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**1988-90 TRANSPORTATION
IMPROVEMENT PROGRAM
FOR THE TWIN CITIES METROPOLITAN AREA**

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1988-1990
TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE TWIN CITIES METROPOLITAN AREA

December, 1987

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FIGURES AND TABLES

Figure 1	Transportation Improvement Program.....	7
Figure 2	2000 Metropolitan Highway System Plan.....	8
Figure 3	2000 Metropolitan Transit System Plan.....	9
Figure 4	Major Highway Projects in the 1988-1990 TIP.....	10
Table 1	Metropolitan Highway Needs.....	14
Table 2	Metropolitan Transit Needs.....	18
Table 3	Summary of 1988-90 TIP Highway Related Projects.....	28
Table 4	1988 Annual Element Federal Aid Interstate Construction Program.....	29
Table 5	1989 Multi-Year Element Federal Aid Interstate Construction Program.....	36
Table 6	1988 Annual Element Federal Aid Interstate Preservation (IR) Program.....	37
Table 7	1989 Multi-Year Federal Aid Interstate Preservation (IR) Program.....	47
Table 8	1990 Multi-Year Federal Aid Interstate Preservation (IR) Program.....	52
Table 9	1988 Annual Element Federal Aid Interstate Substitution Program.....	53
Table 10	Preliminary Engineering and Right-of-Way.....	54
Table 11	1988 Annual Element Right Of Way Program Interstate & Interstate Substitution.....	55
Table 12	1988 Federal Aid Primary Construction Program.....	56

Table 13	1989 Federal Aid Primary Construction Program.....	58
Table 14	1990 Federal Aid Primary Construction Program.....	59
Table 15	1988 Annual Element Federal Aid Urban Construction Program.....	60
Table 16	1989 Multi-Year Element Federal Aid Urban Construction Program.....	67
Table 17	1990 Multi-Year Element Federal Aid Urban Construction Program.....	71
Table 18	1988 Annual Element Bridge Repair & Replacement Program.....	72
Table 19	1990 Multi-Year Bridge Repair & Replacement Program.....	75
Table 20	1988 Annual Element Federal Aid Intermodal Urban Demonstration and Demonstration Projects.....	76
Table 21	1988 Annual Element Federal Aid Hazard Elimination Safety (HES) Program.....	77
Table 22	1988 Annual Element Transit Projects.....	78
Table 23	1988 Annual Element Operating Assistance.....	81
Table 24	1989-91 Multi-Year Element Transit Projects.....	82
Table 25	UMTA Grant in Progress.....	83

APPENDICES

Appendix A Private Sector Involvement in TIP..... 85
Appendix B Private Transit Operator Participation Process..... 91
Appendix C Transit Financial Capacity Assessment..... 96

TABLE OF CONTENTS

	Page
SUMMARY.....	1
1. INTRODUCTION.....	2
Federal Requirements.....	2
Regional Planning Process.....	3
Program Areas in the Transportation Improvement Program.....	4
2. SUMMARY OF REGIONAL PLANS AND PRIORITIES.....	6
Metropolitan Development Guide.....	6
2000 Metropolitan Highway System Plan.....	11
2000 Metropolitan Transit System Plan.....	12
Highway and Transit Priorities.....	13
Transportation System Management.....	19
RTB's Transit Implementation & Financial Plan.....	20
Transportation Air Quality Control Plan.....	21
3. MAJOR HIGHWAY PROJECT PROFILES.....	23
Interstate Construction Program.....	23
Interstate Preservation Program.....	24
Interstate Substitution (IX) Program.....	26
Federal Aid Primary Construction Program.....	26
Federal Aid Urban Program.....	26
Bridge Repair and Replacement Program.....	27
Summary of 1988-90 TIP Highway Related Projects (Table 3)..	28
4. HIGHWAY, ROAD AND BRIDGE PROJECTS.....	29
5. TRANSIT PROJECTS.....	95

TRANSPORTATION IMPROVEMENT PROGRAM
1988-1990
SUMMARY

The Transportation Improvement Program (TIP) for 1988 through 1990, prepared by the Metropolitan Council's Transportation Advisory Board, is the program of all highway and transit capital projects proposed for federal funding. Federal regulations require that a TIP be developed annually.

The 1988-1990 TIP for the Twin Cities Metropolitan Area is a \$931 million program of highway and transit projects, of which approximately \$665 million will be paid by the federal government. The total for 1988 is approximately \$620 million with the federal portion being approximately \$460 million. While two federal agencies, the Federal Highway Administration and the Urban Mass Transportation Administration must formally approve the program, most of the federal funds already have been earmarked for the Twin Cities Area. The remaining \$160 million in 1988 will come from state gas tax revenues for highway projects, and from property tax and farebox revenues for transit projects.

The Annual Element slates about 75 percent of the dollars for highway projects and 25 percent for transit projects. Of approximately 356 total projects in the program, about 73 of them are estimated to cost over \$1 million. Almost all the projects, which involve construction, reconstruction and equipment purchases will begin in the next three years.

The improvement program, which the Council annually approves, is based on the Council's regional Transportation Policy Plan, the Transportation Air Quality Control Plan, and the Regional Transit Board's (RTB's) Implementation and Financial Plan.

The major highway projects planned in 1988, are:

- Continued construction of I-394 at total 1988 cost of \$213 million.
- Construction and reconstruction of I-35E from Grand/Ramsey to Cayuga and I-94 from Snelling to Mounds Blvd. at a total cost of \$55 million in 1988.
- Bridge construction over the Mississippi River and grading and surfacing of I-694 from Anoka to Ramsey County at a 1988 total cost of \$29,770,000.
- Reconstruction of I-35 in Dakota County near TH 50 and bridge replacements, and surfacing of I-35E near TH 13 at a 1988 cost of \$11.6 million.
- Lowry Tunnel and I-94 bridge work, surfacing, and Co monitoring equipment at a total cost of \$19 million.
- I-494 bridge replacements and reconstruction signals and signing, and traffic management system at a 1988 total cost of \$25 million.
- University Transitway grading, surfacing, and bridge construction at a cost of \$7,358,000.
- Replacement of the Lake Street (TH 212) bridge over the Mississippi River at a cost of \$18,750,000.

1. INTRODUCTION

The 1988-90 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area is a program of highway and transit projects proposed for federal funding throughout the seven-county metropolitan area in the next three years. The TIP is prepared jointly by the Metropolitan Council, the Minnesota Department of Transportation (Mn/DOT), and the Regional Transit Board (RTB) and the projects contained in this TIP reflect these agencies' priorities. Projects scheduled for construction in 1988 receive special emphasis and are referred to as the "annual element" of the TIP. The projects included in the TIP implement the Region's transportation plan and priorities.

FEDERAL REQUIREMENTS

Federal regulations* require that a Transportation Improvement Program be developed and updated annually. The program must have an "annual" or "biennial element" and must cover a period of at least three years. The TIP is required to:

- o Identify transportation improvements proposed in the Transportation Policy Plan and recommended for federal funding during the program period;
- o Indicate the priorities in the Seven-County Metropolitan Area;
- o Include realistic estimates of total costs and revenues for the program period.

The annual element describes all projects contained in the approved Transportation Improvement Program proposed for implementation during 1988, the first program year. For each project, the annual element is to include:

- o Identification of the project, including the phase or phases proposed for implementation.
- o Estimated total cost and the amount of federal funds proposed to be obligated during the program year;
- o Proposed source of federal and nonfederal funds; and
- o Identification of the recipient state and local agencies responsible for carrying out the project.

Federal regulations also require that the TIP conform with the State Implementation (air quality) Plan, and that measures contained in the SIP receive a high priority in the TIP.

*Federal Register, Vol. 48, No. 127, June 30, 1981

REGIONAL PLANNING PROCESS

The Transportation Improvement Program is based on the ongoing transportation planning process of the Region, as defined in the Prospectus for the Transportation Planning Process in the Twin Cities Metropolitan Area. 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), the Metropolitan Transit Commission, the Minnesota Department of Transportation, the Regional Transit Board (RTB) and the Minnesota Pollution Control Agency (PCA). The Regional Transit Board (RTB) created by the state legislature as of July 1, 1984, has reviewed, revised and approved the transit projects submitted by Mn/DOT and the MTC on September 21, 1987. Elected local government officials are ensured participation in the process through the Metropolitan Council's Transportation Advisory Board (TAB). The TAB provides a forum for the cooperative deliberation of state, regional and local officials, and private citizens appointed by the Council.

Federal regulations effective October 22, 1984, mandate that private transit providers be afforded an opportunity to participate in and have their views be considered in the development of the annual element of the TIP before MPO endorsement. The private transit operators were informed of the proposed transit projects through a mailing and at the RTB's provider meeting where comments were submitted. (See Appendix A.) A new process for private operator participation in the planning process will be in place in late 1987. (See Appendix B.)

The transportation planning process has evolved over two decades in response to increasingly comprehensive federal and state laws and regulations, as well as the Region's own experience. The process matches long- and short-range transportation needs with regional development objectives, fiscal resources, and social, environmental and energy conditions.

The planning base for the TIP comes from the following transportation planning documents:

- o The Metropolitan Council's 2000 Transportation Development Guide/Policy Plan sets overall regional transportation policy and details major long-range transportation plans.
- o The Implementation and Financial Plan, prepared by the RTB, is a five year program for implementing the transit and paratransit elements of the Metropolitan Council's Transportation Policy Plan.
- o The Transportation Air Quality Control Plan, prepared by the Metropolitan Council, sets objectives and implementation strategies for transportation improvements to address air quality problems.

Except for the Implementation and Financial Plan, the above documents do not identify specific projects for inclusion in the TIP. The Transportation

Development Guide/Policy Plan and the Air Quality Control Plan provide a framework for the development of specific projects by the county and local governmental units and agencies which are responsible for planning, construction and operation of transportation facilities and services. All projects must be consistent with the Transportation Development Guide/Policy Plan and the Air Quality Control Plan.

The RTB's five-year transit Implementation and Financial Plan and amendments identify transit service needs and objectives, planned transit service and capital improvements and costs and funding sources. The transit projects have also been evaluated in light of UMTA's requirement for review of financial capacity. (See Appendix C.)

The majority of the highway construction projects included in this TIP are under Mn/DOT jurisdiction. They originate from ongoing Mn/DOT programming activities and respond to the Region's transportation plan. The projects that lead to the completion of the interstate system, along with projects on other major arterials, are based on the Metropolitan Council's long-range system plans and on Mn/DOT's transportation planning and programming process.

The system plans are further refined through alternative corridor and location studies. These studies and environmental impact statements 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 continual monitoring and evaluation of existing highway facilities.

City and county federal aid projects are most likely to appear in the Federal Aid Urban (FAU) and Interstate Substitution fund categories. These projects are products of local comprehensive and transportation planning programs, and reflect local and regional priorities. These projects have been determined to be consistent with regional plans before being included in the TIP. While detailed project planning and programming is undertaken by the implementing agencies, conformance with the Transportation Policy Plan is achieved through Metropolitan Council review and approval of the TIP, Implementation and Financial Plan for transit, plans for controlled-access highways, and the RTB's capital budget. In addition, under the provisions of the Metropolitan Land Planning Act, the Metropolitan Council reviews city and county comprehensive plans, including transportation elements, which are prepared by each local unit of government on the basis of "metropolitan system statements" prepared by the Council.

PROGRAM AREAS IN THE TRANSPORTATION IMPROVEMENT PROGRAM

Federal regulations require that projects funded under the following programs be included in the 1988-1990 TIP:

- o Interstate Projects. This category includes the Federal Aid Interstate Construction, Federal Aid Interstate Preservation, and Interstate Right-of-Way Programs.
- o Bridge Repair and Replacement Program.
- o Federal Aid Primary System Projects.
- o Urban Systems Projects. The Federal Aid Urban (FAU) Program and the outstate FAU/FAS Fund Transfer are included in this category.

- o Interstate Substitution Program (including the Interstate Substitution Right-of-Way Program).
- o Transit Capital and Operating Assistance Programs (UMTA Sections 3, 6, 9 and 9A).
- o UMTA Section 16(b)2 Program. This program funds the purchase of lift-equipped vehicles by nonprofit organizations which provide transportation for the elderly and handicapped.

The Twin Cities transportation planning process is multi-modal. It integrates transit and highway concerns, for example, in the use of FAU funds for transit improvements and pedestrian facilities, and the use of Interstate Substitution funds for the University Area Transit Corridor, and bus purchases. However, most highway and transit projects are listed separately in Chapters 4 and 5 due to their separate program funding categories.

2. SUMMARY OF REGIONAL PLANS AND PRIORITIES

The transportation planning process in the Twin Cities Region is based on the Metropolitan Reorganization Act of 1974, 23 U.S.C. Section 134, and the requirements of the revised federal rules and regulations on urban transportation planning that became effective June 30, 1983 when they were published in the Federal Register. The Metropolitan Council is the designated Metropolitan Planning Organization (MPO) and is responsible for continuing, comprehensive and cooperative transportation planning in the Metropolitan Area. Since transportation planning cannot be separated from land use and development planning, the transportation planning process is integrated with the total comprehensive planning program of the Metropolitan Council. The Transportation Improvement Program process is shown in Figure 1. The TIP is an integral part of the overall transportation planning process, which is a cooperative effort among local units of government and metropolitan and state agencies. This cooperative process uses technical skills and resources of the various agencies, and minimizes duplication by the participants. The TIP includes transit and highway projects throughout the seven-county area. Highway projects consist of both metro highway system and non-metro system projects. All projects are reviewed by the Council for consistency with the Transportation Policy Plan/Development Guide and the Air Quality Control Plan. Pages 6 through 18 provide a summary of the Transportation Development Guide/Policy Plan contents.

METROPOLITAN DEVELOPMENT GUIDE

By state law, the Metropolitan Council is responsible for preparing a comprehensive development guide for the Twin Cities Area which includes a multimodal transportation chapter and an aviation chapter. The transportation chapter is the framework for the TIP.

