLE FACILITIES, SIGNAL UPGRADES, CURB EXTENSIONS, STREETSCAPING, MILL AND OVERLAY (ASSOCIATE TO 027-633-007Q, 027-633-008, 141-030-062) | 9,231,465 | 5,643,590 | 0 | 0 | 3,587,875 | HENNEPIN COUNTY | X |
| 2027 | CSAH | 60 | 091-090-096 | BT | BRYANT LAKE REGIONAL TRAIL FROM MINNETONKA BLVD TO BRYANT LAKE REGIONAL PARK IN EDEN PRAIRIE AND MINNETONKA - MULTI-USE TRAIL | 8,950,000 | 5,500,000 | 0 | 0 | 3,450,000 | THREE RIVERS PARK DISTRICT | X |
| 2027 | CSAH | 73 | 091-090-091 | BT | EAGLE LAKE REGIONAL TRAIL; CSAH 73 (ZACHARY LN/CROSSROADS BLVD) FROM 1ST AVE TO SOUTH FRONTAGE RD, FROM CSAH 73 (CROSSROADS BLVD) TO CSAH 61 (PLYMOUTH RD), AND CSAH 61 (PLYMOUTH RD) FROM SOUTH FRONTAGE RD TO CSAH 5 (MINNETONKA BLVD) IN MINNETONKA AND PLYMOUTH - MULTIUSE TRAIL | 3,107,598 | 2,260,333 | 0 | 0 | 847,265 | THREE RIVERS PARK DISTRICT | |
| 2027 | LOCAL ST | | 091-090-094 | BT | SHINGLE CREEK REGIONAL TRAIL FROM YORK AVE N TO VIOLET AVE N, 69TH AVE N TO I94, AND MN 100 TO 53RD AVE N IN BROOKLYN CENTER - MULTIUSE TRAIL, WAYFINDING AND PEDESTRIAN BRIDGE | 3,385,580 | 2,462,240 | 0 | 0 | 923,340 | THREE RIVERS PARK DISTRICT | X |
| 2027 | MSAS | 109 | 164-109-025 | BT | **AC**: MSAS 109 (ARLINGTON AVE) FROM CSAH 55 (JACKSON ST) TO MSAS 179 (PAYNE AVE) IN ST PAUL - RECONSTRUCT, SIDEWALK, TRAIL (AC PROJECT, PAYBACK IN FY2030) | 13,800,000 | 0 | 920,000 | 0 | 12,880,000 | SAINT PAUL | X |
| 2027 | MSAS | 111 | 182-591-003 | BT | MSAS 111 (62ND AVE) FROM MSAS 104 (BOONE AVE) TO MSAS 109 (WINNETKA AVE) AND MSAS 104 (BOONE AVE) FROM CSAH 10 (BASS LAKE RD) TO MSAS 111 (62ND AVE) IN NEW HOPE AND BROOKLYN PARK - CURB EXTENSIONS, ADA, STOP SIGN FLASHERS, RECLAMATION AND OVERLAY OF PAVEMENT | 2,317,707 | 363,617 | 0 | 0 | 1,954,090 | NEW HOPE | X |
| 2027 | MSAS | 125 | 173-125-002 | BT | MSAS 125 (LOTHENBACH AVE) FROM TH 3 (ROBERT ST) TO CSAH 73 (OAKDALE AVE) IN WEST ST PAUL - RECONSTRUCTION, CONSTRUCT SIDEWALK | 3,100,000 | 756,800 | 0 | 0 | 2,343,200 | WEST SAINT PAUL | X |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|----------|---------------|----------|---|-------------|---------------|---------|-------|------------|-----------------|---------|-----|
| 2027 | MSAS 158 | 164-158-029 | BT | CAPITAL CITY BIKEWAY ON MSAS 158 (KELLOGG BLVD) FROM WEST 7TH ST TO MSAS 154 (JOHN IRELAND BLVD) IN ST PAUL - RECONSTRUCTION, TRAIL, SIDEWALK, LIGHTING, TRAFFIC SIGNALS (ASSOCIATE TO 6280-438) | 10,879,504 | 5,500,000 | 0 | 0 | 5,379,504 | SAINT PAUL | X | |
| 2027 | MSAS 213 | 141-030-056 | TM | MSAS 213 (11TH AVE S) AT E 15TH ST AND MSAS 213 (11TH AVE) AT 17TH ST IN MPLS- SIGNALS, SIDEWALK, STREETSCAPING, ADA, BIKEWAY | 1,993,126 | 1,247,719 | 0 | 0 | 745,407 | MINNEAPOLIS | X | |
| 2027 | MSAS 236 | 164-236-010 | BT | CAPITAL CITY BIKEWAY ON MSAS 236 (ST PETER ST) FROM MSAS 204 (10TH AVE) TO MSAS 236 (RICE ST)/MSAS 299 (SAINT ANTHONY AVE) - TRAIL, SIDEWALK, LIGHTING, TRAFFIC SIGNALS (ASSOCIATE TO 164-235-026 AND 6280-439) | 10,456,069 | 5,500,000 | 0 | 0 | 4,956,069 | SAINT PAUL | X | |
| 2027 | MSAS 350 | 141-350-008 | RC | MSAS 350 (1ST AVE N) FROM CSAH 152 (WASHINGTON AVE) TO MSAS 434 (8TH ST) - RECONSTRUCT, SIDEWALK, STREETSCAPING, ADA | 16,927,739 | 2,000,000 | 0 | 0 | 14,927,739 | MINNEAPOLIS | X | |
| 2028 | CSAH 23 | 027-623-006 | BT | CSAH 23 (MARSHALL ST NE) FROM 3RD AVE NE TO CSAH 153 (LOWRY AVE) IN MPLS - PROTECTED BIKEWAY, SIDEWALK, ADA, APS, CURB EXTENSIONS, STREETSCAPING | 25,000,000 | 6,440,000 | 0 | 0 | 18,560,000 | HENNEPIN COUNTY | | |
| 2028 | LOCAL ST | 141-090-044 | BT | IRVING AVE N FROM 15TH AVE N TO 36TH AVE N AND 41ST AVE N TO 44TH AVE N, HUMBOLDT AVE N FROM 36TH AVE N TO 41ST AVE N AND 44TH AVE N TO 47TH AVE N IN MPLS - CONSTRUCT MULTIUSE TRAIL | 3,868,412 | 2,865,490 | 0 | 0 | 1,002,922 | MINNEAPOLIS | X | |
| 2028 | LOCAL ST | 141-090-045AC | BT | **AC**: UNIVERSITY AVE SE AND 4TH ST SE FROM MN 65 (CENTRAL AVE) TO I35W IN MPLS - RECONSTRUCT, BIKE LANES, ADA, SIGNALS, CURB EXTENSIONS, AND RESURFACING (AC PAYBACK 1 OF 1) | 5,500,000 | 5,500,000 | 0 | 0 | 0 | MINNEAPOLIS | X | |
| 2028 | LOCAL ST | 141-591-018 | BT | HAYES ST NE FROM 22ND AVE NE TO 33RD AVE NE, 33RD AVE NE FROM HAYES ST NE TO ULYSSES ST NE AND ULYSSES ST NE FROM 33RD AVE NE TO MSAS 183 (JOHNSON ST NE) IN MPLS - INTERSECTION IMPROVEMENTS, ADA, TRAFFIC CALMING | 1,286,982 | 953,320 | 0 | 0 | 333,662 | MINNEAPOLIS | X | |
| 2028 | LOCAL ST | 164-030-025 | BT | VARIOUS LOCATIONS ALONG GOLD LINE IN ST PAUL - SIDEWALK CONSTRUCTION, CURB EXTENSIONS, ADA | 2,800,251 | 2,000,000 | 0 | 0 | 800,251 | SAINT PAUL | X | |
| 2029 | CSAH 103 | 110-020-042 | EN | CSAH 103 FROM 74TH AVE TO 93RD AVE IN BROOKLYN PARK-STREETSCAPING AND TRANSIT IMPROVEMENTS | 4,514,329 | 1,000,000 | 0 | 0 | 3,514,329 | BROOKLYN PARK | X | |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|---------------|----------|-------|---------------|------|--|--------------------|-------------------|----------------|----------|-------------------|----------------------------|-----|
| 2029 | CSAH 23 | | 110-030-004 | BT | VARIOUS LOCATIONS ALONG BLUE LINE EXTENSION CORRIDOR IN BROOKLYN PARK - SIDEWALK AND ADA RAMP CONSTRUCTION | 1,999,080 | 1,480,800 | 0 | 0 | 518,280 | BROOKLYN PARK | X |
| 2029 | LOCAL ST | | 091-090-097 | BT | CP REGIONAL TRAIL NORTH FROM CSAH 102 (DOUGLAS DR) AT FAIRVIEW AVE IN GOLDEN VALLEY TO CSAH 102 (DOUGLAS DR) AT LUCE LINE REGIONAL TRAIL IN CRYSTAL - CONSTRUCT AND RECONSTRUCT OFF-ROAD TRAIL | 7,782,922 | 5,500,000 | 0 | 0 | 2,282,922 | THREE RIVERS PARK DISTRICT | X |
| 2029 | LOCAL ST | | 091-090-098 | BT | NORTH CEDAR LAKE REGIONAL TRAIL FROM CSAH 3 (EXCELSIOR BLVD) IN HOPKINS TO MN 100 IN SAINT LOUIS PARK - RECONSTRUCT TRAIL | 5,643,926 | 4,104,674 | 0 | 0 | 1,539,252 | THREE RIVERS PARK DISTRICT | X |
| 2029 | LOCAL ST | | 109-090-002 | EN | 70TH AVE N FROM CAMDEN AVE N TO WEST RIVER RD IN BROOKLYN CENTER- CONSTRUCT 14-FOOT WIDE PEDESTRIAN / BICYCLE OVERPASS | 2,616,130 | 1,902,640 | 0 | 0 | 713,490 | BROOKLYN CENTER | |
| 2029 | MSAS 156 | | 091-090-099T | BT | CP RAIL REGIONAL TRAIL ALONG MSAS 156 (CAHILL RD) FROM 70TH ST TO DEWEY HILL RD IN EDINA AND ALONG EAST BUSH LAKE RD FROM DEWEY HILL RD TO MSAS 136 (EDINA INDUSTRIAL BLVD) AND ALONG CSAH 28 (EAST BUSH LAKE RD) FROM MSAS 136 (EDINA INDUSTRIAL BLVD) TO 0.07 MI NO OF MARYLAND RD S IN BLOOMINGTON - TRAIL CONSTRUCTION AND RECONSTRUCTION (ASSOCIATE TO 091-090-099) | 6,639,049 | 4,595,326 | 0 | 0 | 2,043,723 | THREE RIVERS PARK DISTRICT | X |
| 2030 | MN 47 | | 103-010-022 | MC | **CDS**: MN 47 (ST FRANCIS BLVD NW) FROM CSAH 30/MSAS 153 (PLEASANT ST) TO 0.1 MI S OF MSAS 139 (MCKINLEY ST) IN ANOKA - REALIGN, RECONSTRUCT, ADD NEW BRIDGE GRADE SEPARATE BNSF CROSSING, MULTI-USE TRAIL, SIDEWALK | 23,202,843 | 7,250,000 | 0 | 0 | 15,952,843 | ANOKA | X |
| 2030 | MSAS 109 | | 164-109-025AC | BT | **AC**: MSAS 109 (ARLINGTON AVE) FROM CSAH 55 (JACKSON ST) TO MSAS 179 (PAYNE AVE) IN ST PAUL - RECONSTRUCT, SIDEWALK, TRAIL (AC PAYBACK 1 OF 1) | 920,000 | 920,000 | 0 | 0 | 0 | SAINT PAUL | X |
| Totals | | | | | | 175,922,712 | | 920,000 | | 99,256,163 | | |
| | | | | | | | 75,746,549 | | 0 | | | |

Twin Cities Metropolitan Area
2027 - 2030 Transportation Improvement Program

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|----------|-------|---------------|------|--|---------------|-----------|-----------|----------|------------|-------------------|-----|
| 2027 | | 999 | 8825-1137 | TM | METROWIDE - REPLACE DYNAMIC MESSAGE SIGNS AND CABLE | 925,000 | 753,135 | 0 | 171,865 | 0 | MNDOT | |
| 2027 | CSAH 1 | | 107-020-073 | RC | **AC**: CSAH 1 (W OLD SHAKOPEE RD) FROM LOGAN AVE TO ALDRICH AVE S AND MSAS 131 (W 98TH ST)FROM LOGAN AVE TO CSAH 1 (W OLD SHAKOPEE RD) IN BLOOMINGTON - RECONSTRUCTION, SIGNAL REPLACEMENT, AND TRAIL (ASSOCIATE TO 2782-366) (AC PROJECT, PAYBACK IN FY2029) | 4,750,680 | 0 | 3,455,040 | 0 | 1,295,640 | BLOOMINGTON | X |
| 2027 | CSAH 130 | | 189-020-031 | MC | **CDS**: CSAH 130 (BROOKLYN BLVD) AT US 169 IN MAPLE GROVE AND BROOKLYN PARK - RECONSTRUCT INTERCHANGE, BRIDGE 27630, MULTIUSE TRAIL (ASSOCIATE TO 2750-119 AND 2750-119A) (\$1,962,500 MATCH TO FEDERAL FUNDS IS UNDER 2750-119A) | 8,631,756 | 7,850,000 | 0 | 0 | 781,756 | MAPLE GROVE | |
| 2027 | CSAH 19 | | 082-596-010 | RC | **AC**MN299**: CR19A (KEATS AVE) FROM JAMAICA AVE TO US61 AND WEST POINT DOUGLAS RD FROM 96TH ST TO CR 19A IN COTTAGE GROVE - RECONSTRUCTION, BRIDGE #82538 OVER RR, MULTI-USE TRAIL (ASSOCIATE TO 082-596-010PRO, 082-596-010F) (AC PROJECT, PAYBACK IN FY2030) | 16,701,500 | 1,666,279 | 2,481,200 | 0 | 12,554,021 | WASHINGTON COUNTY | X |
| 2027 | CSAH 22 | | 027-622-006 | RC | CSAH 22 (LYNDALE AVE) FROM CSAH 3 (LAKE ST) TO CSAH 5 (FRANKLIN AVE) IN MPLS - RECONSTRUCTION, PEDESTRIAN IMPROVEMENTS, ADA, STREETSCAPE, BRIDGE 27243 REPAIR (ASSOCIATE TO 027-622-007 AND 2781-563) | 18,195,000 | 7,000,000 | 0 | 0 | 11,195,000 | HENNEPIN COUNTY | X |
| 2027 | CSAH 36 | | 086-636-009AC | MC | **AC** RECONSTRUCT WRIGHT CSAH 36 FROM I-94 WB OFF RAMP TO MN 101 + TRAIL IN THE CITY OF ST MICHAEL (ASSOCIATED WITH 086-636-010 AC PROJECT PAYBACK IN 1 OF 2 & 227-090-001, AC PROJECT PAYBACK IN 2028) | 2,118,488 | 2,118,488 | 0 | 0 | 0 | WRIGHT COUNTY | |
| 2027 | CSAH 4 | | 027-604-017 | BR | **LONSYS**: CSAH 4 (EDEN PRAIRIE RD) OVER TC&W RAILROAD IN EDEN PRAIRIE - REPLACE BRIDGE #27502 | 7,634,000 | 5,552,000 | 0 | 0 | 2,082,000 | HENNEPIN COUNTY | X |
| 2027 | CSAH 42 | | 019-642-068 | RC | CSAH 42 (150TH ST W) FROM REDWOOD DR TO 0.17 MI E OF MSAS 111 (147TH ST) IN APPLY VALLEY - RECONSTRUCT, SIGNALS, MEDIAN, MULTIUSE TRAIL, UNDERPASS 19K06, WATERMAIN, ADA | 26,200,000 | 6,540,000 | 0 | 0 | 19,660,000 | DAKOTA COUNTY | X |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|----------|-------|-------------|------|--|---------------|------------|-------|-----------|------------|-------------------|-----|
| 2027 | CSAH 77 | | 062-677-035 | BR | **LONYSYS**: CSAH 77 (OLD HWY 8 NW) OVER MN COMMERCIAL RAILROAD IN NEW BRIGHTON - REPLACE BRIDGE #4533 WITH BR# 62673, RECONSTRUCTION, MILL AND OVERLAY, MULTI-USE TRAIL, RETAINING WALLS | 7,700,000 | 1,937,365 | 0 | 0 | 5,762,635 | RAMSEY COUNTY | X |
| 2027 | LOCAL ST | | 082-596-012 | MA | METRO GOLD LINE BRT STATIONS IN OAKDALE AND WOODBURY - EV CARSHARE CHARGERS, AND ELECTRIC VEHICLES | 847,915 | 639,936 | 0 | 0 | 207,979 | WASHINGTON COUNTY | X |
| 2027 | LOCAL ST | | 141-080-055 | TR | DOWNTOWN PARKING RAMP A IN MPLS - REGIONAL MOBILITY HUB | 2,000,000 | 1,218,064 | 0 | 0 | 781,936 | MINNEAPOLIS | X |
| 2027 | MN 120 | | 082-627-005 | RC | MN 120 (N CENTURY AVE) FROM I694 TO CSAH 12 (WILDWOOD RD) IN WHITE BEAR LAKE AND MAHTOMEDI - RECONSTRUCTION, ROUNDABOUT, SIGNAL, MULTI-USE TRAIL | 19,496,000 | 7,000,000 | 0 | 0 | 12,496,000 | WASHINGTON COUNTY | |
| 2027 | MN 13 | | 179-121-026 | MC | **DB**LFTH**MN285**PRS**: MN 13 AT MSAS 121 (NICOLLET AVE) IN BURNSVILLE - GRADE SEPARATION (REMAINING MATCH NEEDED TO FEDERAL IS UNDER 1901-207) (ASSOCIATE TO 1901-207 AND 179-121-026F) | 14,735,446 | 13,000,000 | 0 | 1,435,446 | 300,000 | BURNSVILLE | X |
| 2027 | MN 3 | | 164-010-090 | RC | **LFTH**: MN 3 (ROBERT ST), FROM MSAS 114 (BERNARD ST) IN WEST ST PAUL TO MSAS 158 (KELLOGG BLVD) IN ST PAUL - RECONSTRUCTION, ADA & SIGNALS (ASSOCIATE TO 6217-50 AND 6217-50P) | 2,800,000 | 2,240,000 | 0 | 0 | 560,000 | SAINT PAUL | X |
| 2027 | MN 3 | | 6217-50 | RC | **RAISE**: MN3 (ROBERT ST), FROM BERNARD ST IN WEST ST PAUL TO MSAS 158 (KELLOGG BLVD) IN ST PAUL - RECONSTRUCT ROADWAY, INTERSECTION IMPROVEMENTS ADA IMPROVEMENTS, SIGNALS, UTILITIES, REPAIR BRIDGE 62050 (ASSOCIATE TO 6217-50P AND 164-010-090) | 15,250,000 | 9,820,000 | 0 | 780,000 | 4,650,000 | MNDOT | |
| 2027 | MN 3 | | 6217-50P | RC | MN 3 (ROBERT ST), FROM MSAS 114 (BERNARD ST) IN WEST ST PAUL TO MSAS 158 (KELLOGG BLVD) IN ST PAUL - RECONSTRUCTION, ADA & SIGNALS (ASSOCIATE TO 6217-50 AND 164-010-090) | 5,950,000 | 4,760,000 | 0 | 1,190,000 | 0 | MNDOT | |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-----|----------|--------------|------|--|---------------|------------|-----------|-----------|-----------|-------------|-----|
| 2027 | | MN 47 | 141-010-093 | RC | **AC**LFTH**: TH 47 (UNIVERSITY AVE NE) FROM MN 65 (CENTRAL AVE NE) TO 9TH AVE NE IN MPLS - RECONSTRUCTION, 4 TO 3 LN CONVERSION, SIGNAL REVISIONS, TRAIL, ADA (ASSOCIATE TO 2726-78, 2726-78CRP) (AC PROJECT, PAYBACK IN FY28) | 5,654,000 | 153,580 | 467,420 | 0 | 5,033,000 | MINNEAPOLIS | X |
| 2027 | | MN 47 | 2726-78 | RC | **AC**: MN47 (UNIVERSITY AVE), FROM MN65 (NE CENTRAL AVE) TO SOUTH OF BROADWAY ST NE IN MPLS - RECONSTRUCT ROADWAY, ADA, LIGHTING, SIGNING, STRIPING, DRAINAGE, SIGNAL RECONSTRUCTION (ASSOCIATE TO 2726-78CRP, AND 141-010-093) (AC PROJECT, PAYBACK IN FY28) | 7,973,750 | 0 | 6,379,000 | 1,594,750 | 0 | MNDOT | |
| 2027 | | MN 5 | 6230-33 | SC | **ELLE**: MN 5 (STILLWATER RD) FROM MCKNIGHT RD E IN ST PAUL TO LAKEWOOD DR IN MAPLEWOOD- REPLACE SIGNAL SYSTEM, MILL AND OVERLAY (ASSOCIATE TO 6230-33S) | 2,287,000 | 1,296,898 | 0 | 298,102 | 692,000 | MNDOT | |
| 2027 | | MN 62 | 1918-122 | SC | **ELLE**: MN 62 AT CR 14 (MENDOTA RD) IN SUNFISH LAKE - REPLACE SIGNAL SYSTEM, DRAINAGE, CONSTRUCT TRAIL AND ADA IMPROVEMENTS | 501,000 | 286,598 | 0 | 65,402 | 149,000 | MNDOT | |
| 2027 | | MN 65 | 0207-132(27) | CA | MN65 FROM 37TH AVE TO I694 IN COLUMBIA HEIGHTS AND HILLTOP - DESIGN CONSULTANT AGREEMENT | 3,750,000 | 3,053,250 | 0 | 696,750 | 0 | MNDOT | |
| 2027 | | MN 65 | 0208-169RAC | MC | **AC**PRS**: MN 65 (CENTRAL AVE) AT CSAH 12 (109TH AVE) AND MSAS 147 (105TH AVE) IN BLAINE - GRADE SEPARATION, FRONTAGE ROAD (AC PAYBACK 1 OF 1) | 10,000,000 | 10,000,000 | 0 | 0 | 0 | MNDOT | |
| 2027 | | MN 65 | 2710-60 | RS | MN 65 (3RD AVE S) FROM 1ST ST TO WASHINGTON AVE IN MPLS -MILL AND OVERLAY (ASSOCIATE TO 2710-60S AND 2710-60S1) | 364,000 | 296,369 | 0 | 67,631 | 0 | MNDOT | X |
| 2027 | | MSAS 108 | 164-108-026 | BT | MSAS 108 (MINNEHAHA AVE) FROM MSAS 179 (PAYNE AVE) TO MN 5 IN ST PAUL - RECONSTRUCTION, ADA, BIKEWAY, LANDSCAPING, SIGNALS, LIGHTING AND STORMWATER MANAGEMENT | 7,183,880 | 5,224,640 | 0 | 0 | 1,959,240 | SAINT PAUL | X |
| 2027 | | MSAS 215 | 141-215-019 | BT | MSAS 215 (2ND ST N) FROM MSAS 169 (DOWLING AVE N) TO MSAS 197 (PLYMOUTH AVE N) IN MPLS - CONSTRUCT MULTIUSE TRAIL | 5,500,000 | 4,000,000 | 0 | 0 | 1,500,000 | MINNEAPOLIS | X |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|--------|-------|---------------|------|---|---------------|-----------|-----------|-----------|------------|-------------------|-----|
| 2027 | MSAS | 221 | 141-221-008 | RC | MSAS 221 (7TH ST N) FROM MSAS 223 (10TH ST N) AND E LYNDALDE AVE N IN MPLS -RECONSTRUCTION, SIDEWALK, BIKE TRAIL, TRAFFIC SIGNALS AND STREETSCAPING | 9,703,375 | 7,000,000 | 0 | 0 | 2,703,375 | MINNEAPOLIS | X |
| 2027 | MSAS | 235 | 164-235-026 | BT | MSAS 235 (WABASHA ST) FROM MN 5 (7TH ST) TO MSAS 305 (W 11TH ST) IN ST PAUL - RECONSTRUCTION, ADA, OFF-STREET BIKEWAY, LANDSCAPING, SIGNALS, LIGHTING (ASSOCIATE TO 164-236-010 AND 6280-439) | 8,340,000 | 5,337,600 | 0 | 0 | 3,002,400 | SAINT PAUL | X |
| 2027 | MSAS | 249 | 141-249-017 | TM | MSAS 249 (E 35TH ST) AND MSAS 251 (E 36TH) FROM MSAS 158 (BLAISDELL AVE) TO MSAS 165 (CHICAGO AVE S) IN MPLS- RECONSTRUCT, SIDEWALK, TRAFFIC SIGNALS, ADA, BIKEWAY, AND STREETSCAPING | 34,200,000 | 7,000,000 | 0 | 0 | 27,200,000 | MINNEAPOLIS | X |
| 2027 | US 10 | | 8202-36 | RS | **ELLE**: US 10 (POINT DOUGLAS DR S) FROM 0.37 MI E OF JCT US 61 TO W APPROACH OF BR #82010 IN DENMARK TOWNSHIP - MILL AND OVERLAY, GUARDRAIL, GRADING, AND ADA | 1,507,000 | 1,226,999 | 0 | 280,001 | 0 | MNDOT | |
| 2027 | US 169 | | 2750-119 | LP | US169 AT CSAH 130 (ELM CREEK BLVD/BROOKLYN BLVD) IN MAPLE GROVE AND BROOKLYN PARK - RECONSTRUCT INTERCHANGE, BRIDGE 27630 (ASSOCIATE TO 189-020-031 AND 2750-119A) | 5,000,000 | 4,000,000 | 0 | 1,000,000 | 0 | MNDOT | |
| 2027 | US 61 | | 082-596-011 | RC | **AC**: US 61 (FOREST BLVD N) AND CR 50 (202ND ST) IN FOREST LAKE - RECONSTRUCTION, CONSTRUCT ROUNDABOUT (ASSOCIATE TO 8206-62) (AC PROJECT, PAYBACK IN FY2029) | 2,967,300 | 0 | 1,674,880 | 0 | 1,292,420 | WASHINGTON COUNTY | X |
| 2027 | US 61 | | 6222-196 | SC | US 61 AT 2ND ST IN WHITE BEAR LK AND I694 N RAMPS IN VADNAIS HEIGHTS - SIGNAL REPLACEMENT, PAVEMENT RECONSTRUCTION, INTERSECTION IMPROVEMENTS, ADA, ADD LEFT TURN LANE, DRAINAGE, TRAIL | 9,800,000 | 7,668,950 | 0 | 1,750,050 | 381,000 | MNDOT | |
| 2028 | | | 071-596-011AC | RC | **AC**CR 44, FROM US 10 TO CSAH 1, RECONSTRUCT + SAFETY IMPROVEMENTS (AC PROJECT, PAYBACK 1 OF 1) ASSOCIATED SAP 204-080-001 | 1,125,164 | 1,125,164 | 0 | 0 | 0 | SHERBURNE COUNTY | |
| 2028 | 999 | | 880M-STP-28 | MC | METRO ATP: SETASIDE FOR SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FY2028 PROJECTS | 550,863 | 440,690 | 0 | 0 | 110,173 | MNDOT | X |
| 2028 | 999 | | 8825-1187 | BI | **HPBP**: DISTRICTWIDE FLOOD SEAL BRIDGES 9036, 62090, 27816N AND 27816S | 1,566,000 | 1,275,037 | 0 | 290,963 | 0 | MNDOT | |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|----------|-------|----------------|------|---|---------------|-----------|-----------|----------|------------|-------------------|-----|
| 2028 | 999 | | 8825-1255 | TM | METROWIDE - INSTALLING TRAFFIC MANAGEMENT SYSTEM DEVICES | 925,000 | 753,135 | 0 | 171,865 | 0 | MNDOT | |
| 2028 | 999 | | 8825-1293 | SC | **ELLE**: METROWIDE - INSTALL HIGH FRICTION SURFACE TREATMENT | 2,020,000 | 1,644,684 | 0 | 375,316 | 0 | MNDOT | |
| 2028 | CSAH 103 | | 110-020-041 | MC | CSAH 103 (W BROADWAY AVE) FROM 0.07 MILES N OF 85TH AVE TO 0.11 MILES N OF 93RD AVE AND CSAH 30 (93RD AVE) FROM 0.07 MILES W OF CSAH 103 (W BROADWAY AVE) TO 0.25 MILES E OF CSAH 103 (W BROADWAY AVE) IN BROOKLYN PARK- RECONSTRUCT, 2-LANE TO 4-LANE CONVERSION, TURN LANES, SIGNALS, LIGHTING, MULTI-USE TRAIL | 15,082,631 | 7,000,000 | 0 | 0 | 8,082,631 | BROOKLYN PARK | X |
| 2028 | CSAH 11 | | 010-611-024 | RC | CSAH 11 (VICTORIA DR/JONATHAN CARVER PKWY) FROM 0.15 MI S OF GUERNSY AVE TO 0.12 MI N OF TC&W RR CROSSING IN CITY OF VICTORIA AND LAKETOWN TOWNSHIP - RECONSTRUCTION | 7,500,000 | 3,040,000 | 0 | 0 | 4,460,000 | CARVER COUNTY | X |
| 2028 | CSAH 152 | | 027-752-042 | BT | CSAH 152 (WASHINGTON AVE) FROM MSAS 287 (5TH AVE S) TO MSAS 213 (11TH AVE S) IN MPLS - PROTECTED BICYCLE FACILITIES, ADA, SIGNAL REVISIONS, CURB EXTENSIONS, STREETSCAPING (ASSOCIATE TO 027-752-042Q) | 7,329,960 | 3,273,600 | 0 | 0 | 4,056,360 | HENNEPIN COUNTY | X |
| 2028 | CSAH 16 | | 082-616-027 | RC | **AC**: CSAH 16 (VALLEY CREEK RD) AT MSAS 127 (SETTLERS RIDGE PKWY) IN WOODBURY - CONSTRUCT ROUNDABOUT (AC PROJECT, PAYBACK IN FY29) | 3,278,220 | 0 | 2,384,160 | 0 | 894,060 | WASHINGTON COUNTY | X |
| 2028 | CSAH 23 | | 062-623-066 | BR | COUNTY RD C (CSAH 23) OVER BNSF RAILROAD IN ROSEVILLE - REPLACE BRIDGE 62519 | 9,556,840 | 7,000,000 | 0 | 0 | 2,556,840 | RAMSEY COUNTY | X |
| 2028 | CSAH 32 | | 019-632-052 | RC | CSAH 32 (CLIFF RD) AT I35W EAST FRONTAGE RD IN BURNSVILLE - CONSTRUCT ROUNDABOUT | 2,567,376 | 1,901,760 | 0 | 0 | 665,616 | DAKOTA COUNTY | X |
| 2028 | CSAH 36 | | 086-636-009AC1 | MC | **AC** RECONSTRUCT WRIGHT CSAH 36 FROM I-94 WB OFF RAMP TO MN 101 + TRAIL IN THE CITY OF ST MICHAEL (ASSOCIATED WITH 086-636-010 AC PROJECT PAYBACK IN 2 OF 2 & 227-090-001, AC PROJECT PAYBACK 1 OF 1) | 1,577,012 | 1,577,012 | 0 | 0 | 0 | WRIGHT COUNTY | |
| 2028 | CSAH 46 | | 019-646-023 | MC | **AC**: CSAH 46 (160TH ST) FROM TH 3 (ROBERT TRAIL) TO DONNELLY AVE IN COATES, ROSEMOUNT AND EMPIRE TOWNSHIP - RECONSTRUCTION; 2-4 LANE EXPANSION, GRADE-SEPARATED CROSSING AT HWY 52 (COATES BLVD), TRAIL, MILL AND OVERLAY (ASSOCIATE TO 019-646-023PRO AND 1906-85) (AC PROJECT, PAYBACK IN FY2029) | 39,035,000 | 0 | 6,280,000 | 0 | 32,755,000 | DAKOTA COUNTY | X |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-----|-------|---------------|------|---|---------------|------------|-----------|-----------|-----------|---------------|-----|
| 2028 | | MN 13 | 179-010-016 | MC | **LFTH**PRs**: MN 13 FROM LYNN AVE TO WASHBURN AVE IN BURNSVILLE - RECONSTRUCTION, GRADE SEPARATION, TRAIL (ASSOCIATE TO 179-010-016PRO, 1901-203, 1901-203A, 070-596-018, 211-010-009) | 8,017,400 | 6,413,920 | 0 | 0 | 1,603,480 | BURNSVILLE | X |
| 2028 | | MN 13 | 211-010-009 | MC | **LFTH**: MN 13 AND MSAS 102 (QUENTIN AVE) IN SAVAGE - CONSTRUCT HIGH-T INTERSECTION (ASSOCIATE TO 1901-203, 1901-203A, 070-596-018, 179-010-019, 179-010-016PRO) | 4,375,000 | 3,500,000 | 0 | 0 | 875,000 | SAVAGE | X |
| 2028 | | MN 3 | 6217-59 | BI | **RAISE**: MN3 (ROBERT ST), FROM CURTICE ST TO CONGRESS ST IN ST PAUL - REPAIR BRIDGE 90381 AND REPLACE ADJACENT RETAINING WALLS | 25,000,000 | 22,380,000 | 0 | 1,020,000 | 1,600,000 | MNDOT | |
| 2028 | | MN 41 | 1008-108 | SC | **ELLE**: MN41, (N CHESTNUT ST) AT US 212 INTERSECTION IN CHASKA - ADA IMPROVEMENTS, DRAINAGE, LIGHTING, SIGNAL WORK (ASSOCIATE TO 1008-108S) | 45,000 | 36,639 | 0 | 8,361 | 0 | MNDOT | |
| 2028 | | MN 47 | 0206-88 | RS | MN47 (ST FRANCIS BLVD NW), FROM JCT 142ND AVE TO 0.2 MI N OF 153RD (ALPINE DR) IN RAMSEY - THIN BITUMINOUS MILL AND OVERLAY, ADA IMPROVEMENTS, DRAINAGE, REPLACE SIGNAL | 4,239,000 | 2,982,415 | 0 | 680,585 | 576,000 | MNDOT | |
| 2028 | | MN 47 | 0206-91 | RC | MN 47 FROM CREE ST TO AMBASSADOR IN ST FRANCIS - ROUNDABOUTS AT 227TH AVE, PEDERSON DR NW, 233RD AVE AND AMBASSADOR BLVD AND ADA IMPROVEMENTS, DRAINAGE (ASSOCIATE TO 235-010-003) | 7,000,000 | 5,699,400 | 0 | 1,300,600 | 0 | MNDOT | |
| 2028 | | MN 47 | 141-010-093AC | RC | **AC**LFTH**: TH 47 (UNIVERSITY AVE NE) FROM MN 65 (CENTRAL AVE NE) TO 9TH AVE NE IN MPLS - RECONSTRUCTION, 4 TO 3 LN CONVERSION, SIGNAL REVISIONS, TRAIL, ADA (AC PAYBACK 1 OF 1) | 467,420 | 467,420 | 0 | 0 | 0 | MINNEAPOLIS | X |
| 2028 | | MN 47 | 235-010-003 | RC | **AC**: MN 47 FROM CSAH 24 (227TH AVE NW) TO CSAH 28 (AMBASSADOR BLVD NW) IN ST FRANCIS - RECONSTRUCT, ROUNDABOUTS, TRAIL, ADA (ASSOCIATE TO 0206-91) (AC PROJECT, PAYBACK IN FY29) | 9,000,000 | 0 | 7,000,000 | 0 | 2,000,000 | SAINT FRANCIS | X |
| 2028 | | MN 47 | 2726-78AC | RC | **AC**: MN47 (UNIVERSITY AVE), FROM MN65 (NE CENTRAL AVE) TO SOUTH OF BROADWAY ST NE IN MPLS - RECONSTRUCT ROADWAY, ADA, LIGHTING, SIGNING, STRIPING, DRAINAGE, SIGNAL RECONSTRUCTION (AC PAYBACK 1 OF 1) | 6,379,000 | 6,379,000 | 0 | 0 | 0 | MNDOT | |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-----|--------|----------------|------|---|---------------|------------|------------|-----------|------------|--------------|-----|
| 2028 | | MN 47 | 2726-97 | RC | MN47 (UNIVERSITY AVE), FROM JUST S OF BROADWAY ST NE TO JUST N OF 27TH AVE NE IN MPLS - RECONSTRUCT ROAD, LIGHTING, SIGNING, SIGNALS, ADA AND PED IMPROVEMENTS, INTERSECTION MODIFICATIONS, AND DRAINAGE (ASSOCIATE TO 2726-97PRO, 2726-97CRP) | 13,418,000 | 9,223,258 | 0 | 2,104,742 | 2,090,000 | MNDOT | |
| 2028 | | MN 5 | 1002-137 | SC | **ELLE**: MN5 AT GALPIN RD AND AUDUBON RD IN CHANHASSEN - SIGNAL REPLACEMENTS | 1,973,000 | 825,599 | 0 | 188,401 | 959,000 | MNDOT | |
| 2028 | | MN 51 | 6216-147 | SC | MN51 (SNELLING AVE), AT LARPEN TEUR AVE IN FALCON HEIGHTS - SIGNAL REPLACEMENT, DRAINAGE, ADA IMPROVEMENTS | 1,094,000 | 572,383 | 0 | 130,617 | 391,000 | MNDOT | |
| 2028 | | MN 610 | 114-020-064PAC | MC | **AC**PRS**: CSAH 1 (EAST RIVER ROAD) AT MN 610 IN COON RAPIDS - CONSTRUCT INTERCHANGE, BR REHAB #02024, 02026, NEW BR 02071, PED BR 02J60 (AC PAYBACK 1 OF 1) | 10,000,000 | 10,000,000 | 0 | 0 | 0 | COON RAPIDS | X |
| 2028 | | MN 62 | 1918-124 | BI | MN62, FROM 0.1 MI W OF MN13 TO 5TH AVE S IN MENDOTA HTS AND ON I494 FROM WEST OF BABCOCK TRL TO 6TH AVE S IN S ST PAUL - BITUMINOUS MILL AND OVERLAY, DRAINAGE, ADA IMPROVEMENTS, SIGNALS AND MILL AND OVERLAY BR. 19037, 19038, 19837, 19853, 19854, 19884, 19894, 19895 (ASSOCIATE TO 1918-124S AND 1981-124S1) | 14,989,000 | 12,204,044 | 0 | 2,784,956 | 0 | MNDOT | |
| 2028 | | MN 65 | 002-716-026 | MC | **CDS**PRS**: MN 65 (CENTRAL AVE) FROM 131ST AVE NE TO 139TH AVE IN HAM LAKE AND BLAINE - GRADE SEPARATION AT CSAH 116 (BUNKER LAKE BLVD NE), FRONTAGE ROADS, TRAIL | 40,095,000 | 17,000,000 | 0 | 0 | 23,095,000 | ANOKA COUNTY | X |
| 2028 | | MN 65 | 0207-130 | RC | **AC**: MN65 (CENTRAL AVE NE) FROM 37TH ST NE TO NORTH OF 53RD AVE NE IN COLUMBIA HEIGHTS, HILLTOP, AND FRIDLEY - RECONSTRUCTION, SIGNAL REPLACEMENT, DRAINAGE, ADA IMPROVEMENTS (ASSOCIATE TO 0207-130CRP, 0207-130PRO) (AC PROJECT, PAYBACK IN FY29) | 32,532,000 | 8,500,000 | 15,703,723 | 5,523,277 | 2,805,000 | MNDOT | |
| 2028 | | MN 65 | 0207-132(28) | CA | MN65 FROM 37TH AVE TO I694 IN COLUMBIA HEIGHTS AND HILLTOP - DESIGN CONSULTANT AGREEMENT | 2,000,000 | 1,628,400 | 0 | 371,600 | 0 | MNDOT | |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|----------|-------|---------------|------|--|---------------|-----------|-------|----------|------------|------------------|-----|
| 2028 | TRANSIT | | TRS-TCMT-28 | PL | METROWIDE: REGIONAL TRAVEL BEHAVIOR INVENTORY AND REGIONAL MODEL DEVELOPMENT. HOUSEHOLD TRAVEL SURVEY, TRANSIT ON BOARD SURVEYS, SPECIAL GENERATOR SURVEY, DATA PURCHASE, REGIONAL MODEL DEVELOPMENT AND UPDATE (TRANSFER TO FTA) | 3,750,000 | 2,050,000 | 0 | 0 | 1,700,000 | MET COUNCIL-MT | X |
| 2028 | US 61 | | 130-010-016 | RC | **CMGC**LFTH**: US 61 (VERMILLION ST) FROM 0.09 MI S OF MSAS 139 (36TH ST) TO MSAS 139 (4TH ST) IN HASTINGS - RECONSTRUCT, ROUNDABOUTS, FRONTAGE ROADS, SIDEWALK, PED/BIKE IMPROVEMENTS, PED BRIDGE 19075, SIGNALS, ADA (ASSOCIATE TO 1913-107, 1913-107TED, 130-010-016CRP) | 13,001,000 | 1,024,800 | 0 | 0 | 11,976,200 | HASTINGS | X |
| 2029 | 999 | | 8825-1296 | BI | DISTRICTWIDE - POST TENSIONING GROUTING ON VARIOUS BRIDGES | 2,855,000 | 2,324,541 | 0 | 530,459 | 0 | MNDOT | |
| 2029 | 999 | | 8825-1321 | DR | **ELLE**: DISTRICTWIDE- POND PRESERVATION AT VARIOUS LOCATIONS | 2,191,000 | 1,783,912 | 0 | 407,088 | 0 | MNDOT | |
| 2029 | 999 | | 8825-1330 | TM | METROWIDE - INSTALLING TRAFFIC MANAGEMENT SYSTEM DEVICES | 925,000 | 753,135 | 0 | 171,865 | 0 | MNDOT | |
| 2029 | 999 | | 8825-1344 | TM | **ELLE**METROWIDE - TRAFFIC MANAGEMENT SYSTEM | 1,000,000 | 814,200 | 0 | 185,800 | 0 | MNDOT | |
| 2029 | CSAH 1 | | 107-020-073AC | RC | **AC**: CSAH 1 (W OLD SHAKOPEE RD) FROM LOGAN AVE TO ALDRICH AVE S AND MSAS 131 (W 98TH ST)FROM LOGAN AVE TO CSAH 1 (W OLD SHAKOPEE RD) IN BLOOMINGTON - RECONSTRUCTION, SIGNAL REPLACEMENT, AND TRAIL (AC PAYBACK 1 OF 1) | 3,455,040 | 3,455,040 | 0 | 0 | 0 | BLOOMINGTON | X |
| 2029 | CSAH 1 | | 107-020-074 | RC | CSAH 1 (OLD SHAKOPEE RD) AND MSAS 442 (OLD CEDAR AVE) IN BLOOMINGTON - RECONSTRUCT, TURN LANES, REPLACE SIGNAL | 3,778,258 | 2,747,824 | 0 | 0 | 1,030,434 | BLOOMINGTON | X |
| 2029 | CSAH 13, | | 071-633-002AC | RC | **AC**SPPF**CSAH 33 RECONSTRUCT FROM AUBURN ST TO CSAH 13 IN ELK RIVER & CSAH 13 FROM 400' N TO 1500' S OF CR 34 IN ELK RIVER (ASSOCIATED SAP 071-613-013, 204-020-008, 204-020-009) (AC PROJECT, PAYBACK 1 OF 1) | 1,750,000 | 1,750,000 | 0 | 0 | 0 | SHERBURNE COUNTY | |
| 2029 | CSAH 14 | | 002-614-052 | RC | MAIN ST (CSAH 14) AT CSAH 23 (LAKE DRIVE) IN LINO LAKES - CONSTRUCT ROUNDABOUT AND MULTI-USE TRAIL | 2,938,870 | 2,137,360 | 0 | 0 | 801,510 | ANOKA COUNTY | X |
| 2029 | CSAH 152 | | 027-752-041 | RC | CSAH 152 (CEDAR AVE) FROM CSAH 42 (42ND ST) TO CSAH 3 (LAKE ST) IN MPLS - RECONSTRUCTION, SIGNAL REVISIONS, TURN LANES, ADA | 16,654,000 | 7,000,000 | 0 | 0 | 9,654,000 | HENNEPIN COUNTY | X |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-----|----------|---------------|------|--|---------------|------------|-------|-----------|------------|-------------------|-----|
| 2029 | | CSAH 16 | 082-616-027AC | RC | **AC**: CSAH 16 (VALLEY CREEK RD) AT MSAS 127 (SETTLERS RIDGE PKWY) IN WOODBURY - CONSTRUCT ROUNDABOUT (AC PAYBACK 1 OF 1) | 2,384,160 | 2,384,160 | 0 | 0 | 0 | WASHINGTON COUNTY | |
| 2029 | | CSAH 30 | 110-020-043 | MC | CSAH 30 (93RD AVE N) FROM XYLON AVE TO CSAH 103 (W BROADWAY AVE) IN BROOKLYN PARK - UPGRADE TO A 4-LANE ROADWAY, SIGNAL, TRAIL, ADA | 3,404,160 | 2,521,600 | 0 | 0 | 882,560 | BROOKLYN PARK | X |
| 2029 | | CSAH 39 | 086-639-025 | MC | CSAH 39(95TH ST NE) FROM O'DEAN AVE NE TO W JCT OF NASHUA AVE NE IN THE CITY OF OTSEGO, RECONSTRUCT | 6,000,000 | 3,570,500 | 0 | 0 | 2,429,450 | WRIGHT COUNTY | |
| 2029 | | CSAH 46 | 019-646-023AC | MC | **AC**: CSAH 46 (160TH ST) FROM TH 3 (ROBERT TRAIL) TO DONNELLY AVE IN COATES, ROSEMOUNT AND EMPIRE TOWNSHIP - RECONSTRUCTION; 2-4 LANE EXPANSION, GRADE-SEPARATED CROSSING AT HWY 52 (COATES BLVD), TRAIL, MILL AND OVERLAY (AC PAYBACK 1 OF 1) | 6,280,000 | 6,280,000 | 0 | 0 | 0 | DAKOTA COUNTY | X |
| 2029 | | LOCAL ST | 141-591-019 | BT | PLEASANT AVE S FROM 34TH ST W TO 49TH ST W AND 49TH ST W FROM PLEASANT AVE S TO MSAS 430 (NICOLLET AVE) IN MPLS - INTERSECTION IMPROVEMENTS, ADA, TRAFFIC CALMING | 1,396,010 | 1,000,000 | 0 | 0 | 396,010 | MINNEAPOLIS | X |
| 2029 | | MN 13 | 1901-193 | RS | MN 13 FROM I494 TO MN 55 IN EAGAN AND MENDOTA HEIGHTS - CPR MAINLINE, MILL AND OVERLAY SHOULDERS, DRAINAGE, ADA IMPROVEMENTS, TRAIL CONSTRUCTION AND SIGNAL REPLACEMENTS (ASSOCIATE TO 1901-193PRO) | 12,837,000 | 9,699,565 | 0 | 2,213,435 | 924,000 | MNDOT | |
| 2029 | | MN 252 | 027-709-029 | MC | **PRS**MN 252 AT CSAH 109 IN BROOKLYN PARK-GRADE SEPARATION, RETAINING WALLS, SAFETY IMPROVEMENTS, PED/BIKE IMPROVEMENTS, TRAFFIC SIGNALS | 28,937,700 | 7,000,000 | 0 | 0 | 21,937,700 | HENNEPIN COUNTY | X |
| 2029 | | MN 252 | 109-010-007 | MC | **PRS**: MN 252 AT 66TH AVE N IN BROOKLYN CENTER-CONSTRUCT INTERCHANGE, CONVERT TO FREEWAY, CLOSE INTERSECTION AT 70TH AVE, MULTIUSE TRAIL, NOISE WALLS (ASSOCIATE TO 2748-77) | 8,750,000 | 7,000,000 | 0 | 0 | 1,750,000 | BROOKLYN CENTER | X |
| 2029 | | MN 252 | 110-010-010 | MC | **PRS**: MN 252 AT BROOKDALE DR FROM HUMBOLDT AVE TO WEST RIVER RD IN BROOKLYN PARK - CONSTRUCT INTERCHANGE AND CONSTRUCT TRAIL ON NORTH AND SOUTH SIDES | 33,215,015 | 10,000,000 | 0 | 0 | 23,215,015 | BROOKLYN PARK | X |
| 2029 | | MN 3 | 1908-98 | SC | MN3, AT EB RAMP FROM I494/54TH ST TRAFFIC SIGNAL REPLACEMENT AND LEFT TURN LANE IN SUNFISH LAKE | 1,669,000 | 1,187,104 | 0 | 270,896 | 211,000 | MNDOT | |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|----------|---------------|---------------|------|---|---------------|------------|------------|------------|------------|----------------------------|-----|
| 2029 | | MN 3 | 1920-49 | RS | MN3, FROM 0.1 MILE S OF MN50 (220TH ST W) TO RICE COUNTY LINE IN FARMINGTON, CASTLE ROCK TOWNSHIP, AND WATERFORD TOWNSHIP- BITUMINOUS MILL AND OVERLAY, REPLACE BRIDGE DISTRIBUTION SLABS ON 5 BRIDGES 8454, 8455, 8456, 8457 AND 8458, AND AT CSAH 78 (240TH ST) IN CASTLE ROCK TOWNSHIP, AND CSAH 47 IN WATERFORD TOWNSHIP- CONSTRUCT ROUNDABOUT | 35,162,000 | 23,524,552 | 0 | 10,035,448 | 1,602,000 | MNDOT | |
| 2029 | | MN 47 | 235-010-003AC | RC | **AC**: MN 47 FROM CSAH 24 (227TH AVE NW) TO CSAH 28 (AMBASSADOR BLVD NW) IN ST FRANCIS - RECONSTRUCT, ROUNDABOUTS, TRAIL, ADA (ASSOCIATE TO 0206-91) (AC PAYBACK 1 OF 1) | 7,000,000 | 7,000,000 | 0 | 0 | 0 | SAINT FRANCIS | X |
| 2029 | | MN 65 | 0207-130AC | RC | **AC**: MN65 (CENTRAL AVE NE) FROM 37TH ST NE TO NORTH OF 53RD AVE NE IN COLUMBIA HEIGHTS, HILLTOP, AND FRIDLEY - RECONSTRUCTION, SIGNAL REPLACEMENT, DRAINAGE, ADA IMPROVEMENTS, ROUNDABOUTS (AC PAYBACK 1 OF 1) | 15,703,723 | 15,703,723 | 0 | 0 | 0 | MNDOT | |
| 2029 | | MN 65 | 2710-64 | RC | **AC**: MN65 (NE CENTRAL AVE) FROM S OF 2ND ST SE TO 37TH AVE IN MPLS - RECONSTRUCTION, SIGNAL REPLACEMENT, ADA IMPROVEMENTS, AND MILL AND OVERLAY BR'S 27015 AND 27164 (ASSOCIATE TO 2710-64CRP AND 2710-64PRO) (AC PROJECT, PAYBACK IN FY30) | 64,700,000 | 723,841 | 40,000,000 | 9,293,159 | 14,683,000 | MNDOT | |
| 2029 | MSAS 156 | 091-090-099 | | BT | CP RAIL REGIONAL TRAIL ALONG MSAS 156 (CAHILL RD) FROM 70TH ST TO DEWEY HILL RD IN EDINA AND ALONG EAST BUSH LAKE RD FROM DEWEY HILL RD TO MSAS 136 (EDINA INDUSTRIAL BLVD) AND ALONG CSAH 28 (EAST BUSH LAKE RD) FROM MSAS 136 (EDINA INDUSTRIAL BLVD) TO 0.07 MI NO OF MARYLAND RD S IN BLOOMINGTON - TRAIL CONSTRUCTION AND RECONSTRUCTION (ASSOCIATE TO 091-090-099T) | 1,307,019 | 904,674 | 0 | 0 | 402,345 | THREE RIVERS PARK DISTRICT | X |
| 2029 | MSAS 221 | 141-221-009 | | RC | MSAS 221 (7TH ST) FROM CSAH 33 (PARK AVE S) TO 13TH AVE S IN MPLS - RECONSTRUCT, ADA, SIGNALS, TRAIL | 12,940,950 | 7,000,000 | 0 | 0 | 5,940,950 | MINNEAPOLIS | X |
| 2029 | MSAS 361 | 157-361-028 | | SC | MSAS 361 (W 76TH ST), AT KNOX AVE S IN RICHFIELD - CONSTRUCT ROUNDABOUT, TRAIL | 3,694,680 | 2,687,040 | 0 | 0 | 1,007,640 | RICHFIELD | X |
| 2029 | US 61 | 082-596-011AC | | RC | **AC**: US 61 (FOREST BLVD N) AND CR 50 (202ND ST) IN FOREST LAKE - RECONSTRUCTION, CONSTRUCT ROUNDABOUT (AC PAYBACK 1 OF 1) | 1,674,880 | 1,674,880 | 0 | 0 | 0 | WASHINGTON COUNTY | X |
| 2030 | 999 | 880M-STP-30 | | MC | METRO ATP: SETASIDE FOR SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FY2030 PROJECTS | 107,043,814 | 85,635,051 | 0 | 0 | 21,408,763 | MNDOT | X |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|----------|-------|---------------|------|--|---------------|-----------|-----------|-----------|-----------|-------------------|-----|
| 2030 | | 999 | 8825-1354 | BI | METROWIDE BRIDGE EXPANSION JOINT REPLACEMENT PROJECT | 3,601,000 | 2,931,934 | 0 | 669,066 | 0 | MNDOT | |
| 2030 | | 999 | 8825-1399 | TM | METROWIDE - UPGRADE AND MAINTAIN EXISTING TRAFFIC MANAGEMENT SYSTEM | 1,000,000 | 814,200 | 0 | 185,800 | 0 | MNDOT | |
| 2030 | CSAH 153 | | 027-753-021AC | RC | **AC**: CSAH 153 (LOWRY AVE NE) FROM 0.05 MILES WEST OF CSAH 23 (MARSHALL ST NE) TO 0.03 MILES WEST OF WASHINGTON ST NE (CSAH 152) IN MPLS - RECONSTRUCTION, SIGNAL UPGRADES, ADA, APS, STREETSCAPE, BIKE/PED IMPROVEMENTS (AC PAYBACK 1 OF 1) | 4,912,149 | 4,912,149 | 0 | 0 | 0 | HENNEPIN COUNTY | X |
| 2030 | CSAH 19 | | 082-596-010AC | RC | **AC**: CR19A (KEATS AVE) FROM JAMAICA AVE TO US61 AND WEST POINT DOUGLAS RD FROM 96TH ST TO CR 19A IN COTTAGE GROVE - RECONSTRUCTION, BRIDGE #82538 OVER RR, MULTI-USE TRAIL (AC PAYBACK 1 OF 1) | 2,481,200 | 2,481,200 | 0 | 0 | 0 | WASHINGTON COUNTY | |
| 2030 | CSAH 23 | | 027-623-008 | RC | CSAH 23 (MARSHALL ST NE) FROM CSAH 153 (LOWRY AVE NE) TO ST ANTHONY PKWY IN MPLS - RECONSTRUCTION, ADA, CURB EXTENSIONS, SIGNAL REVISIONS, TRAIL | 12,408,000 | 7,000,000 | 0 | 0 | 5,408,000 | HENNEPIN COUNTY | X |
| 2030 | MN 120 | | 6227-95 | RC | **AC**: MN120, FROM HOLLOWAY AVE E TO 0.09 M SOUTH OF UP RR IN MAPLEWOOD AND NORTH ST PAUL - RECONSTRUCT ROAD, ADA, INTERSECTION IMPROVEMENTS (ASSOCIATE TO 6227-95S) (AC PROJECT, PAYBACK IN FY31) | 13,195,000 | 1,743,369 | 9,000,000 | 2,451,631 | 0 | MNDOT | |
| 2030 | MN 13 | | 7001-147 | DR | MN13, AT MN282 AND CSAH 17 (MARSHALL RD) IN SPRING LK TOWNSHIP - STORMWATER SYSTEM (ASSOCIATE TO 7001-147S) | 639,000 | 520,274 | 0 | 118,726 | 0 | MNDOT | |
| 2030 | MN 244 | | 8219-26 | RS | MN244, FROM CR 12 TO MN96 IN MAHTOMEDI - MEDIUM MILL AND OVERLAY, DRAINAGE, ADA IMPROVEMENTS | 7,003,000 | 5,701,843 | 0 | 1,301,157 | 0 | MNDOT | |
| 2030 | MN 47 | | 103-010-021 | BT | MN 47 (SAINT FRANCIS BLVD NW), FROM XKIMO ST TO CSAH 116 (BUNKER LK BLVD) IN ANOKA - SIGNAL, RECONSTRUCT, CENTER TURN LANE, MULTI-USE TRAIL, SIDEWALK, ADA | 6,882,700 | 4,951,600 | 0 | 0 | 1,931,100 | ANOKA | X |