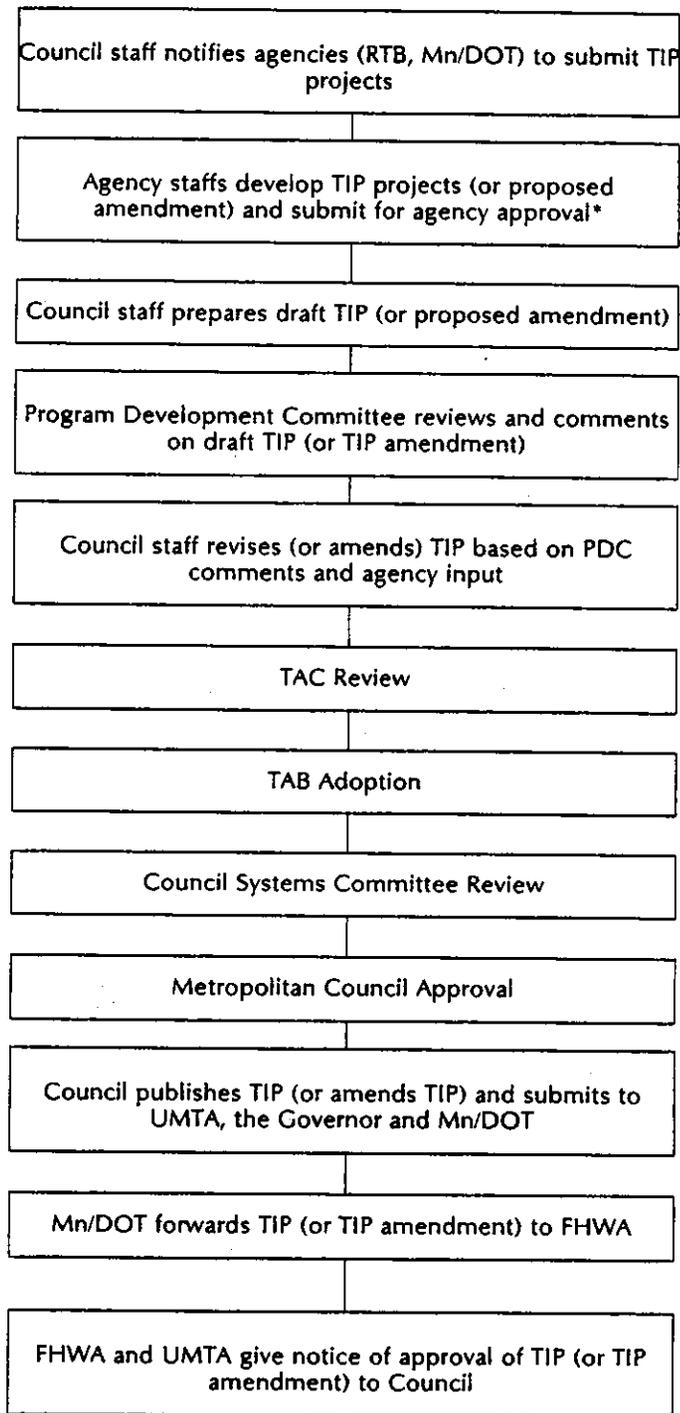
The Metropolitan Council's transportation policies provide the framework for planning by government agencies, counties, municipalities and private sector participants involved in the construction and operation of transportation facilities and services in the Region. These policies direct metropolitan transportation investments between now and 2000. The policies emphasize maintenance and use of the existing transportation system, and a careful approach to major new capital expenditures.

The Metropolitan Council uses the policies of the Metropolitan Development Guide to review the various referrals and proposals submitted to the Council under federal and state laws. The transportation policies provide direction to the Regional Transit Board (RTB) in the preparation of the Implementation and Financial Plan and to the Minnesota Department of Transportation with the Metropolitan Area policies to be used in the statewide transportation planning program. The transportation chapter of the Metropolitan Development Guide includes a 2000 Metropolitan Highway System Plan and a 2000 Metropolitan Transit System Plan which appear as Figures 2 and 3.

In the Metropolitan Development Guide, the term "transportation" refers to the broad spectrum of surface transportation modes, i.e., highways, transit, rail and water. "Transit" is viewed as a service provided for people traveling as passengers to their destinations, regardless of the type of vehicle (fixed route public bus, minibus, shared ride taxi, etc.) or of who provides the service (public or private sector). Major highways and thoroughfares are viewed as travel routes rather than auto and truck routes. These routes are to be designed and managed to encourage people to ride together rather than drive individually to their destinations.

FIGURE 1

TRANSPORTATION IMPROVEMENT PROGRAM-TIP



*RTB solicits private transit operator input on transit annual element prior to Board approval. Private operators may appeal RTB decisions to the PDC, TAC, TAB, Systems Committee or Council.

Fig. 2 2000 METROPOLITAN HIGHWAY SYSTEM PLAN

-  Interstate Freeway
-  Major Arterial
-  MUSA Boundary
-  Right-of-Way Reservation
-  Central-city Subregions
-  Suburban Subregions

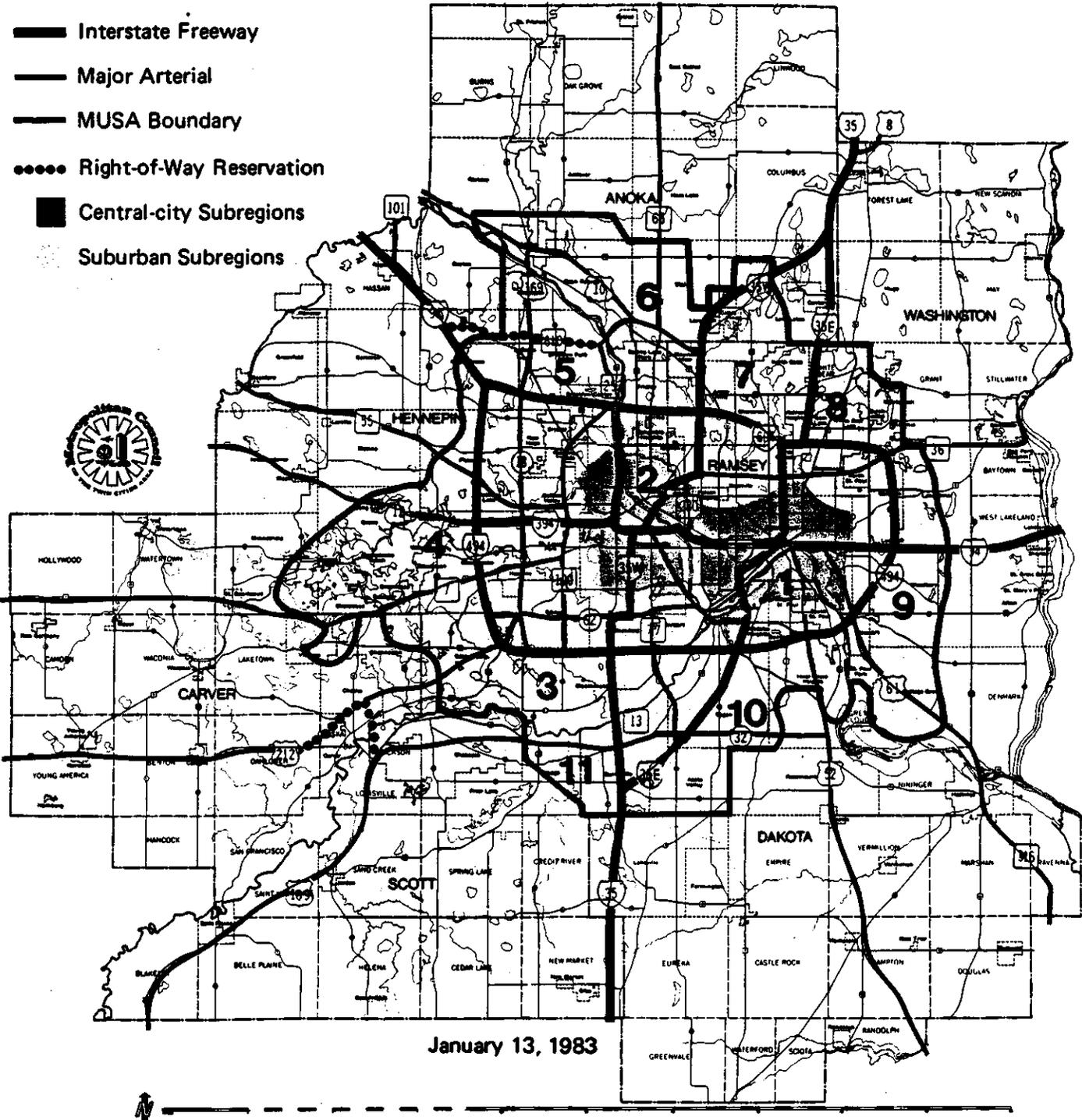
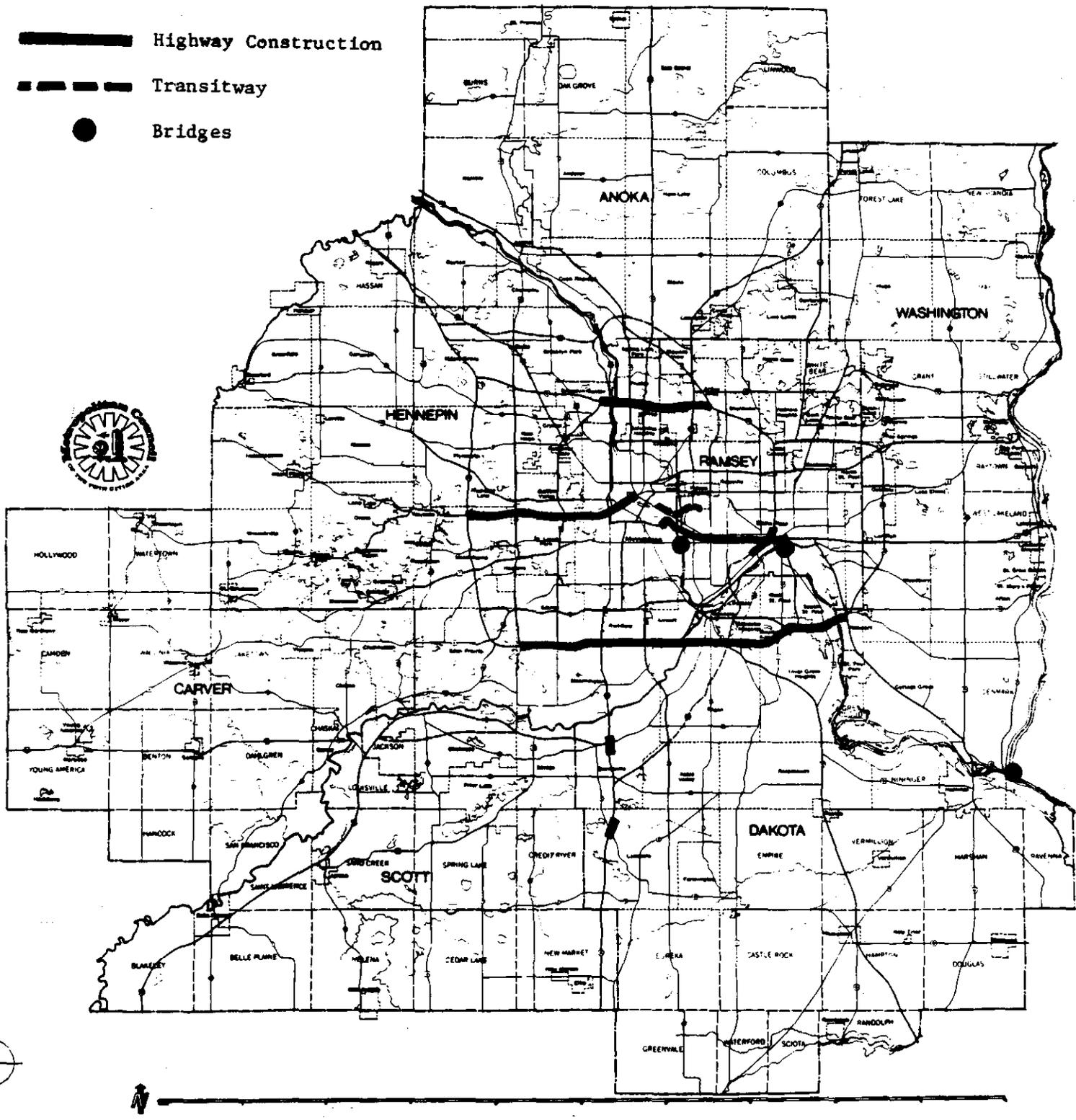


FIGURE 4 MAJOR HIGHWAY PROJECTS IN THE 1988-1990 TIP



Many of the Council's transportation policies are based on the concept of the subregion. The transportation chapter divides the "urban service area" into 11 subregions (Figures 2 and 3). Each subregion provides or is expected in the future to provide the basic activities of daily living: employment centers, a major shopping center, health care centers, education, government services, recreation and entertainment. Fifty percent or more of the trips generated within a subregion have destinations within that subregion. Subregions are to guide the organization and structure of shared-ride transit service planning. The chapter includes travel time policies for peak and off-peak hours for travel by auto and transit between subregions and from subregions to the Metro Centers of Minneapolis and St. Paul.

2000 METROPOLITAN HIGHWAY SYSTEM PLAN

The 2000 metropolitan highway system plan is comprised of interstate freeways and major arterials as shown in Figure 2. Interstate freeways accommodate the longest trips at relatively high speed. They provide metropolitan and out-state accessibility by connecting subregions with each other and the metro centers, the urban service area with the rural service area, and the Metropolitan Area with major cities of the state and nation. An interstate freeway is a fully controlled-access roadway that does not provide direct access to adjacent development.

Major arterials accommodate medium to longer distance trips at medium speed. They provide subregional accessibility by connecting two or more subregions as well as the urban service area with the rural service area; they further provide additional connections between the Metropolitan Area and other portions of the state. Major arterials complement interstate freeways in high-volume corridors. Their access is controlled by intersections that are usually either grade-separated or signalized. Direct access to development is discouraged and should usually be limited to locations generating major volumes of traffic. Major arterials are usually expressways or, in some cases, freeways designed according to the projected traffic. The interstate freeways and major arterials are planned to satisfy the transportation policies and projections of the Metropolitan Development Guide.

Completion of the metropolitan highway system would ensure the Area of good accessibility during peak and off-peak periods of travel. The system also provides most of the major corridors for express transit services to the metro centers. Interstate freeways and major arterials should, as required, be designed and managed to give high occupancy vehicles priority access and movement along the roadway during peak travel periods.

The Development Guide's transportation chapter identifies four metropolitan highway segments as major travel segments which should be planned for 1.6 persons per auto and 35 percent of the peak-hour person-travel from the suburban subregions to the metro centers on fixed-route transit. Those segments are:

1. Interstate 35-W from its junction with I-35E in the south to its junction with I-35E in the north.
2. Interstate 35-E from its junction with I-35W in the south to its junction with I-35W in the north.

3. Interstate 94 from the I-694/I-494 junction in Washington County to the junction with I-694 in Brooklyn Center.
4. Interstate 394 from I-494 to Washington Av. N.

2000 METROPOLITAN TRANSIT SYSTEM PLAN

The 2000 metropolitan transit system plan is shown in Figure 3. The system consists of two distinct parts: service within subregions and service to the metro centers. The 11 subregions within the urban service area are approximate transit service areas. Transit service in each subregion is to be provided for the residents of the subregion and oriented both to the activities located within that subregion and to the metro centers.

Subregional transit service, designed according to the particular needs of each subregion, should provide an alternative to private auto travel. Also, subregional transit service is a key element of a comprehensive contingency energy strategy in the event of a critical fuel shortage. Subregional transit service should provide increased mobility for the young, elderly and handicapped. The service, commensurate with the demand, could be a combination of fixed route and paratransit (route deviation, shared-ride taxis, dial-a-ride, car pools and van pools).