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

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|---------------|---------|-------|-------------|------|--|----------------------|--------------------|--------------------|-------------------|--------------------|----------------|-----|
| 2030 | MN 5 | | 6201-91 | RS | **AC**: MN 5 (W 7TH ST), FROM MUNSTER AVE TO 0.02 MI E OF ST CLAIR AVE IN ST PAUL - RESURFACE ROAD, ADA IMPROVEMENTS, SIDEWALK INFILL, PED CROSSING, DRAINAGE, LIGHTING UPGRADES, TRAFFIC SIGNALS, RETAINING WALL, SIGN REPLACEMENT, RECONSTRUCT BR 62066, UPGRADE BR 9531 (ASSOCIATE TO 6201-91CRP) (AC PROJECT, PAYBACK IN FY31) | 36,189,000 | 4,579,884 | 20,000,000 | 5,609,116 | 6,000,000 | MNDOT | |
| 2030 | MN 5 | | 6201-95 | RS | **AC**: MN5, FROM ST CLAIRE AVE TO BRIDGE OVER I94 IN ST PAUL - THIN BIT MILL AND OVERLAY BR 62703 (MN 5 OVER I94) (AC PROJECT, PAYBACK IN FY31) | 20,773,000 | 6,913,377 | 10,000,000 | 3,859,623 | 0 | MNDOT | X |
| 2030 | MN 65 | | 2710-64AC | RC | **AC**: MN65 (NE CENTRAL AVE) FROM S OF 2ND ST SE TO 37TH AVE IN MPLS - RECONSTRUCTION, SIGNAL REPLACEMENT, ADA IMPROVEMENTS, AND MILL AND OVERLAY BR'S 27015 AND 27164 (AC PAYBACK 1 OF 1) | 40,000,000 | 40,000,000 | 0 | 0 | 0 | MNDOT | |
| 2030 | TRANSIT | | TRS-TCMT-30 | PL | METROWIDE: REGIONAL TRAVEL BEHAVIOR INVENTORY AND REGIONAL MODEL DEVELOPMENT. HOUSEHOLD TRAVEL SURVEY, TRANSIT ON BOARD SURVEYS, SPECIAL GENERATOR SURVEY, DATA PURCHASE, REGIONAL MODEL DEVELOPMENT AND UPDATE (TRANSFER TO FTA) | 1,062,500 | 850,000 | 0 | 0 | 212,500 | MET COUNCIL-MT | X |
| Totals | | | | | | 1,097,949,804 | 570,221,093 | 124,825,423 | 61,584,549 | 341,318,739 | | |

Twin Cities Metropolitan Area
2027 - 2030 Transportation Improvement Program

**TABLE A-4
Carbon Reduction Program Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-----|----------|-----------------|------|--|---------------|-----------|-----------|----------|------------|-----------------|-----|
| 2027 | | LOCAL ST | 019-591-001 | BT | **CRP**: CR 4 (BUTLER AVE) FROM CSAH 63 (DELAWARE AVE) TO MANOMIN IN WEST ST PAUL - CONSTRUCT TRAIL AND SIDEWALK | 424,000 | 320,000 | 0 | 0 | 104,000 | DAKOTA COUNTY | |
| 2027 | | MN 47 | 2726-78CRP | RC | **CRP**: MN47 (UNIVERSITY AVE), FROM MN65 (NE CENTRAL AVE) TO JUST N OF 27TH AVE NE IN MPLS - RECONSTRUCT ROAD, LIGHTING, SIGNING, SIGNALS, ADA AND PED IMPROVEMENTS, INTERSECTION MODIFICATIONS, DRAINAGE, AND BRIDGE 27134 RAILING REPLACEMENT (ASSOCIATE TO 2726-78, AND 141-010-093) | 1,377,250 | 1,121,357 | 0 | 255,893 | 0 | MNDOT | |
| 2027 | | TRANSIT | TRS-TCMT-27A | TR | **CRP**: MVTA ETS MODERNIZATION, INFRASTRUCTURE UPGRADES, CUSTOMER AMENITIES, EV CHARGING INFRASTRUCTURE | 2,136,327 | 1,709,062 | 0 | 0 | 427,265 | MVTA | |
| 2027 | | TRANSIT | TRS-TCMT-27B | TR | **CRP**: PROVIDE CAPITAL FUNDS FOR METRO TRANSIT MICRO ON DEMAND TRANSIT SERVICE IN WEST ST PAUL AND OTHER SURROUNDING SUBURBS | 1,263,173 | 1,010,538 | 0 | 0 | 252,635 | MET COUNCIL-MT | |
| 2027 | | TRANSIT | TRS-TCMT-27C | TR | **CRP**: PURCHASE OF 30 FOOT HEAVY DUTY TRANSIT BUSES FOR MOA TO MN ZOO SERVICE | 2,400,000 | 1,920,000 | 0 | 0 | 480,000 | MVTA | |
| 2028 | | CSAH 2 | 002-602-015CRPA | BT | **AC**CRP**: CSAH 2 (44TH AVE NW) FROM CSAH 1 (EAST RIVER RD) TO MAIN ST IN FRIDLEY - RECONSTRUCT, CONSTRUCT MULTIUSE TRAIL AND REHABILITATE BRIDGE 02523 (AC PAYBACK 1 OF 1) | 1,033,600 | 1,033,600 | 0 | 0 | 0 | ANOKA COUNTY | |
| 2028 | | CSAH 5 | 027-605-036 | RC | **AC**CRP**: CSAH 5 (MINNETONKA BLVD) FROM XYLON AVE S TO MSAS 281 (VERNON AVE S) IN ST LOUIS PARK - RECONSTRUCTION, TRAIL, ADA, SIGNAL REVISIONS, LANDSCAPING (AC PROJECT, PAYBACK IN FY29) | 22,880,000 | 0 | 7,000,000 | 0 | 15,880,000 | HENNEPIN COUNTY | |
| 2028 | | LOCAL ST | 019-090-030 | BT | **AC**CRP**: RIVER TO RIVER GREENWAY VALLEY PARK TRAIL FROM MSAS 101 (MARIE AVE W) TO 0.11 MI E OF MN 149 (DODD RD) IN MENDOTA HEIGHTS - MULTI-USE TRAIL, UNDERPASS BR #19X12 AT MN 149 (ASSOCIATE TO 019-090-030Q) (AC PROJECT, PAYBACK IN FY2029) | 461,064 | 0 | 335,319 | 0 | 125,745 | DAKOTA COUNTY | |

**TABLE A-4
Carbon Reduction Program Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-----|----------|----------------|------|--|---------------|------------|-----------|-----------|-----------|-----------------|-----|
| 2028 | | MN 47 | 2726-97CRP | RC | **CRP**: MN47 (UNIVERSITY AVE), FROM JUST S OF BROADWAY ST NE TO JUST N OF 27TH AVE NE IN MPLS - SIDEWALK, CURB RAMPS, BIKE LANES, TRAIL AND RRFB (ASSOCIATE TO 2726-97, 2726-97PRO) | 1,713,000 | 1,171,634 | 0 | 267,366 | 274,000 | MNDOT | |
| 2028 | | MN 65 | 0207-130CRP | SC | **AC**CRP**: MN65 (CENTRAL AVE NE) FROM 0.1 MI S OF 461/2 AVE NE TO 0.1 MI N OF 53RD AVE NE IN COLUMBIA HEIGHTS, HILLTOP, AND FRIDLEY - ROUNDABOUTS (ASSOCIATE TO 0207-130PRO, 0207-130) (AC PROJECT, PAYBACK IN FY29) | 18,800,000 | 11,230,923 | 1,796,277 | 2,972,800 | 2,800,000 | MNDOT | |
| 2028 | | US 61 | 130-010-016CRP | RC | **CMGC**CRP**LFTH**: US 61 (VERMILLION ST) FROM 0.09 MI S OF MSAS 139 (36TH ST) TO MSAS 139 (4TH ST) IN HASTINGS - RECONSTRUCT, ROUNDABOUTS, FRONTAGE ROADS, SIDEWALK, PED/BIKE IMPROVEMENTS, PED BRIDGE 19075, SIGNALS, ADA (ASSOCIATE TO 1913-107, 1913-107TED, 130-010-016) | 7,469,000 | 5,975,200 | 0 | 0 | 1,493,800 | HASTINGS | |
| 2029 | | CSAH 5 | 027-605-036AC | RC | **AC**CRP**: CSAH 5 (MINNETONKA BLVD) FROM XYLON AVE S TO MSAS 281 (VERNON AVE S) IN ST LOUIS PARK - RECONSTRUCTION, TRAIL, ADA, SIGNAL REVISIONS, LANDSCAPING (AC PAYBACK 1 OF 1) | 7,000,000 | 7,000,000 | 0 | 0 | 0 | HENNEPIN COUNTY | |
| 2029 | | LOCAL ST | 019-090-030AC | BT | **AC**CRP**: RIVER TO RIVER GREENWAY VALLEY PARK TRAIL FROM MSAS 101 (MARIE AVE W) TO 0.11 MI E OF MN 149 (DODD RD) IN MENDOTA HEIGHTS - MULTI-USE TRAIL, UNDERPASS BR #19X12 AT MN 149 (ASSOCIATE TO 019-090-030Q) (AC PAYBACK 1 OF 1) | 335,319 | 335,319 | 0 | 0 | 0 | DAKOTA COUNTY | |
| 2029 | | MN 65 | 0207-130CRPAC | SC | **AC**CRP**: MN65 (CENTRAL AVE NE) FROM 0.1 MI S OF 461/2 AVE NE TO 0.1 MI N OF 53RD AVE NE IN COLUMBIA HEIGHTS, HILLTOP, AND FRIDLEY - ROUNDABOUTS (AC PAYBACK 1 OF 1) | 1,796,277 | 1,796,277 | 0 | 0 | 0 | MNDOT | |
| 2029 | | MN 65 | 2710-64CRP | RC | **CRP**: MN65 (NE CENTRAL AVE) FROM 37TH AVE TO MN 47 (UNIVERSITY AVE) IN MPLS - INSTALL BIKE LANE, DETECTOR LOOPS AND TRANSIT BUS STOP (ASSOCIATE TO 2710-64 AND 2710-64PRO) | 6,260,000 | 5,096,892 | 0 | 1,163,108 | 0 | MNDOT | |
| 2030 | | 999 | 880M-CRP-30 | BT | **CRP**: METRO ATP: SETASIDE FOR CARBON REDUCTION PROGRAM FY2030 PROJECTS | 8,761,000 | 7,008,800 | 0 | 0 | 1,752,200 | MNDOT | |

**TABLE A-4
Carbon Reduction Program Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|---------------|-----|-------|------------|------|---|---------------|------------|-----------|-----------|------------|---------|-----|
| 2030 | | MN 5 | 6201-91CRP | RS | **CRP**: MN 5 (W 7TH ST), FROM MUNSTER AVE TO 0.02 MI E OF ST CLAIR AVE IN ST PAUL - RESURFACE ROAD, ADA IMPROVEMENTS, SIDEWALK INFILL, PED CROSSING, DRAINAGE, LIGHTING UPGRADES, TRAFFIC SIGNALS, RETAINING WALL, SIGN REPLACEMENT, RECONSTRUCT BR 62066, UPGRADE BR 9531 (ASSOCIATE TO 6201-91) | 3,680,000 | 2,996,256 | 0 | 683,744 | 0 | MNDOT | |
| Totals | | | | | | 87,790,010 | 49,725,858 | 9,131,596 | 5,342,911 | 23,589,645 | | |

Twin Cities Metropolitan Area
2027 - 2030 Transportation Improvement Program

**TABLE A-5
PROTECT Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-----|----------|----------------|------|---|---------------|-----------|-----------|----------|-----------|-------------------|-----|
| 2027 | | CSAH 13, | 071-633-002PRO | RC | **AC**SPPF**PROTECT**CSAH 33 RECONSTRUCT FROM AUBURN ST TO CSAH 13 IN ELK RIVER & CSAH 13 FROM 400' N TO 1500' S OF CR 34 IN ELK RIVER (ASSOCIATED SAP 071-613-013, 204-020-008, 204-020-009) (AC PROJECT, PAYBACK 1 OF 1) | 640,000 | 640,000 | 0 | 0 | | SHERBURNE COUNTY | |
| 2027 | | CSAH 19 | 082-596-010PRO | RC | **PROTECT** CR19A (KEATS AVE) FROM JAMAICA AVE TO US61 AND WEST POINT DOUGLAS RD FROM 96TH ST TO CR 19A IN COTTAGE GROVE - RECONSTRUCTION, BRIDGE #82538 OVER RR, MULTI-USE TRAIL (ASSOCIATE TO 082-596-010, 082-596-010F) | 5,648,500 | 4,518,800 | 0 | 0 | 1,129,700 | WASHINGTON COUNTY | X |
| 2028 | | 999 | 8825-1320 | DR | **ELLE**PROTECT** DISTRICTWIDE-POND PRESERVATION AT VARIOUS LOCATIONS | 3,671,000 | 3,193,770 | 0 | 477,230 | 0 | MNDOT | |
| 2028 | | CSAH 46 | 019-646-023PRO | MC | **AC**PROTECT** CSAH 46 (160TH ST) FROM TH 3 (ROBERT TRAIL) TO DONNELLY AVE IN COATES, ROSEMOUNT AND EMPIRE TOWNSHIP - RECONSTRUCTION; 2-4 LANE EXPANSION, GRADE-SEPARATED CROSSING AT HWY 52 (COATES BLVD), TRAIL, MILL AND OVERLAY (ASSOCIATE TO 019-646-023 AND 1906-85) (AC PROJECT, PAYBACK IN FY2029) | 5,115,000 | 0 | 3,720,000 | 0 | 1,395,000 | DAKOTA COUNTY | X |
| 2028 | | MN 13 | 179-010-016PRO | MC | **LFTH**PROTECT**PRS** MN 13 FROM LYNN AVE TO WASHBURN AVE IN BURNSVILLE - RECONSTRUCTION, GRADE SEPARATION, TRAIL (ASSOCIATE TO 179-010-016, 1901-203, 1901-203A, 070-596-018, 211-010-009) | 4,482,600 | 3,586,080 | 0 | 0 | 896,520 | BURNSVILLE | X |
| 2028 | | MN 47 | 2726-97PRO | DR | **PROTECT** MN47 (UNIVERSITY AVE), FROM JUST S OF BROADWAY ST NE TO JUST N OF 27TH AVE NE IN MPLS - DRAINAGE AND EROSION CONTROL (ASSOCIATE TO 2726-97, 2726-97CRP) | 1,500,000 | 1,200,000 | 0 | 300,000 | 0 | MNDOT | |
| 2028 | | MN 65 | 0207-130PRO | DR | **PROTECT** MN65 (CENTRAL AVE NE) FROM 37TH ST NE TO NORTH OF 53RD AVE NE IN COLUMBIA HEIGHTS, HILLTOP, AND FRIDLEY - STORMWATER IMPROVEMENTS (ASSOCIATE TO 0207-130CRP, 0207-130) | 4,500,000 | 3,600,000 | 0 | 900,000 | 0 | MNDOT | |

**TABLE A-5
PROTECT Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|--------|---------|-------|-----------------|------|--|---------------|------------|-----------|-----------|----------|---------------|-----|
| 2029 | CSAH 46 | | 019-646-023PROA | MC | **AC**PROTECT**: CSAH 46 (160TH ST) FROM TH 3 (ROBERT TRAIL) TO DONNELLY AVE IN COATES, ROSEMOUNT AND EMPIRE TOWNSHIP - RECONSTRUCTION; 2-4 LANE EXPANSION, GRADE-SEPARATED CROSSING AT HWY 52 (COATES BLVD), TRAIL, MILL AND OVERLAY (AC PAYBACK 1 OF 1) | 3,720,000 | 3,720,000 | 0 | 0 | 0 | DAKOTA COUNTY | X |
| 2029 | MN 13 | | 1901-193PRO | RS | **PROTECT**: MN 13 FROM I494 TO MN 55 IN EAGAN AND MENDOTA HEIGHTS - CPR MAINLINE, MILL AND OVERLAY SHOULDERS, DRAINAGE, ADA IMPROVEMENTS, TRAIL CONSTRUCTION AND SIGNAL REPLACEMENTS (ASSOCIATE TO 1901-193) | 1,600,000 | 1,280,000 | 0 | 320,000 | 0 | MNDOT | |
| 2029 | MN 55 | | 2751-59PRO | RS | **AC**PROTECT**: MN55 (OLSON MEMORIAL HIGHWAY) FROM 0.1 MI WEST OF BNSF BRIDGE IN GOLDEN VALLEY TO INTERSECTION OF OAK LAKE AVE IN MPLS - BITUMINOUS MILL AND OVERLAY, SIDEWALK, SIDEPATH CONSTRUCTION, ADA, SIGNAL REPLACEMENT ALONG THE CORRIDOR, RECONSTRUCT BRIDGE 27785 OVER I94, REPLACE BRIDGE 5908 OVER BASSETT CREEK (ASSOCIATE TO 2751-59) (AC PROJECT, PAYBACK IN FY30) | 7,949,000 | 1,359,200 | 5,000,000 | 1,589,800 | 0 | MNDOT | |
| 2029 | MN 65 | | 2710-64PRO | DR | **PROTECT**: MN65 (NE CENTRAL AVE) FROM WASHINGTON AVE TO 27TH AVE NE IN MPLS - DRAINAGE (ASSOCIATE TO 2710-64 AND 2710-64CRP) | 14,040,000 | 11,232,000 | 0 | 2,808,000 | 0 | MNDOT | |
| 2029 | MN 7 | | 1004-35PRO | RS | **PROTECT**: MN7, FROM HENNEPIN/CARVER COUNTY LINE TO 0.2 MI E DIVISION ST IN EXCELSIOR - MILL AND OVERLAY, REPLACE SIGNAL, ADA IMPROVEMENTS, REPLACE BR 9122 AND ACCESS CONTROL, ROUNDABOUT (ASSOCIATE TO 1004-35) | 2,300,000 | 1,840,000 | 0 | 460,000 | 0 | MNDOT | |
| 2030 | 999 | | 880M-PRO-30 | MC | **PROTECT**: METRO ATP: SETASIDE FOR PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION PROGRAM FY2030 PROJECTS | 4,482,600 | 3,586,080 | 0 | 0 | 896,520 | MNDOT | X |
| 2030 | MN 55 | | 2751-59PROAC | RS | **AC**PROTECT**: MN55 (OLSON MEMORIAL HIGHWAY) FROM 0.1 MI WEST OF BNSF BRIDGE IN GOLDEN VALLEY TO INTERSECTION OF OAK LAKE AVE IN MPLS - BITUMINOUS MILL AND OVERLAY, SIDEWALK, SIDEPATH CONSTRUCTION, ADA, SIGNAL REPLACEMENT ALONG THE CORRIDOR, RECONSTRUCT BRIDGE 27785 OVER I94, REPLACE BRIDGE 5908 OVER BASSETT CREEK (ASSOCIATE TO 2751-59) (AC PAYBACK 1 OF 1) | 5,000,000 | 5,000,000 | 0 | 0 | 0 | MNDOT | |
| Totals | | | | | | 44,648,700 | 44,755,930 | 8,720,000 | 6,855,030 | | | |

Twin Cities Metropolitan Area
2027 - 2030 Transportation Improvement Program

**TABLE A-6
Congressionally Directed Spending**

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | RS |
|------|-----|----------|-------------|------|--|---------------|---------|------------|-------|-----------|------------|-------------------|----|
| 2027 | | CSAH 150 | 238-020-008 | RC | **CDS**: CSAH 150 (MAIN ST) FROM CSAH 116 (TERRITORIAL RD) TO JOHN DEERE LANE IN CITY OF ROGERS - RECONSTRUCTION | 9,750,000 | 0 | 850,000 | 0 | 0 | 8,900,000 | ROGERS | |
| 2027 | | CSAH 19 | 027-619-028 | SC | **MN306**: CSAH 19 (109TH AVE N) AT CR 117 (109TH AVE N)/CR 203 (CROW HASSAN PARK RD) IN HANOVER - CONSTRUCT ROUNDABOUT, ADA, TRAIL CONNECTIONS | 3,040,000 | 0 | 1,020,000 | 0 | 0 | 2,020,000 | HENNEPIN COUNTY | |
| 2027 | | CSAH 32 | 082-632-002 | SC | **CDS**: CSAH 32 (11TH AVE SW) FROM I35 TO TH 61 (LAKE ST S) IN FOREST LAKE - PED AND SAFETY IMPROVEMENTS | 11,500,000 | 0 | 5,000,000 | 0 | 0 | 6,500,000 | WASHINGTON COUNTY | |
| 2027 | | CSAH 96 | 082-696-001 | SC | **MN314**: CSAH 96 (DELLWOOD RD N), AT THE INTERSECTION OF NORRELL AVE/CSAH 5 (STONEBRIDGE TRAIL) IN STILLWATER TOWNSHIP - CONSTRUCT ROUNDABOUT | 5,400,000 | 0 | 500,000 | 0 | 0 | 4,900,000 | WASHINGTON COUNTY | |
| 2027 | | MSAS 101 | 192-101-012 | MC | **MN315**: MSAS 101 (WEIR DR) FROM 0.35 MI N TAMARACK RD TO 0.07 MI S OF ASHWOOD RD IN WOODBURY - CONSTRUCTION | 362,500 | 0 | 290,000 | 0 | 0 | 72,500 | WOODBURY | |
| 2027 | | US 169 | 110-010-012 | DR | **CDS**: US 169 FROM MN 610 TO MSAS 106 (109TH AVE) AND MN 610 FROM MSAS 128 (JEFFERSON HIGHWAY) TO MN169 IN BROOKLYN PARK - WATERMAIN CROSSINGS | 4,000,000 | 0 | 850,000 | 0 | 0 | 3,150,000 | BROOKLYN PARK | |
| 2027 | | US 8 | 013-596-010 | MC | **MN317**CDS**PRS**: US8 (LAKE BLVD), FROM I35 TO CHISAGO COUNTY LINE IN FOREST LAKE; RECONSTRUCT AND US 8 (LAKE BLVD) FROM CHISAGO CO LINE IN WYOMING TO KARMELE AVE/WYOMING AVE IN CHISAGO CITY-EXPANSION OF TWO-LANE UNDIVIDED TO FOUR-LANE DIVIDED ROADWAY, SIGNALS, TRAIL BRIDGES 82001, 82002, 13X03 (ASSOCIATE TO 1308-29, 1308-29S, 1308-29S1) | 53,888,000 | 0 | 10,000,000 | 0 | 8,000,000 | 35,888,000 | CHISAGO COUNTY | |

**TABLE A-6
Congressionally Directed Spending**

| Yr | Prt | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | Demo \$ | AC \$ | State \$ | Other \$ | Agency | RS |
|---------------|-----|----------|-------------|------|--|---------------|---------|------------|-------|-----------|------------|---------------------|----|
| 2028 | | MSAS 101 | 192-101-013 | MC | **CDS**: MSAS 101 (WEIR DR) FROM 0.35 MI N TAMARACK RD TO 0.07 MI S OF ASHWOOD RD IN WOODBURY - CONSTRUCTION | 3,890,000 | 0 | 1,350,000 | 0 | 0 | 2,540,000 | WOODBURY | |
| 2028 | | MSAS 276 | 163-276-041 | RC | **CDS**: MSAS 276 (LOUISIANA AVE), MSAS 277 (OXFORD ST), MSAS 303 (EDGEWOOD AVE S), AND MSAS 304 (CAMBRIDGE ST) IN ST LOUIS PARK - RECONSTRUCTION, SIDEWALK, TRAIL, UTILITY IMPROVEMENTS | 12,290,000 | 0 | 250,000 | 0 | 0 | 12,040,000 | SAINT LOUIS PARK | |
| 2029 | | CSAH 19 | 027-619-030 | SC | **CDS**: CSAH 19 (109TH AVE N) AT CSAH 123 (ROSEDALE AVE) IN HANOVER - CONSTRUCT ROUNDAABOUT, ADA, MULTIMODAL CONNECTIONS, AND LIGHTING | 2,000,000 | 0 | 1,500,000 | 0 | 0 | 500,000 | HENNEPIN COUNTY | |
| Totals | | | | | | 106,120,500 | | 21,610,000 | | 8,000,000 | | | |
| | | | | | | | 0 | | 0 | | 76,510,500 | | |

Twin Cities Metropolitan Area
2027 - 2030 Transportation Improvement Program

**TABLE A-7
National Highway Performance Program Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|---------|-------|-------------|------|---|---------------|-----------|-----------|----------|-----------|---------------|-----|
| 2027 | | 999 | 8825-1334 | SC | **ELLE**: METROWIDE-REPAIR AND REPLACE OVERHEAD SIGN STRUCTURES | 3,000,000 | 2,442,600 | 0 | 557,400 | 0 | MNDOT | |
| 2027 | CSAH 23 | | 019-623-042 | RS | CSAH 23 (CEDAR AVE) FROM 0.18 MI S OF GLACIER WAY TO CSAH 42 (150TH ST W) IN LAKEVILLE AND APPLE VALLEY - MILL AND OVERLAY, MULTI-USE TRAILS, SIDEWALK, ADA | 4,800,000 | 3,460,000 | 0 | 0 | 1,340,000 | DAKOTA COUNTY | |
| 2027 | CSAH 42 | | 070-642-027 | RS | **AC**: CSAH 42 (140TH ST) FROM CSAH 83 (MYSTIC LAKE DRIVE) TO BOONE AVE IN PRIOR LAKE-MILL AND OVERLAY, SIGNAL REVISION (AC PROJECT, PAYBACK IN FY28) | 7,000,000 | 0 | 3,500,000 | 0 | 3,500,000 | SCOTT COUNTY | |
| 2027 | I 35W | | 2782-366 | AM | I35W, AT W 98TH ST IN BLOOMINGTON - SIGNAL REPLACEMENT, ADA RAMPS/SIDEWALKS (ASSOCIATE TO 107-020-073) | 478,000 | 382,400 | 0 | 95,600 | 0 | MNDOT | |
| 2027 | I 394 | | 2789-168 | SC | **ELLE**: I394 FROM I494 IN MINNETONKA TO US169 IN GOLDEN VALLEY - REPLACE LIGHTING SYSTEMS | 1,700,000 | 1,530,000 | 0 | 170,000 | 0 | MNDOT | |
| 2027 | I 394 | | 2789-189 | SC | **ELLE**I394 AT PLYMOUTH RD NORTH RAMP AND AT RIDGEDALE DR NORTH AND SOUTH RAMP IN MINNETONKA - TRAFFIC SIGNAL REPLACEMENT, ADA IMPROVEMENTS | 2,071,682 | 1,404,623 | 0 | 156,069 | 510,990 | MNDOT | |
| 2027 | I 494 | | 1986-50 | SC | **ELLE**: I494, FROM ARGENTA TRAIL IN EAGAN TO MN77 IN BLOOMINGTON - SIGN REPLACEMENT | 1,425,066 | 1,265,301 | 0 | 140,589 | 19,176 | MNDOT | |
| 2027 | I 494 | | 2785-472 | AU | CP RAIL OVER I494, 0.8 MI E OF JCT TH 35W - SIDING RELOCATION AND TRACK RECONSTRUCTION OFF BRIDGE BR#9289 IN BLOOMINGTON | 4,490,000 | 4,041,000 | 0 | 449,000 | 0 | MNDOT | |
| 2027 | I 694 | | 2787-31 | SC | I94/694 FROM I494 IN MAPLE GROVE TO JUST EAST MN 252 (GREAT RIVER RD) IN BROOKLYN CENTER - REPLACE TRAFFIC SIGNS AND SIGN STRUCTURES | 1,772,000 | 1,594,800 | 0 | 177,200 | 0 | MNDOT | |
| 2027 | I 94 | | 2781-528 | BR | I94, W OF 22ND AVE IN MPLS - REPLACE PEDESTRIAN BRIDGE #9892 AND APPROACHES | 5,442,000 | 4,897,800 | 0 | 544,200 | 0 | MNDOT | |

**TABLE A-7
National Highway Performance Program Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-----|--------|-----------|------|--|---------------|------------|-----------|-----------|----------|---------|-----|
| 2027 | | MN 101 | 2738-31 | RS | MN 101 FROM 0.07 MI S OF I94 IN ROGERS TO 0.1 MI S OF CR 38 (70TH ST NE) IN OTSEGO- MILL & OVERLAY, GUARDRAIL AND MEDIAN BARRIER UPDATE, SIGNAL REPLACEMENT, ADA CURB RAMPS, DRAINAGE, RECONSTRUCT BRIDGES 27020 AND 27945 (ASSOCIATE TO 8608-33 IN DISTRICT 3 AND 2738-31S) | 8,380,000 | 6,689,467 | 0 | 1,526,533 | 164,000 | MNDOT | |
| 2027 | | MN 101 | 8608-33 | RS | MN 101 FROM 0.07 MI S OF I94 IN ROGERS TO 0.1 MI S OF CR 38 (70TH ST NE) IN OTSEGO- MILL & OVERLAY, GUARDRAIL AND MEDIAN BARRIER UPDATE, SIGNAL REPLACEMENT, ADA CURB RAMPS, DRAINAGE, RECONSTRUCT BRIDGES 27020 AND 27945 (ASSOCIATE TO 8608-33 IN DISTRICT 3 AND 2738-31S) | 4,980,000 | 4,054,716 | 0 | 925,284 | 0 | MNDOT | |
| 2027 | | MN 280 | 6242-83AC | RS | **AC**: MN280, FROM I-94 IN ST PAUL TO THE JUNCTION WITH I35W IN ROSEVILLE - CONCRETE PAVEMENT REHABILITATION, MILL AND OVERLAY, TMS, GUARDRAIL, AND REHAB BRIDGES 62844, 6805, 6894, 62860, 9050, 62808, 62812, 62821 (AC PAYBACK 1 OF 1) | 4,000,000 | 4,000,000 | 0 | 0 | 0 | MNDOT | |
| 2027 | | MN 62 | 2774-27 | SC | MN 62 FROM PENN AVE IN RICHFIELD TO MN 55 (HIAWATHA AVE) IN MPLS - SIGN REPLACEMENT (TIE TO 2775-25) | 735,000 | 598,437 | 0 | 136,563 | 0 | MNDOT | |
| 2027 | | MN 62 | 2775-25 | RC | **AC**: MN 62 FROM 28TH AVE TO 0.1 MI E OF 43RD AVE IN MPLS - RECONSTRUCT ROAD, CURB AND GUTTER, GUARDRAIL, DRAINAGE, SIDEWALK, RECONSTRUCT FRONTAGE ROADS, RAILING REPLACEMENT AND REPAIR BR# 27521 (TIE TO 2774-27) (AC PROJECT, PAYBACK IN FY2028) | 22,735,000 | 11,510,837 | 7,000,000 | 4,224,163 | 0 | MNDOT | |
| 2027 | | MN 65 | 0208-172 | DR | MN 65 FROM 0.5 MILES NORTH OF CR 22 (VIKING BLVD NE) TO 0.26 MILES SOUTH OF CR 74 (221ST AVE NE) IN EAST BETHEL - DRAINAGE (ASSOCIATE TO 0208-172S) | 51,000 | 41,524 | 0 | 9,476 | 0 | MNDOT | |
| 2027 | | MN 7 | 2706-240 | BI | MN 7, FROM 0.31 MI W US 169 TO 0.14 MI W OF AQUILA AVE IN HOPKINS - REDECK BR# 27033 (TH 7 OVER US 169), REPAIR BR# 27193 (TH 7 OVER MINNEHAHA CREEK), REPAIR BR# 27068 (TH 7 OVER RECREATION TRAIL), ADA AND DRAINAGE | 8,403,000 | 6,841,723 | 0 | 1,561,277 | 0 | MNDOT | |

**TABLE A-7
National Highway Performance Program Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-----|---------|---------------|------|---|---------------|------------|------------|-----------|------------|--------------|-----|
| 2027 | | MN 7 | 2706-254 | DR | MN 7 FROM MN 41 (HAZELTINE BLVD) TO CSAH 19 (OAK ST) IN SHOREWOOD AND FROM I494 TO CSAH 61 (SHADY OAK RD) IN MINNETONKA -DRAINAGE REPAIRS (ASSOCIATE TO 2706-254S) | 541,000 | 440,482 | 0 | 100,518 | 0 | MNDOT | |
| 2027 | | MN 77 | 1929-50AC | RS | **AC**: MN 77 (CEDAR), FROM 138TH ST (CSAH 23) TO DAKOTA/HENNEPIN COUNTY LINE IN APPLE VALLEY - UNBONDED CONCRETE OVERLAY ON SOUTH SEGMENT AND MEDIUM MILL AND OVERLAY ON NORTH SEGMENT (AC PAYBACK 1 OF 1) | 2,000,000 | 2,000,000 | 0 | 0 | 0 | MNDOT | |
| 2027 | | US 10 | 0202-119 | RS | US10, FROM 0.14 MILES W OF EDISON ST NW IN ELK RIVER TO 0.66 MILES E OF ARMSTRONG BLVD NW IN RAMSEY- BITUMINOUS MILL AND OVERLAY, ADA, DRAINAGE REHAB, TRAIL, RTMC, CABLE MEDIAN BARRIER, GUARDRAIL AND CONSTRUCT ACCESS RD TO MNDOT MAINTENANCE FACILITY (OTHER IS OPERATING FUNDS) (ASSOCIATE TO 0202-119S) (TIE TO 0202-124) | 10,459,000 | 8,515,718 | 0 | 1,943,282 | 0 | MNDOT | |
| 2027 | | US 10 | 0202-124 | SC | US 10 FROM MN 101 TO EDISON ST IN ELK RIVER - REPLACE EXISTING SIGNS, OVERLAY EXTRUDED SIGN PANELS AND ADD/REMOVE SIGNS (TIE TO 0202-119 AND 0202-119S) | 575,000 | 468,165 | 0 | 106,835 | 0 | MNDOT | |
| 2027 | | US 12 | 2713-129AC | RS | **AC**: US12 (WAYZATA BLVD), FROM 0.5 MI W SHORELINE DR IN WAYZATA TO 0.5 MI E OF I494 IN WAYZATA AND MINNETONKA - CONCRETE RECONSTRUCT/BITUMINOUS MILL AND OVERLAY/ CPR, LIGHTING, DRAINAGE IMPROVEMENTS, REPLACE ADA PLATE COVERS ON BR 27131, 27655 AND 27132, PIER PROTECTION ON BRIDGES 27129 AND 27130 (AC PAYBACK 1 OF 1) | 13,400,000 | 13,400,000 | 0 | 0 | 0 | MNDOT | |
| 2027 | | US 8 | 1308-29 | AM | **AC**B2023**PRS**: US 8 (LAKE BLVD), FROM I35 TO CHISAGO COUNTY LINE IN FOREST LAKE; RECONSTRUCT AND US 8 (LAKE BLVD) FROM CHISAGO CO LINE IN WYOMING TO KARMEL AVE/WYOMING AVE IN CHISAGO CITY-EXPANSION OF TWO-LANE UNDIVIDED TO FOUR-LANE DIVIDED ROADWAY, SIGNALS, TRAIL BRIDGES 82001, 82002, 13X03 (ASSOCIATE TO 1308-29S, 1308-29S1, 013-596-010) (AC PROJECT, PAYBACK IN FY28) | 80,494,000 | 22,805,200 | 11,000,000 | 4,688,800 | 42,000,000 | MNDOT | |
| 2028 | | CSAH 14 | 002-614-051AC | RS | **AC**: CSAH 14 (MAIN ST) FROM MN10 TO 0.08 MI E OF CSAH 18 (COON CREEK BLVD NW) IN COON RAPIDS - MILL AND OVERLAY (AC PAYBACK 1 OF 1) | 1,000,000 | 1,000,000 | 0 | 0 | 0 | ANOKA COUNTY | |
| 2028 | | CSAH 42 | 070-642-027AC | RS | **AC**: CSAH 42 (140TH ST) FROM CSAH 83 (MYSTIC LAKE DRIVE) TO BOONE AVE IN PRIOR LAKE-MILL AND OVERLAY, SIGNAL REVISION (AC PAYBACK 1 OF 1) | 3,500,000 | 3,500,000 | 0 | 0 | 0 | SCOTT COUNTY | |

**TABLE A-7
National Highway Performance Program Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-----|-------|-------------|------|--|---------------|------------|-------|----------|----------|---------|-----|
| 2028 | I | 35E | 1982-224 | TM | I35E FROM LONE OAK RD IN EAGAN TO 10TH ST IN ST PAUL - UPGRADE TRAFFIC MANAGEMENT SYSTEM DEVICES | 1,000,000 | 900,000 | 0 | 100,000 | 0 | MNDOT | |
| 2028 | I | 35W | 2783-228 | BI | **ELLE**: I35W OVER MISSISSIPPI RIVER IN MPLS-FLOOD SEAL BRIDGE 27409 AND 27410 (ST ANTHONY BRIDGES) | 800,000 | 720,000 | 0 | 80,000 | 0 | MNDOT | |
| 2028 | I | 35W | 2783-230 | SC | **ELLE**PRS**: I35W, CONSTRUCT AUXILIARY LANE ON I35W NB FROM EB I94 ENTRANCE TO EB I94 EXIT IN MPLS, CRASH STRUT FOR GUARDRAIL AT PIER 2 OF BR 27854, MILL AND OVERLAY, CONCRETE MEDIAN BARRIER, OVERHEAD SIGNS, TMS, DRAINAGE | 6,275,000 | 5,647,500 | 0 | 627,500 | 0 | MNDOT | |
| 2028 | I | 35W | 2783-237 | SC | **ELLE**: I35W FROM E HENNEPIN AVE IN MPLS TO MN36 IN ROSEVILLE - REPLACE TRAFFIC SIGNS, OVERLAY EXISTING I-BEAM AND OVERHEAD SIGN PANELS, ADD/REMOVE OTHER TRAFFIC SIGNS, MARKING AND DELINEATION | 3,700,000 | 3,330,000 | 0 | 370,000 | 0 | MNDOT | |
| 2028 | I | 394 | 2789-201 | SC | I394 FROM THEODORE WIRTH PKWY TO WASHINGTON AVE IN MPLS - REPLACE TRAFFIC SIGNS, OVERLAY EXISTING I-BEAM AND OVERHEAD SIGN PANELS, ADD/REMOVE OTHER TRAFFIC SIGNS, MARKING AND DELINEATION | 925,000 | 832,500 | 0 | 92,500 | 0 | MNDOT | |
| 2028 | I | 494 | 2785-461 | SC | I494 AND CSAH 10 (BASS LK RD) EAST AND WEST RAMPS IN MAPLE GROVE - TRAFFIC SIGNAL REPLACEMENT, ADA IMPROVEMENTS, GUARDRAIL, PAVEMENT RECONSTRUCTION, LIGHTING AND DRAINAGE | 2,002,000 | 1,116,900 | 0 | 124,100 | 761,000 | MNDOT | |
| 2028 | I | 494 | 2785-462AC1 | MC | **AC**PRS**: I494 FROM 0.3 MI E OF JCT US169 TO 0.8 MI W OF JCT MN 100, JCT TH35W TO JCT MN5 AND ON I35W FROM 86TH ST TO 76TH ST IN EDINA, BLOOMINGTON AND RICHFIELD - MOBILITY AND SAFETY IMPROVEMENTS, RECONSTRUCT MAINLINE PAVEMENT, DRAINAGE, AND ADA IMPROVEMENTS, CONSTRUCT BRIDGE 27430, RECONSTRUCT BRIDGES 9289, 9213, 9081A, 9081 AND 9082, REHAB BRIDGES 9078, 27V63, 27V38, 27052B, 27052D, 27424, 27V33, 27V35 AND 27408, REPLACE SIGNALS AT FRANCE AVE AND 82ND ST (AC PAYBACK 1 OF 2) | 52,900,000 | 52,900,000 | 0 | 0 | 0 | MNDOT | |
| 2028 | I | 494 | 2785-463 | SC | I494, AT CSAH 6 EAST AND WEST RAMP IN PLYMOUTH - SIGNAL REPLACEMENT AND ADA | 1,891,000 | 1,017,000 | 0 | 113,000 | 761,000 | MNDOT | |
| 2028 | I | 494 | 2785-470 | SC | **ELLE**: I 494, FROM US169 IN BLOOMINGTON TO I394 IN MINNETONKA - REPLACE SIGNS | 1,199,000 | 1,079,100 | 0 | 119,900 | 0 | MNDOT | |

**TABLE A-7
National Highway Performance Program Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-----|-------|-----------|------|---|---------------|-----------|-------|----------|-----------|---------|-----|
| 2028 | I | 1494 | 8285-117 | SC | 1494 FROM I94 IN WOODBURY TO WASHINGTON/DAKOTA COUNTY BORDER IN NEWPORT - REPLACE TRAFFIC SIGNS, OVERLAY EXISTING I-BEAM AND OVERHEAD SIGN PANELS, ADD/REMOVE OTHER TRAFFIC SIGNS, MARKING AND DELINEATION | 702,000 | 631,800 | 0 | 70,200 | 0 | MNDOT | |
| 2028 | I | 1694 | 0285-70 | SC | 1694 FROM MN65 (CENTRAL AVE NE) IN FRIDLEY TO CSAH 45 (LONG LAKE RD) IN NEW BRIGHTON - REPLACE LIGHTING SYSTEM | 1,423,000 | 1,280,700 | 0 | 142,300 | 0 | MNDOT | |
| 2028 | I | 1694 | 6286-72 | SC | 1694 FROM I35E IN VADNAIS HTS TO I94 IN WOODBURY - REPLACE TRAFFIC SIGNS, OVERLAY EXISTING I-BEAM AND OVERHEAD SIGN PANELS, ADD/REMOVE OTHER TRAFFIC SIGNS, MARKING AND DELINEATION | 1,700,000 | 1,530,000 | 0 | 170,000 | 0 | MNDOT | |
| 2028 | MN | 280 | 6242-87 | RS | MN 280, FROM WABASH AVE IN ST PAUL TO 0.1 MI N OF BROADWAY ST NE IN LAUDERDALE/ROSEVILLE, RESURFACE, ADA, SIGNAL WORK, DRAINAGE, PAVEMENT PRESERVATION, RECONSTRUCT RAILROAD CROSSINGS AND STRIPING; RECONSTRUCT HENNEPIN AVE FROM 33RD AVE TO 0.01 MI W OF INDUSTRIAL BLVD AND HENNEPIN AVE AND REHABILITATE BRIDGES 9471, 9472, 62033, 62034, 62843 (ASSOCIATE TO 6242-87S) | 8,340,000 | 3,738,806 | 0 | 853,194 | 3,748,000 | MNDOT | |
| 2028 | MN | 55 | 1909-110 | DR | **ELLE**: MN 55 FROM 0.15 MI E OF LEXINGTON AVE S TO 0.16 MI W OF DODD RD IN EAGAN - DRAINAGE, TMS (ASSOCIATE TO 1909-110S) | 443,000 | 360,691 | 0 | 82,309 | 0 | MNDOT | |
| 2028 | MN | 55 | 1910-64 | SC | MN55 (W 8TH ST), AT PINE ST AND RIVER ST/FRONTAGE RD IN HASTINGS - SIGNAL REPLACEMENT, RECONSTRUCT BITUMINOUS PAVEMENT, ADA IMPROVEMENTS | 2,134,000 | 1,104,055 | 0 | 251,945 | 778,000 | MNDOT | |
| 2028 | MN | 62 | 2775-25AC | RC | **AC**: MN 62 FROM 28TH AVE TO 0.1 MI E OF 43RD AVE IN MPLS - RECONSTRUCT ROAD, CURB AND GUTTER, GUARDRAIL, DRAINAGE, SIDEWALK, RECONSTRUCT FRONTAGE ROADS, RAILING REPLACEMENT AND REPAIR BR# 27521 (TIE TO 2774-27) (AC PAYBACK 1 OF 1) | 7,000,000 | 7,000,000 | 0 | 0 | 0 | MNDOT | |
| 2028 | MN | 7 | 2706-259 | SC | **ELLE**: MN7, FROM WOODLAND RD/TONKAWOOD RD IN MINNETONKA - SIGNAL REPLACEMENTS | 1,222,000 | 636,704 | 0 | 145,296 | 440,000 | MNDOT | |
| 2028 | MN | 77 | 2758-99 | SC | **ELLE**: MN77, FROM E 75TH ST TO CEDAR AVE IN RICHFIELD- REPLACE LIGHTING | 460,000 | 374,532 | 0 | 85,468 | 0 | MNDOT | |

**TABLE A-7
National Highway Performance Program Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-----|---------|-------------|------|---|---------------|------------|------------|-----------|----------|--------------|-----|
| 2028 | | US 12 | 2713-138 | TM | **ELLE**: US12, FROM N FERNDAL IN PLYMOUTH TO MAPLE PLAIN- EXTEND TRAFFIC MANAGEMENT SYSTEM | 1,000,000 | 814,200 | 0 | 185,800 | 0 | MNDOT | |
| 2028 | | US 169 | 2776-119 | SC | **ELLE**: US169, FROM OLD SHAKOPEE RD TO I494 IN BLOOMINGTON - REPLACE SIGNS | 463,000 | 376,975 | 0 | 86,025 | 0 | MNDOT | |
| 2028 | | US 169 | 7005-129 | RS | **AC**LTPPS**: US 169, FROM 0.5 MI W OF CSAH 15 (MARYSTOWN RD) TO SOUTH ENDS OF BR#S 27624A AND 27624B AND ON MN101 FROM US169 TO 0.06 MI W OF BR# 70009 IN SHAKOPEE - CONCRETE PAVEMENT REHAB AND DIAMOND GRINDING MAINLINE, RAMPS AND LOOPS, RECONSTRUCT SHOULDERS, MILL AND OVERLAY BITUMINOUS RAMPS, DRAINAGE, TURN LANE REMOVAL, TMS, GUARDRAIL AND ADA IMPROVEMENTS (AC PROJECT, PAYBACK IN FY29) | 49,025,000 | 12,916,155 | 27,000,000 | 9,108,845 | 0 | MNDOT | |
| 2028 | | US 169 | 7005-150 | SC | **ELLE**: US169, FROM OLD SHAKOPEE RD IN BLOOMINGTON TO MN101 IN SHAKOPEE - REPLACE LIGHTING | 800,000 | 651,360 | 0 | 148,640 | 0 | MNDOT | |
| 2028 | | US 52 | 1928-88 | BT | **ELLE**: US 52, OFF RAMP AT CSAH 26 (70TH ST E) IN INVER GROVE HEIGHTS - ADA IMPROVEMENTS (ASSOCIATE TO 1928-88S) | 266,000 | 216,577 | 0 | 49,423 | 0 | MNDOT | |
| 2028 | | US 61 | 1913-107 | RC | **CMGC**: US 61 (VERMILLION ST) FROM N JCT MN316 (RED WING BLVD) TO 4TH ST IN HASTINGS - RECONSTRUCTION, SIGNING, ADA, DRAINAGE AND OVERLAY BRIDGE 19075 (ASSOCIATE TO 1913-107TED, 130-010-016, 130-010-016CRP) | 10,800,000 | 8,793,360 | 0 | 2,006,640 | 0 | MNDOT | |
| 2028 | | US 8 | 1308-29AC | AM | **AC**PRS**: US 8 (LAKE BLVD), FROM I35 TO CHISAGO COUNTY LINE IN FOREST LAKE; RECONSTRUCT AND US 8 (LAKE BLVD) FROM CHISAGO CO LINE IN WYOMING TO KARMEL AVE/ WYOMING AVE IN CHISAGO CITY-EXPANSION OF TWO-LANE UNDIVIDED TO FOUR-LANE DIVIDED ROADWAY, SIGNALS, TRAIL BRIDGES 82001, 82002, 13X03 (AC PROJECT, PAYBACK IN FY28) | 11,000,000 | 11,000,000 | 0 | 0 | 0 | MNDOT | |
| 2029 | | CSAH 23 | 002-623-031 | RS | CSAH 23 (LAKE DR) FROM I35W TO CSAH 14 (MAIN ST) IN LINO LAKES - PAVEMENT REHAB, ADA, SIGNAL REVISIONS | 3,600,000 | 2,707,444 | 0 | 0 | 892,556 | ANOKA COUNTY | |
| 2029 | | I 35 | 7080-57 | SC | I35, FROM CR2 (DEUCE RD) IN NEW MARKET TO 215TH ST W IN LAKEVILLE - REPLACE TRAFFIC SIGNS | 406,000 | 365,400 | 0 | 40,600 | 0 | MNDOT | |
| 2029 | | I 35W | 0280-86 | BI | I35W, CSAH 54 OVER I35W, 02 MI W JCT I35E IN COLUMBUS- REDECK BRIDGE 02801 | 1,298,000 | 1,168,200 | 0 | 129,800 | 0 | MNDOT | |
| 2029 | | I 394 | 2789-202 | SC | I394 RAMPS AT XENIA/PARK PLACE IN ST LOUIS PARK - TRAFFIC SIGNAL REPLACEMENT | 2,059,000 | 1,141,200 | 0 | 126,800 | 791,000 | MNDOT | |

**TABLE A-7
National Highway Performance Program Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-----|-------|-------------|------|--|---------------|------------|------------|------------|-----------|---------|-----|
| 2029 | I | 1494 | 2785-462AC2 | MC | **AC**PRS**: I494 FROM 0.3 MI E OF JCT US169 TO 0.8 MI W OF JCT MN 100, JCT TH35W TO JCT MN5 AND ON I35W FROM 86TH ST TO 76TH ST IN EDINA, BLOOMINGTON AND RICHFIELD - MOBILITY AND SAFETY IMPROVEMENTS, RECONSTRUCT MAINLINE PAVEMENT, DRAINAGE, AND ADA IMPROVEMENTS, CONSTRUCT BRIDGE 27430, RECONSTRUCT BRIDGES 9289, 9213, 9081A, 9081 AND 9082, REHAB BRIDGES 9078, 27V63, 27V38, 27052B, 27052D, 27424, 27V33, 27V35 AND 27408, REPLACE SIGNALS AT FRANCE AVE AND 82ND ST (AC PAYBACK 2 OF 2) | 8,100,000 | 8,100,000 | 0 | 0 | 0 | MNDOT | |
| 2029 | I | 194 | 8282-153 | SC | I94 AT MN95/CSAH 18 (ST CROIX TRAIL) IN LAKELAND - REPLACE LIGHTING SYSTEM | 371,000 | 333,900 | 0 | 37,100 | 0 | MNDOT | |
| 2029 | MN | 100 | 2735-212 | RS | **AC**ELLE**: MN 100, FROM UNDER PED BRIDGE/EXIT CEDAR LK RD IN ST LOUIS PARK TO JCT I694 IN BROOKLYN CENTER - PAVEMENT REHABILITATION, REPAIR BRIDGE'S 27787, 27960, 27982, 27039, 27040, 27754, 27754A, 27788, 27789, 27789A, 27752, 27752A, 27913, 27914, RAMP RE-ALIGNMENT AND REMOVAL OF BR# 27042 , CURB & GUTTER REPAIR, ACCESS REMOVAL, SIGNAL REPLACEMENT, ADA (ASSOCIATE TO 2735-212S) (AC PROJECT, PAYBACK IN FY2030) | 58,700,000 | 17,630,862 | 29,000,000 | 10,641,138 | 1,428,000 | MNDOT | |
| 2029 | MN | 252 | 2748-65 | MC | **AC**PRS**: MN252 FROM I94 TO MN 610 AND ON I94 FROM 4TH ST N TO MN 252 IN MPLS, BROOKLYN CENTER AND BROOKLYN PARK - IMPROVE SAFETY AND MOBILITY ON AND ACROSS MN252 AND I94 (AC PROJECT, PAYBACKS IN FY2030 AND FY2031) | 100,000,000 | 5,000,000 | 75,000,000 | 20,000,000 | 0 | MNDOT | |
| 2029 | MN | 55 | 2751-59 | RS | **AC**: MN55 (OLSON MEMORIAL HIGHWAY) FROM 0.1 MI WEST OF BNSF BRIDGE IN GOLDEN VALLEY TO INTERSECTION OF OAK LAKE AVE IN MPLS - BITUMINOUS MILL AND OVERLAY, SIDEWALK, SIDEPATH CONSTRUCTION, ADA, SIGNAL REPLACEMENT ALONG THE CORRIDOR, RECONSTRUCT BRIDGE 27785 OVER I94, REPLACE BRIDGE 5908 OVER BASSETT CREEK (ASSOCIATE TO 2751-59PRO) (AC PROJECT, PAYBACK IN FY30) | 14,189,000 | 1,323,135 | 7,572,000 | 2,029,865 | 3,264,000 | MNDOT | |
| 2029 | MN | 62 | 2774-32 | SC | **ELLE**PRS**: MN62, WB FROM VALLEY VIEW RD ON RAMP TO MN100 NB OFF RAMP IN EDINA - CONSTRUCT AUX LANE, NOISE WALL | 17,107,000 | 13,928,519 | 0 | 3,178,481 | 0 | MNDOT | |
| 2029 | MN | 62 | 2775-45 | RC | MN 62 FROM 34TH AVE S TO 46TH AVE S IN MPLS - RECONSTRUCT FRONTAGE ROADS, REPLACE DRAINAGE, CULVERTS AND STRUCTURES, CONSTRUCT SIDEWALK AND CURB RAMPS | 5,344,000 | 4,351,085 | 0 | 992,915 | 0 | MNDOT | |

**TABLE A-7
National Highway Performance Program Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-----|--------|------------|------|--|---------------|------------|------------|-----------|-----------|---------|-----|
| 2029 | | MN 7 | 1004-35 | RS | **AC**: MN7, FROM HENNEPIN/CARVER COUNTY LINE TO 0.2 MI E DIVISION ST IN EXCELSIOR - MILL AND OVERLAY, REPLACE SIGNAL, ADA IMPROVEMENTS, REPLACE BR 9122 AND ACCESS CONTROL, ROUNDABOUT(ASSOCIATE TO 1004-35PRO) (AC PROJECT, PAYBACK IN FY2030) | 46,285,000 | 9,715,860 | 25,000,000 | 7,922,140 | 3,647,000 | MNDOT | |
| 2029 | | MN 77 | 2758-96 | SC | MN77, FROM CSAH 1 (OLD SHAKOPEE RD) TO AMERICAN BLVD IN BLOOMINGTON - REPLACE LIGHTING SYSTEM | 1,059,000 | 862,238 | 0 | 196,762 | 0 | MNDOT | |
| 2029 | | US 12 | 2713-137 | RS | **AC**: US 12, FROM WRIGHT/HENNEPIN CO LINE IN DELANO TO COUNTY RD 90 IN MAPLE PLAIN - MILL AND OVERLAY, ADA IMPROVEMENTS (ASSOCIATE TO 2713-137S AND D3 8602-56) (TIE TO 2713-141) (AC PROJECT, PAYBACK IN FY30) | 6,507,000 | 297,999 | 5,000,000 | 1,209,001 | 0 | MNDOT | |
| 2029 | | US 12 | 2713-141 | RS | US 12, FROM CR 90 TO CR29 (BAKER PARK RD) - MILL AND OVERLAY, ADA IMPROVEMENT, DRAINAGE (TIE TO 2713-137 AND 2713-137S) | 4,533,000 | 3,690,769 | 0 | 842,231 | 0 | MNDOT | |
| 2029 | | US 169 | 2782-387 | BI | US 169 AT BLOOMINGTON FERRY BRIDGE IN SHAKOPEE AND BLOOMINGTON - FLOOD SEAL BRIDGES 27624A, 27624B, 27624D, 27624E, 27624F, 27624G AND I35W OVER MN RIVER- FLOOD SEAL BRIDGES 27W38 AND 27W39 | 2,312,000 | 1,882,430 | 0 | 429,570 | 0 | MNDOT | |
| 2029 | | US 169 | 7005-129AC | RS | **AC**: US 169, FROM 0.5 MI W OF CSAH 15 (MARYSTOWN RD) TO SOUTH ENDS OF BR#S 27624A AND 27624B AND ON MN101 FROM US169 TO 0.06 MI W OF BR# 70009 IN SHAKOPEE - CONCRETE PAVEMENT REHAB AND DIAMOND GRINDING MAINLINE, RAMPS AND LOOPS, RECONSTRUCT SHOULDERS, MILL AND OVERLAY BITUMINOUS RAMPS, DRAINAGE, TURN LANE REMOVAL, TMS, GUARDRAIL AND ADA IMPROVEMENTS (AC PAYBACK 1 OF 1) | 27,000,000 | 27,000,000 | 0 | 0 | 0 | MNDOT | |
| 2029 | | US 212 | 1017-113 | SC | US212, FROM 0.5 MI W OF JONATHAN CARVER PKWY IN DAHLGREN TOWNSHIP TO CSAH 101 (GREAT PLAINS BLVD) IN CHANHASSEN - REPLACE TRAFFIC SIGNS | 870,000 | 708,354 | 0 | 161,646 | 0 | MNDOT | |
| 2029 | | US 61 | 1913-111 | RS | US 61 (VERMILLION ST) FROM JCT MN 316 (RED WING BLVD) TO W 36TH ST IN HASTINGS- THIN MILL AND OVERLAY ROUNDABOUT, REPAIR BRIDGE 4933 | 17,475,000 | 13,133,860 | 0 | 2,997,140 | 1,344,000 | MNDOT | |