Fixed-route service should be provided primarily in subregions 1 and 2 as well as in the fully developed portions of the suburban subregions. Transit service between suburban subregions should be provided when demand warrants and a cost-effective operation can be provided. Paratransit services are generally more appropriate in the less densely developed portions of the urban service area. Within the metro centers, a coordinated circulation system using skyways, buses or even fixed guideways should be provided to serve existing and planned development.

Express or limited-stop transit service between each subregion and the appropriate metro center is to be provided, at least during peak periods. Express transit service is to operate from one or more attractive, climatized transit terminals strategically located at centers of high activity in each subregion. Subregional transit service should perform two functions: to move people from their homes to destinations within their subregion, and to move people to the transit terminals for transfer to the express service to the metro centers.

Three levels of express transit service are needed, according to actual transit demand and its potential impact on the metropolitan highway system. In high-volume transit corridors, or in highly congested highway corridors, express transit is to receive priority treatment. This might range from freeway metering with special access ramps and reserved lanes during peak flow periods to the alternative of a fixed guideway for the exclusive use of transit. A second level of service in less congested or in less transit-oriented corridors is priority treatment of express transit in the form of freeway or expressway metering with special access ramps. The third level of express service is transit moving in mixed traffic when projected volumes do not require priority treatment.

The policy plan projects a demand for increases in regional transit service ranging from 20 to 40 percent, depending on various energy and economic scenarios between now and 2000. Less reliance on conventional bus service to meet increased demand is recommended. This can be achieved in three ways:

First, greater emphasis needs to be placed upon the promotion of car pooling, van pooling and subscription bus programs for work trips. The promotion of these transit services should be the joint responsibility of both the private and public sectors. Such a partnership would require strong participation by the private sector in developing ridesharing programs, and by the public sector in providing incentives and technical assistance. In addition, such transit services should receive the same priority treatment as fixed-route bus service in those corridors where such treatment is provided. Rideshare services should be promoted not only as an ongoing program but also as a contingency program more responsive to a potential critical fuel shortage than fixed-route service.

Second, higher capacity and less labor-intensive transit modes, such as light rail transit (LRT), should be explored. In 1984 the Council and RTB adopted plans for LRT in the University Ave. Corridor and identified two other potential corridors. Preliminary engineering on these plans was delayed by the Minnesota legislature pending completion in 1986 of a regional transit service needs study by the RTB. In 1986, the Council studied all Twin Cities corridors for the potential for major capital improvements in transit and developed priorities among these corridors for major capital investments.

Third, because peak-period-only bus service is uneconomical, it should be carefully evaluated to avoid a greater imbalance of peak and off-peak levels of service. The joint use of public and private transit in providing peak-period only service should be explored.

Transit service for the disabled is to reflect the philosophy of the 2000 metropolitan transit system plan, which emphasizes service to the metro centers and within subregions. Service will focus primarily upon the urban service area and should be a cost-effective mix of a combination of services such as demand-responsive and fixed-route accessible transportation.

HIGHWAY AND TRANSIT PRIORITIES

The 2000 Metropolitan Development Guide and transportation chapters (Transportation Development Guide/Policy Plan, December 1984) identify highway and transit system deficiencies of regional significance which now exist or are expected to occur by 2000. Deficiencies were identified through application of Council policies on safety, land use compatibility, travel time and capacity, and the Council's forecast of 2000 travel. Based on these deficiencies the transportation chapter defines highway and transit "needs." Highway "needs" are identified by specific highway segments and transit "needs" are identified by subregion. These needs appear in Tables 1 and 2. The transportation chapter recognizes a high probability that revenues will fall short of costs for construction, maintenance and operation of the total metropolitan highway and transit systems. In June 1984 the Metropolitan Council adopted an amendment to the transportation chapter on costs and priorities. The amendment estimates the costs of completing the 2000 metropolitan highway and transit systems, and forecasts future revenues. The amendment also establishes a biennial process for developing 10-year priorities for regional highway and transit improvements. In 1988 the Council will adopt a major revision to the transit and transportation chapters of the Development Guide in response to changes in trends and availability of new information and studies. The following studies will be considered in the update of the chapters:

Table 1
METROPOLITAN HIGHWAY NEEDS

LETTING DATE	HIGHWAY	SPECIFIC LOCATION	GENERAL LOCATION	NEED	COMMENTS*
1986	I-35E	W. 7th St. to I-94/I-35E	St. Paul	Construct parkway in Pleasant Av. corridor	W. 7th to GRAND open to traffic; GRAND TO I-94 under contract. SEGMENT TO BE OPEN IN 1990-91
19??	I-35W	I 35E to I-94	Bloomington Richfield Mpls. Burnsville	Capacity Improvements	Entire segment has capacity deficiency. Some traffic may be diverted to Cedar Av. which has capacity surplus. However, in long term, I-35W will need upgrading. EIS UNDERWAY. CONSTRUCTION ANTICIPATED POST-1990.
1988-90	I-94	Lowry tunnel to W. River Rd.	Central Minneapolis	Reconstruct	Structural deficiency due to deteriorating continuous reinforced concrete (CRC). This deficiency has been identified by Mn/DOT as among worst in Metro Area. FIRST STAGE MAY BE LET IN 1988. UNDER DESIGN.
1988-90	I-94	E. River Rd. to TH 280	Minneapolis	Reconstruct	Bottleneck at Dartmouth interchange assumed to be removed when CRC project is undertaken. Capacity deficiency exists from River Rd. through interchange at TH 280. UNDER DESIGN
1988-90	I-94	TH 280 to Snelling Av.	St. Paul	Reconstruct	Structural deficiency due to deteriorating CRC. This deficiency has been identified by Mn/DOT as among worst in Metro Area. Revamping of ramps and through lanes to improve safety and capacity. Closing of access ramps should be considered. UNDER DESIGN.
1987	I-94/I-35E	"Common section"	St. Paul	Construct additional lanes	Both lane capacity and traffic continuity require upgrading. FIRST LETTING 1987-88 OPEN 1991-92.
1987	I-94	Lafayette Freeway to Mounds Blvd.	St. Paul	Reconstruct	Roadway geometrics and lane configuration create safety problems and reduce effective capacity. DESIGN UNDERWAY.
1986-87	I-394	I-494 to Washington Av.	Minnetonka Golden Valley Minneapolis	New construction	Removes major system deficiency. Assumes implementation of I-394 diamond and reversible lanes solution as recommended to Mn/DOT by Metropolitan Council. UNDER CONSTRUCTION.
1990+	I-494	TH 169/212 to TH 100	Eden Prairie/ Bloomington	Upgrade existing road	Assumes eventual widening to six lanes. SEGMENT INCLUDED IN I-494 CORRIDOR STUDY.

Table 1 (Cont'd)
METROPOLITAN HIGHWAY NEEDS

LETTING DATE	HIGHWAY	SPECIFIC LOCATION	GENERAL LOCATION	NEED	COMMENTS*
1990+	I-494	TH 61 to Farwell Av.	South St. Paul/ Newport	Upgrade bridge	Eventually need increased capacity across Mississippi River at this or a parallel location.
1987-88	I-694	I-94 to TH 65	Fridley	Construct additional lanes	Rebuilding of BN railroad bridge and widening to six lanes. TH 610 is also needed to relieve I-694 Mississippi River bridge congestion. DESIGN COMPLETE. WEST END OF BRIDGE LET 1987, UNDER CONTRACT. ROAD TO BE LET 1988.
1988	I-694	TH 65 to I-35W	Arden Hills, Fridley, New Brighton	Construct additional lanes	Widen to six lanes. DESIGN COMPLETE.
1989	TH 3	I-494 to TH 52	Inver Grove Heights	Right-of-way (ROW) acq./ construct new road	Complete system link between Lafayette Freeway and outstate route to Rochester; also helps reduce traffic pressure on I-494 Mississippi River bridge to Newport at TH 61. DESIGN COMPLETE FOR STAGE I TO CTY 18.
1987	TH 7	I-494 to Williston Rd.	Minnetonka	Reconstruct existing road	Approach improvement, including control of access or added lane.
1987	TH 10	TH 65 to I-35W	Blaine Moundsview	Construct new road	Alignment shifts to north; relieves deficiency on old TH 10.--Interim Project. DESIGN COMPLETE FOR A TWO LANE STAGE I TO BE LET 1988.
1985	TH 12	CSAH 101 to I-494	Minnetonka	Construct new lanes	Removes safety deficiency. Completes design continuity between proposed I-394 and existing TH 12 which is access controlled west of CSAH 101. UNDER CONSTRUCTION.
1990+	TH 13	Co. Rd. 7 to CSAH 32	Burnsville	Construct intersection improvements	Turn movement adversely affects capacity and safety. FOUR LANE IMPROVEMENT UNDER DESIGN.
1990+	TH 36	TH 61 to CSAH 64	Maplewood	Construct safety/capacity improvement	Assumes intersection and traffic improvements to increase capacity and safety.
1989	TH 55	South end of Mendota bridge	Mendota Heights	Reconstruct intersection	Bridge segment shows capacity deficiency resulting from signal with TH 13. Assumed to be removed by reconstruction of intersection. INCLUDES WIDEN MENDOTA BRIDGE. DEFERRED DUE TO FUNDING.
1987	TH 55	Hiawatha Av. from I-94 to CSAH 62	Minneapolis	Reconstruct existing road	31ST TO 46TH PROGRAMED FOR 1987 LETTING. 28TH TO 31ST PROGRAMED FOR 1988 LETTING.

Table 1 (Cont.)
METROPOLITAN HIGHWAY NEEDS

LETTING DATE	HIGHWAY	SPECIFIC LOCATION	GENERAL LOCATION	NEED	COMMENTS*
	TH 55	CSAH 6 to CSAH 154	Plymouth	Construct safety/capacity improvements	Assumes intersection and traffic improvements to increase capacity.
DONE	TH 55	Hwy. 100 to I-94	Minneapolis (Olson Memorial Hwy.)	Improve level of service	Assumes minor improvements of operating characteristics to provide higher average speeds. COMPLETED AND OPEN TO TRAFFIC.
199?	TH 61	I-494 to CSAH 22	Newport	Construct traffic improvements.	Assumes intersection and traffic improvements to increase capacity. ON HOLD.
19??	TH 77	I-494 to E. 90th St.	Bloomington - Airport	Construct new interchange	Segment from I-494 to 90th St. is deficient due to an at-grade intersection. Grade separation is assumed to provide capacity in corridor to help relieve I-35W. DESIGN COMPLETE FOR STAGE I AND UNDER CONSTRUCTION.
DONE	TH 100	TH 7 to S. 36th St.	St. Louis Park	Construct grade-separated interchange	Remove an at-grade signalized intersection on access-controlled major arterial. COMPLETED AND OPEN TO TRAFFIC.
1988	TH 101	TH 169 to TH 101	South Shakopee/Jackson Twp.	ROW acquisition/construct new bypass	Removes truck and auto traffic from downtown Shakopee. DESIGN COMPLETE FOR STAGE I. FIRST LETTING 1989.
19??	TH 169	Mississippi River bridge	Champlin-Anoka	Additional capacity over Mississippi River	NO IMPROVEMENT PROGRAMMED. TH 610 BRIDGE IS EXPECTED TO MEET A PORTION OF THE LONG-TERM NEED AND RELIEVE PRESENT CONGESTION FOR THE NEAR TERM PERIOD. HOWEVER, PLANS WILL BE REQUIRED TO ADDRESS THE POST 2000 GROWTH IN TRAVEL. NORTH METRO TASK FORCE IDENTIFIED PRIORITY RIVER SEGMENTS AND ALTERNATE CORRIDORS.
1990+	TH 169	"Osseo Bypass" 93rd to Hayden Lk Rd.	Osseo/Brooklyn Park	Widen to 4 lanes.	PHASE I OPEN TO TRAFFIC (to 93rd) late July, 1985. 2nd Phase (to 117th) open summer 1986. Widen to 4 lanes 93rd to Hayden Lk. Rd. Currently unscheduled.
1990+	New TH 212	CSAH 34 to CSAH 41	Norwood/Chaska	ROW acquisition	Hold corridor for future system completion. CENTER LINE AND OFFICIAL MAP NOW UNDERWAY. FINAL EIS NOW UNDERWAY.
1990+	New TH 212	CSAH 41 to I-494	Chaska/Chanhassen/	ROW acquisition and construction	Removes corridor deficiency for both TH 169 and TH 212. CENTER LINE SURVEY AND OFFICIAL MAP NOW UNDERWAY.

Table 1 (Cont.)
METROPOLITAN HIGHWAY NEEDS

LETTING DATE	HIGHWAY	SPECIFIC LOCATION	GENERAL LOCATION	NEED	COMMENTS*
DONE	TH 252	I-694 to CSAH 130	Brooklyn Center	Construction capacity safety improvements	Road to be rebuilt on partial new alignment as part of TH 610 improvement. OPEN TO TRAFFIC.
DONE	TH 610	TH 10 to TH 252	Brooklyn Park	ROW acquisition	TH 610 is needed to relieve I-694 Mississippi River bridge congestion. Mississippi River crossing and connection to TH 10 needed by 2000 to respond to Development Framework plan (includes 252 connection). OPEN TO TRAFFIC.
1990+	TH 610	TH 252 to I-94	Brooklyn Park/ Maple Grove	ROW acquisition	Hold ROW between TH 252 and I-94.
1990+	CSAH 32	TH 3 to TH 52	Inver Grove Heights	ROW acquisition and construction	Assumes completion of CSAH 32 (two lanes) from TH 3 to TH 52. The present segment is an unimproved dirt road from TH 3 to CSAH 71 and also terminates at CSAH 71.
DONE	CSAH 62	CSAH 18 to I-494	Eden Prairie/ Minnetonka	Construct new road	Assumes four to six lanes to complete this portion of metro highway system and to relieve capacity deficiency on I-494, from CSAH 18 to TH 212. OPEN TO TRAFFIC..

* The comments in this table have been revised for this TIP to reflect changes in the status of projects since the Metropolitan Council adopted the Transportation Policy Plan in January, 1983. Revised comments are shown in capital letters.

Table 2

METROPOLITAN TRANSIT NEEDS
 As identified in the Transportation Chapter of the
 Metropolitan Development Guide

<u>Subregion</u>	<u>Need</u>
	Peak-hour Service to Metro Centers
1-11	Add peak-hour service as warranted by demand.
	Off-peak Service to Metro Centers
3-5, 9-11	Add off-peak service as warranted by demand.
	Travel Time to Metro Centers
4	Construct I-394 with reserved lanes for transit.
5	Reroute existing express service to faster routes.
6	Reroute existing express service from Anoka to faster routes.
11	Add off-peak service as warranted by demand.
	Subregional Service
3, 5, 7, 8, 11	Add local transit service as warranted by demand.
4, 6, 9, 10	Reorient local transit service for trips to subregional opportunities as warranted by demand.
	Service for Elderly and Handicapped
1, 2, 3-8 (part)	Add service and/or modify service characteristics as warranted by demand.
3-8 (part), 9-11	Add service as warranted by demand.