**TABLE A-7
National Highway Performance Program Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-----|---------|-------------|------|---|---------------|------------|------------|------------|-----------|---------------|-----|
| 2029 | | US 61 | 8205-155 | DR | **ELLE*: US 61 (POINT DOUGLAS DR) FROM MN 95 (MANNING AVE S) IN COTTAGE GROVE TO US 10 (POINT DOUGLAS S) IN DENMARK TWSP - DRAINAGE, RELOCATE SIGNALS (ASSOCIATE TO 8205-155S AND 8205-155S1) | 739,778 | 602,327 | 0 | 137,451 | 0 | MNDOT | |
| 2030 | | 999 | 8825-1341 | SC | METROWIDE-REPAIR AND REPLACE OVERHEAD SIGN STRUCTURES AND TRAFFIC BARRIER | 2,725,000 | 2,218,695 | 0 | 506,305 | 0 | MNDOT | |
| 2030 | | CSAH 42 | 019-642-078 | RS | CSAH 42 (150TH ST W) FROM 145TH ST TO US52 WESTERN RAMP IN ROSEMOUNT - MILL AND OVERLAY | 7,000,000 | 4,500,000 | 0 | 0 | 2,500,000 | DAKOTA COUNTY | |
| 2030 | | I 35 | 1980-99 | RS | **AC**: I35, FROM 0.4MI SOUTH 210TH ST TO I35W/I35E IN LAKEVILLE - UNBONDED CONCETE OVERLAY, REPLACE BR 19843, 19844, 19807, 19808, MILL AND OVERLAY BR 19847, 19848, 19804, 19531 (AC PROJECT, PAYBACK IN FY'S 31 AND 32) | 107,497,000 | 24,747,300 | 72,000,000 | 10,749,700 | 0 | MNDOT | |
| 2030 | | I 35E | 6281-60 | SC | I35E FROM 0.2 MI S OF CR E TO 0.2 MI N OF CR E IN VADNAIS HEIGHTS - SIGNAL SYSTEM REPLACEMENTS, ADA, MODIFICATION OF BR# 62895, DRAINAGE | 3,871,000 | 2,299,500 | 0 | 255,500 | 1,316,000 | MNDOT | |
| 2030 | | I 35W | 2782-400 | BR | I35W, 0.6 MI N OF I494 IN RICHFIELD - REPLACE PEDESTRIAN BRIDGE #9888 | 6,614,000 | 5,952,600 | 0 | 661,400 | 0 | MNDOT | |
| 2030 | | I 35W | 2783-254 | SC | I35W, FROM PORTLAND AVE S TO E HENNEPIN AVE AND ON MN55 FROM 13TH AVE S TO E 26TH ST IN MPLS - REPLACE TRAFFIC SIGNS AND OVERHEAD SIGN STRUCTURES | 2,071,000 | 1,863,900 | 0 | 207,100 | 0 | MNDOT | |
| 2030 | | I 94 | 2780-114 | SC | I94, AT WEAVER LK RD IN MAPLE GROVE - SIGNAL REPLACEMENTS, REMOVE TURN LANES | 2,658,000 | 1,594,800 | 0 | 177,200 | 886,000 | MNDOT | |
| 2030 | | I 94 | 2781-555 | BR | **ELLE**:I94, AT 20TH AVE IN MPLS - REPLACE BR. 27865 OVER I-94 | 8,162,000 | 7,345,800 | 0 | 816,200 | 0 | MNDOT | |
| 2030 | | I 94 | 8282-154 | BI | I94 OVER MN95 (ST CROIX TRL N) IN LAKELAND - RESURFACE BRIDGES 82849, 82850, AND 82846 | 3,881,000 | 3,492,900 | 0 | 388,100 | 0 | MNDOT | |
| 2030 | | MN 100 | 2735-212AC | RS | **AC**: MN 100, FROM UNDER PED BRIDGE/EXIT CEDAR LK RD IN ST LOUIS PARK TO JCT I694 IN BROOKLYN CENTER - PAVEMENT REHABILITATION, REPAIR BRIDGE'S 27787, 27960, 27982, 27039, 27040, 27754, 27754A, 27788, 27789, 27789A, 27752, 27752A, 27913, 27914, RAMP RE-ALIGNMENT AND REMOVAL OF BR# 27042 , CURB & GUTTER REPAIR, ACCESS REMOVAL, SIGNAL REPLACEMENT, ADA (AC PAYBACK 1 OF 1) | 29,000,000 | 29,000,000 | 0 | 0 | 0 | MNDOT | |

**TABLE A-7
National Highway Performance Program Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|---------------|-----|--------|------------|------|--|--------------------|--------------------|-------|--------------------|-----------|---------|-----|
| 2030 | | MN 252 | 2748-65AC1 | MC | **AC**PRS**: MN252 FROM I94 TO MN 610 AND ON I94 FROM 4TH ST N TO MN 252 IN MPLS, BROOKLYN CENTER AND BROOKLYN PARK - IMPROVE SAFETY AND MOBILITY ON AND ACROSS MN252 AND I94 (AC PAYBACK 1 OF 2) | 5,000,000 | 5,000,000 | 0 | 0 | 0 | MNDOT | |
| 2030 | | MN 55 | 1910-69 | SC | MN55, AND CSAH 42 (145TH ST) IN ROSEMOUNT - CONSTRUCT ROUNDABOUT | 5,316,000 | 3,243,773 | 0 | 740,227 | 1,332,000 | MNDOT | |
| 2030 | | MN 55 | 2751-59AC | RS | **AC**: MN55 (OLSON MEMORIAL HIGHWAY) FROM 0.1 MI WEST OF BNSF BRIDGE IN GOLDEN VALLEY TO INTERSECTION OF OAK LAKE AVE IN MPLS - BITUMINOUS MILL AND OVERLAY, SIDEWALK, SIDEPATH CONSTRUCTION, ADA, SIGNAL REPLACEMENT ALONG THE CORRIDOR, RECONSTRUCT BRIDGE 27785 OVER I94, REPLACE BRIDGE 5908 OVER BASSETT CREEK (AC PAYBACK 1 OF 1) | 7,572,000 | 7,572,000 | 0 | 0 | 0 | MNDOT | |
| 2030 | | MN 610 | 2771-124 | BI | MN610 FROM 0.5 MI E OF NOBLE PARKWAY IN BROOKLYN PARK TO 0.25 MI W OF EAST RIVER RD IN COON RAPIDS AND ON MN252 FROM 0.5 MI S OF MN610 TO MN610 - REPAIR BRIDGES 27217, 27218, 27219, 27239, 27244, 27252, DRAINAGE, GUARDRAIL | 20,085,000 | 16,353,207 | 0 | 3,731,793 | 0 | MNDOT | |
| 2030 | | MN 65 | 0208-175 | RX | MN65 (CENTRAL AVE), FROM 121ST TO 129TH IN BLAINE- PED AND ADA IMPROVEMENTS | 1,127,000 | 917,603 | 0 | 209,397 | 0 | MNDOT | |
| 2030 | | MN 7 | 1004-35AC | RS | **AC**: MN7, FROM HENNEPIN/CARVER COUNTY LINE TO 0.2 MI E DIVISION ST IN EXCELSIOR- MILL AND OVERLAY, REPLACE SIGNAL, ADA IMPROVEMENTS, REPLACE BR 9122 AND ACCESS CONTROL, ROUNDABOUT (AC PAYBACK 1 OF 1) | 25,000,000 | 25,000,000 | 0 | 0 | 0 | MNDOT | |
| 2030 | | US 12 | 2713-137AC | RS | **AC**: US 12, FROM WRIGHT/HENNEPIN CO LINE IN DELANO TO COUNTY RD 90 IN MAPLE PLAIN - MILL AND OVERLAY, ADA IMPROVEMENTS (AC PAYBACK 1 OF 1) | 5,000,000 | 5,000,000 | 0 | 0 | 0 | MNDOT | |
| 2030 | | US 169 | 2750-117 | SC | US 169 AT CSAH 130 (77TH AVE) IN BROOKLYN PARK - REPLACE LIGHTING SYSTEM | 494,000 | 402,215 | 0 | 91,785 | 0 | MNDOT | |
| Totals | | | | | | 921,929,526 | 262,072,000 | | 61,422,722 | | | |
| | | | | | | | 486,301,583 | | 102,133,221 | | | |

Twin Cities Metropolitan Area
2027 - 2030 Transportation Improvement Program

**TABLE A-8
National Freight Program Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|------|-------|----------------|------|--|---------------|------------|------------|-----------|------------|-------------------|-----|
| 2027 | CSAH | 19 | 082-596-010F | RC | **AC**SPPF**: CR19A (KEATS AVE) FROM JAMAICA AVE TO US61 AND WEST POINT DOUGLAS RD FROM 96TH ST TO CR 19A IN COTTAGE GROVE - RECONSTRUCTION, BRIDGE #82538 OVER RR, MULTI-USE TRAIL (ASSOCIATE TO 082-596-010, 082-596-010PRO) (AC PROJECT, PAYBACK IN FY2028) | 6,250,000 | 0 | 5,000,000 | 0 | 1,250,000 | WASHINGTON COUNTY | |
| 2027 | MN | 13 | 179-121-026F | MC | **DB**LFTH**SPPF**PRS**: MN 13 AT MSAS 121 (NICOLLET AVE) IN BURNSVILLE - GRADE SEPARATION (ASSOCIATE TO 1901-207 AND 179-121-026) | 13,264,554 | 10,800,000 | 0 | 2,464,554 | 0 | BURNSVILLE | |
| 2027 | MN | 5 | 010-596-014FAC | MC | **AC**SPPF**PRS**: MN5 (ARBORETUM BLVD) FROM 0.15 MI W 80TH ST TO 0.3 MI E OF MN41 IN VICTORIA AND CHANHASSEN - TWO TO FOUR LANE CONVERSION, BRIDGE, UNDERPASS, BIKE TRAIL, SIGNALS, ADA (AC PAYBACK 1 OF 1) | 10,800,000 | 10,800,000 | 0 | 0 | 0 | CARVER COUNTY | |
| 2027 | MN | 610 | 114-020-064AC | MC | **AC**PRS**SPPF**: CSAH 1 (EAST RIVER ROAD) AT MN 610 IN COON RAPIDS - CONSTRUCT INTERCHANGE, REHAB BR #02024, 02026, NEW BR #02071, PED BR 02J60 (AC PAYBACK 1 OF 1) | 10,800,000 | 10,800,000 | 0 | 0 | 0 | COON RAPIDS | |
| 2028 | CSAH | 19 | 082-596-010FAC | RC | **AC**SPPF**: CR19A (KEATS AVE) FROM JAMAICA AVE TO US61 AND WEST POINT DOUGLAS RD FROM 96TH ST TO CR 19A IN COTTAGE GROVE - RECONSTRUCTION, BRIDGE #82538 OVER RR, MULTI-USE TRAIL (ASSOCIATE TO 082-596-010, 082-596-010PRO) (AC PAYBACK 1 OF 1) | 5,000,000 | 5,000,000 | 0 | 0 | 0 | WASHINGTON COUNTY | |
| 2028 | MN | 13 | 070-596-018 | MC | **AC**SPPF**: MN 13, FROM MSAS 102 (QUENTIN AVE) TO WASHBURN AVE IN SAVAGE AND BURNSVILLE - RECONSTRUCTION (ASSOCIATE TO 1901-203, 1901-203A, 179-010-016 AND 211-010-009) (AC PROJECT, PAYBACK IN FY29) | 29,125,000 | 0 | 10,000,000 | 0 | 19,125,000 | SCOTT COUNTY | |
| 2029 | CSAH | 50 | 019-650-025 | RC | **SPPF**CDS**: CSAH 50 (KENWOOD TR) FROM KENRICK AVE TO KLAMATH TR (170TH ST) IN LAKEVILLE - RECONSTRUCT INTERCHANGE AT I35, FRONTAGE RDS AUXILIARY LANES, TRAILS (ASSOCIATE TO 1980-105) | 25,200,000 | 9,000,000 | 0 | 0 | 16,200,000 | DAKOTA COUNTY | |

**TABLE A-8
National Freight Program Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|---------------|-----|--------|---------------|------|--|---------------|------------|------------|-----------|------------|-----------------|-----|
| 2029 | | MN 13 | 070-596-018AC | MC | **AC**SPPF**: MN 13, FROM MSAS 102 (QUENTIN AVE) TO WASHBURN AVE IN SAVAGE AND BURNSVILLE - RECONSTRUCTION (AC PAYBACK 1 OF 1) | 10,000,000 | 10,000,000 | 0 | 0 | 0 | SCOTT COUNTY | |
| 2029 | | MN 252 | 2748-77 | MC | **PRS**SPPF**: MN 252 AT 66TH AVE N IN BROOKLYN CENTER-CONSTRUCT INTERCHANGE, CONVERT TO FREEWAY, CLOSE INTERSECTION AT 70TH AVE, MULTIUSE TRAIL, NOISE WALLS (ASSOCIATE TO 109-010-007) | 12,500,000 | 10,000,000 | 0 | 0 | 2,500,000 | MNDOT | |
| 2030 | | CSAH 2 | 257-020-001 | RC | **SPPF**: CSAH 2 AND I35 - RECONSTRUCT INTERCHANGE IN ELKO NEW MARKET | 28,300,000 | 7,000,000 | 0 | 0 | 21,300,000 | ELKO NEW MARKET | |
| Totals | | | | | | 151,239,554 | | 15,000,000 | | 60,375,000 | | |
| | | | | | | | 73,400,000 | | 2,464,554 | | | |

Twin Cities Metropolitan Area
2027 - 2030 Transportation Improvement Program

TABLE A-9
Highway Safety Improvement Projects

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-----|----------|---------------|------|--|---------------|-----------|-----------|----------|-----------|-------------------|-----|
| 2027 | | CSAH 152 | 027-752-040AC | SH | **AC**: CSAH 152 (BROOKLYN BLVD) AT WELCOME AVE IN BROOKLYN PARK - CURB EXTENSIONS, ADA, ROADWAY MODIFICATIONS, SIGNAL, LIGHTING (AC PAYBACK 1 OF 1) | 967,080 | 967,080 | 0 | 0 | 0 | HENNEPIN COUNTY | |
| 2027 | | CSAH 18 | 082-618-030AC | SH | **AC**: CSAH 18 (BAILEY RD) AT MSAS 127 (SETTLERS RIDGE PARKWAY/COTTAGE GROVE DR) IN WOODBURY - ROUNDABOUT (AC PAYBACK 1 OF 1) | 2,000,000 | 2,000,000 | 0 | 0 | 0 | WASHINGTON COUNTY | |
| 2027 | | CSAH 19 | 086-070-027 | SH | CSAH 19, CONSTRUCT ROUND-A-BOUT AT WRIGHT CSAH 19 & 30TH ST NE | 1,750,000 | 750,000 | 0 | 0 | 1,000,000 | WRIGHT COUNTY | |
| 2027 | | CSAH 22 | 027-622-007 | SH | **AC**: CSAH 22 (LYNDALE AVE) FROM 31ST ST TO CSAH 3 (LAKE ST) IN MPLS - SIDEWALK, LANDSCAPING, CURB EXTENSIONS, MEDIANS, SIGNALS (ASSOCIATE TO 027-622-006 AND 2781-563) (AC PROJECT, PAYBACK IN FY28) | 4,068,000 | 0 | 2,000,000 | 0 | 2,068,000 | HENNEPIN COUNTY | |
| 2027 | | CSAH 23 | 002-623-026 | SH | CSAH 23 (LAKE DR) AT CSAH 62 (KETTLE RIVER BLVD) IN COLUMBUS TOWNSHIP - CONSTRUCT ROUNDABOUT, TURN LANES | 3,211,000 | 2,000,000 | 0 | 0 | 1,211,000 | ANOKA COUNTY | |
| 2027 | | CSAH 33 | 027-633-008 | SH | **AC**: CSAH 33 (PARK AVE) AND CSAH 35 (PORTLAND AVE) FROM 46TH ST TO 38TH ST IN MPLS - BIKE LANE, MEDIAN, CURB EXTENSIONS, MILL AND OVERLAY, AND REVISE SIGNALS (ASSOCIATE TO 027-633-007, 027-633-007Q, 141-030-062) (AC PROJECT, PAYBACK IN FY2028) | 7,447,800 | 2,000,000 | 2,000,000 | 0 | 3,447,800 | HENNEPIN COUNTY | |
| 2027 | | CSAH 35 | 141-030-062 | SH | **AC**: CSAH 35 (PORTLAND AVE) AND CSAH 33 (PARK AVE) AT MSAS 239 (E 26TH ST) AND MSAS 241 (E 28TH ST) IN MPLS - SIGNAL REVISIONS AND CURB EXTENSIONS (ASSOCIATE TO 027-633-007, 027-633-007Q, 027-633-008) (AC PROJECT, PAYBACK IN FY2028) | 2,403,000 | 0 | 2,000,000 | 0 | 403,000 | MINNEAPOLIS | |
| 2027 | | CSAH 40 | 010-640-017 | SH | CSAH 40 (CR 40) BETWEEN CSAH 52/174TH ST AND BEVENS CR BR 10545 IN SAN FRANCISCO TOWNSHIP - SHOULDER WIDENING, SIGNING AND PAVEMENT MARKINGS | 5,644,000 | 2,000,000 | 0 | 0 | 3,644,000 | CARVER COUNTY | |
| 2027 | | CSAH 44 | 062-644-041 | SH | **AC**: CSAH 44 (SILVER LAKE RD) FROM MSAS 101 (MISSISSIPPI ST) TO CSAH 10 (MOUNDS VIEW BLVD) IN NEW BRIGHTON - 4 TO 3 LN CONVERSION, MILL AND OVERLAY, SIGNAL REVISION, ADA (AC PROJECT, PAYBACK IN FY29) | 1,980,000 | 0 | 1,620,000 | 0 | 360,000 | RAMSEY COUNTY | |

**TABLE A-9
Highway Safety Improvement Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-----|----------|-------------|------|---|---------------|-----------|-----------|----------|----------|---------------|-----|
| 2027 | | CSAH 45 | 062-612-032 | SH | **AC**: CSAH 45 (LONG LAKE RD)/CSAH 12 (10TH ST NW) FROM I694 TO CSAH 77 (OLD HWY 8 NW) IN NEW BRIGHTON - 4 TO 3 LANE CONVERSION, MILL AND OVERLAY, SIGNAL REVISION (AC PROJECT, PAYBACK IN FY29) | 1,001,000 | 0 | 810,000 | 0 | 191,000 | RAMSEY COUNTY | |
| 2027 | | CSAH 7 | 002-607-029 | SH | **AC**: CSAH 7 (7TH AVE) AT CR 158 (165TH AVE) IN ANDOVER - ROUNDABOUT (AC PROJECT, PAYBACK IN FY28) | 2,400,000 | 452,920 | 1,167,080 | 0 | 780,000 | ANOKA COUNTY | |
| 2027 | | CSAH 8 | 27-00336 | SR | SOO RR, REPLACE ANTIQUATED SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES AND RAILROAD CROSSING SIGNALS AT CSAH 8 (BROADWAY AVE), CRYSTAL, HENNEPIN COUNTY | 350,000 | 315,000 | 0 | 0 | 35,000 | MNDOT | |
| 2027 | | LOCAL ST | 19-00157 | SR | PGR RR, REPLACE ANTIQUATED SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES AND CONSTANT WARNING CIRCUITRY AT M627, AZALEA WAY, INVER GROVE HEIGHTS, DAKOTA COUNTY | 275,000 | 275,000 | 0 | 0 | 0 | MNDOT | |
| 2027 | | MN 101 | 2738-31S | SH | MN 101 FROM 0.07 MI S OF I94 TO DIAMOND LK RD IN ROGERS - TURN LANE EXTENSION (ASSOCIATE TO 8608-33 IN DISTRICT 3 AND 2738-31) | 119,000 | 107,100 | 0 | 11,900 | 0 | MNDOT | |
| 2027 | | MN 5 | 6230-33S | SH | **ELLE**: MN 5 (STILLWATER RD) FROM MCKNIGHT RD TO MSAS 139 (E STILLWATER AVE) IN MAPLEWOOD - 4 TO 3 LANE CONVERSION, ADA IMPROVEMENTS AND DRAINAGE (ASSOCIATE TO 6230-33) | 742,000 | 540,000 | 0 | 60,000 | 142,000 | MNDOT | |
| 2027 | | MN 55 | 1910-61 | SH | MN 55 (HASTINGS TRL) AT CSAH 42 (GOODWIN AVE/MISSISSIPPI TRL) IN HASTINGS - ROUNDABOUT (ASSOCIATE TO 1910-61S) | 2,015,778 | 1,042,100 | 0 | 115,789 | 857,889 | MNDOT | |
| 2027 | | MN 55 | 1910-61S | SH | MN 55 (HASTINGS TRL) AT CSAH 42 (GOODWIN AVE/MISSISSIPPI TRL) IN HASTINGS - ROUNDABOUT (ASSOCIATE TO 1910-61) | 2,222,222 | 2,000,000 | 0 | 111,111 | 111,111 | MNDOT | |
| 2027 | | MN 65 | 0208-172S | SH | MN 65 AT 209TH AVE, 217TH AVE, 219TH AVE AND JUST SOUTH OF KLONDIKE AVE IN EAST BETHEL - CONSTRUCT REDUCED CONFLICT INTERSECTIONS AND ADA (ASSOCIATE TO 0208-172) | 2,540,000 | 2,286,000 | 0 | 254,000 | 0 | MNDOT | |
| 2027 | | MN 65 | 2710-60S | SH | MN 65 (3RD AVE S) FROM 1ST ST TO WASHINGTON AVE IN MPLS - CONSTRUCT BUMP OUTS AND PROTECTED BIKEWAY, LIGHTING AND TRAFFIC SIGNALS (ASSOCIATE TO 2710-60 AND 2710-60S1) | 351,000 | 315,900 | 0 | 35,100 | 0 | MNDOT | |

**TABLE A-9
Highway Safety Improvement Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-----|----------|-----------|------|---|---------------|-----------|---------|----------|-----------|---------|-----|
| 2027 | | MN 65 | 2710-60S1 | SH | MN 65 (3RD AVE S) FROM 1ST ST TO WASHINGTON AVE IN MPLS - CONSTRUCT BUMP OUTS AND PROTECTED BIKEWAY, LIGHTING AND TRAFFIC SIGNALS (LOCALS PROVIDING PARTIAL MATCH TO ATP HSIP) (ASSOCIATE TO 2710-60 AND 2710-60S) | 1,500,000 | 1,350,000 | 0 | 120,300 | 29,700 | MNDOT | |
| 2027 | | MN 7 | 2706-254S | SH | MN 7 FROM MN 41 (HAZELTINE BLVD) TO CSAH 19 (OAK ST) IN SHOREWOOD AND FROM I494 TO CSAH 61 (SHADY OAK RD) IN MINNETONKA - INSTALL CABLE MEDIAN BARRIER (ASSOCIATE TO 2706-254) | 1,100,000 | 990,000 | 0 | 110,000 | 0 | MNDOT | |
| 2027 | | MN 95 | 8208-45S | SH | MN 95 (MANNING AVE S) AT 70TH ST IN COTTAGE GROVE/DENMARK TOWNSHIP - ROUNDABOUT (ASSOCIATE TO 8208-45) | 3,514,000 | 2,169,000 | 0 | 241,000 | 1,104,000 | MNDOT | |
| 2027 | | MSAS 120 | 62-00223 | SR | MNNR RR, REPLACE ANTIQUATED SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES AND CONSTANT WARNING CIRCUITRY AT MSAS 120 (N CLEVELAND AVE), ST PAUL, RAMSEY COUNTY | 240,000 | 240,000 | 0 | 0 | 0 | MNDOT | |
| 2027 | | US 10 | 0202-119S | SH | US 10, FROM 0.14 MILES W OF EDISON ST IN ELK RIVER TO 0.66 MILES E OF ARMSTRONG BLVD NW IN RAMSEY - INTERSECTION IMPROVEMENTS (ASSOCIATE TO 0202-119) (TIE TO 0202-124) | 2,119,000 | 1,907,100 | 0 | 211,900 | 0 | MNDOT | |
| 2027 | | US 8 | 1308-29S | AM | **AC**: US 8 (LAKE BLVD) IN WYOMING TOWNSHIP - CONSTRUCT J TURN AT HALE AVE AND CLOSE HAZEL AVE, HAMLET AVE, 250TH ST, AND 14 DRIVEWAY ACCESS POINTS (ASSOCIATE TO 1308-29, 1308-29S1, 013-596-010) (AC PROJECT, PAYBACK IN FY28) | 605,000 | 0 | 544,500 | 60,500 | 0 | MNDOT | |
| 2027 | | US 8 | 1308-29S1 | AM | US 8 (LAKE BLVD) IN WYOMING TOWNSHIP - CONSTRUCT J TURN AT HALE AVE AND CLOSE HAZEL AVE, HAMLET AVE, 250TH ST, AND 14 DRIVEWAY ACCESS POINTS (ASSOCIATE TO 1308-29, 1308-29S, 013-596-010) | 13,000 | 11,700 | 0 | 1,300 | 0 | MNDOT | |
| 2028 | | CSAH 10 | 10-00127 | SR | TCWR RR, REPLACE EXISTING SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES AND CONSTANT WARNING CIRCUITRY AT CSAH 10, VICTORIA, CARVER COUNTY | 250,000 | 250,000 | 0 | 0 | 0 | MNDOT | |

**TABLE A-9
Highway Safety Improvement Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-----|----------|---------------|------|--|---------------|-----------|-------|----------|----------|-----------------|-----|
| 2028 | | CSAH 11 | 010-611-029 | SH | CSAH 11 (JONATHON CARVER PKWY) AT CSAH 44 (BIG WOODS BLVD) IN CHASKA - CONSTRUCT ROUNDABOUT | 2,683,800 | 2,000,000 | 0 | 0 | 683,800 | CARVER COUNTY | |
| 2028 | | CSAH 11 | 10-00129 | SR | TCWR RR, REPLACE EXISTING SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES AND CONSTANT WARNING CIRCUITRY AT CSAH 11 (GUERNSEY AVE), CHASKA, CARVER COUNTY | 250,000 | 250,000 | 0 | 0 | 0 | MNDOT | |
| 2028 | | CSAH 22 | 027-622-007AC | SH | **AC**: CSAH 22 (LYNDALE AVE) FROM 31ST ST TO CSAH 3 (LAKE ST) IN MPLS - SIDEWALK, LANDSCAPING, CURB EXTENSIONS, MEDIANS, SIGNALS (AC PAYBACK 1 OF 1) | 2,000,000 | 2,000,000 | 0 | 0 | 0 | HENNEPIN COUNTY | |
| 2028 | | CSAH 23 | 070-623-013AC | SH | **AC**CSAH 23 (PANAMA AVE) AT CSAH 68 (190TH ST E) IN PRIOR LAKE - CONSTRUCT ROUNDABOUT (AC PAYBACK 1 OF 1) | 1,440,000 | 1,440,000 | 0 | 0 | 0 | SCOTT COUNTY | |
| 2028 | | CSAH 33 | 027-633-008AC | SH | **AC**: CSAH 33 (PARK AVE) AND CSAH 35 (PORTLAND AVE) FROM 46TH ST TO 38TH ST IN MPLS - BIKE LANE, MEDIAN, CURB EXTENSIONS, MILL AND OVERLAY, AND REVISE SIGNALS (AC PAYBACK 1 OF 1) | 2,000,000 | 2,000,000 | 0 | 0 | 0 | HENNEPIN COUNTY | |
| 2028 | | CSAH 35 | 141-030-062AC | SH | **AC**: CSAH 35 (PORTLAND AVE) AND CSAH 33 (PARK AVE) AT MSAS 239 (E 26TH ST) AND MSAS 241 (E 28TH ST) IN MPLS - SIGNAL REVISIONS AND CURB EXTENSIONS (AC PAYBACK 1 OF 1) | 2,000,000 | 2,000,000 | 0 | 0 | 0 | MINNEAPOLIS | |
| 2028 | | CSAH 43 | 10-00128 | SR | TCWR RR, REPLACE EXISTING SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES AND CONSTANT WARNING CIRCUITRY AT CSAH 43, VICTORIA, CARVER COUNTY | 250,000 | 250,000 | 0 | 0 | 0 | MNDOT | |
| 2028 | | CSAH 66 | 027-666-026 | SH | CSAH 66 (BROADWAY ST NE) FROM JACKSON ST NE TO FILLMORE ST NE IN MPLS - MEDIAN, SIGNAL, ADA | 1,998,000 | 1,665,000 | 0 | 0 | 333,000 | HENNEPIN COUNTY | |
| 2028 | | CSAH 7 | 002-607-029AC | SH | **AC**: CSAH 7 (7TH AVE) AT CR 158 (165TH AVE) IN ANDOVER - ROUNDABOUT (AC PAYBACK 1 OF 1) | 1,167,080 | 1,167,080 | 0 | 0 | 0 | ANOKA COUNTY | |
| 2028 | | CSAH 96 | 62-00225 | SR | MNNR RR, REPLACE EXISTING SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES AND CONSTANT WARNING CIRCUITRY AT CSAH 96, WHITE BEAR LAKE, RAMSEY COUNTY | 275,000 | 275,000 | 0 | 0 | 0 | MNDOT | |
| 2028 | | LOCAL ST | 107-030-011 | SH | AT VARIOUS LOCATIONS IN BLOOMINGTON - PED REFUGE, CURB EXTENSIONS, RRFB, ADA | 660,852 | 550,710 | 0 | 0 | 110,142 | BLOOMINGTON | |

**TABLE A-9
Highway Safety Improvement Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-----|----------|-------------|------|--|---------------|-----------|-----------|----------|-----------|------------------|-----|
| 2028 | | LOCAL ST | 62-00224 | SR | CPKC RR, REPLACE EXISTING SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES, AND CONSTANT WARNING CIRCUITRY AT 1ST ST NW, NEW BRIGHTON, RAMSEY COUNTY | 400,000 | 360,000 | 0 | 0 | 40,000 | MNDOT | |
| 2028 | | MN 280 | 6242-87S | SH | MN 280, AT BROADWAY ST IN LAUDERDALE - CLOSE MEDIAN AND RAMPS AT HENNEPIN AVE IN ST PAUL, INSTALL SIGNALS (ASSOCIATE TO 6242-87) | 873,000 | 785,700 | 0 | 87,300 | 0 | MNDOT | |
| 2028 | | MN 41 | 1008-108S | SH | **ELLE**: MN41, US 212 EB AND WB EXIT RAMPS TO MN41 (N CHESTNUT ST) IN CHASKA - CONSTRUCT DUAL LEFT TURN LANES AND DUAL RIGHT TURN LANES AND RELOCATE RTMC SYSTEMS (ASSOCIATE TO 1008-108) | 1,538,000 | 1,384,200 | 0 | 153,800 | 0 | MNDOT | |
| 2028 | | MN 55 | 1909-110S | SH | **ELLE**: MN 55 FROM 0.15 MI E OF LEXINGTON AVE S TO 0.16 MI W OF DODD RD IN EAGAN - ACCESS IMPROVEMENTS (ASSOCIATE TO 1909-110) | 883,000 | 794,700 | 0 | 88,300 | 0 | MNDOT | |
| 2028 | | MN 62 | 1918-124S | SH | **AC**: MN62, FROM MN13 TO MN3 (S ROBERT ST) IN SUNFISH LK, W ST PAUL AND MENDOTA HTS - INSTALL CABLE MEDIAN BARRIER, GUARDRAIL (ASSOCIATE TO 1918-124 AND 1981-124S1) (AC PROJECT, PAYBACK IN FY29) | 1,500,000 | 0 | 1,350,000 | 150,000 | 0 | MNDOT | |
| 2028 | | MN 62 | 1918-124S1 | SH | MN62, FROM MN13 TO MN3 (S ROBERT ST) IN SUNFISH LK, W ST PAUL AND MENDOTA HTS - INSTALL CABLE MEDIAN BARRIER, GUARDRAIL (ASSOCIATE TO 1918-124 AND 1918-124S) | 372,000 | 334,800 | 0 | 37,200 | 0 | MNDOT | |
| 2028 | | MN 65 | 113-010-023 | SH | **AC**: MN65 (CENTRAL AVE) FROM 43RD AVE TO 47TH AVE IN COLUMBIA HEIGHTS - CONTINUOUS STREET LIGHTING, SIDEWALK, ADA (AC PROJECT, PAYBACK IN FY2030) | 2,957,612 | 0 | 2,000,000 | 0 | 957,612 | COLUMBIA HEIGHTS | |
| 2028 | | MN 7 | 1003-42 | SH | MN7, AT CSAH 33 IN HOLLYWOOD TOWNSHIP - CONSTRUCT ROUNDABOUT | 2,115,000 | 1,046,700 | 0 | 116,300 | 952,000 | MNDOT | |
| 2028 | | MN 7 | 2706-257 | SH | MN7, 0.15 MI E OF TEXAS AVE IN ST LOUIS PARK - FLATTEN CREST VERTICAL CURVE, DRAINAGE | 5,300,000 | 4,770,000 | 0 | 530,000 | 0 | MNDOT | |
| 2028 | | MSAS 239 | 141-030-063 | SH | VARIOUS INTERSECTIONS ON MSAS 239 (E 26TH ST) AND MSAS 241 (W 28TH ST) IN MPLS - REPLACE TRAFFIC SIGNALS, CURB EXTENSIONS, ADA | 3,240,000 | 2,000,000 | 0 | 0 | 1,240,000 | MINNEAPOLIS | |
| 2028 | | US 52 | 1928-88S | SH | **ELLE**: US 52, OFF RAMP AT CSAH 26 (70TH ST E) IN INVER GROVE HEIGHTS - ROUNDABOUT, MILL AND OVERLAY BR 19022 (ASSOCIATE TO 1928-88) | 7,480,000 | 4,309,200 | 0 | 478,800 | 2,692,000 | MNDOT | |

**TABLE A-9
Highway Safety Improvement Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|----------|-------|---------------|------|--|---------------|-----------|-------|----------|-----------|---------------|-----|
| 2028 | | US 8 | 1308-29SAC | AM | **AC**: US 8 (LAKE BLVD) IN WYOMING TOWNSHIP - CONSTRUCT J TURN AT HALE AVE AND CLOSE HAZEL AVE, HAMLET AVE, 250TH ST, AND 14 DRIVEWAY ACCESS POINTS (AC PAYBACK 1 OF 1) | 544,500 | 544,500 | 0 | 0 | 0 | MNDOT | |
| 2029 | | 999 | 8825-1294 | SH | METROWIDE INTERSECTIONS - INSTALL RURAL INTERSECTION LIGHTING (ASSOCIATE TO 8825-1294S) | 330,000 | 297,000 | 0 | 33,000 | 0 | MNDOT | |
| 2029 | | 999 | 8825-1294S | SH | METROWIDE INTERSECTIONS - INSTALL RURAL INTERSECTION LIGHTING (ASSOCIATE TO 8825-1294) | 250,000 | 225,000 | 0 | 25,000 | 0 | MNDOT | |
| 2029 | | 999 | 8825-1295S | SH | METROWIDE - INSTALL CABLE MEDIAN BARRIER (ASSOCIATE TO 8825-1295) | 1,149,000 | 1,034,100 | 0 | 114,900 | 0 | MNDOT | |
| 2029 | CSAH 10 | | 062-610-007 | SH | CSAH 10 (MOUNDS VIEW BLVD) FROM MSAS 244 (SPRING LAKE RD) TO MSAS 230 (GROVELAND RD) IN MOUNDSVIEW - CONSTRUCT MEDIANS | 1,980,000 | 1,620,000 | 0 | 0 | 360,000 | RAMSEY COUNTY | |
| 2029 | CSAH 116 | | 002-716-029 | SH | CSAH 116 (BUNKER LAKE BLVD) AT MSAS 105 (NAPLES ST NE) IN HAM LAKE - CONSTRUCT ROUNDABOUT, MULTI-USE TRAIL, ADA | 1,944,000 | 1,620,000 | 0 | 0 | 324,000 | ANOKA COUNTY | |
| 2029 | CSAH 17 | | 002-617-036 | SH | CSAH 17 (LEXINGTON AVE NE) AT CONSTANCE BLVD NE IN HAM LAKE - CONSTRUCT ROUNDABOUT, MULTI-USE TRAIL, ADA | 2,090,000 | 1,710,000 | 0 | 0 | 380,000 | ANOKA COUNTY | |
| 2029 | CSAH 39 | | 086-070-028 | TM | CSAH 39/CSAH 19, CONSTRUCT ROUNDABOUT AT INTERSECTION OF CSAH 39 AND CSAH 19 IN THE CITY OF OTSEGO. | 2,500,000 | 750,000 | 0 | 0 | 1,750,000 | WRIGHT COUNTY | |
| 2029 | CSAH 44 | | 062-644-041AC | SH | **AC**: CSAH 44 (SILVER LAKE RD) FROM MSAS 101 (MISSISSIPPI ST) TO CSAH 10 (MOUNDS VIEW BLVD) IN NEW BRIGHTON - 4 TO 3 LN CONVERSION, MILL AND OVERLAY, SIGNAL REVISION, ADA (AC PAYBACK 1 OF 1) | 1,620,000 | 1,620,000 | 0 | 0 | 0 | RAMSEY COUNTY | |
| 2029 | CSAH 45 | | 062-612-032AC | SH | **AC**: CSAH 45 (LONG LAKE RD)/CSAH 12 (10TH ST NW) FROM I694 TO CSAH 77 (OLD HWY 8 NW) IN NEW BRIGHTON - 4 TO 3 LANE CONVERSION, MILL AND OVERLAY, SIGNAL REVISION (AC PAYBACK 1 OF 1) | 810,000 | 810,000 | 0 | 0 | 0 | RAMSEY COUNTY | |
| 2029 | CSAH 53 | | 010-653-011 | SH | CSAH 53 FROM 182ND ST TO BEVENS CREEK IN BENTON TOWNSHIP AND HANCOCK TOWNSHIP - WIDEN SHOULDERS | 8,580,000 | 2,000,000 | 0 | 0 | 6,580,000 | CARVER COUNTY | |

**TABLE A-9
Highway Safety Improvement Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-----|----------|-------------|------|---|---------------|-----------|-------|----------|----------|-------------|-----|
| 2029 | | CSAH 57 | 62-00226 | SR | SOO RR, REPLACE EXISTING SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES, AND CONSTANT WARNING CIRCUITRY AT CSAH 57 (MCMENEMY ST), VADNAIS HEIGHTS, RAMSEY COUNTY | 400,000 | 360,000 | 0 | 0 | 40,000 | MNDOT | |
| 2029 | | CSAH 59 | 62-00227 | SR | SOO RR, REPLACE EXISTING SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES, AND CONSTANT WARNING CIRCUITRY AT CSAH 59 (CENTERVILLE RD), NORTH OAKS, RAMSEY COUNTY | 400,000 | 360,000 | 0 | 0 | 40,000 | MNDOT | |
| 2029 | | CSAH 9 | 19-00158 | SR | PGR RR, REPLACE EXISTING SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES AND CONSTANT WARNING CIRCUITRY AT CSAH 9 (DODD BLVD), LAKEVILLE, DAKOTA COUNTY | 382,500 | 382,500 | 0 | 0 | 0 | MNDOT | |
| 2029 | | I 494 | 1985-164 | SH | I494 FROM MN RIVER TO MN 3 (S ROBERT TRL) IN INVER GROVE HEIGHTS, EAGAN AND MENDOTA HEIGHTS - INSTALL CONTINUOUS LIGHTING | 2,100,000 | 1,890,000 | 0 | 210,000 | 0 | MNDOT | |
| 2029 | | MN 100 | 2735-212S | SH | **ELLE**: MN 100 FROM BASS LAKE RD TO JOHN MARTIN DRIVE IN BROOKLYN CENTER - ACCESS CLOSURE/CHANGES (ASSOCIATE TO 2735-212) | 823,000 | 740,700 | 0 | 82,300 | 0 | MNDOT | |
| 2029 | | MN 5 | 6201-107 | SH | **PRS**: MN 5 FROM W GOODHUE ST TO MSAS 158 (KELOGG BLVD) IN ST PAUL - 4 TO 3 LANE CONVERSION | 1,000,000 | 900,000 | 0 | 100,000 | 0 | MNDOT | |
| 2029 | | MN 50 | 1904-33 | SH | MN50, AT US52 SB RAMP (MAIN ST) AND MN56 IN HAMPTON - ROUNDABOUT | 4,052,000 | 3,646,800 | 0 | 405,200 | 0 | MNDOT | |
| 2029 | | MN 62 | 1918-124SAC | SH | **AC**: MN62, FROM MN13 TO MN3 (S ROBERT ST) IN SUNFISH LK, W ST PAUL AND MENDOTA HTS - INSTALL CABLE MEDIAN BARRIER (AC PAYBACK 1 OF 1) | 1,350,000 | 1,350,000 | 0 | 0 | 0 | MNDOT | |
| 2029 | | MSAS 160 | 141-160-011 | SH | MSAS 160 (BLOOMINGTON AVE S) AT MSAS 239 (E 26TH ST) AND MSAS 241 (E 28TH ST) IN MPLS - SIGNALS, CURB EXTENSIONS, ADA | 1,540,000 | 1,260,000 | 0 | 0 | 280,000 | MINNEAPOLIS | |
| 2029 | | MSAS 415 | 27-00337 | SR | MNNR RR, REPLACE EXISTING SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES AND CONSTANT WARNING CIRCUITRY AT MSAS 415 (MINNEHAHA AVE), MPLS, HENNEPIN COUNTY | 250,000 | 250,000 | 0 | 0 | 0 | MNDOT | |
| 2029 | | US 12 | 2713-137S | SH | US 12, AT COUNTY LINE ROAD IN DELANO - ROUNDABOUT, DRAINAGE (ASSOCIATE TO 2713-137 AND D3 8602-56) (TIE TO 2713-141) | 2,750,000 | 2,475,000 | 0 | 275,000 | 0 | MNDOT | |

**TABLE A-9
Highway Safety Improvement Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-----|----------|---------------|------|--|---------------|------------|-------|----------|-----------|------------------|-----|
| 2029 | | US 12 | 8602-56 | SH | US 12, AT COUNTY LINE ROAD IN DELANO - ROUNDABOUT, DRAINAGE (ASSOCIATE TO 2713-137 AND D3 8602-56) (TIE TO 2713-141) | 1,306,000 | 1,063,345 | 0 | 242,655 | 0 | MNDOT | |
| 2029 | | US 61 | 8205-155S | SH | **ELLE**: US 61 (POINT DOUGLAS DR) FROM MN 95 (MANNING AVE S) IN COTTAGE GROVE TO US 10 (POINT DOUGLAS S) IN DENMARK TWSP - 2 RCI'S, ADA IMPROVEMENTS, GUARDRAIL (ASSOCIATE TO 8205-155 AND 8205-155S1) | 278,000 | 250,200 | 0 | 27,800 | 0 | MNDOT | |
| 2029 | | US 61 | 8205-155S1 | SH | **ELLE**: US 61 (POINT DOUGLAS DR) FROM MN 95 (MANNING AVE S) IN COTTAGE GROVE TO US 10 (POINT DOUGLAS S) IN DENMARK TWSP - 2 RCI'S, ADA IMPROVEMENTS, GUARDRAIL (ASSOCIATE TO 8205-155 AND 8205-155S) | 2,222,222 | 2,000,000 | 0 | 222,222 | 0 | MNDOT | |
| 2029 | | US 61 | 8205-158S | SH | **ELLE**: US 61 (POINTE DOUGLAS DR), AT KINGSBOROUGH TR (NORTH INTERSECTION) AND AT KIMBRO AVE AND 61 MARINE AND SPORT IN COTTAGE GROVE - REDUCED CONFLICT INTERSECTION, CABLE MEDIAN BARRIER, GUARDRAIL, LIGHTING, TMS, SIGNALS (ASSOCIATE TO 8205-158) | 3,363,000 | 3,026,700 | 0 | 336,300 | 0 | MNDOT | |
| 2030 | | 999 | 880M-SHS-30 | SH | METRO ATP: SETASIDE FOR HIGHWAY SAFETY IMPROVEMENT PROGRAM PROJECTS YET TO BE SELECTED FOR FY 2030 | 13,277,778 | 11,950,000 | 0 | 0 | 1,327,778 | MNDOT | |
| 2030 | | CSAH 1 | 071-601-028 | SH | CSAH 1/CSAH 33, CONSTRUCT ROUNDABOUT AT INTERSECTION OF CSAH 33 AND CSAH 1 IN THE CITY OF ELK RIVER | 2,500,000 | 750,000 | 0 | 0 | 1,750,000 | SHERBURNE COUNTY | |
| 2030 | | LOCAL ST | 141-239-019AC | SH | **AC**: 26TH ST W AND 28TH ST W FROM GARFIELD AVE S TO STEVENS AVE S IN MPLS , SAFETY IMPROVEMENTS, ADA, CURB EXTENSIONS AND OR PED MEDIANS, BIKE BUFFER MEDIANS (AC PAYBACK 1 OF 1) | 1,350,000 | 1,350,000 | 0 | 0 | 0 | MINNEAPOLIS | |
| 2030 | | MN 120 | 6227-95S | SH | MN120, FROM HOLLOWAY AVE E TO 0.09 M SOUTH OF UP RR IN MAPLEWOOD AND NORTH ST PAUL - INTERSECTION IMPROVEMENTS (ASSOCIATE TO 6227-95) | 4,884,000 | 4,395,600 | 0 | 488,400 | 0 | MNDOT | |
| 2030 | | MN 13 | 7001-147S | SH | MN13, AT MN282 AND CSAH 17 (MARSHALL RD) IN SPRING LK TOWNSHIP - CONSTRUCT ROUNDABOUT (ASSOCIATE TO 7001-147) | 4,347,000 | 3,168,900 | 0 | 352,100 | 826,000 | MNDOT | |

**TABLE A-9
Highway Safety Improvement Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|---------------|-----|-------|---------------|------|--|---------------|-------------|------------|-----------|------------|------------------|-----|
| 2030 | | MN 65 | 113-010-023AC | SH | **AC**: MN65 (CENTRAL AVE) FROM 43RD AVE TO 47TH AVE IN COLUMBIA HEIGHTS - CONTINUOUS STREET LIGHTING, SIDEWALK, ADA (AC PAYBACK 1 OF 1) | 2,000,000 | 2,000,000 | 0 | 0 | 0 | COLUMBIA HEIGHTS | |
| Totals | | | | | | 164,584,224 | | 13,491,580 | | 36,050,832 | | |
| | | | | | | | 109,152,335 | | 5,889,477 | | | |

Twin Cities Metropolitan Area
2027 - 2030 Transportation Improvement Program

TABLE A-10
Miscellaneous Federal Projects

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | AC \$ | Other Fed \$ | State \$ | Other \$ | Agency: | RS: |
|------|----------|-------|-------------|------|---|---------------|------------|--------------|------------|-------------|----------------------------|-----|
| 2027 | 999 | | 027-596-015 | MA | INSTALLATION OF 19 ELECTRIC VEHICLE PORTS FOR PUBLIC USE AT VARIOUS COUNTY OWNED BUILDINGS IN HENNEPIN COUNTY | 1,019,700 | 0 | 815,760 | 0 | 203,940 | HENNEPIN COUNTY | |
| 2027 | 999 | | 141-070-021 | SC | **SS4A**: IMPLEMENT TRANSPORTATION SAFETY COUNTER MEASURES ACROSS MINNEAPOLIS' HIGH INJURY NETWORK AND CONDUCT SUPPLEMENTAL PLANNING ACTIVITIES ON HIGH INJURY STREETS. COUNTER MEASURES INCLUDE MEDIANS, PEDESTRIAN REFUGE ISLANDS, LANE SAFETY REVISIONS, BIKEWAYS, STREET LIGHTING, PAVEMENT MARKINGS, SIGNAGE, AND REFLECTIVE SIGNAL BACKPLATES | 25,005,000 | 0 | 20,004,000 | 5,001,000 | 0 | MINNEAPOLIS | |
| 2027 | 999 | | 164-070-015 | SC | **SS4A**: IMPLEMENT TRANSPORTATION SAFETY COUNTER MEASURES ACROSS ST PAUL'S HIGH INJURY NETWORK AND CONDUCT SUPPLEMENTAL PLANNING ACTIVITIES ON HIGH INJURY STREETS. COUNTER MEASURES INCLUDE CURB EXTENSIONS, MEDIANS, PAVEMENT MARKINGS, STREET LIGHTING, SIGNAGE, AND REFLECTIVE SIGNAL BACKPLATES | 19,657,000 | 0 | 15,725,600 | 3,931,400 | 0 | SAINT PAUL | |
| 2027 | I 494 | | 2785-462 | MC | **AC**DB**PRS**COC3**INFRA**: I494 FROM 0.3 MI E OF JCT US169 TO 0.8 MI W OF JCT MN 100, JCT TH35W TO JCT MN5 AND ON I35W FROM 86TH ST TO 76TH ST IN EDINA, BLOOMINGTON AND RICHFIELD - MOBILITY AND SAFETY IMPROVEMENTS, RECONSTRUCT MAINLINE PAVEMENT, DRAINAGE, AND ADA IMPROVEMENTS, CONSTRUCT BRIDGE 27430, RECONSTRUCT BRIDGES 9289, 9213, 9081A, 9081 AND 9082, REHAB BRIDGES 9078, 27V63, 27V38, 27052B, 27052D, 27424, 27V33, 27V35 AND 27408, REPLACE SIGNALS AT FRANCE AVE AND 82ND ST (AC PROJECT, PAYBACK IN FY'S 2028 AND 2029) | 370,000,000 | 61,000,000 | 167,600,000 | 10,000,000 | 131,400,000 | MNDOT | |
| 2027 | LOCAL ST | | 127-080-002 | MC | **CDS**RCP**: 57TH AVE FROM CSAH 1 (EAST RIVER RD) TO CSAH 102 (MAIN ST) IN FRIDLEY- NEW CONSTRUCTION, BR XX, MULTIUSE TRAIL, ROUNDABOUT (RECONNECTING COMMUNITIES PILOT GRANT) | 32,000,000 | 0 | 17,000,000 | 0 | 15,000,000 | FRIDLEY | |
| 2028 | LOCAL ST | | 082-090-011 | BT | CEDAR LANE TRAIL BETWEEN 21ST ST AND 1ST AVE AND 16TH ST AND 4TH AVE IN NEWPORT- TRAIL AND PARK CONSTRUCTION | 1,430,000 | 0 | 1,430,000 | 0 | 0 | WASHINGTON COUNTY | |
| 2029 | CSAH 12 | | 091-090-100 | BT | CSAH 12 (GREAT RIVER/WEST RIVER RD, MISSISSIPPI RIVER TRAIL EXPANSION PROJECT IN CHAMPLIN | 500,000 | 0 | 500,000 | 0 | 0 | THREE RIVERS PARK DISTRICT | |
| 2029 | LOCAL ST | | 164-597-001 | BR | **AC**CDS**: RANDOLPH AVE FROM 0.3 MI E OF TH 5 TO SMITH AVE IN ST PAUL - RECONSTRUCT BR #7272 OVER UNION PACIFIC RR, RECONSTRUCTION, SIGNAL MODIFICATIONS, RETAINING WALLS (AC PROJECT, PAYBACK IN FY30) | 16,200,000 | 0 | 6,234,000 | 0 | 6,098,000 | SAINT PAUL | |

**TABLE A-10
Miscellaneous Federal Projects**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | AC \$ | Other Fed \$ | State \$ | Other \$ | Agency: | RS: |
|---------------|-----|----------|---------------|------|---|---------------|------------|--------------|------------|-------------|------------|-----|
| 2030 | | LOCAL ST | 164-597-001AC | BR | **AC**: RANDOLPH AVE FROM 0.3 MI E OF TH 5 TO SMITH AVE IN ST PAUL - RECONSTRUCT BR #7272 OVER UNION PACIFIC RR, RECONSTRUCTION, SIGNAL MODIFICATIONS, RETAINING WALLS (AC PAYBACK 1 OF 1) | 0 | 3,868,000 | 0 | 0 | 0 | SAINT PAUL | |
| Totals | | | | | | 465,811,700 | | 229,309,360 | | 152,701,940 | | |
| | | | | | | | 64,868,000 | | 18,932,400 | | | |

Twin Cities Metropolitan Area
2027 - 2030 Transportation Improvement Program

TABLE A-11
100% State Funded Projects

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-------|-------|------------|------|---|---------------|---------|-------|------------|----------|---------|-----|
| 2027 | 999 | | 1918-969A | RB | MN62, EAST OF LEXINGTON AVE TO EAST OF MN62 RAMP FROM I35E SOUTH IN MENDOTA HTS- LANDSCAPE PARTNERSHIP | 10,000 | 0 | 0 | 10,000 | 0 | MNDOT | |
| 2027 | 999 | | 880M-CA-27 | CA | DISTRICTWIDE SETASIDE - EXTERNAL CONSULTANTS - 2027 | 38,250,000 | 0 | 0 | 38,250,000 | 0 | MNDOT | |
| 2027 | 999 | | 880M-LP-27 | RB | DISTRICTWIDE SETASIDE - LANDSCAPE PARTNERSHIP - 2027 | 20,000 | 0 | 0 | 20,000 | 0 | MNDOT | |
| 2027 | 999 | | 880M-PD-27 | CA | DISTRICTWIDE SETASIDE - INTERNAL PROGRAM DELIVERY - 2027 | 9,300,000 | 0 | 0 | 9,300,000 | 0 | MNDOT | |
| 2027 | 999 | | 880M-RW-27 | RW | DISTRICTWIDE SETASIDE - RIGHT-OF-WAY - 2027 | 22,100,000 | 0 | 0 | 22,100,000 | 0 | MNDOT | |
| 2027 | 999 | | 880M-RX-27 | RX | DISTRICTWIDE SETASIDE - BRIDGE AND ROAD CONSTRUCTION (BARC) - 2027 | 7,900,000 | 0 | 0 | 7,900,000 | 0 | MNDOT | |
| 2027 | 999 | | 880M-SA-27 | SA | DISTRICTWIDE SETASIDE - SUPPLEMENTAL AGREEMENTS AND COST OVERRUNS - 2027 | 32,500,000 | 0 | 0 | 32,500,000 | 0 | MNDOT | |
| 2027 | 999 | | 880M-SS-27 | MA | DISTRICTWIDE SETASIDE - SYSTEM SUPPORT - 2027 | 9,300,000 | 0 | 0 | 9,300,000 | 0 | MNDOT | |
| 2027 | 999 | | 8825-1111 | TM | METROWIDE-TRAFFIC SIGNAL LOOP REPLACEMENTS | 70,000 | 0 | 0 | 70,000 | 0 | MNDOT | |
| 2027 | 999 | | 8825-1135 | TM | METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS | 75,000 | 0 | 0 | 75,000 | 0 | MNDOT | |
| 2027 | 999 | | 8825-1434 | PM | VARIOUS LOCATIONS ON I35, I35W AND I35E IN LINO LAKES, COLUMBUS AND FOREST LAKE - CONCRETE PAVEMENT REHAB | 4,268,000 | 0 | 0 | 4,268,000 | 0 | MNDOT | |
| 2027 | I 35E | | 6280-438 | LP | I35E, AT MSAS 158 (KELLOGG BLVD) RAMPS IN ST PAUL - SIGNAL UPGRADE, ADA, TRAIL, MODIFICATIONS TO BRIDGE 62886 (ASSOCIATE TO 164-158-029) | 1,000,000 | 0 | 0 | 1,000,000 | 0 | MNDOT | |
| 2027 | I 35E | | 6280-439 | LP | CAPITAL CITY BIKEWAY ON MSAS 236 (ST PETER ST) BRIDGE OVER I35E/I94 IN ST PAUL - REPAVE EXIT RAMP, MODIFICATIONS TO BRIDGE 62897, ADA, TRAFFIC SIGNALS (ASSOCIATE TO 164-235-026 AND 164-236-010) | 896,000 | 0 | 0 | 896,000 | 0 | MNDOT | |
| 2027 | I 35W | | 6202-42 | LP | I35W, CSAH 88 AT INTERSECTION OF CR D AND RAMPS TO I35 IN ROSEVILLE - SIGNAL REPLACEMENT AND INTERSECTION IMPROVEMENTS | 339,000 | 0 | 0 | 339,000 | 0 | MNDOT | |
| 2027 | I 494 | | 1986-47 | DR | **ELLE**: I494 AND MN RIVER IN EAGAN - DRAINAGE REPAIR, RECONSTRUCT BEAVER POND | 3,820,000 | 0 | 0 | 3,820,000 | 0 | MNDOT | |

TABLE A-11
100% State Funded Projects

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-----|-------|-------------|------|---|---------------|---------|-------|-----------|----------|---------|-----|
| 2027 | I | 1494 | 2785-462U | AU | **PRS**: I494 FROM 0.3 MI E OF JCT US169 TO 0.8 MI W OF JCT MN 100, JCT TH35W TO JCT MN5 AND ON I35W FROM 86TH ST TO 76TH ST IN EDINA, BLOOMINGTON AND RICHFIELD - UTILITY AGREEMENTS | 6,000,000 | 0 | 0 | 6,000,000 | 0 | MNDOT | |
| 2027 | I | 194 | 2781-563 | AM | I94 WB EXIT RAMP FROM I94 TO SB LYNDAL AVE IN MPLS - MILL AND OVERLAY RAMP (ASSOCIATE TO 027-622-006 AND 027-622-007) (FUNDS FROM PREVENTIVE MAINTENANCE) | 297,000 | 0 | 0 | 297,000 | 0 | MNDOT | |
| 2027 | I | 194 | 2781-577 | BI | **CHAP127**: I94 LOWRY HILL TUNNEL (BRIDGE 27832) IN MPLS-REPLACE ELECTRICAL SYSTEMS | 1,300,000 | 0 | 0 | 1,300,000 | 0 | MNDOT | |
| 2027 | MN | 13 | 7001-139 | MA | **LGA**: MN13, AT FISH POINT RD IN PRIOR LAKE-SIGNAL REPLACEMENT AND ADA IMPROVEMENTS | 282,000 | 0 | 0 | 282,000 | 0 | MNDOT | |
| 2027 | MN | 156 | 1985-171 | PM | MN156 (CONCORD AVE), AT 0.09 MI N OF RICHMOND ST E IN S ST PAUL - REPAIR ISOLATED PAVEMENT | 582,000 | 0 | 0 | 582,000 | 0 | MNDOT | |
| 2027 | MN | 41 | 1008-109 | LP | MN41, AT MINNETONKA MIDDLE SCHOOL ENTRANCE IN CHANHASSEN - CONSTRUCT ROUNDABOUT | 50,000 | 0 | 0 | 50,000 | 0 | MNDOT | |
| 2027 | MN | 65 | 0208-178 | LP | MN65, SOUTH OF CONSTANCE BLVD IN HAM LAKE - RECONSTRUCT FRONTAGE RD | 1,000,000 | 0 | 0 | 1,000,000 | 0 | MNDOT | |
| 2027 | MN | 95 | 8208-45 | RX | MN 95 (MANNING AVE S) AT 70TH ST IN COTTAGE GROVE/DENMARK TOWNSHIP - SNOW FENCE (ASSOCIATE TO 8208-45S) | 100,000 | 0 | 0 | 100,000 | 0 | MNDOT | |
| 2027 | US | 169 | 2750-119A | MC | **PTH**: US169 AT CSAH 130 (ELM CREEK BLVD/BROOKLYN BLVD) IN MAPLE GROVE AND BROOKLYN PARK - RECONSTRUCT INTERCHANGE, BRIDGE 27630 (ASSOCIATE TO 189-020-031 AND 2750-119) (\$1,962,500 OF THIS LINE IS MATCH TO FEDERAL FUNDS UNDER 189-020-031) | 8,718,244 | 0 | 0 | 8,718,244 | 0 | MNDOT | |
| 2027 | US | 169 | 2772-136 | NO | US 169 FROM 0.07 MI SOUTH OF W 16TH ST TO CEDAR LAKE RD IN MINNETONKA - CONSTRUCT NOISE BARRIER WALL, TRAFFIC MANAGEMENT SYSTEM AND GUARDRAIL | 6,454,000 | 0 | 0 | 5,871,000 | 583,000 | MNDOT | |
| 2027 | US | 52 | 1928-88(EP) | BI | US 52, OFF RAMP AT CSAH 26 (70TH ST E) IN INVER GROVE HEIGHTS - BRIDGE 19022 EARLY PROCUREMENT OF JOINTS | 70,000 | 0 | 0 | 70,000 | 0 | MNDOT | |