- The existing Transportation Chapter of the Development Guide adopted in January of 1983, as amended.
- The RTB's Transit Service Needs Assessment mandated by the Legislature to conduct a comprehensive evaluation of the short and mid-range transit needs and services in the region.
- The RTB's Implementation Plan and Financial Plan.
- Other RTB's studies (i.e. Competitive Bidding, Metro Mobility, Rideshare Evaluation) currently under way to address specific transit issues.
- The Long-Range Transit Study conducted by the Council to set priorities among corridors for transit capital investments.
- The Metropolitan Highway System Evaluation undertaken by the Council in cooperation with the Minnesota Department of Transportation (Mn/DOT) to reassess needs and priorities within the regional system of freeways and expressways.
- Transportation Corridor Studies (i.e. I-494 Study, I-35W Study) to address specific transportation issues related to those corridors.
- Council's analysis of alternative funding sources
- Council's analysis of the fiscal implications of the Policy Plan
- A series of papers considering potential solutions to critical transportation issues in this Metropolitan Area.

TRANSPORTATION SYSTEM MANAGEMENT

The proposals of the policy plan provide for a metropolitan highway system and a transit system to serve the needs of the Metropolitan Area by the year 2000. However, deficiencies on nonmetropolitan highways can adversely affect the metropolitan transportation systems. Anticipated fund shortages may delay construction of new elements of the 2000 metropolitan highway system which are needed to relieve overloaded nonmetropolitan facilities. (A serious deficiency now exists in the corridor through Eden Prairie, Chanhassen and Chaska in Hennepin and Carver counties. Without funds to purchase right-of-way and construct a metropolitan-level highway in this corridor, the traffic of the next five to ten years must be handled by existing roads. Short-term improvements are now programmed for a minor arterial in this corridor.) These lower cost interim improvements will help meet demand before 1990.

Short-term solutions which make maximum use of the existing facilities must be found. A transportation systems management (TSM) strategy which encompasses the entire system of highways, streets and transit in a given corridor must be developed through a coordinated planning effort among municipalities, counties and the state. Agencies should carefully reserve funds and expend them on critical improvements that will remove safety hazards, improve traffic flow, and potentially reduce overall expenditures on transportation facilities. As a regional strategy, the Metropolitan Council will evaluate capacity deficiencies on selected nonmetropolitan routes with priority given to corridors where long-

term plans for new metropolitan highways are not likely to be realized for another decade. TSM plans are to be used as input for preparation of the Transportation Improvement Program, and prioritization in the Federal Aid Urban and Interstate Substitution Programs.

The I-494 corridor study completed in 1987 is a good example of a coordinated planning effort that involved corridor communities, the private sector, Mn/DOT, the RTB and the Council. This study is a multi-component transportation plan, including land development strategies, transit services, travel demand management, roadway capacity improvements and funding alternatives.

REGIONAL TRANSIT BOARD'S TRANSIT IMPLEMENTATION AND FINANCIAL PLAN

The Regional Transit Board (RTB) officially assumed the planning and policy responsibilities for regular route transit, ridesharing and elderly and handicapped transportation activities in the metropolitan area in the Summer of 1985. The RTB contracts with the MTC to provide ridesharing services. The RTB in 1986 developed a new service delivery plan for Metro Mobility, the coordinated transportation system which provides public transit service to eligible elderly and handicapped persons with special transportation needs. The RTB contracts with twenty private para-transit operators to provide these transportation services. The service area for Metro Mobility is expanding to include all communities within the Urban Service Area.

The Metropolitan Transit Commission (MTC) is responsible for the operation of the majority of the metropolitan area's regional public transit system. Prior to formation of the RTB, the MTC was responsible for transit planning and programming. Several private transit operators also provide regular route service in the Metropolitan Area.

The RTB adopted and submitted to the Council on November 3, 1986 the Implementation and Financial Plan (IFP) for transit. The IFP is a five-year programming plan for transit services, capital facilities and transit financing in the Twin Cities Metropolitan Area. The Plan has been amended since submission to include several projects including the new Nicollet Garage and Mid-Day Storage Facility. The IFP's transit service plan is based on the RTB's Transit Service Needs Assessment, the Interim Implementation Plan, the 1985 Financial Plan, the Metropolitan Council's Transportation Policy Plan and other transit studies and activities. The Plan establishes the direction, priorities and funding for various transit elements and describes the expected level of transit service to be provided during 1987 through 1991.

The capital improvements in the TIP generally emphasize replacement or renovation of existing facilities and vehicles, rather than expansion of the fleet or service area. Major capital improvements proposed in the RTB's Transit Implementation and Financial Plan and the 1988-1990 TIP are replacement of buses and bus rehabilitation, replacement of the current Nicollet Garage, and construction of a Midway Bus Storage Facility adjacent to the Heywood Garage. The RTBs study of transit capital equipment and facility needs will address capital needs of the MTC and other transit operators. Further amendments to the IFP and TIP may be proposed upon completion of this study, if appropriate.

More detailed descriptions of transit improvements included in the 1988-90 TIP appear in Chapter 5.

TRANSPORTATION AIR QUALITY CONTROL PLAN

The Federal Clean Air Act requires a State Implementation Plan (SIP) for air quality for all areas that have not attained National Ambient Air Quality Standards (NAAQS). Planning for control of pollution caused by transportation sources is a responsibility of the Metropolitan Planning Organization (MPO). The Transportation Air Quality Control Plan for the Twin Cities Area was submitted to the Environmental Protection Agency after Council hearings and adoption in June 1979. The plan was amended for the first time in 1981. The control plan is a supplement to the 2000 Transportation Policy Plan.

The Metropolitan Council has revised the control plan for a second time in 1985. The revised plan requires improved signal timing and possible parking ban at Snelling and University Avenues in St. Paul, the region's sole monitored CO "hotspot". The U.S. Environmental Protection Agency gave preliminary approval to the proposed SIP amendment in August, 1986. This project is included as State Project 164-010-M5421 shown under the 1988 FAU program projects.

Although the Metropolitan Council has not adopted an air quality chapter of the Metropolitan Development Guide, there are air quality policies in other chapters (primarily Transportation and Aviation). The Council staff has been active in coordinating air quality planning with other agencies for several years.

The Twin Cities Region has not officially attained air quality standards for three pollutants: particulates, sulfur dioxide and carbon monoxide. The Region's status for ozone is "Unclassified" (same effect as attainment). Transportation controls can be effective in reducing levels of two of the pollutants--carbon monoxide (CO) and ozone (O₃). Ozone is not a direct emission. It is formed by the chemical reaction of nitrogen oxide (NO_x) and hydrocarbons (HC) in the presence of sunlight. Reduction of ozone is thus tied to the reduction of these precursor emissions, primarily HC. Five violations of the ozone standard occurred in 1980. Although there were no violations in 1979, 1981, 1982, 1983, 1984, 1985, or 1986 increased traffic congestion could cause ozone violations. Therefore, no additional transportation controls may be needed for continued attainment of the ozone standards in the Twin Cities. The EPA is reviewing the Region's "unclassified" status for ozone.

The transportation control plan (TCP) showed monitored CO concentrations in the area, current emission estimates, and projections of emissions if no additional transportation controls were adopted. The problem areas identified were downtown Minneapolis and St. Paul's Midway area for carbon monoxide (CO) emissions. The plan showed that CO standards could be met in downtown Minneapolis by 1982 by implementing certain transportation strategies, primarily a one-way pair on 1st Av. N. and Hennepin Av., which opened in September 1980. Completion of the 3rd Av. Distributor was initially recommended for inclusion in the SIP as an air quality strategy. It was not included, however, since it was not scheduled for completion by 1982. This project is now included in the TIP and will provide an additional margin to meet air quality standards. The strategies have been effective since the December 31, 1982 deadline and CO standards have been met in both downtowns. The transportation control plan also evaluated strategies from the Transportation Systems Management Plan, which was adopted by the Council in April, 1978 as a supplement to the old 1990 Transportation Policy Plan. Some of these strategies directly reduce emissions, while others restrict or discourage auto use and encourage increased use of transit.

The Transportation Air Quality Control Plan sets forth three principal objectives:

1. Attain National Ambient Air Quality Standards (NAAQS) for carbon monoxide (CO) and oxidants (Ox) by Dec. 31, 1982.
2. Implement Transportation Systems Management Plan (TSM) strategies that effectively contribute to air quality attainment and maintenance.
3. Meet federal/state air quality standards in the most economical and equitable manner.

All of the originally adopted TCP strategies have been implemented. The 1988-90 TIP contains no projects that will have an impact on the SIP.

3. MAJOR HIGHWAY PROJECT PROFILES

This section provides brief summaries of the major highway projects scheduled in the 1988 annual element and the 1989-1990 program of this TIP. A major project is defined as an improvement which is identified in the Transportation Policy Plan as a "Metropolitan Highway Need", or identified as a priority need in other studies, such as the Major River Crossings study. Figure 4 shows the location of the major highway projects contained in this TIP.

The following project summaries are grouped by program. The costs listed are the total costs given in the individual project listings for this TIP and are not necessarily the same as the total project cost or even the total construction cost.

INTERSTATE CONSTRUCTION PROGRAM

The Interstate Construction Program is directed toward completion of the national system of interstate and defense highways.

1988 Annual Element

I-35E and I-94 - St. Paul S.P. 6280 & 6282

Construction and reconstruction of I-35E from Grand-Ramsey to Cayuga and I-94 from Snelling to Mounds Blvd. will take place in 1988 with grading, surfacing, signing, lighting, landscaping, bike trail construction (on I-35E from Grand-Ramsey to I-94) and construction and replacement of 9 bridges at a total cost of \$33 million in this program. Work totaling \$21 million related to I-35E and I-94 within Ramsey County is also included in the Interstate Preservation (IR) Program in 1988, and \$500,000 under the Right-of-Way Program are planned to be used for I-35E from Grand-Ramsey to I-94 in 1988.

I-394 - Hennepin County - S.P. 2789

Grading, surfacing, bridge construction, widening, signals, lighting, tunneling, storm sewers, frontage roads and approaches to I-394 are scheduled for 1988 at a total cost of \$178,581,000. Right-of-Way Program funds will also be used in 1988 for I-394 at an estimated total cost of \$25,000,000, as well as Interstate Preservation (IR) funds in the total amount of \$9,120,000.

I-694 - Anoka County - S.P. 0285

Replacement of a BNRR bridge over I-694 and approach work is programmed for 1988 at a total Interstate Construction cost of \$2,780,000, \$11,820,000 in IR total cost, and \$50,000 for Right-of-Way Program total cost.

1989 Program

I-35E and I-94 - Ramsey County - S.P. 6280, & 6283

Construction and reconstruction of the Common Section of I-35E and I-94 in St. Paul is scheduled for 1989 with bridges and 3-lane construction on I-94 from Louis/Marian to Mounds Blvd. at a total cost of \$6.4 million through the

Interstate Construction Program. Interstate Preservation (IR) program total cost in 1989 will be \$38,154,000 and in 1990 at \$1,300,000.

I-394 - Hennepin County - S.P. 2789

Grading and surfacing work will continue on I-394 in 1989, as well as installation of a traffic management system, at a total cost of \$7,430,000. \$4,430,000 in total IR Program funds will also be used for same.

INTERSTATE PRESERVATION PROGRAM

The Interstate Preservation (IR) Program funds the resurfacing, restoration, rehabilitation and reconstruction of the Interstate System and is often referred to as the "4-R" Program. The 1988-1990 IR Program contains numerous projects involving every interstate in the Metropolitan Area. The major projects listed in the Transportation Policy Plan as "Metropolitan Highway Needs" are identified in this section.

1988 Annual Element

I-35W and I-35E Dakota County - S.P. 1980, 1982, 1901 and 1981

Bridge replacements, widening and approach work, overlaying of the southbound and reconstruction of northbound I-35W near T.H. 50 will take place in 1988 at a total cost of \$8,240,000 and landscaping and bridge replacement, joint repair, grading and surfacing of I-35E around T.H. 13 will occur in 1988 at a total cost of \$2,100,000, and bridge work on I-35W near the I-35E junction will cost \$1,220,000.

I-35E and I-94 Ramsey County - S.P. 6280, 6282, 6283

Work involving grading, surfacing, signing, bridge widening and replacement and lighting of I-35E and I-94 in St. Paul will be done in 1988 using IR funds, including the construction of a bypass in the vicinity of T.H. 280, overlaying of I-94 from White Bear to Ruth Street and addition of a portable median barrier to be used on I-94 from Franklin Ave. in Minneapolis to Marion in St. Paul at a total cost of \$21 million.

I-94 - Hennepin County - S.P. 2780, 2781 and 2786

Bridge widening, painting, replacement and redecking, modernization and CO monitoring for the Lowry Tunnel, grading, surfacing, temporary structures for I-94 from the Lowry Tunnel to West River Road and the East River Road will be done in 1988 at an approximate total cost of \$19 million.

I-394 - Hennepin County - S.P. 2789

A total of approximately \$9,120,000 from the IR Program will be spent in 1988 on I-394 grading, surfacing, fencing, lighting, signals, bridges and landscaping as well as two transit transfer stations, buildings and park and ride lots at Ridgedale and Louisiana Avenue.

I-494 - Hennepin County, Washington and Dakota County - S.P. 2785, 8285, 1985 and 1986

Replacement of bridges under T.H. 55 on I-494, signals, and roadway rehabilitation of I-494 from 24th Avenue South to CSAH 18, traffic signs and

devices from T.H. 169 to France, reconstruction of railroad bridges, major joint repair, and a traffic management system from Portland to T.H. 100 will take place in 1988 in Hennepin County at a total cost of \$20,570,000. In Dakota and Washington Counties a total of \$4,135,000 will be expended on bridges, Hardman Avenue Interchange, landscaping, and joint rehabilitation on I-494.

I-694 - Hennepin, Ramsey and Anoka Counties - S.P. 0285, 6285 and 2787

Bridge replacements, widenings and approaches, grading, surfacing, signing and lighting of I-694 from the East Anoka County line over the Mississippi into Hennepin County will take place in 1988 at a total cost of \$20,500,000. Ramsey County work on I-694 in 1988 will include grading, surfacing, TMS, bridge work, and joint repair around I-35W vicinity at a cost of \$6,440,000.

1989 - 1990 Program

I-35E and I-94 - Ramsey County - S.P. 6280, 6282 and 6283

Bridge replacement and ramp of Southbound I-35E over Westbound I-94 and grading, surfacing, pavement reconstruction, noise abatement, traffic signs and devices, traffic surveillance installation, bridge replacement, overlay, painting and construction of I-94 from Fairview to Mounds Blvd. Will take place in 1989 at a total cost of \$38,154,000.

I-35W - Hennepin County - S.P. 2782

A thin overlay on I-35W from I-494 to 66th St. and bridgework at a total 1989 cost of \$753,000, and in 1990 from Lake Street to University Avenue costing \$1.6 million.

I-94 - Hennepin County - S.P. 2781, 2783 and 2786

Bridgework, pavement rehabilitation, portable median barriers, traffic devices, signing, lighting, surveillance and management system, and a thin overlay will be done in 1989 and 1990 from Lowry Tunnel to the East Hennepin County Line at a total cost of \$35 million.

I-394 - Hennepin County - S.P. 2789

A traffic management system at a total cost of \$2,730,000 is programmed for 1989 on I-394 from TH 101 to I-94 and Washington Avenue. About \$1.7 million is programmed for miscellaneous grading, surfacing and fencing from I-94 to the Third Avenue Distributor.

I-494 - Hennepin County - S.P. 2785

Traffic signs and devices, pavement and joint repair from T.H. 7 to CSAH 18, major joint repair, bridge widening over TH 5, and installation of a traffic management system from TH 169 to TH 100 will occur in 1989 and 1990 on I-494 at a total cost of \$6.1 million.

I-694 - Anoka and Ramsey Counties - S.P. 2787 and 6285

A traffic management system on I-694 from Brooklyn Blvd. to TH 35W will be installed in 1989 at a cost of \$910,00 and a \$240,000 overlay on I-694 in the vicinity of I-35W on I-694 will be done in 1990.

INTERSTATE SUBSTITUTION PROGRAM (IX)

The Interstate Substitution Program includes projects identified as "Metropolitan Highway Needs" in the Transportation Policy Plan. The University of Minnesota Transit Corridor will implement one of the Plan's transit service need concepts as an example of limited stop service encouraged in the Plan.

1988 Annual Element

Grading, surfacing, and bridge construction at a cost of \$7,358,000 are planned in 1988 for the University Ave. Transit Corridor between the Mpls. and St. Paul campuses.

FEDERAL AND PRIMARY CONSTRUCTION PROGRAM

The 1988 through 1990 elements of the Federal Aid Primary Construction Program contain projects which are identified as "Metropolitan Highway Needs" in the Transportation Policy Plan.

1988 Annual Element

TH 10 - Anoka County - S.P. 0214

Grading, surfacing, signing, and signals on T.H. 10 from T.H. 65 to 85th Ave. is programmed in 1988 at a total cost of \$1.1 million.

1989 - 1990 Program

T.H. 3 - Dakota County - S.P. 1928

Grading and surfacing of T.H. 3 between U.S. 52/T.H. 55 to I-494 in Inver Grove Heights is programmed for \$9.9 million in 1989.

T.H. 55 and T.H. 13 - Dakota County - S.P. 1901 and 1902

The Mendota Interchange at T.H. 13, 55, and 110 is planned for 1989 and 1990 at \$12.8 million.

FEDERAL AID URBAN PROGRAM

There are no projects in the 1988-1990 FAU Program which are identified as "Metropolitan Highway Needs" in the Policy Plan. However, many of the proposed FAU projects would implement TSM capacity and safety objectives.

BRIDGE REPAIR AND REPLACEMENT PROGRAM

Three bridges are identified as Annual Element projects, for reconstruction in the Major River Crossings report: 1) The T.H. 10 bridge over the St. Croix at Prescott (\$5.2 million) 2) Replacement of the deck on the Robert Street (T.H. 52) bridge over the Mississippi River (\$5.5 million); and replacement of the T.H. 212 Lake Street bridge over the Mississippi along with approach work and signals (\$18,750,000).

INTERMODAL URBAN DEMONSTRATION AND DEMONSTRATION PROJECTS

Two projects were authorized by the 1974 Highway Act and 1987 Surface Transportation Act: 1) Grading and Surfacing in 1988 of Hiawatha Avenue from 31st to 46th Streets, at a total cost of \$12,850,000 and 2) Preliminary engineering in 1988 for the County Road 18 bridge over the Minnesota River at a cost of \$2,750,000.

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Table 3
SUMMARY OF 1988-90 HIGHWAY RELATED PROJECTS
(IN THOUSANDS OF DOLLARS)

Project Category	1988 Annual Element	1989	1990	Total	Federal	Other
Interstate Construction	214,361	13,821	0	228,182	184,435	43,747
Interstate Preservation (IR) Program	113,219	80,435	11,992	205,646	178,635	27,011
Interstate Substitution (Roadway)	7,358	0	0	7,358	6,254	1,104
Interstate & Interstate Substitution Right-of-Way	31,575	0	0	31,575	28,118	3,457
Primary Construction Program	15,125	17,900	19,225	52,250	40,096	12,154
Federal Aid Urban	57,827	24,392	7,853	90,072	64,481	25,591
Bridge Repair & Replacement	38,109	25,500	7,570	71,179	53,479	17,700
Demonstration	15,600	0	0	15,600	13,765	1,835
Hazard Elimination Safety	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
TOTAL	493,174	162,048	46,640	701,862	569,263	132,599

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TABLE
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1988 ANNUAL ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

This program is directed toward the completion of the national system of Interstate and defense highways in accordance with the Federal mandate which required all major construction to be under contract by 1990 in order to be eligible for FAI funding. In addition to initial construction this program contains upgrading, noise abatement and surveillance control projects. Scheduling of these projects is based on an assured annual apportionment plus approximately \$20 million per year supplemental Discretionary funds. In addition to this, several critical jobs are proposed for an early letting on a "Contingency" basis subject to release of additional Discretionary funds. Project selection was based on the following within the ability to make ready for letting:

- 1) Completing sections under construction
- 2) Scheduling of early construction stages essential to main line construction
- 3) Construction of gaps on sections which are partially open to traffic.

Manpower availability within Mn/DOT, as it applies to project advancement, is also considered during project selection.

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TABLE
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1988 ANNUAL ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
6280-231	Ramsey	35E	Grand-Ramsey to I94	Grade, Surf., Bike Tr., Signals, Landsc., Li., Sign.	.45	13,270	10,323	12-18-87
6280-232	Ramsey	35E	W. Jct. I94 to Penn. (Common Section-2nd Stage)	Grade, Surf., Etc.	1.00	4,000	3,600	11-18-88
6280-245	Ramsey	35E	At 11 Locations in the Common Section of I94 & I35E	Traffic Signs.		1,280	1,152	11-18-88
6280-249	Ramsey	35E	On I94 & I35E fr. Snelling to Mounds (Inc. Common Sec.)	Signing		750	675	11-18-88
6280-251	Ramsey	35E	E. Jct. I94 to Penn., Etc. (Common Section- 1st Stage)	Grad., Surf., Misc.	1.40	2,390	2,151	11-20-87
6280-256	Ramsey	35E	E. Jct. I94 to Cayuga St.	Signing		180	162	11-18-88
6280-260	Ramsey	35E	Univ. Ave. to Cayuga	Lighting, Signal		50	45	11-20-87
6280-62883	Ramsey	35E	5th St. Conn. over TH 35E	Br. 62883		870	783	12-18-87
6280-62885	Ramsey	35E	Mulberry Ave. over 5th-6th St. Connections	Br. 62885		230	207	12-18-87
6280-62886	Ramsey	35E	Kellogg Blvd. over TH 35E	Br. 62886		1,085	976	12-18-87

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TABLE
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 ANNUAL ELEMENT

1988 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
6280-62888	Ramsey	35E	Wabasha St. over I35E	Br. 62888 (Replace Br. 9647)		1,200	1,080	12-18-88
6280-62894	Ramsey	35E	Robert St. over TH 35E	Br. 52894 (Replace Br. 9649)		1,100	990	11-18-88
6280-62887	Ramsey	35E	History Ctr. Tunnel	Tunnel		670	603	11-20-87
6280-62897	Ramsey	35E	St. Peter St. over TH 35E	Br. 62897 (Replace Br. 9646)		1,275	1,148	11-18-88
6280-62898	Ramsey	35E	10th St. over I35E	Replace Br. 9643		800	720	11-18-87
6280-890	Ramsey	35E	W. Jct. TH I94 to Mounds Blvd. (Inc. Common Section)	Lighting	1.40	250	225	11-18-88
6280-9655	Ramsey	35E	SB TH 35E over Univ. Ave.	Widen & Redeck Br. 9655		1,100	990	11-20-87
6282-62817	Ramsey	94	EB I94 over Proposed I35E & Ramp	Replace Br. 9645		1,850	1,665	11-18-88
6282-62818	Ramsey	94	EB I94 over Ramp from John Ireland Blvd.	Br. 62818 (Rep. Br. 9804)		650	585	11-18-88
2789-15	Hennepin	394	0.1 Mi. W. Plym. Rd. to 0.3 Mi. E. CSAH 73	Grade, Surf., Fen., Sign.	1.20	13,400	12,060	2-26-88
2789-17	Hennepin	394	0.2 Mi. E. Boone Ave. to 0.3 Mi. W. TH 100	Grade, Surf., Fen., Sign., Lights, Lanes, Con.	1.90	18,900	17,010	8-26-88

TABLE 4
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 ANNUAL ELEMENT

1988 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2789-18	Hennepin	394	0.3 Mi. W. TH 100 to W. Lim. Mpls., C. Lk. Rd.-Glwd. Ave. (on 100)	Grade, Surf., & Bridges	.90	41,100	36,990	9-23-88
2789-20	Hennepin	394	W. Lim. Mpls. to Penn. Ave.-Stg. 3	Grade, Surf., Pen., Sign., Sgn., Lt., Ls.	1.10	13,100	11,790	2-26-88
2789-27117	Hennepin	394	TH 394 WB over Ridgedale Dr.	Br. 27117 (Inpl. Br. 27119)		440	396	2-26-88
2789-27120	Hennepin	394	TH 394 EB over Ridgedale Dr.	Widen & Overlay Br. 27120		400	360	2-26-88
2789-27704	Hennepin	394	TH 394 under Glenwood Ave. (CSAH 40)	Br. 27704		1,200	1,080	8-22-88
2789-27705	Hennepin	394	TH 394 under 7th St.	Br. 27705		800	720	8-22-88
2789-27708	Hennepin	394	3rd St. N. to TH 394 WB over Wash. Ave. Conn.	Br. 27708		435	392	10-28-88
2789-27710	Hennepin	394	Ped. Br. over TH 394 at Pennsylvania	Br. 27710		200	180	8-26-88
2789-27711	Hennepin	394	Ped. Br. over TH 394 at Florida Ave.	Br. 27711		200	180	8-26-88
2789-27720	Hennepin	394	TH 394 EB over Wash. Ave. Conn.	Br. 27720		625	563	10-28-88
2789-27730	Hennepin	394	10th St. N. over TH 394	Br. 27730		900	810	4-22-88

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TABLE 4
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 ANNUAL ELEMENT

1988 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE CONSTRUCTION PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S)</u>		<u>ESTIMATED LETTING DATE</u>
						<u>TOTAL</u>	<u>FEDERAL</u>	
2789-27731	Hennepin	394	SE Ramp (At Ply. Rd.) over Slip Ramp	Br. 27731		280	252	2-26-88
2789-27732	Hennepin	394	7th & 10th St. N. over BN RR	Br. 27732 & 27716		900	810	10-28-88
2789-27736	Hennepin	394	Plymouth Rd. (CSAH 61) over TH 394	Br. 27736		1,800	1,620	2-26-88
2789-27737	Hennepin	394	CSAH 73 over TH 394	Br. 27737 (Inplace Br. 9704)		1,200	1,080	2-26-88
2789-27744	Hennepin	394	Winnetka Ave. (Co. Rd. 156) over TH 394	Br. 27744		700	630	8-26-88
2789-27745	Hennepin	394	Louisiana Ave. over TH 394	Br. 27745		1,000	900	8-26-88
2789-27746	Hennepin	394	MN&S RR over TH 394	Br. 27746 Inplace Br. 5529		2,200	1,980	8-26-88
2789-27747	Hennepin	394	Vernon, Xenia Ave. over TH 394	Br. 27747		1,600	1,440	8-26-88
2789-27757	Hennepin	394	Ped. Br. over TH 394 at Thomas Ave.	Br. 27757 Inplace Br. 9885		300	270	2-26-88
2789-37	Hennepin	394	From 12th St. to Wash. Avenue	11 Sig. Systems		610	549	4-22-88
2789-42	Hennepin	394	0.9 Mi. W. of Ferndale Ave. to 0.1 Mi. W. of Ply. Rd.	Signing	.90	345	311	11-20-87

TABLE 4
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 ANNUAL ELEMENT

1988 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE CONSTRUCTION PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S)</u>		<u>ESTIMATED LETTING DATE</u>
						<u>TOTAL-FEDERAL</u>		
2789-51	Hennepin	394	Along 3rd Ave. N. from 3rd St. to 2nd St.	B.C. Tunnel Stub	.20	1,500	192	4-22-88
2789-52	Hennepin	394	MN&S RR @ Glen. Ave. to turn. Xroad	Storm Sewer (Stage 2) & Br. 96498		325	248	12-18-87
2789-56	Hennepin	394	W. Lim. Mpls. to TH 94 Interchange	Lighting		176	158	2-26-88
2789-59	Hennepin	394	W. Lim. Mpls. to TH 94	Signing	2.10	500	450	2-26-88
2789-60	Hennepin	394	0.3 Mi. W. TH 494 to 0.1 Mi. W. of Plymouth Rd.	Lighting	.90	100	90	10-23-87
2789-62	Hennepin	394	0.1 Mi. W. Plymouth Rd. to 0.2 Mi. E. of Boone Ave.	Lighting	3.00	280	252	2-26-88
2789-63	Hennepin	394	11th St. to 6th St. N. (TAD Stage 2A)	G&S Fr. Rds. & X-Sts.	.30	3,500	3,150	3-25-88
2789-65	Hennepin	394	4th St. to 3rd St. N. (TAD Stage 2C)	G&S Br. Approaches	.10	300	270	10-28-88
2789-8802	Hennepin	394	0.2 Mi. E. of Boone Ave. to 0.3 Mi. W. of TH 100	Signing	1.90	600	540	8-26-88
2789-8803	Hennepin	394	0.3 Mi. W. of TH 100 to W. Lim. Mpls. & on TH 100	Signing	.90	400	360	9-23-88

TABLE 4
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 ANNUAL ELEMENT

1988 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2789-8808	Hennepin	394	TH 94 to Wash. Ave. (3rd Ave. Dist.)	Signing	1.00	385	347	11-18-88
2789-8809	Hennepin	394	TH 94 to Wash. Ave. (3rd Ave. Dist.)	Lighting - Stage 2	1.00	80	72	11-18-88
2789-8810	Hennepin	394	0.1 Mi. W. of Plymouth Rd. to 0.2 Mi. E. of Boone Ave.	Signing	3.00	850	765	2-26-88
2789-8815	Hennepin	394	0.2 Mi. E. of Boone Ave. to 0.3 Mi. W. of TH 100	Lighting	1.90	200	180	8-26-88
2789-8816	Hennepin	394	0.3 Mi. W. of TH 100 to W. Lim. Mpls. & on TH 100	Lighting	.90	150	135	9-23-88
2789-8823	Hennepin	394	On Hawth. Ave. & 9th St. from 10th St. to 2nd Ave.	G&S Fr. Rds.	.20	600	540	10-28-88
2789-95892	Hennepin	394	At 7th St. N.	Const. Parking Garage A		45,000	40,500	4-22-88
2789-95894	Hennepin	394	At 4th St. N.	Const. Parking Garage C		20,000	--	10-28-88
2789-99133	Hennepin	394	MN&S RR (Shoefly) over TH 394	For Br. 27746		1,000	900	8-26-88
0285-2807	Anoka	694	BN RR over TH 694	Replace Br. 6493 (New Br. 02807)		2,310	2,079	11-20-87
0285-50	Anoka	694	BN RR to Main St.	Grade & Surf. at Br. Approaches	.30	470	315	11-20-87