TABLE A-11
100% State Funded Projects

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-----|--------|-------------|------|--|---------------|---------|-------|------------|----------|---------|-----|
| 2027 | | US 61 | 6221-114 | RB | US61 (ARCADE ST), FROM E 7TH ST TO 0.2 MI S ROSELAWN AVE IN MAPLEWOOD AND ON MN5 FROM E END BRIDGE 62703 TO MINNEHAHA AVE IN ST PAUL - LANDSCAPING | 550,000 | 0 | 0 | 550,000 | 0 | MNDOT | |
| 2027 | | US 61 | 8206-62 | LP | US 61 (FOREST BLVD N) AND CR 50 (202ND ST) IN FOREST LAKE - RECONSTRUCTION, CONSTRUCT ROUNDABOUT (ASSOCIATE TO 082-596-011) | 1,000,000 | 0 | 0 | 1,000,000 | 0 | MNDOT | |
| 2028 | | 999 | 880M-CA-28 | CA | DISTRICTWIDE SETASIDE - EXTERNAL CONSULTANTS - 2028 | 38,400,000 | 0 | 0 | 38,400,000 | 0 | MNDOT | |
| 2028 | | 999 | 880M-LP-28 | RB | DISTRICTWIDE SETASIDE - LANDSCAPE PARTNERSHIP - 2028 | 40,000 | 0 | 0 | 40,000 | 0 | MNDOT | |
| 2028 | | 999 | 880M-LPP-28 | LP | DISTRICTWIDE SETASIDE - LOCAL PARTNERSHIP PROGRAM - 2028 | 5,500,000 | 0 | 0 | 5,500,000 | 0 | MNDOT | |
| 2028 | | 999 | 880M-PD-28 | CA | DISTRICTWIDE SETASIDE - INTERNAL PROGRAM DELIVERY - 2028 | 9,533,000 | 0 | 0 | 9,533,000 | 0 | MNDOT | |
| 2028 | | 999 | 880M-PM-28 | PM | DISTRICTWIDE SETASIDE - PREVENTIVE MAINTENANCE - 2028 | 2,716,000 | 0 | 0 | 2,716,000 | 0 | MNDOT | |
| 2028 | | 999 | 880M-RW-28 | RW | DISTRICTWIDE SETASIDE - RIGHT-OF-WAY - 2028 | 28,000,000 | 0 | 0 | 28,000,000 | 0 | MNDOT | |
| 2028 | | 999 | 880M-RX-28 | RX | DISTRICTWIDE SETASIDE - BRIDGE AND ROAD CONSTRUCTION (BARC) - 2028 | 8,000,000 | 0 | 0 | 8,000,000 | 0 | MNDOT | |
| 2028 | | 999 | 880M-SA-28 | SA | DISTRICTWIDE SETASIDE - SUPPLEMENTAL AGREEMENTS AND COST OVERRUNS - 2028 | 29,700,000 | 0 | 0 | 29,700,000 | 0 | MNDOT | |
| 2028 | | 999 | 880M-SS-28 | MA | DISTRICTWIDE SETASIDE - SYSTEM SUPPORT - 2028 | 22,500,000 | 0 | 0 | 22,500,000 | 0 | MNDOT | |
| 2028 | | 999 | 8825-1138 | TM | METROWIDE-TRAFFIC SIGNAL LOOP REPLACEMENTS | 70,000 | 0 | 0 | 70,000 | 0 | MNDOT | |
| 2028 | | 999 | 8825-1256 | TM | METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS | 75,000 | 0 | 0 | 75,000 | 0 | MNDOT | |
| 2028 | | I 35E | 6280-406 | RB | I35E, BETWEEN W 7TH ST AND GRAND AVE IN ST PAUL - LANDSCAPING | 275,000 | 0 | 0 | 275,000 | 0 | MNDOT | |
| 2028 | | I 94 | 8282-156 | RB | ST CROIX WEIGH STATION IN WEST LAKELAND TOWNSHIP: REPLACE TRUCK SCALE AND RESIZE PIT TO ACCOMMODATE 86 FOOT CONCRETE DECK SCALE | 600,000 | 0 | 0 | 600,000 | 0 | MNDOT | |
| 2028 | | MN 100 | 2755-114 | AM | MN100, AT 65TH AVE/HUMBOLT AVE IN BROOKLYN CENTER - ROUNDABOUT | 840,000 | 0 | 0 | 840,000 | 0 | MNDOT | |
| 2028 | | MN 101 | 8608-36 | RB | **ELLE**MN 101, NORTH BOUND AND SOUTH BOUND, WEIGH IN MOTION AT CSAH 38 (70TH ST) INTERCHANGE | 900,000 | 0 | 0 | 900,000 | 0 | MNDOT | |

TABLE A-11
100% State Funded Projects

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-----|--------|-------------|------|---|---------------|---------|-------|------------|----------|---------------|-----|
| 2028 | | MN 13 | 1901-203A | MC | **TED**PRs**: MN 13, FROM 0.27 MILES W OF QUENTIN AVE (VERNON AVE) IN SAVAGE TO I35W INTERCHANGE IN BURNSVILLE - RECONSTRUCTION, GRADE SEPARATION, SIGNALS, MULTIUSE TRAIL, NEW BRIDGES (ASSOCIATE TO 070-596-018, 211-010-009, 1901-203, 179-010-016 AND 179-010-016PRO) | 7,984,240 | 0 | 0 | 7,984,240 | 0 | MNDOT | |
| 2028 | | MN 36 | 8204-91 | AM | MN36, AT CSAH 17 (LAKE ELMO AVE) IN GRANT AND LAKE ELMO - LANDSCAPING | 120,000 | 0 | 0 | 120,000 | 0 | MNDOT | |
| 2028 | | US 169 | 7008-118 | RB | US169, AT MN282/CR9 INTERCHANGE IN JORDAN - LANDSCAPING | 150,000 | 0 | 0 | 150,000 | 0 | MNDOT | |
| 2028 | | US 52 | 1906-85 | MC | **TED**: US 52, CSAH 46 (160TH ST) FROM TH3 (CHIPPENDALE AVE) TO DONNELLY AVE IN COATES, ROSEMOUNT AND EMPIRE TOWNSHIP - RECONSTRUCT FROM TWO TO FOUR LANES, ROUNDABOUTS (ASSOCIATE TO 019-646-023 AND 019-646-023PRO) | 3,850,000 | 0 | 0 | 3,850,000 | 0 | DAKOTA COUNTY | |
| 2028 | | US 61 | 1913-107TED | RC | **CMGC**TED**: US61 IMPROVEMENTS AT 18TH ST, 21ST ST TO 25TH ST BACKAGE RD SYSTEM AND CONNECTING TRAIL AND PEDESTRIAN BRIDGE 19075 IN HASTINGS (ASSOCIATE TO 1913-107, 130-010-016, 130-010-016CRP) | 2,730,000 | 0 | 0 | 2,730,000 | 0 | HASTINGS | |
| 2028 | | US 61 | 6220-98 | RB | **HISTORIC**: US 61, AT BURNS AVE/ST PAUL OVERLOOK - HISTORIC OVERLOOK REHABILITATION, REPOINTING, JOINT SEALANT, VEGETATION MANAGEMENT AND SIGNAGE | 500,000 | 0 | 0 | 500,000 | 0 | MNDOT | |
| 2029 | | 999 | 880M-CA-29 | CA | DISTRICTWIDE SETASIDE - EXTERNAL CONSULTANTS - 2029 | 39,300,000 | 0 | 0 | 39,300,000 | 0 | MNDOT | |
| 2029 | | 999 | 880M-LP-29 | RB | DISTRICTWIDE SETASIDE - LANDSCAPE PARTNERSHIP - 2029 | 50,000 | 0 | 0 | 50,000 | 0 | MNDOT | |
| 2029 | | 999 | 880M-LPP-29 | LP | DISTRICTWIDE SETASIDE - LOCAL PARTNERSHIP PROGRAM - 2029 | 6,500,000 | 0 | 0 | 6,500,000 | 0 | MNDOT | |
| 2029 | | 999 | 880M-PD-29 | CA | DISTRICTWIDE SETASIDE - INTERNAL PROGRAM DELIVERY - 2029 | 9,770,000 | 0 | 0 | 9,770,000 | 0 | MNDOT | |
| 2029 | | 999 | 880M-PM-29 | PM | DISTRICTWIDE SETASIDE - PREVENTIVE MAINTENANCE - 2029 | 5,400,000 | 0 | 0 | 5,400,000 | 0 | MNDOT | |
| 2029 | | 999 | 880M-RW-29 | RW | DISTRICTWIDE SETASIDE - RIGHT-OF-WAY - 2029 | 17,200,000 | 0 | 0 | 17,200,000 | 0 | MNDOT | |
| 2029 | | 999 | 880M-RX-29 | RX | DISTRICTWIDE SETASIDE - BRIDGE AND ROAD CONSTRUCTION (BARC) - 2029 | 8,700,000 | 0 | 0 | 8,700,000 | 0 | MNDOT | |
| 2029 | | 999 | 880M-SA-29 | SA | DISTRICTWIDE SETASIDE - SUPPLEMENTAL AGREEMENTS AND COST OVERRUNS - 2029 | 26,100,000 | 0 | 0 | 26,100,000 | 0 | MNDOT | |

TABLE A-11
100% State Funded Projects

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|------|-------|-------|-------------|------|---|---------------|---------|-------|------------|------------|---------|-----|
| 2029 | 999 | | 880M-SS-29 | MA | DISTRICTWIDE SETASIDE - SYSTEM SUPPORT - 2029 | 9,100,000 | 0 | 0 | 9,100,000 | 0 | MNDOT | |
| 2029 | 999 | | 8825-1295 | DR | METROWIDE - DRAINAGE REPAIRS (ASSOCIATE TO 8825-1295S) | 21,000 | 0 | 0 | 21,000 | 0 | MNDOT | |
| 2029 | 999 | | 8825-1297 | TM | METROWIDE-TRAFFIC SIGNAL LOOP REPLACEMENTS | 70,000 | 0 | 0 | 70,000 | 0 | MNDOT | |
| 2029 | 999 | | 8825-1331 | TM | METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS | 75,000 | 0 | 0 | 75,000 | 0 | MNDOT | |
| 2029 | I 35 | | 1980-105 | RC | **PTH**: I35 AND CSAH 50 - INTERCHANGE RECONSTRUCTION IN LAKEVILLE (ASSOCIATE TO 019-650-025) | 40,800,000 | 0 | 0 | 40,800,000 | 0 | MNDOT | |
| 2029 | MN 47 | | 0205-118 | RS | MN47, FROM 37TH AVE IN MPLS TO NORTH JCT US10 IN COON RAPIDS – MILL AND OVERLAY, ROUNDABOUTS, DRAINAGE, ADA, RTMC, GUARDRAIL, GRADE SEPARATED PEDESTRIAN CROSSING, SIGNING, SIGNALS (ASSOCIATE TO 0205-118MC) | 13,198,000 | 0 | 0 | 12,718,000 | 480,000 | MNDOT | |
| 2029 | MN 47 | | 0205-118MC | RS | MN47 FROM 37TH AVE IN MPLS TO NORTH JCT US10 IN COON RAPIDS – MILL AND OVERLAY, ROUNDABOUTS, DRAINAGE, ADA, RTMC, GUARDRAIL, GRADE SEPARATED PEDESTRIAN CROSSING, SIGNING, SIGNALS (\$70M AMOUNT IN "OTHER" IS LOAN AMOUNT) (LOAN FUTURE PAYBACKS STARTING IN FY31) (ASSOCIATE TO 0205-118) | 70,000,000 | 0 | 0 | 0 | 70,000,000 | MNDOT | |
| 2029 | MN 47 | | 2726-96 | RB | MN47 (UNIVERSITY AVE), FROM MN65 (NE CENTRAL AVE) TO 0.1 MI S OF BROADWAY ST NE IN MPLS - LANDSCAPING | 383,000 | 0 | 0 | 383,000 | 0 | MNDOT | |
| 2029 | US 61 | | 8205-158 | DR | **ELLE**: US 61 (POINTE DOUGLAS DR), AT KINGSBOROUGH TR (NORTH INTERSECTION) IN COTTAGE GROVE - REPAIR/REPLACE DRAINAGE, RELOCATE RTMC FIBER (ASSOCIATE TO 8205-158S) | 164,000 | 0 | 0 | 164,000 | 0 | MNDOT | |
| 2030 | 999 | | 880M-CA-30 | CA | DISTRICTWIDE SETASIDE - EXTERNAL CONSULTANTS - 2030 | 36,800,000 | 0 | 0 | 36,800,000 | 0 | MNDOT | |
| 2030 | 999 | | 880M-LP-30 | RB | DISTRICTWIDE SETASIDE - LANDSCAPE PARTNERSHIP - 2030 | 120,000 | 0 | 0 | 120,000 | 0 | MNDOT | |
| 2030 | 999 | | 880M-LPP-30 | LP | DISTRICTWIDE SETASIDE - LOCAL PARTNERSHIP PROGRAM - 2030 | 6,500,000 | 0 | 0 | 6,500,000 | 0 | MNDOT | |
| 2030 | 999 | | 880M-PD-30 | CA | DISTRICTWIDE SETASIDE - INTERNAL PROGRAM DELIVERY - 2030 | 10,014,000 | 0 | 0 | 10,014,000 | 0 | MNDOT | |
| 2030 | 999 | | 880M-PM-30 | PM | DISTRICTWIDE SETASIDE - PREVENTIVE MAINTENANCE - 2030 | 5,600,000 | 0 | 0 | 5,600,000 | 0 | MNDOT | |
| 2030 | 999 | | 880M-RW-30 | RW | DISTRICTWIDE SETASIDE - RIGHT-OF-WAY - 2030 | 16,400,000 | 0 | 0 | 16,400,000 | 0 | MNDOT | |

TABLE A-11
100% State Funded Projects

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|---------------|--------|-------|------------|------|---|-------------------|----------|----------|--------------------|-------------------|---------|-----|
| 2030 | 999 | | 880M-RX-30 | RX | DISTRICTWIDE SETASIDE - BRIDGE AND ROAD CONSTRUCTION (BARC) - 2030 | 9,000,000 | 0 | 0 | 9,000,000 | 0 | MNDOT | |
| 2030 | 999 | | 880M-SA-30 | SA | DISTRICTWIDE SETASIDE - SUPPLEMENTAL AGREEMENTS AND COST OVERRUNS - 2030 | 30,100,000 | 0 | 0 | 30,100,000 | 0 | MNDOT | |
| 2030 | 999 | | 880M-SS-30 | MA | DISTRICTWIDE SETASIDE - SYSTEM SUPPORT - 2030 | 8,500,000 | 0 | 0 | 8,500,000 | 0 | MNDOT | |
| 2030 | 999 | | 8825-1381 | TM | METROWIDE-TRAFFIC SIGNAL LOOP REPLACEMENTS | 70,000 | 0 | 0 | 70,000 | 0 | MNDOT | |
| 2030 | 999 | | 8825-1397 | TM | METROWIDE-TRAFFIC DETECTOR LOOP REPLACEMENTS | 75,000 | 0 | 0 | 75,000 | 0 | MNDOT | |
| 2030 | I 494 | | 2785-474 | RB | I494 AT US 212 INTERCHANGE IN EDEN PRAIRIE - LANDSCAPING | 425,100 | 0 | 0 | 425,100 | 0 | MNDOT | |
| 2030 | MN 47 | | 0206-79 | RB | MN47, FROM 227TH AVE TO AMBASSADOR BLVD IN ST FRANCIS - LANDSCAPING | 150,000 | 0 | 0 | 150,000 | 0 | MNDOT | |
| 2030 | MN 47 | | 2726-99 | RB | MN 47 (UNIVERSITY AVE), FROM 0.1 MI S OF BROADWAY ST NE TO 0.1 MI N OF 27TH AVE NE IN MPLS - LANDSCAPING #2 | 668,000 | 0 | 0 | 668,000 | 0 | MNDOT | |
| 2030 | MN 62 | | 2773-19 | BI | MN62, FROM 0.1 MI W OF ROWLAND RD TO 0.3 MI W OF US169 IN MINNETONKA AND EDEN PRAIRIE - RESURFACE BRIDGES 27572, 27573, AND MILL AND OVERLAY BRIDGES 27545, 27546, 27078, GURADRAIL, SIGNING | 8,541,000 | 0 | 0 | 8,541,000 | 0 | MNDOT | |
| 2030 | MN 65 | | 0207-136 | RB | MN 65 (CENTRAL AVE), FROM 37TH AVE TO EB EXIT RAMP OF I694 IN FRIDLEY - LANDSCAPING | 746,000 | 0 | 0 | 746,000 | 0 | MNDOT | |
| 2030 | MN 65 | | 2710-66 | RB | MN 65 (CENTRAL AVE), FROM N END OF BR #2440 OVER MISSISSIPPI TO 37TH AVE IN MPLS - LANDSCAPING | 431,000 | 0 | 0 | 431,000 | 0 | MNDOT | |
| 2030 | MN 7 | | 2706-263 | RB | **HISTORIC**: MN 7, 0.19 MI WEST OF OLD MARKET ROAD, CHRISTMAS LAKE ROADSIDE PARKING AREA IN SHOREWOOD, REHABILITATION OF HISTORIC MARKER, COUNCIL RINGS, OVERLOOK WALL, AND ADA IMPROVEMENTS | 1,000,000 | 0 | 0 | 1,000,000 | 0 | MNDOT | |
| 2030 | MN 77 | | 1929-52 | BI | MN77, FROM CSAH 38 (MCANDREWS RD) IN APPLE VALLEY TO CSAH 30 (DIFFLEY RD) IN EAGAN - MILL AND OVERLAY BRIDGES 19081, 19082, 19053 AND ON MN 13 OVER MN 77 IN EAGAN - MILL AND OVERLAY BRIDGES 19055 AND 19056 | 8,030,000 | 0 | 0 | 8,030,000 | 0 | MNDOT | |
| 2030 | US 169 | | 2772-150 | NO | US 169, SB AT 26TH AVE (MEDICINE LAKE RD) TO 13TH AVE (PLYMOUTH AVE) IN PLYMOUTH -INSTALL NOISE WALL, LIGHTING, SIGNING AND RTMC | 9,250,000 | 0 | 0 | 8,426,000 | 824,000 | MNDOT | |
| Totals | | | | | | 71,985,584 | 0 | 0 | 646,098,584 | 71,887,000 | | |

Twin Cities Metropolitan Area
2027 - 2030 Transportation Improvement Program

TABLE A-12
Bond Projects with no Federal \$\$

| Yr | PRT | Route | Proj Num | Prog Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS |
|---------------|-----|-------|----------|---|---------------|---------|-------|------------|-------------|---------|----|
| 2027 | | MN 13 | 1901-207 | MC **COC4**DB**PRS**: MN 13 AT MSAS 121 (NICOLLET AVE) IN BURNSVILLE - GRADE SEPARATION INCLUDING NEW BRIDGE #19101 (ASSOCIATE TO 179-121-026 AND 179-121-026F) | 45,900,000 | 0 | 0 | 0 | 45,900,000 | MNDOT | |
| 2028 | | MN 13 | 1901-203 | MC **COC4**PRS**: MN 13, FROM 0.27 MILES W OF QUENTIN AVE (VERNON AVE) IN SAVAGE TO I35W INTERCHANGE IN BURNSVILLE - RECONSTRUCTION, GRADE SEPARATION, SIGNALS, MULTIUSE TRAIL, NEW BRIDGES (ASSOCIATE TO 1901-203A, 070-596-018, 211-010-009, 179-010-016, 179-010-016PRO) | 75,415,760 | 0 | 0 | 16,000,000 | 59,415,760 | MNDOT | |
| Totals | | | | | 121,315,760 | 0 | 0 | 16,000,000 | 105,315,760 | | |

Twin Cities Metropolitan Area
2027 - 2030 Transportation Improvement Program

TABLE A-13
Transit Section 5307

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | RS |
|------|---------|-------|---------------|------|--|---------------|---------|------------|----------|------------|-----------------|----|
| 2027 | TRANSIT | | TRF-TCMT-27 | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES ADDITIONS OR IMPROVEMENT: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS | 3,250,000 | 0 | 2,600,000 | 0 | 650,000 | MET COUNCIL-MT | |
| 2027 | TRANSIT | | TRF-TCMT-27AD | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY EXPANSION | 1,000,000 | 0 | 800,000 | 0 | 200,000 | MET COUNCIL-MT | |
| 2027 | TRANSIT | | TRF-TCMT-27B | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT PREVENTIVE MAINTENANCE | 12,500,000 | 0 | 10,000,000 | 0 | 2,500,000 | MET COUNCIL-MT | |
| 2027 | TRANSIT | | TRF-TCMT-27G | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY IMPROVEMENT: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT, ELECTRIC BUS INFRASTRUCTURE | 20,971,000 | 0 | 16,776,800 | 0 | 4,194,200 | MET COUNCIL-MT | |
| 2027 | TRANSIT | | TRF-TCMT-27M | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HARDWARE AND SOFTWARE | 836,000 | 0 | 668,800 | 0 | 167,200 | MET COUNCIL-MT | |
| 2027 | TRANSIT | | TRF-TCMT-27N | B9 | SECT 5307: TWIN CITIES MET COUNCIL MTS REGIONAL FLEET CAPITAL COST OF CONTRACTING | 3,750,000 | 0 | 3,000,000 | 0 | 750,000 | MET COUNCIL-MTS | |
| 2027 | TRANSIT | | TRF-TCMT-27P | B9 | SECT 5307: TWIN CITIES MET COUNCIL MTS BUS ACQUISITION | 13,531,650 | 0 | 10,825,320 | 0 | 2,706,330 | MET COUNCIL-MTS | |
| 2027 | TRANSIT | | TRF-TCMT-27Q | B9 | SECT 5307: TWIN CITIES MET COUNCIL U OF M BUS ACQUISITION | 1,058,710 | 0 | 846,968 | 0 | 211,742 | MET COUNCIL-MT | |
| 2027 | TRANSIT | | TRF-TCMT-27T | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT BUS ACQUISITION | 62,290,208 | 0 | 49,832,166 | 0 | 12,458,042 | MET COUNCIL-MT | |
| 2027 | TRANSIT | | TRF-TCMT-27V | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL OPERATIONS COMMUNICATIONS AND CONTROL CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION, ADVANCE SCHEDULE PLANNING SOFTWARE, CUSTOMER REAL-TIME SOFTWARE | 125,000 | 0 | 100,000 | 0 | 25,000 | MET COUNCIL-MT | |
| 2027 | TRANSIT | | TRF-TCMT-27W | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT FACILITIES ENERGY ENHANCEMENTS AND NEW ENERGY INITIATIVES | 1,485,468 | 0 | 1,188,374 | 0 | 297,094 | MET COUNCIL-MT | |
| 2027 | TRANSIT | | TRF-TCMT-27X | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION | 125,000 | 0 | 100,000 | 0 | 25,000 | MET COUNCIL-MT | |

**TABLE A-13
Transit Section 5307**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | RS |
|------|---------|---------------|----------|------------|---|---------------|---------|------------|----------|------------|-----------------|----|
| 2027 | TRANSIT | TRS-TCMT-25B | B9 | **PRS**: | SECT 5307: CENTRAL AVE ARTERIAL BUS RAPID TRANSIT - PURCHASE 18 BUSES AND CONSTRUCT ENHANCED SHELTERS WITH TECHNOLOGY, REAL-TIME INFORMATION, SECURITY FEATURES, FURNISHINGS | 31,250,000 | 0 | 25,000,000 | 0 | 6,250,000 | MET COUNCIL-MT | X |
| 2028 | TRANSIT | TRF-TCMT-28AA | B9 | SECT 5307: | TWIN CITIES MET COUNCIL MTS BUS ACQUISITION | 28,875,583 | 0 | 23,100,466 | 0 | 5,775,117 | MET COUNCIL-MTS | |
| 2028 | TRANSIT | TRF-TCMT-28AB | B9 | SECT 5307: | TWIN CITIES MET COUNCIL U OF M BUS ACQUISITION | 1,082,001 | 0 | 865,601 | 0 | 216,400 | MET COUNCIL-MT | |
| 2028 | TRANSIT | TRF-TCMT-28AC | B9 | SECT 5307: | TWIN CITIES MET COUNCIL MT PREVENTIVE MAINTENANCE | 12,500,000 | 0 | 10,000,000 | 0 | 2,500,000 | MET COUNCIL-MT | |
| 2028 | TRANSIT | TRF-TCMT-28AE | B9 | **PRS**: | SECT 5307: TWIN CITIES MET COUNCIL MT H LINE ARTERIAL BUS RAPID TRANSIT | 31,250,000 | 0 | 25,000,000 | 0 | 6,250,000 | MET COUNCIL-MT | X |
| 2028 | TRANSIT | TRF-TCMT-28B | B9 | SECT 5307: | TWIN CITIES MET COUNCIL MT BUS ACQUISITION | 65,988,053 | 0 | 52,790,442 | 0 | 13,197,611 | MET COUNCIL-MT | |
| 2028 | TRANSIT | TRF-TCMT-28C | B9 | SECT 5307: | TWIN CITIES MET COUNCIL MT-BUS AND RAIL OPERATIONS COMMUNICATIONS AND CONTROL CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION, ADVANCE SCHEDULE PLANNING SOFTWARE, CUSTOMER REAL-TIME SOFTWARE | 125,000 | 0 | 100,000 | 0 | 25,000 | MET COUNCIL-MT | |
| 2028 | TRANSIT | TRF-TCMT-28D | B9 | SECT 5307: | TWIN CITIES MET COUNCIL MT FACILITIES ENERGY ENHANCEMENTS AND NEW ENERGY INITIATIVES | 1,537,459 | 0 | 1,229,967 | 0 | 307,492 | MET COUNCIL-MT | |
| 2028 | TRANSIT | TRF-TCMT-28E | B9 | SECT 5307: | TWIN CITIES MET COUNCIL MT BUS AND RAIL FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION | 125,000 | 0 | 100,000 | 0 | 25,000 | MET COUNCIL-MT | |
| 2028 | TRANSIT | TRF-TCMT-28F | B9 | SECT 5307: | TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES ADDITIONS OR IMPROVEMENT: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS | 3,250,000 | 0 | 2,600,000 | 0 | 650,000 | MET COUNCIL-MT | |
| 2028 | TRANSIT | TRF-TCMT-28N | B9 | SECT 5307: | TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY IMPROVEMENT: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT, ELECTRIC BUS INFRASTRUCTURE | 20,526,000 | 0 | 16,420,800 | 0 | 4,105,200 | MET COUNCIL-MT | |
| 2028 | TRANSIT | TRF-TCMT-28R | B9 | SECT 5307: | TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HARDWARE AND SOFTWARE | 855,000 | 0 | 684,000 | 0 | 171,000 | MET COUNCIL-MT | |
| 2028 | TRANSIT | TRF-TCMT-28T | B9 | SECT 5307: | C LINE ARTERIAL BUS RAPID TRANSIT | 3,500,000 | 0 | 2,800,000 | 0 | 700,000 | MET COUNCIL-MT | |