1988 TOTALS

214,361 171,996

TABLE 5
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 MULTI-YEAR ELEMENT

1989 MULTI-YEAR ELEMENT FEDERAL AID
 INTERSTATE CONSTRUCTION PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S)</u>		<u>ESTIMATED LETTING DATE</u>
						<u>TOTAL-FEDERAL</u>		
6280-62884	Ramsey	35E	SB TH 35E Ramp over TH 94 WB Off Ramp	Br. 62884		550	495	11-17-89
6280-62889	Ramsey	35E	Cedar St. over TH 35E	Brs. 62889 & 62890 (Replace Brs. 9597 & 9598)		1,700	1,530	11-17-89
6280-62891	Ramsey	35E	Minnesota St. over I35E	Br. 62891 (Replace Br. 9681)		1,050	945	11-17-89
6280-62893	Ramsey	35E	Jackson St. over TH 35E	Br. 62893 (Replace Br. 9650)		1,000	900	11-17-89
6283-132	Ramsey	94	Louis/Marion to Mounds Blvd. (6th St. Brs.)	3-Lane Cont., Br. Recon.		2,091	1,882	11-17-89
2789-12	Hennepin	394	TH 94 to Wash. Ave. N. (TAD Stage 3)	Misc. Grad., Surf. & Fence	1.00	4,300	3,870	2-24-89
2789-43	Hennepin	394	W. Jct. TH 101 (on TH 12) to TH 94	Traffic Mgmt. System	10.70	3,130	2,817	11-17-89
1989 TOTALS						13,821	12,439	

36

TABLE 6
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 ANNUAL ELEMENT

1988 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE PRESERVATION (IR) PROGRAM

The Interstate Preservation Program (4R) is directed primarily toward the resurfacing, restoration, rehabilitation and reconstruction of the Interstate system. The 1982 Federal Highway Act which added the fourth "R" - reconstruction, to this category also added all work that is not considered necessary in providing a minimal level of acceptable service in completing the Interstate system.

The work consists of all phases of highway construction, preservation and related work. Work includes bridge construction and repair, roadway widening, traffic devices, resurfacing, surveillance control, landscaping, etc.

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
1980-19803	Dakota	35	Over Soo Line RR 0.2 Mi. S. of TH 50	Br. 19803 (Rep. 6410); Wid & Red		840	756	11-18-88
1980-49	Dakota	35	Under Crystal Lk. Rd.	Br. 19804 (Replace Br. 19806) & Approaches		900	810	6-24-88
1980-881	Dakota	35	0.4 Mi. N. of Scott CSAH 2 to 0.6 Mi. S. of TH 50	Overlay SB Rdwy.	7.70	2,000	1,800	4-22-88
1914-31	Dakota	35	West Ramps @ TH 50 & East Frontage Rd.	Signals		150	75	2-88
1980-883	Dakota	35	0.4 Mi. N. of Scott CSAH 2 to 0.6 Mi. S. of TH 50	Reconstruct NB Rdwy.	7.70	4,500	4,050	11-18-88
7080-70801	Scott	35	Scott CSAH 2 over I35	Redeck Br. 70801		200	180	1-22-88
1982-109	Dakota	35E	S. Jct. TH 35 & 35W to TH 77	Landscaping	3.70	200	180	1-22-88

TABLE 6
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 ANNUAL ELEMENT

1988 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
1982-110	Dakota	35E	Mendota Hts. Rd. to TH 110	Landscaping		200	180	11-20-87
1982-111	Dakota	35E	Jct. TH 77 (Cedar Ave.) to Jct. TH 494	Landscaping		200	180	1-22-88
1982-74	Dakota	35E	Under TH 13	Rep. Br. 9535, Misc. Grad., Surf., & Sigs.		1,500	1,125	11-18-88
6280-231	Ramsey	35E	Grand-Ramsey to I94	Grade, Surf., Bike Tr., Sigs., Landsc., Li., Sign.	.90	1,800	1,620	12-18-87
6280-232	Ramsey	35E	W. Jct. I94 to Penn. (Common Section-2nd Stage)	Grade, Surf., Etc.	1.00	500	450	11-18-87
6280-249	Ramsey	35E	On I94 & I35E Fr. Snelling to Mounds (Inc. Common Sec.)	Signing		250	225	11-18-88
6280-251	Ramsey	35E	E. Jct. I94 to Penn., etc. (Common Section-1st Stage)	Grad., Surf., Misc.	1.40	1,560	1,404	11-20-87
6280-256	Ramsey	35E	E. Jct. I94 to Cayuga St.	Signing		20	18	11-18-88
6280-260	Ramsey	35E	Univ. Ave. to Cayuga	Lighting; I35E W. Ramp @ Univ.-Signal		80	72	11-20-87
6280-62858	Ramsey	35E	NB I35E over WB I94 & 3 Ramps	Br. 62858 (Rep. Br. 9808)		2,000	1,800	11-18-88

TABLE 6
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 ANNUAL ELEMENT

1988 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE PRESERVATION (IR) PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>		<u>ESTIMATED LETTING DATE</u>
6280-62883	Ramsey	35E	5th St. Conn. Over TH 35E	Br. 62883		180	162	12-18-87
6280-62885	Ramsey	35E	Mulberry Ave. over 5th	6th St. Conns.- Br. 62885		85	77	12-18-87
6280-62886	Ramsey	35E	Kellogg Blvd. over TH 35E	Br. 62886		190	171	12-18-87
6280-62898	Ramsey	35E	10th St. over I35E	Replace Br. 9643 (Contingency)		210	189	12-18-87
6280-890	Ramsey	35E	W. Jct. TH I94 to Mounds Blvd. (Inc. Common Section)	Lighting	1.40	350	315	11-18-88
6280-9531	Ramsey	35E	TH 5 (W. 7th St.) over I35E	Redeck Br. 9531, Signals		450	405	2-26-88
6280-9656	Ramsey	35E	NB TH 35E over Univ. Ave.	Widen & Redeck Br. 9656		500	450	11-18-88
6280-62887	Ramsey	35E	History Ctr. Tunnel	Tunnel		1,900	1,710	11-20-87
1901-9779	Dakota	35W	Under TH 13	Repl. Deck, Widen & Paint Brs. EB 9779 & WB 9780		720	648	12-16-88
1981-83	Dakota	35W	S. Jct. I35E to TH 13	Joint Repair	2.30	500	450	3-25-88
2780-27944	Hennepin	94	Under CSAH 144 0.7 Mi. SE of NW Co. Line	Paint Br. 27944		40	36	3-25-88
2780- 27946A	Hennepin	94	At E. Jct. TH 101	Paint Br. 27946		50	45	3-25-88

TABLE 6
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 ANNUAL ELEMENT

1988 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2780-27947A	Hennepin	94	Under TH 101, 2.1 Mi. S. of Rogers	Paint Br. 27947		40	36	3-25-88
2780-27948	Hennepin	94	Under BN RR, At Jct. of TH 152	Paint Br. 27948		65	59	3-25-88
2780-27949A	Hennepin	94	Under CSAH 30, 2.8 Mi. NW of Jct. TH 494	Paint Br. 27949		65	59	3-25-88
2780-27959	Hennepin	94	Under 101st Ave. N., 3.7 Mi. NW of TH 494	Paint Br. 27959		35	32	3-25-88
2781-27848A	Hennepin	94	TH 55 Ramp over TH 35W	New Temp. Br.		420	378	11-18-88
2781-27853	Hennepin	94	Under Chicago Ave.	Modify Br. 27853		260	234	11-18-88
2781-27855A	Hennepin	94	TH 94 over TH 55	Temp. Br. Widening		787	708	11-18-88
2781-27859A	Hennepin	94	TH 94 over CMSTP&R RR	Temp. Br. Widening		266	239	11-18-88
2781-27860A	Hennepin	94	U of M Ramp D over TH 94	Br. Modifi. to Inplace Br. 27952		160	144	11-18-88
2781-27863A	Hennepin	94	TH 94 over Cedar Ave.	Temp. Bridge Widening Br. 27863A		86	77	11-18-88
2781-27909	Hennepin	94	TH 94 EB over Shingle Creek	Widen Br. 27909		150	135	4-22-88
2781-27910	Hennepin	94	EB Under Shingle Cr. Pkwy. & Und. TH 100	Rev. Slope Pave - 3 Brs.		50	45	4-22-88

TABLE 6
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 ANNUAL ELEMENT

1988 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
6282-143	Ramsey	94	At 4 Locations (Part of 6th St. Rec.)	Traffic Signals		300	270	11-18-88
62828- 62807	Ramsey	94	WB TH 94 over TH 280	Br. 62807 (Rep. Br. 62808)		700	630	11-18-88
6282- 62811	Ramsey	94	WB TH 94 over TH 280 Ramp	Br. 62811 (Rep. Br. 62812)		760	684	11-18-88
6282-884	Ramsey	94	Vicinity of TH 280	Construct Bypass		250	225	11-18-88
6283-62701	Ramsey	94	Ramp to Wacouta over I94	Br. 62701 (Rep. Br. 9806)		600	540	11-18-88
6283-62703	Ramsey	94	Under E. 7th St.	Br. 62703 (Rep. Br. 62815)		1,150	1,035	11-20-87
6283-62706	Ramsey	94	Under TH 62 (Mounds Blvd.)	Br. 62706 (Rep. Br. 62829)		900	810	11-20-87
6283-62830	Ramsey	94	WB I94 Under Ramps	Br. 62830 (Rep. Br. 9809)		415	374	11-18-88
6283-62874	Ramsey	94	Northbound Ramp from 11th	Br. 62874 (Rep. Br. 9651)		500	450	11-18-88
6283-62875	Ramsey	94	WB I94 over BN, Inc.	Br. 62875 (Rep. Br. 6755)		3,200	2,880	11-18-88
6283-883	Ramsey	94	White Bear to Ruth	Mill. & Overlay	.40	320	288	3-25-88
6283-99134	Ramsey	94	Eastbound I94 over BN Inc.	Br. 99134 (Temp. Trestle Bridge)		1,200	1,080	11-20-87
2789-15	Hennepin	394	0.1 Mi. W. Plym. Rd. to 0.3 Mi. E. CSAH 73	Grade, Surf., Fence, Sig.	1.70	2,000	1,800	2-26-88

TABLE 6
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 ANNUAL ELEMENT

1988 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2781-27951A	Hennepin	94	East River Rd. over TH 94	Bridge 27951A Modifications		20	18	11-18-88
2781-27998A	Hennepin	94	U of M Ramp A over TH 94	New Temp. Bridge 27998		140	126	11-18-88
2781-337	Hennepin	94	Lowry Hill Tunnel	Tunnel Equipment Moderization		1,100	900	10-28-88
2781-340	Hennepin	94	Xerxes Ave. to Dupont Ave.	Grade, Surf., Auxiliary Lane	1.50	2,450	2,205	4-22-88
2781-346	Hennepin	94	Lowry Hill Tunnel	Carbon Monoxide Monitor Equipment		100	90	11-20-87
2781-8806	Hennepin	94	So. of Port. Lwry. Hill Tunnel to 11th Ave. So.	Temp. Med. Bar. Mod.	1.50	1,000	900	11-18-88
2781-8807	Hennepin	94	11th Ave. So. to Franklin Ave.	Temp. Med. Bar. Mod., etc.	2.30	600	540	11-18-88
2781-9350	Hennepin	94	TH 94 over W. River Rd./Miss. R.	Paint, Redeck, Widen Br. 9350		6,000	4,626	11-18-88
2781-9893	Hennepin	94	TH 94 over Franklin Terrace	Redeck, Widen Br. 9893		350	315	11-18-88
2786-27964	Hennepin	94	Xerxes Ave. over TH 94	Replace Br. 27927		625	563	4-22-88
2786-85	Hennepin	94	800' W. of TH 169 to Xerxes Ave.	Grade, Surf., Aux. La. EB	.50	3,450	3,105	4-22-88
2786-88	Hennepin	94	Under CSAH 18	Wid. & Repl. Deck on SB 27979 & NB 27980		1,000	900	12-16-88
6282-132	Ramsey	94	Marion St. in St. Paul to Franklin Ave. in Mpls.	Port. Median Barrier		700	630	11-18-88

TABLE 6
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 ANNUAL ELEMENT

1988 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2789-17	Hennepin	394	0.2 Mi. E. Boone Ave. to 0.3 Mi. W. TH 100	Grade, Surf., Fence, Sig., Sign., Lts, Ls.	1.90	1,500	1,350	8-26-88
2789-18	Hennepin	394	0.3 Mi. W. TH 100 to W. Lim. Mpls., C. Lk. Rd.-Glwd. Ave. (on 100)	Grade, Surf., Brs.	.90	1,200	1,080	9-23-88
2789-27732	Hennepin	394	7th & 10th St. N. over BN RR	Brs. 27732 & 27716		1,200	1,080	10-28-88
2789-27733	Hennepin	394	L26 Ramp (Ramp J-1) over 3rd Ave. N. Parking Lot	Br. 27733		300	270	10-28-88
2789-54	Hennepin	394	At Ridgedale	Transit Transfer Sta., Building & Pk. & Ride Lot		500	450	2-26-88
2789-62	Hennepin	394	0.1 Mi. W. Plymouth Rd. to 0.2 Mi. E. of Boone Ave.	Lighting	3.00	20	18	2-26-88
2789-64	Hennepin	394	7th St. N. (TH 55) from 3rd Ave. Ext. to 6th Ave. (TAD STG. 2B)	Grade & Surface	.40	1,000	900	10-28-88
2789-8805	Hennepin	394	0.3 Mi. W. of 494 to 0.2 Mi. W. Ply. Rd.	Landscaping		600	540	7-22-88
2789-8810	Hennepin	394	0.2 Mi. W. of Plymouth Rd. to 0.2 Mi. E. of Boone Ave.	Signing	3.00	50	45	2-26-88

TABLE 6
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 ANNUAL ELEMENT

1988 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL-FEDERAL		
2789-8831	Hennepin	394	@ Louisiana Ave.	Transit Transfer Sta., Building & Park & Ride		750	675	8-26-88
2785-228	Hennepin	494	Under TH 55	Replace Brs. 9897 & 9898, Signals, Signing & Lighting		2,700	2,430	11-20-87
2785-245	Hennepin	494	24th Ave. So. to CSAH 18	Roadway Resurface	7.70	3,000	2,700	11-18-88
2785-247	Hennepin	494	TH 169 to France Ave.	Traffic Signs & Devices		250	225	2-26-88
2785-27973	Hennepin	494	Over 49th Ave. N.	Reconst. Rail. S.B. 27973 & N.B. 27974		40	36	10-23-87
2785-27975	Hennepin	494	Over Soo Line RR, 2.5 Mi. N. TH 55	Recon. Rail. S.B. 27975 & NB 27		40	36	10-23-87
27985- 27977	Hennepin	494	Over Co. Rd. 47	Recon. Rail SB 27977 & NB 27978		40	36	10-23-87
2785-86	Hennepin	494	Carlson Pkwy. to TH 55	Rehabilitate & new interchange @ CSAH 6	2.50	10,000	4,500	7-15-88
2785-8804	Hennepin	494	Portland Ave. to TH 100	Traffic Mgmt. System		4,500	4,050	11-23-88
1985-107	Washington	494	5th Ave. in S. St. Paul to I94	Joint Rehab.		2,850	2,565	11-18-88
1986-21	Dakota	494	E. End of Minn. River Br. 9217 to TH 55	Landscaping		85	77	2-26-88

TABLE 6
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 ANNUAL ELEMENT

1988 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
8285-70	Washington	494	Over Carver & Century Aves.	Red. & Wid. Br. 9775, 9776; Red. Br. 9881		1,200	1,080	11-18-88
0285-2807	Anoka	694	BN RR over TH 694	Replace Br. 6493 (New Br. 02807)		340	306	11-20-87
0285-2811	Anoka	694	TH 694 over 7th St.	Replace Brs. 9853 & 9854		1,400	1,260	4-22-88
0285-2813	Anoka	694	TH 694 over TH 47 (WB & EB)	Replace Brs. 9863 & 9864		1,600	1,440	4-22-88
0285-2815	Anoka	694	TH 694 over TH 65 (WB & EB)	Replace Brs. 9863 & 9866		2,000	1,800	4-22-88
0285-50	Anoka	694	BN RR to Main St.	Grade & Surf. at Br. Approaches	.30	130	117	11-20-87
0285-51	Anoka	694	E. End of Miss. R. Br. to E. Co. Line	Grade, Surf., Sign, & Lights	2.60	5,300	4,770	4-22-88
0285-9860A	Anoka	694	Main St. over TH 694	Ret. Walls at Abuts. Br. 9860		150	135	11-20-87
0285-9862	Anoka	694	TH 694 EB over CSAH 1	Widen & Redeck Br. 9862		900	810	4-22-88
2787-14	Hennepin	694	TH 252 to E. End Miss. R. Br.	Grading & Surf.	.40	1,400	1,260	4-22-88
2787-15	Hennepin	694	Xerxes Ave. to TH 252	Grade & Surf. Auxiliary Lane	.30	900	810	4-22-88
2787-27734	Hennepin	694	TH 694 EB over TH 94 WB	Widen Br. 27734		250	225	4-22-88
2787-27801	Hennepin	694	TH 694 EB over Miss. River	Replace Br. 6440		5,700	5,130	4-22-88

TABLE 6
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 ANNUAL ELEMENT

1988 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2787-27890	Hennepin	694	NW Loop over Ramp at TH 252	Br. 27890		180	162	4-22-88
2787- 27891A	Hennepin	694	TH 694 over TH 252	Widen Br. 27891 (EB Side)		250	225	4-22-88
6285-103	Ramsey	694	W. Co. Line to 35W	Grade, Surf., Sign., Lights, TMS	2.70	3,300	2,970	10-28-88
6285-100	Ramsey	694	At Long Lk. Rd.	Br. 62828 (Repl. Br. 9870) & Approaches		1,500	1,350	11-18-88
6285-882	Ramsey	694	0.3 Mi. E. of I35W to TH 49	Joint Repair	4.10	1,640	1,476	10-28-88
8286-44	Washington	694	Jct. TH 94 to Wash.-Ramsey Co. Line (TH 120)	Landscaping		165	149	11-18-88
Misc. Undesignated	Any	Any	Miscellaneous Undesignated	Any project costing less than \$1,000,000 which will not alter the functional traffic capacity or capability of the facility being improved as determined by FHWA	Misc. Undes.			Miscellaneous Undesignated
1988 TOTALS						113,219	96,251	

97

TABLE 7
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 MULTI-YEAR ELEMENT

1989 MULTI-YEAR FEDERAL AID
 INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
0282-24	Anoka	35E	From TH 96 to N. Jct. I35W/I35E	Bit. Overlay	10.20	2,400	2,160	3-24-89
1982-106	Dakota	35E	TH 110 to TH 5	Exit Nos., Sign Refurbishing, Guardrail, Etc.		145	131	2-24-89
6280-62857	Ramsey	35E	SB I35E over WB I94 & Ramp	Br. 62857 (Repl. Br. 9807)		625	563	11-17-89
2782-8871	Hennepin	35W	Ramp from WB TH 494 to 66th St.	Thin Overlay		308	277	1-27-89
2783-27876	Hennepin	35W	Under Ramp 6th St. to TH 94 EB	Reconst. Railing Br. 27876		30	27	11-17-89
2783- 27885A	Hennepin	35W	Btwn. 8th St. & John St.	Pnt. Brs. 27885, 886, 999, 985, 994,989,990, 988		415	374	3-24-89
6284-9603	Ramsey	35W	Over Co. Rd. I	Overlay Br. 9603		300	270	3-24-89
2781-27099	Hennepin	94	SB Lyn. Ave./NB Henn. Ave.	New Rails/Overlay Br. 27099		81	73	11-17-89
2780-8870	Hennepin	94	Crow River Bridges to I-494	Joint Repair	11.00	1,080	972	4-28-89
2781-27848	Hennepin	94	WB TH 94 over TH 35W	Paint, Redeck, Widen Br. 27848		731	568	11-17-89
2781-27850	Hennepin	94	Ramp to WB TH 94 over TH 35W	Redeck Br. 27850		352	317	11-17-89
2781-27855	Hennepin	94	TH 94 over TH 55	Renovate Br. 27855		1,750	1,575	11-17-89
2781-27856	Hennepin	94	TH 94 under 27th Ave. SE	Br. 27856 (Rep. Br. 27954		725	653	11-17-89

TABLE 7
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 MULTI-YEAR ELEMENT

1989 MULTI-YEAR FEDERAL AID
 INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL-FEDERAL		
2781-289	Hennepin	94	Miss. River to Franklin Ave.	Pave., Rehab. & Ligsht.	.60	2,500	2,250	11-17-89
2781-293	Hennepin	94	S. Portal Tunnel to Franklin Ave.	Portable Med. Barriers	3.80	700	630	9-22-89
2781-296	Hennepin	94	TH 12 (Lowry Hill) to Franklin Ave.	Traffic Signs & Devices	4.60	550	495	11-17-89
2781-301	Hennepin	94	TH 12 to Franklin Ave.	Lighting	4.60	400	360	11-17-89
2781-335	Hennepin	94	TH 12 to Franklin Ave.	Surveillance System	4.60	1,800	1,620	11-17-89
2781-336	Hennepin	94	0.5 Mi. N. of Lowry Hill Tunnel to 11th Ave. S.	Rehab.	2.30	10,550	9,495	11-17-89
2783-27877	Hennepin	94	Ramp to WB 5th St. over TH 35W	Overlay Br. 27877		80	72	11-17-89
2786-8801	Hennepin	94	Fish Lk. Inter- change to Bklyn. Blvd.	Traffic Mgmt. System		1,500	1,350	8-25-89
6282-130	Ramsey	94	Marion St. to Franklin Ave.	Grade, Surf., Pvmt. Reconst.	5.50	8,500	7,650	11-17-89
6282-131	Ramsey	94	Snelling Ave. to Franklin Ave.	Traffic Surveil. Install.	2.70	250	225	11-17-89
6282-133	Ramsey	94	Snelling Ave. to Franklin Ave.	Traffic Signs & Devices	2.70	200	180	11-17-89
6282-62832	Ramsey	94	Under Pedestrian Walkway at Griggs	Br. 62832 (Rep. Br. 9382)		200	180	11-17-89

TABLE 7
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 MULTI-YEAR ELEMENT

1989 MULTI-YEAR FEDERAL AID
 INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED	
						COST(\$1000'S) TOTAL-FEDERAL	ESTIMATED LETTING DATE
2781-27858	Hennepin	94	20th Ave. S. over TH 94	New Br. 27858		685	617 11-17-89
2781-27859	Hennepin	94	TH 94 over Milw. RR/17th Ave. S.	Paint, Redeck, Widen Br. 27859		1,250	990 11-17-89
2781-27860	Hennepin	94	Lov. Br.-Ramp D over TH 94 at U of M Interchange	Br. 27860		480	432 11-17-89
2781-27861	Hennepin	94	WB TH 94 Ramp to 5th St. over Milw. RR	Paint, Redeck, Br. 27861		280	216 11-17-89
2781-27862	Hennepin	94	EB on Ramp over City St. & CMSTP&P RR	Reconst. Rail on Br. 27862		30	27 11-17-89
2781-27863	Hennepin	94	TH 94 over Cedar Ave.	Paint, Redeck, Widen Br. 27863		764	584 11-17-89
2781-27951	Hennepin	94	East River Rd. over TH 94	Replace Bridge		450	405 11-17-89
2781-27961	Hennepin	94	Ramp C over Ramp E, SB Lyndale Ave.	Overlay Br. 27961		85	77 11-17-89
2781-27963	Hennepin	94	Ramp E over NB Lyndale, Henn. Av.	Overlay Br. 27963		55	50 11-17-89
2781-27965	Hennepin	94	Ramp B over Lyndale Ave.	Overlay Br. 27965		65	59 11-17-89
2781-27998	Hennepin	94	EB TH 94 to U of M Ramp over TH 94	Br. 27998 (Rep. Br. 27953)		700	630 11-17-89
2781-288	Hennepin	94	11th Ave. So. to E. End Miss. Riv. Br.	Pave. Rehab.	1.80	5,000	4,500 11-17-89

TABLE 7
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 MULTI-YEAR ELEMENT

1989 MULTI-YEAR FEDERAL AID
 INTERSTATE PRESERVATION (IR) PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S)</u>		<u>ESTIMATED LETTING DATE</u>
						<u>TOTAL-FEDERAL</u>		
6282-62844	Ramsey	94	EB TH 94 to NB TH 280 over 2 Ramps	Redeck & Paint Br. 62844		325	293	11-17-89
6282-62847	Ramsey	94	TH 94 over Fairview Ave.	Overlay Br. 62847		225	203	11-17-89
6282-881	Ramsey	94	Snelling Ave. to Franklin Ave.	Lighting		120	108	11-17-89
6282-882	Ramsey	94	Mounds Blvd. to Snelling Ave.	Traffic Surveil.	5.00	2,900	2,610	11-17-89
6282-883	Ramsey	94	From TH 280 to Pascal St.	Noise Abatement		330	297	11-17-89
6282-9379	Ramsey	94	Under Pascal, Hamline, Cleveland, Victoria	Red. Brs. 9379, 9381, 9457		1,510	1,359	1-27-89
6283-132	Ramsey	94	Louis/Marion to Mounds Blvd. (6th St. Brs.)	3 Lane Cont., Br. Recon.		15,334	13,801	11-17-89
6283-62702	Ramsey	94	E. 9th St. over EB I94	Br. 62702 (Replaces Br. 9658)		1,100	990	11-17-89
6283-62704	Ramsey	94	Ramp over EB I94 0.1 Mi. SE of Jct. TH 5	Br. 62704		1,000	900	11-17-89
6283-62705	Ramsey	94	EB I94 Under WB I94 Off Ramp	Br. 62705 (Repl. Br. 62816)		225	203	11-17-89
8283-62707	Ramsey	94	SB I35E to SB TH 3 over EB I94	Br. 62707		250	225	11-17-89
6283-62831	Ramsey	94	WB I94 Under Ramps	Br. 62831 (Repl. Br. 9810)		270	243	11-17-89

TABLE 7
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 MULTI-YEAR ELEMENT

1989 MULTI-YEAR FEDERAL AID
 INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
6283-62876	Ramsey	94	EB I94 over BN, Inc.	Br. 62876 (Repl. Br. 6756)		3,000	2,700	11-17-89
6283-62882	Ramsey	94	EB I94 Conn. to E. 6th St. over WB I94	Br. 62882		590	531	11-17-89
6283-881	Ramsey	94	Mounds Blvd. to I494/694	Traffic Signs. & Surveillance	5.50	1,200	1,080	11-17-89
8282-890	Washington	94	TH 494/694 to the St. Croix River	Landscaping		450	405	2-24-89
2789-12	Hennepin	394	TH 94 to Wash. Ave. N. (TAD Stage 3)	Misc. Grad, Surf. & Fence	1.00	1,700	1,530	2-24-89
2789-43	Hennepin	394	W. Jct. TH 101 (on TH 12) to TH 94	Traffic Mgmt. System	10.70	2,200	1,980	11-17-89
2789-44	Hennepin	394	TH 94 to Wash. Av. (3rd Ave. Dist.)	Traffic Mgmt. System	1.00	530	477	11-17-89
2785-248	Hennepin	494	TH 7 to TH 169	Traffic Signs & Devices		250	225	2-24-89
0285-54	Anoka	694	From Brooklyn Blvd. to TH 35W	Traffic Mgmt. System		910	820	8-25-89
1989 TOTALS						80,435	72,034	

TABLE 8
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 MULTI-YEAR ELEMENT

1990 MULTI-YEAR FEDERAL AID
 INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
0283-991	Anoka	35	Jct. I35E/I35W to N. Chisago Co. Line	Landscaping		492	443	3-23-90
2782-3873	Hennepin	35W	Lake St. to Univ. Ave. (1st Fix)	Thin Overlay	3.20	1,600	1,440	1-26-90
6284-108	Ramsey	35W	At Co. Rd. E2	Widen & Redeck Br. 9570 & Apprs.		350	315	3-23-90
2781-8870	Hennepin	94	E. Port. Lowry to E. Henn. Co. Ln.	(1st Fix) Thin Overlay	5.40	2,160	1,944	1-26-90
6283-62838	Ramsey	94	At TH 61, Earl, Johnson Pkwy.	Rep. Joints 62838; Overlay 62861, 62		600	540	11-17-90
6283-882	Ramsey	94	Mounds Blvd. to White Ber Ave.	Joint Rehab.		700	630	11-16-90
2785-246	Hennepin	494	TH 7 to CSAH 18	Pavnt. & Joint Repair	6.20	2,500	2,250	4-27-90
2785-9805	Hennepin	494	From TH 169 to TH 100	Traffic Mgmt. System		2,600	2,340	11-16-90
2785-9741	Hennepin	494	Over TH 5 in Eden Prairie	Widen, Repl. Deck on SB 9741 & NB 9742		750	675	4-27-90
6285-881	Ramsey	694	On I694 Vicinity of I35W	Overlay	.30	240	216	2-23-90
1990 TOTALS						11,992	10,350	

52

TABLE 9
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 ANNUAL ELEMENT

1988 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE SUBSTITUTION PROGRAM

General revenue and trust funds are made available for this program as a result of the withdrawal of I-335 in Minneapolis under provisions of Section 103 (e) (4) of 23 U.S.C. Projects were selected by the Transportation Advisory Board and the Metropolitan Council

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>	<u>ESTIMATED LETTING DATE</u>	<u>RESPONSIBLE AGENCY</u>
97-100-01	Ramsey		U of M Transit Corridor	Grade, Surf., Br.		7,358 6,254	11-18-88	U of M
1988 TOTALS						7,358 6,254		

Table 10
PRELIMINARY ENGINEERING

It is difficult to determine accurately the preliminary engineering (p.e.) requirements for Mn/DOT's construction program areas. This is because most Interstate and Interstate substitution projects are candidates for Federal p.e. funds. Because Federal p.e. funds are seldom requested in program categories other than Interstate and Interstate substitution, Mn/DOT wishes to retain the option of requesting Federal p.e. funding on all projects in the State's long-range transportation plan. Reasonable amounts for categorical estimates would be \$1,000,000 per year for Federal Aid Interstate (FAI) projects, \$1,000,000 for Interstate Substitution projects, and \$100,000 per year for all other categories. These amounts would be in addition to the p.e. projects itemized in this TIP. These funds are included to cover numerous small projects that evolve on short notice. Typically these are projects considered necessary after initial completion improvements (i.e., noise wall construction). In no case would these funds be sought for preliminary engineering for new location studies.