**TABLE A-13
Transit Section 5307**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | RS |
|------|---------|---------------|----------|--|-------------|---------------|------------|-------|------------|-----------------|---------|----|
| 2028 | TRANSIT | TRF-TCMT-28U | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY EXPANSION | 1,000,000 | 0 | 800,000 | 0 | 200,000 | MET COUNCIL-MT | | |
| 2028 | TRANSIT | TRF-TCMT-28V | B9 | **PRS**: SECT 5307: J LINE ARTERIAL BUS RAPID TRANSIT | 750,000 | 0 | 600,000 | 0 | 150,000 | MET COUNCIL-MT | | |
| 2028 | TRANSIT | TRF-TCMT-28Z | B9 | SECT 5307: TWIN CITIES MET COUNCIL MTS REGIONAL FLEET CAPITAL COST OF CONTRACTING | 3,750,000 | 0 | 3,000,000 | 0 | 750,000 | MET COUNCIL-MTS | | |
| 2029 | TRANSIT | TRF-TCMT-29AB | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION | 12,500,000 | 0 | 10,000,000 | 0 | 2,500,000 | MET COUNCIL-MT | | |
| 2029 | TRANSIT | TRF-TCMT-29AC | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-BUS AND RAIL OPERATIONS COMMUNICATIONS AND CONTROL CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION, ADVANCE SCHEDULE PLANNING SOFTWARE, CUSTOMER REAL-TIME SOFTWARE | 125,000 | 0 | 100,000 | 0 | 25,000 | MET COUNCIL-MT | | |
| 2029 | TRANSIT | TRF-TCMT-29C | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT BUS ACQUISITION | 67,166,493 | 0 | 53,733,194 | 0 | 13,433,299 | MET COUNCIL-MT | | |
| 2029 | TRANSIT | TRF-TCMT-29G | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT FACILITIES ENERGY ENHANCEMENTS AND NEW ENERGY INITIATIVES | 1,591,270 | 0 | 1,273,016 | 0 | 318,254 | MET COUNCIL-MT | | |
| 2029 | TRANSIT | TRF-TCMT-29H | B9 | SECT 5307: TWIN CITIES MET COUNCIL MTS REGIONAL FLEET CAPITAL COST OF CONTRACTING | 3,750,000 | 0 | 3,000,000 | 0 | 750,000 | MET COUNCIL-MTS | | |
| 2029 | TRANSIT | TRF-TCMT-29J | B9 | SECT 5307: TWIN CITIES MET COUNCIL MTS BUS ACQUISITION | 33,204,888 | 0 | 26,563,910 | 0 | 6,640,978 | MET COUNCIL-MTS | | |
| 2029 | TRANSIT | TRF-TCMT-29K | B9 | SECT 5307: TWIN CITIES MET COUNCIL U OF M BUS ACQUISITION | 1,105,805 | 0 | 884,644 | 0 | 221,161 | MET COUNCIL-MT | | |
| 2029 | TRANSIT | TRF-TCMT-29M | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES ADDITIONS OR IMPROVEMENT: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS | 3,500,000 | 0 | 2,800,000 | 0 | 700,000 | MET COUNCIL-MT | | |
| 2029 | TRANSIT | TRF-TCMT-29T | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY EXPANSION | 6,000,000 | 0 | 4,800,000 | 0 | 1,200,000 | MET COUNCIL-MT | | |
| 2029 | TRANSIT | TRF-TCMT-29U | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY IMPROVEMENT: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT, ELECTRIC BUS INFRASTRUCTURE | 20,369,000 | 0 | 16,295,200 | 0 | 4,073,800 | MET COUNCIL-MT | | |
| 2029 | TRANSIT | TRF-TCMT-29V | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HARDWARE AND SOFTWARE | 905,000 | 0 | 724,000 | 0 | 181,000 | MET COUNCIL-MT | | |

**TABLE A-13
Transit Section 5307**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | RS |
|------|---------|--------------|----------|------------|---|---------------|---------|------------|----------|------------|-----------------|----|
| 2029 | TRANSIT | TRF-TCMT-29W | B9 | **PRS**: | SECT 5307: J LINE ARTERIAL BUS RAPID TRANSIT | 31,250,000 | 0 | 25,000,000 | 0 | 6,250,000 | MET COUNCIL-MT | |
| 2029 | TRANSIT | TRF-TCMT-29X | B9 | **PRS**: | SECT 5307: K LINE ARTERIAL BUS RAPID TRANSIT | 800,000 | 0 | 640,000 | 0 | 160,000 | MET COUNCIL-MT | |
| 2029 | TRANSIT | TRF-TCMT-29Z | B9 | SECT 5307: | TWIN CITIES MET COUNCIL MT PREVENTIVE MAINTENANCE | 12,500,000 | 0 | 10,000,000 | 0 | 2,500,000 | MET COUNCIL-MT | |
| 2030 | TRANSIT | TRF-TCMT-30A | B9 | SECT 5307: | TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES ADDITIONS OR IMPROVEMENT: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS | 3,250,000 | 0 | 2,600,000 | 0 | 650,000 | MET COUNCIL-MT | |
| 2030 | TRANSIT | TRF-TCMT-30D | B9 | SECT 5307: | TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY EXPANSION | 1,000,000 | 0 | 800,000 | 0 | 200,000 | MET COUNCIL-MT | |
| 2030 | TRANSIT | TRF-TCMT-30F | B9 | SECT 5307: | TWIN CITIES MET COUNCIL MT PREVENTIVE MAINTENANCE | 12,500,000 | 0 | 10,000,000 | 0 | 2,500,000 | MET COUNCIL-MT | |
| 2030 | TRANSIT | TRF-TCMT-30K | B9 | SECT 5307: | TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY IMPROVEMENT: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT, ELECTRIC BUS INFRASTRUCTURE | 20,971,000 | 0 | 16,776,800 | 0 | 4,194,200 | MET COUNCIL-MT | |
| 2030 | TRANSIT | TRF-TCMT-30P | B9 | SECT 5307: | TWIN CITIES MET COUNCIL MTS REGIONAL FLEET CAPITAL COST OF CONTRACTING | 3,750,000 | 0 | 3,000,000 | 0 | 750,000 | MET COUNCIL-MTS | |
| 2030 | TRANSIT | TRF-TCMT-30Q | B9 | SECT 5307: | TWIN CITIES MET COUNCIL MTS BUS ACQUISITION | 40,174,954 | 0 | 32,139,963 | 0 | 8,034,991 | MET COUNCIL-MTS | |
| 2030 | TRANSIT | TRF-TCMT-30R | B9 | SECT 5307: | TWIN CITIES MET COUNCIL U OF M BUS ACQUISITION | 1,130,134 | 0 | 904,107 | 0 | 226,027 | MET COUNCIL-MT | |
| 2030 | TRANSIT | TRF-TCMT-30T | B9 | SECT 5307: | TWIN CITIES MET COUNCIL MT BUS ACQUISITION | 64,158,914 | 0 | 51,327,131 | 0 | 12,831,783 | MET COUNCIL-MT | |
| 2030 | TRANSIT | TRF-TCMT-30V | B9 | SECT 5307: | TWIN CITIES MET COUNCIL MT-BUS AND RAIL OPERATIONS COMMUNICATIONS AND CONTROL CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION, ADVANCE SCHEDULE PLANNING SOFTWARE, CUSTOMER REAL-TIME SOFTWARE | 125,000 | 0 | 100,000 | 0 | 25,000 | MET COUNCIL-MT | |
| 2030 | TRANSIT | TRF-TCMT-30W | B9 | SECT 5307: | TWIN CITIES MET COUNCIL MT FACILITIES ENERGY ENHANCEMENTS AND NEW ENERGY INITIATIVES | 1,485,468 | 0 | 1,188,374 | 0 | 297,094 | MET COUNCIL-MT | |
| 2030 | TRANSIT | TRF-TCMT-30X | B9 | SECT 5307: | TWIN CITIES MET COUNCIL MT BUS AND RAIL FARE COLLECTION CAPITAL EQUIPMENT, HARDWARE AND SOFTWARE REPLACEMENT AND EXPANSION | 125,000 | 0 | 100,000 | 0 | 25,000 | MET COUNCIL-MT | |

**TABLE A-13
Transit Section 5307**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | RS |
|---------------|-----|---------|--------------|------|---|---------------|---------|-------------|----------|-------------|----------------|----|
| 2030 | | TRANSIT | TRF-TCMT-30Z | B9 | SECT 5307: TWIN CITIES MET COUNCIL MT-TRANSIT BUSINESS COMPUTER HARDWARE AND SOFTWARE | 836,000 | 0 | 668,800 | 0 | 167,200 | MET COUNCIL-MT | |
| Totals | | | | | | 671,561,058 | 0 | 537,248,843 | 0 | 134,312,215 | | |

Twin Cities Metropolitan Area
2027 - 2030 Transportation Improvement Program

TABLE A-14
Transit Section 5309

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | RS |
|---------------|---------|---------------|----------|---------|---|----------------------|----------|--------------------|----------|--------------------|----------------|----|
| 2027 | TRANSIT | TRF-TCMT-24AD | B3 | **PRS** | SECT 5309: F LINE ARTERIAL BUS RAPID TRANSIT | 56,581,753 | 0 | 45,265,402 | 0 | 11,316,351 | MET COUNCIL-MT | |
| 2027 | TRANSIT | TRF-TCMT-27J | B3 | **PRS** | SECT 5309: SOUTHWEST LIGHT RAIL TRANSIT (GREEN LINE EXTENSION) NEW START FFGA APPROPRIATION | 214,600,921 | 0 | 100,000,000 | 0 | 114,600,921 | MET COUNCIL-MT | |
| 2028 | TRANSIT | TRF-TCMT-28P | B3 | **PRS** | SECT 5309: SOUTHWEST LIGHT RAIL TRANSIT (GREEN LINE EXTENSION) NEW START FFGA APPROPRIATION | 214,600,921 | 0 | 100,000,000 | 0 | 114,600,921 | MET COUNCIL-MT | |
| 2029 | TRANSIT | TRF-TCMT-29AA | B3 | **PRS** | SECT 5309: SOUTHWEST LIGHT RAIL TRANSIT (GREEN LINE EXTENSION) NEW START FFGA APPROPRIATION | 29,701,562 | 0 | 13,840,370 | 0 | 15,861,192 | MET COUNCIL-MT | |
| 2029 | TRANSIT | TRF-TCMT-29F | B3 | **PRS** | SECT 5309: METRO BLUE LINE EXTENSION (BOTTINEAU LIGHT RAIL TRANSIT) NEW START FFGA APPROPRIATION (MET COUNCIL WILL SEEK SECTION FTA 5309 FUNDS FOR THIS PROJECT) | 204,081,633 | 0 | 0 | 0 | 204,081,633 | MET COUNCIL-MT | |
| 2030 | TRANSIT | TRF-TCMT-30 | B3 | **PRS** | SECT 5309: METRO BLUE LINE EXTENSION (BOTTINEAU LIGHT RAIL TRANSIT) NEW START FFGA APPROPRIATION (MET COUNCIL WILL SEEK SECTION FTA 5309 FUNDS FOR THIS PROJECT) | 204,081,633 | 0 | 0 | 0 | 204,081,633 | MET COUNCIL-MT | |
| 2030 | TRANSIT | TRF-TCMT-30M | B3 | **PRS** | SECT 5309: SOUTHWEST LIGHT RAIL TRANSIT (GREEN LINE EXTENSION) NEW START FFGA APPROPRIATION | 214,600,921 | 0 | 100,000,000 | 0 | 114,600,921 | MET COUNCIL-MT | |
| Totals | | | | | | 1,138,249,344 | 0 | 359,105,772 | 0 | 779,143,572 | | |

Twin Cities Metropolitan Area
2027 - 2030 Transportation Improvement Progra5

TABLE A-15
Transit Section 5310

| Yr | PRT | Route | Proj Num | Prog Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | RS |
|---------------|---------|-------|-------------|---|-------------------|----------|-------------------|----------|------------------|---------|----|
| 2027 | TRANSIT | | TRF-9110-27 | NB SECT 5310: MN TRANSIT CAPITAL; INCLUDING LARGE URBAN TRANSIT BUSES, MOBILITY MANAGEMENT, AND ITS PROJECTS | 3,309,646 | 0 | 2,647,717 | 0 | 661,929 | MNDOT | |
| 2028 | TRANSIT | | TRF-9110-28 | NB SECT 5310: MN TRANSIT CAPITAL; INCLUDING LARGE URBAN TRANSIT BUSES, MOBILITY MANAGEMENT, AND ITS PROJECTS | 3,408,936 | 0 | 2,727,149 | 0 | 681,787 | MNDOT | |
| 2029 | TRANSIT | | TRF-9110-29 | NB SECT 5310: MN TRANSIT CAPITAL; INCLUDING LARGE URBAN TRANSIT BUSES, MOBILITY MANAGEMENT, AND ITS PROJECTS | 3,511,204 | 0 | 2,808,963 | 0 | 702,241 | MNDOT | |
| 2030 | TRANSIT | | TRF-9110-30 | NB SECT 5310: MN TRANSIT CAPITAL; INCLUDING LARGE URBAN TRANSIT BUSES, MOBILITY MANAGEMENT, AND ITS PROJECTS | 3,616,540 | 0 | 2,893,232 | 0 | 723,308 | MNDOT | |
| Totals | | | | | 13,846,326 | 0 | 11,077,061 | 0 | 2,769,265 | | |

Twin Cities Metropolitan Area
2027 - 2030 Transportation Improvement Program

TABLE A-16
Transit Section 5337

| Yr | PRT | Route | Proj Num | Prog Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | RS |
|------|---------|-------|---------------|---|---------------|---------|------------|----------|-----------|----------------|----|
| 2027 | TRANSIT | | TRF-TCMT-27A | GR SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES MAINTENANCE AND REHAB: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS | 2,240,000 | 0 | 1,792,000 | 0 | 448,000 | MET COUNCIL-MT | |
| 2027 | TRANSIT | | TRF-TCMT-27AB | GR SECT 5337: TWIN CITIES MET COUNCIL MT BUS VEHICLE OVERHAUL AND MAINTENANCE | 500,000 | 0 | 400,000 | 0 | 100,000 | MET COUNCIL-MT | |
| 2027 | TRANSIT | | TRF-TCMT-27AF | GR SECT 5337: TWIN CITIES MET COUNCIL MT BUS ACQUISITION | 17,562,599 | 0 | 14,050,079 | 0 | 3,512,520 | MET COUNCIL-MT | |
| 2027 | TRANSIT | | TRF-TCMT-27C | GR SECT 5337: TWIN CITIES MET COUNCIL MT RAIL MISCELLANEOUS EQUIPMENT REHAB RENOVATE (VIDEO, TRAIN OPERATOR TECH, SYSTEMS TECH, SECURITY, TRACK TECHNOLOGY AND EQUIPMENT) | 2,000,000 | 0 | 1,600,000 | 0 | 400,000 | MET COUNCIL-MT | |
| 2027 | TRANSIT | | TRF-TCMT-27D | GR SECT 5337: TWIN CITIES MET COUNCIL MT RAIL VEHICLE OVERHAUL AND MAINTENANCE | 1,650,000 | 0 | 1,320,000 | 0 | 330,000 | MET COUNCIL-MT | |
| 2027 | TRANSIT | | TRF-TCMT-27E | GR SECT 5337: TWIN CITIES MET COUNCIL MT RAIL SYSTEM REHAB: TRACK REHAB REPAIR, MISCELLANEOUS MAINTENANCE, CATENARY, POWER SYSTEMS | 15,216,171 | 0 | 12,172,937 | 0 | 3,043,234 | MET COUNCIL-MT | |
| 2027 | TRANSIT | | TRF-TCMT-27F | GR SECT 5337 TWIN CITIES MET COUNCIL MT BUS AND RAIL REAL TIME SIGN PROJECTS REHAB AND RENOVATE | 1,125,000 | 0 | 900,000 | 0 | 225,000 | MET COUNCIL-MT | |
| 2027 | TRANSIT | | TRF-TCMT-27H | GR SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT | 12,205,000 | 0 | 9,764,000 | 0 | 2,441,000 | MET COUNCIL-MT | |
| 2027 | TRANSIT | | TRF-TCMT-27K | GR SECT 5337: TWIN CITIES MET COUNCIL MT CAPITAL LEASE TIRES | 4,205,790 | 0 | 3,364,632 | 0 | 841,158 | MET COUNCIL-MT | |
| 2027 | TRANSIT | | TRF-TCMT-27R | GR SECT 5337: TWIN CITIES MET COUNCIL MT ASSOCIATED CAPITAL MAINTENANCE BUS | 250,000 | 0 | 200,000 | 0 | 50,000 | MET COUNCIL-MT | |
| 2028 | TRANSIT | | TRF-TCMT-28 | GR SECT 5337: TWIN CITIES MET COUNCIL MT ASSOCIATED CAPITAL MAINTENANCE BUS | 1,254,375 | 0 | 1,003,500 | 0 | 250,875 | MET COUNCIL-MT | |
| 2028 | TRANSIT | | TRF-TCMT-28AD | GR SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT | 10,170,000 | 0 | 8,136,000 | 0 | 2,034,000 | MET COUNCIL-MT | |

**TABLE A-16
Transit Section 5337**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | RS |
|------|---------|-------|--------------|------|--|---------------|---------|------------|----------|-----------|----------------|----|
| 2028 | TRANSIT | | TRF-TCMT-28G | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES MAINTENANCE AND REHAB: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS | 2,270,000 | 0 | 1,816,000 | 0 | 454,000 | MET COUNCIL-MT | |
| 2028 | TRANSIT | | TRF-TCMT-28J | GR | SECT 5337: TWIN CITIES MET COUNCIL MT RAIL MISCELLANEOUS EQUIPMENT REHAB RENOVATE (VIDEO, TRAIN OPERATOR TECH, SYSTEMS TECH, SECURITY, TRACK TECHNOLOGY AND EQUIPMENT) | 2,512,641 | 0 | 2,010,113 | 0 | 502,528 | MET COUNCIL-MT | |
| 2028 | TRANSIT | | TRF-TCMT-28K | GR | SECT 5337: TWIN CITIES MET COUNCIL MT RAIL VEHICLE OVERHAUL AND MAINTENANCE | 1,660,000 | 0 | 1,328,000 | 0 | 332,000 | MET COUNCIL-MT | |
| 2028 | TRANSIT | | TRF-TCMT-28L | GR | SECT 5337: TWIN CITIES MET COUNCIL MT RAIL SYSTEM REHAB: TRACK REHAB REPAIR, MISCELLANEOUS MAINTENANCE, CATENARY, POWER SYSTEMS | 23,509,865 | 0 | 18,807,892 | 0 | 4,701,973 | MET COUNCIL-MT | |
| 2028 | TRANSIT | | TRF-TCMT-28M | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL REAL TIME SIGN PROJECTS REHAB AND RENOVATE | 4,000,000 | 0 | 3,200,000 | 0 | 800,000 | MET COUNCIL-MT | |
| 2028 | TRANSIT | | TRF-TCMT-28Q | GR | SECT 5337: TWIN CITIES MET COUNCIL MT CAPITAL LEASE TIRES | 4,358,334 | 0 | 3,486,667 | 0 | 871,667 | MET COUNCIL-MT | |
| 2028 | TRANSIT | | TRF-TCMT-28S | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS VEHICLE OVERHAUL AND MAINTENANCE | 500,000 | 0 | 400,000 | 0 | 100,000 | MET COUNCIL-MT | |
| 2028 | TRANSIT | | TRF-TCMT-28X | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS ACQUISITION | 18,089,477 | 0 | 14,471,582 | 0 | 3,617,895 | MET COUNCIL-MT | |
| 2029 | TRANSIT | | TRF-TCMT-29 | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS VEHICLE OVERHAUL AND MAINTENANCE | 500,000 | 0 | 400,000 | 0 | 100,000 | MET COUNCIL-MT | |
| 2029 | TRANSIT | | TRF-TCMT-29A | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS ACQUISITION | 18,487,446 | 0 | 14,789,957 | 0 | 3,697,489 | MET COUNCIL-MT | |
| 2029 | TRANSIT | | TRF-TCMT-29D | GR | SECT 5337: TWIN CITIES MET COUNCIL MT CAPITAL LEASE TIRES | 4,718,795 | 0 | 3,775,036 | 0 | 943,759 | MET COUNCIL-MT | |
| 2029 | TRANSIT | | TRF-TCMT-29E | GR | SECT 5337: TWIN CITIES MET COUNCIL MT ASSOCIATED CAPITAL MAINTENANCE BUS | 250,000 | 0 | 200,000 | 0 | 50,000 | MET COUNCIL-MT | |
| 2029 | TRANSIT | | TRF-TCMT-29L | GR | SECT 5337: TWIN CITIES MET COUNCIL MT RAIL VEHICLE OVERHAUL AND MAINTENANCE | 7,470,270 | 0 | 5,976,216 | 0 | 1,494,054 | MET COUNCIL-MT | |
| 2029 | TRANSIT | | TRF-TCMT-29N | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES MAINTENANCE AND REHAB: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS | 2,350,000 | 0 | 1,880,000 | 0 | 470,000 | MET COUNCIL-MT | |

TABLE A-16
Transit Section 5337

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | RS |
|------|---------|--------------|----------|--|-------------|---------------|------------|-------|-----------|----------------|---------|----|
| 2029 | TRANSIT | TRF-TCMT-29P | GR | SECT 5337: TWIN CITIES MET COUNCIL MT RAIL MISCELLANEOUS EQUIPMENT REHAB RENOVATE (VIDEO, TRAIN OPERATOR TECH, SYSTEMS TECH, SECURITY, TRACK TECHNOLOGY AND EQUIPMENT) | 500,000 | 0 | 400,000 | 0 | 100,000 | MET COUNCIL-MT | | |
| 2029 | TRANSIT | TRF-TCMT-29Q | GR | SECT 5337: TWIN CITIES MET COUNCIL MT RAIL SYSTEM REHAB: TRACK REHAB REPAIR, MISCELLANEOUS MAINTENANCE, CATENARY, POWER SYSTEMS | 6,166,149 | 0 | 4,932,919 | 0 | 1,233,230 | MET COUNCIL-MT | | |
| 2029 | TRANSIT | TRF-TCMT-29R | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL REAL TIME SIGN PROJECTS REHAB AND RENOVATE | 125,000 | 0 | 100,000 | 0 | 25,000 | MET COUNCIL-MT | | |
| 2029 | TRANSIT | TRF-TCMT-29S | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT | 10,210,000 | 0 | 8,168,000 | 0 | 2,042,000 | MET COUNCIL-MT | | |
| 2030 | TRANSIT | TRF-TCMT-30B | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL PUBLIC FACILITIES MAINTENANCE AND REHAB: SIGNS, LIGHTS, HEAT, PADS, REAL TIME SIGNS | 2,240,000 | 0 | 1,792,000 | 0 | 448,000 | MET COUNCIL-MT | | |
| 2030 | TRANSIT | TRF-TCMT-30C | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS VEHICLE OVERHAUL AND MAINTENANCE | 500,000 | 0 | 400,000 | 0 | 100,000 | MET COUNCIL-MT | | |
| 2030 | TRANSIT | TRF-TCMT-30E | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS ACQUISITION | 17,562,599 | 0 | 14,050,079 | 0 | 3,512,520 | MET COUNCIL-MT | | |
| 2030 | TRANSIT | TRF-TCMT-30G | GR | SECT 5337: TWIN CITIES MET COUNCIL MT RAIL MISCELLANEOUS EQUIPMENT REHAB RENOVATE (VIDEO, TRAIN OPERATOR TECH, SYSTEMS TECH, SECURITY, TRACK TECHNOLOGY AND EQUIPMENT) | 2,000,000 | 0 | 1,600,000 | 0 | 400,000 | MET COUNCIL-MT | | |
| 2030 | TRANSIT | TRF-TCMT-30H | GR | SECT 5337: TWIN CITIES MET COUNCIL MT RAIL VEHICLE OVERHAUL AND MAINTENANCE | 1,650,000 | 0 | 1,320,000 | 0 | 330,000 | MET COUNCIL-MT | | |
| 2030 | TRANSIT | TRF-TCMT-30J | GR | SECT 5337 TWIN CITIES MET COUNCIL MT BUS AND RAIL REAL TIME SIGN PROJECTS REHAB AND RENOVATE | 1,125,000 | 0 | 900,000 | 0 | 225,000 | MET COUNCIL-MT | | |
| 2030 | TRANSIT | TRF-TCMT-30L | GR | SECT 5337: TWIN CITIES MET COUNCIL MT BUS AND RAIL SUPPORT FACILITY REHAB AND RENOVATE: HOISTS, EQUIPMENT, FACILITY APPURTENANCES, ROOF REFURBISHMENT | 12,205,000 | 0 | 9,764,000 | 0 | 2,441,000 | MET COUNCIL-MT | | |
| 2030 | TRANSIT | TRF-TCMT-30N | GR | SECT 5337: TWIN CITIES MET COUNCIL MT CAPITAL LEASE TIRES | 4,205,790 | 0 | 3,364,632 | 0 | 841,158 | MET COUNCIL-MT | | |

**TABLE A-16
Transit Section 5337**

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | RS |
|---------------|---------|--------------|----------|---|-------------|--------------------|------------|--------------------|-----------|-------------------|----------------|----|
| 2030 | TRANSIT | TRF-TCMT-30S | GR | SECT 5337: TWIN CITIES MET COUNCIL MT ASSOCIATED CAPITAL MAINTENANCE BUS | 250,000 | 0 | 200,000 | 0 | 50,000 | | MET COUNCIL-MT | |
| 2030 | TRANSIT | TRF-TCMT-30Y | GR | SECT 5337: TWIN CITIES MET COUNCIL MT RAIL SYSTEM REHAB: TRACK REHAB REPAIR, MISCELLANEOUS MAINTENANCE, CATENARY, POWER SYSTEMS | 15,216,171 | 0 | 12,172,937 | 0 | 3,043,234 | | MET COUNCIL-MT | |
| Totals | | | | | | 233,011,472 | 0 | 186,409,178 | 0 | 46,602,294 | | |

Twin Cities Metropolitan Area
2027 - 2030 Transportation Improvement Program

TABLE A-17
Transit Section 5339

| Yr | PRT | Route | Proj Num | Prog Description | Project Total | FHWA \$ | FTA\$ | State \$ | Other \$ | Agency: | RS: |
|---------------|---------|--------------|----------|--|-------------------|----------|-------------------|----------|------------------|----------------|-----|
| 2027 | TRANSIT | TRF-TCMT-27U | BB | SECT 5339: TWIN CITIES MET COUNCIL MT BUS ACQUISITION | 8,061,119 | 0 | 6,448,895 | 0 | 1,612,224 | MET COUNCIL-MT | |
| 2028 | TRANSIT | TRF-TCMT-28Y | BB | SECT 5339: TWIN CITIES MET COUNCIL MT BUS ACQUISITION | 8,262,646 | 0 | 6,610,117 | 0 | 1,652,529 | MET COUNCIL-MT | |
| 2029 | TRANSIT | TRF-TCMT-29B | BB | SECT 5339: TWIN CITIES MET COUNCIL MT BUS ACQUISITION | 8,469,213 | 0 | 6,775,370 | 0 | 1,693,843 | MET COUNCIL-MT | |
| 2030 | TRANSIT | TRF-TCMT-30U | BB | SECT 5339: TWIN CITIES MET COUNCIL MT BUS ACQUISITION | 8,302,953 | 0 | 6,642,362 | 0 | 1,660,591 | MET COUNCIL-MT | |
| Totals | | | | | 33,095,931 | 0 | 26,476,744 | 0 | 6,619,187 | | |

Twin Cities Metropolitan Area
2027 - 2030 Transportation Improvement Program

TABLE A-18
Local Funding Only Projects

| Yr | PRT | Route | Proj Num | Prog | Description | Project Total | FHWA \$ | AC \$ | State \$ | Other \$ | Agency: | RS: |
|---------------|---------|-------|--------------|------|--|--------------------|----------|----------|----------|--------------------|----------------|-----|
| 2028 | TRANSIT | | TRF-TCMT-28H | TR | **PRS**: BRONZE LINE BUS RAPID TRANSIT LINE | 200,000,000 | 0 | 0 | 0 | 200,000,000 | MET COUNCIL-MT | |
| 2029 | TRANSIT | | TRF-TCMT-29Y | TR | **PRS**: BRONZE LINE BUS RAPID TRANSIT LINE | 200,000,000 | 0 | 0 | 0 | 200,000,000 | MET COUNCIL-MT | |
| Totals | | | | | | 400,000,000 | 0 | 0 | 0 | 400,000,000 | | |

Appendix B – Transportation Improvement Program (TIP) Amendments: Streamlined Process (Adopted by TAB: February 19, 2020)

Conditions for Using a Streamlined Amendment Process

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

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

Process

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

NOTE: No part of the Twin Cities Metro Area is in a PM₁₀ maintenance area. The entire area is in attainment.

Appendix C – Eastern Federal Lands Highway Division Projects

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

| Project | FY | County | Agency | Description | Type of Work | Primary Source Fund | Programmed Amount | Delivered By | Status | District; FMLA Region |
|--------------------|------|-------------------------|---|---------------------------------------|--------------|---------------------|-------------------|--------------|--------------|------------------------|
| MN FLTP FW MNV (1) | 2026 | Hennepin | MN Valley National Wildlife Refuge | Highway 77 trail project | Trail | FLTP - FWS | \$840,000 | FWS | Construction | MN-03; FWS-R3-Gr8Lk |
| MN FLTP FW MNV (2) | 2027 | Hennepin, Scott, Carver | MN Valley National Wildlife Refuge | Pavement preservation | 3R | FLTP - FWS | \$1,250,000 | FWS | In Design | MN-02,03; FWS-R3-Gr8Lk |
| MN NP MISS 338988 | 2027 | Hennepin | Mississippi National River and Recreation Areas | West MRT grade conversion to off road | Trail | FLTP – NPS | \$449,800 | Local | Planned | MN-03; NPS-MWR |



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