RIGHT-OF-WAY

In addition to right-of-way projects listed in the TIP, there may be certain other projects involving right-of-way hardships and right-of-way incidentals for projects in the State's six year construction program. Since it is difficult to assess these requirements in advance, Mn/DOT would also like to retain the option of requesting Federal participation for right-of-way hardships in the amount of \$1,500,000 per year and right-of-way incidentals in the amount of \$1,500,000 per year. Most of this activity will be in the Interstate and Interstate Substitution Categories.

TABLE 11
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 ANNUAL ELEMENT

1988 ANNUAL ELEMENT
RIGHT OF WAY PROGRAM
INTERSTATE & INTERSTATE SUBSTITUTION

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>		<u>ESTIMATED ACQUISITION DATE</u>
6280-231	Ramsey	35E	Grand-Ramsey to I-94	500	450	1988
2781-288	Hennepin	94	Lowry Hill Tunnel to E. End Miss. R. Br.	25	23	1988
2789	Hennepin	394	Jct. I-494 to Jct. I-94	25,000	22,500	1988
0285	Anoka	694	CSAH 1 to TH 47 E. Co. Line	50	45	1988
97-100-01	Ramsey		U of M Transit Corridor	6,000	5,100	1988
TOTALS				<u>31,575</u>	<u>28,118</u>	

55

TABLE 12
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 ANNUAL ELEMENT

1988 FEDERAL AID
 PRIMARY CONSTRUCTION PROGRAM

This program consists of improvements or stages of improvements which involves extensive lead time and considerable expense. The projects have, by the time they are included in the Transportation Improvement Program, already met the many preliminary State and Federal requirements. They have been developed cooperatively with the affected local units of government.

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2701-25	Hennepin	5	0.6 Mi. W. of CSAH 4 to 0.4 Mi. W. of Mitchell Rd.	Widen Rdway.	1.40	3,800	2,916	5-27-88
0214-7	Anoka	10	TH 65 to 85th Ave. (Co. Rd. J.)	Grade, Surf., Sign., Sig.	1.00	1,100	844	12-18-87
1913-46	Dakota	61	S. Jct. TH 316 to S. Limits Hastings	Remove Bit., Widen, Overlay	12.20	2,525	1,938	1-22-88
2744-43	Hennepin	169	CSAH 1 to Repair. Cen. Dr. in E.P.	Widen Rd., Signal, Repl. Br. 4376	1.60	4,400	3,377	11-18-88
7007-19	Scott	169	1.1 Mi. S. of Jct. TH 25 to 0.4 Mi. N. of S. Lim. Shakopee	Crack & Overlay	16.40	3,300	2,532	2-22-88

96

Table 12

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>	<u>ESTIMATED LETTING DATE</u>
Misc. Undesig.	Any	Any	Misc. Undesig.	Any project costing less than \$1,000,000 which will not alter the functional traffic capacity or capability of the route being improved as determined by FHWA	Misc. Undesig.		Misc. Undesig.
1988 TOTALS						15,125 11,607	

TABLE 13
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 MULTI-YEAR ELEMENT

1989 FEDERAL AID
 PRIMARY CONSTRUCTION PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S)</u>		<u>ESTIMATED LETTING DATE</u>
						<u>TOTAL</u>	<u>FEDERAL</u>	
1928-22	Dakota	3	TH 494 to Co. Rd. 18	Grading & Surf.	.70	4,200	3,223	3-24-89
1928-882	Dakota	3	TH 52 & 55 to TH 494	Surfacing & Misc.		5,700	4,374	11-17-89
1902-37	Dakota	55	At Intersection of TH's 13, 55, 110	Mendota Interc. (Stage 2)	5.20	8,000	6,139	11-17-89
1989 TOTALS						17,900	13,736	

TABLE 14
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 MULTI-YEAR ELEMENT

1990 FEDERAL AID
 PRIMARY CONSTRUCTION PROGRAM

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>		<u>ESTIMATED LETTING DATE</u>
2706-8804	Hennepin	7	TH 7 @ Vinehill Rd. in Shorewood	Sig. Rev. & Minor Channelization		25	19	2-23-90
8202-24	Washington	10	From St. Croix river to TH 61	Grading & Surf.	3.00	6,600	5,065	1-1-90
1901-113	Dakota	13	At Intersection of TH's 13, 55, 110	Mendota Interch. (Stage 1)		4,800	3,684	1-1-90
0206-36	Anoka	47	Martin St. to CSAH 5	Reconstruct	1.80	2,700	2,072	12-21-90
8210-81	Washington	95	S. Limits Marine on St. Croix to TH 96	Recon., Widen, Shldrs. Land	9.50	5,100	3,914	1-1-90
1990 TOTALS						19,225 14,754		

59

Table 15
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1988 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

FEDERAL AID URBAN SYSTEM

Projects included in this program were selected through the Transportation Advisory Board's and the Metropolitan Council's annual priority rating process with scheduling based upon the responsible agency's ability to advance the project for contract letting. Project approvals for projects in the 1988 FAU Annual Element are specifically limited to the federal fund amount identified here for purposes of plan specification and estimate approval as well as project authorization. The federal fund amount listed for each project may be used to fully fund any identifiable useable element of the project described or to fund the entire project with a flexible federal/nonfederal participation should that alternative become available. The federal fund amount listed in this annual element is the total which may be authorized for all advertisements of the project described. Any federal fund amounts authorized or placed under agreement in years prior to 1988 should be deducted from the amount identified in this annual element.

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TABLE 15
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

ROADWAY CONSTRUCTION

1988 ANNUAL ELEMENT FEDERAL AID
 URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	EST. COST DESCRIPTION	OF		SOURCES			
				MILES	\$1,000'S TOTAL FED	MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY	
02-608-07 M 5110()	Anoka	CSAH 8(Osborne Rd) Commerce St. to CSAH 1 and No. & So. on CSAH 1	Reconst. Channelization		1,200	798	County	County	County
141-332-01 M 5404	Hennepin	On Wash. Ave. S. from 5th Ave. S. to I-35W	Reconst. of Roadway	---	2,862	2,196	City	City	City
27-601-16 M 5001	Hennepin	On CSAH 1 (24th Ave.) at I-494 in Bloomington	Interchange Revision	0.2	4,992	3,162	County	County	County
2789-18	Hennepin	TH 100 from Minnetonka Blvd. to Glenwood Ave.	Grading, Surf., Brs., Sign. & Lighting		5,600	4,297	Mn/DOT	Mn/DOT	Mn/DOT
164-020-57 M 5018()	Ramsey	Shepard Rd. I-35E to Randolph Ave. in St. Paul	Reconst. (STAGES I, II & III)		14,049	8,930	City	City	City
164-020-40 M 5018()	Ramsey	Warner Rd. from Jackson St. to Childs Rd.	Grade, Surf. 4-Lanes Divided (STAGES I & II)		5,787	5,498	City	City	City
6215-65 M 5409	Ramsey	C.M. St. P. & TH 212 PRR over Marshall & Snelling Ave. (TH 51)	Replace Br. 90384		2,594	1,990	Mn/DOT	Mn/DOT	Mn/DOT
62-668-13 M 5081 M 5085	Ramsey	McKnight Rd. (CSAH 68): I-94 to TH 36	Roadway Reconstruction (STAGES I, II, & III)	4.37	6,156	4,724	County	County	County

1988 Roadway Construction Totals 43,240 31,595

TABLE 15
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

CAPACITY

1988 ANNUAL ELEMENT FEDERAL AID
 URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST \$1,000'S</u>		<u>SOURCES OF MATCHING FUNDS</u>	<u>RECIPIENT AGENCY</u>	<u>RESPONSIBLE AGENCY</u>
					<u>TOTAL</u>	<u>FED</u>			
19-642-18 M 5046()	Dakota	CSAH 42- Co Rd 11 to 500' W. of Pennock Lane	Widen, Signals, Storm Sewer, C&G Detached Trail		1,966	1,509	County	County	County
164-070- M SIGS	Ramsey	St. Paul C.B.D.	Computerized Signal Project		2,215	1,700	City	City	City
164-010- M5421()	Ramsey	Snelling Ave.	Signals, Etc. Selby to Hewitt & Fairview to Hamline on Univ. Ave.		450	342	City	City	City
27-666-05 M 5206	Hennepin	On CSAH 66 fr. E. of CSAH 102 (Douglas Dr.) to TH 100 in Golden Valley	Widening & Channelization (TSM)	0.3	914	701	County	County	County
6215-65	Ramsey	Intersection of Marshall & Snelling (TH 51) Under CMSTP & P RR	Widen Rdwy., Adjust Grade		674	517	Mn/DOT	Mn/DOT	Mn/DOT
1988 Capacity Totals					5,305	4,769			

TABLE 15
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

SAFETY

1988 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES</u> <u>OF</u> <u>MATCHING</u> <u>FUNDS</u>	<u>RECIPIENT</u> <u>AGENCY</u>	<u>RESPONSIBLE</u> <u>AGENCY</u>
					<u>TOTAL</u>	<u>FED</u>			
82-600-08 M 5038	Washington	Co. Rd. 70 at Hadley Ave.	Signals		140	107	County	County	County
1988 Safety Total						140	107		

TABLE 15
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

BIKEWAY/WALKWAY

1988 ANNUAL ELEMENT FEDERAL AID
 URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES OF MATCHING FUNDS</u>	<u>RECIPIENT AGENCY</u>	<u>RESPONSIBLE AGENCY</u>
					<u>\$1,000'S</u>	<u>TOTAL FED</u>			
141-350-01 M 5245()	Hennepin	Mid-block 5th St to 6th St. N & 1st Ave to 2nd Ave to E. R/W of Hennepin Ave. in Mpls.	Skyway (STAGES I & II)		3,414	442*	City	City	City
141-010-02 M 5403()	Hennepin	Lyndale Ave. S. Hennepin Ave. - Loring Pk. (East) To Kenwood Pkwy. (West) in Mpls.	Bikeway Pedway		530	407	City	City	City

1988 Bikeway Walkway Total 3,944 849

* only the costs associated with traversing the roadways are included.

TABLE 15
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

TRANSIT

1988 ANNUAL ELEMENT FEDERAL AID
 URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES OF MATCHING FUNDS</u>	<u>RECIPIENT AGENCY</u>	<u>RESPONSIBLE AGENCY</u>
					<u>\$1,000'S TOTAL</u>	<u>FED</u>			
90-181-01 M 5176	Hennepin	TH 169/212 (CSAH 61 in Eden Prairie)	Park/Ride Lot		184	141	MTC	MTC	MTC
90-099- M Ride()	Metro Area	Metro Area	Rideshare Program		470	361	MTC	MTC	MTC
	Metro Area	Metro Area	Bus Purchase		3,630	2,786	MTC	MTC	MTC
1988 Transit Total					4,284	3,288			
TOTAL 1988 FAU PROGRAM					57,827	40,608			

65

TABLE 15
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

ROADWAY CONSTRUCTION

OUTSTATE FAU/FAS FUND TRANSFER
 1988 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES</u> <u>OF</u> <u>MATCHING</u>	<u>RECIPIENT</u>	<u>RESPONSIBLE</u>
					<u>\$1,000'S</u>	<u>TOTAL FED</u>			
62-630-21 BRM-M 5103()	Ramsey	BN Larpenteur Av. at I-35E & Edgerton St.	Replace Br. 7231 over Abandoned Soo Line & Reconst. Roadway	0.6	902	420	County	County	County
1988 FAU/FAS Fund Transfer Totals					902	420			

TABLE 16
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

ROADWAY CONSTRUCTION

1989 MULTI-YEAR ELEMENT FEDERAL AID
 URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES OF MATCHING FUNDS</u>	<u>RECIPIENT AGENCY</u>	<u>RESPONSIBLE AGENCY</u>
					<u>\$1,000'S</u>	<u>TOTAL FED</u>			
19-623 M 5049()	Dakota	CSAH 23 from CSAH 9 to Whitney Drive	Reconst. to 4 Lanes, Signals		3,117	2,392		County	County
27-666- M5247()	Hennepin	CSAH 66 from Bassett Cr. Br. to E. of TH 100	Widen & Channelize, Signals & Interconnect		1,192	915		County	County
M 5119()	Ramsey	Lexington Pkwy., Lincoln to Univ.	Reconstruct		1,768	1,357	City	City	City
182-080-01 M5260()	Hennepin	Co. Rd. 70 (Med. Lk. Rd.) CSAH 18 to Douglas Drive	Reconstruct		1,850	1,420	City	City	City
1989 Roadway Construction Totals					7,927	6,084			

TABLE 16
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

CAPACITY

1989 MULTI-YEAR ELEMENT FEDERAL AID
 URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES OF MATCHING FUNDS</u>	<u>RECIPIENT AGENCY</u>	<u>RESPONSIBLE AGENCY</u>
					<u>\$1,000'S</u>	<u>TOTAL FED</u>			
19-642-20	Dakota	CSAH 42 from CSAH 5 to 750' W. of Portland	Widen from Exist. 4 Lanes Divided to 6 Lanes Divided		6,357	4,004	County	County	County
27-632-15 M 5206()	Hennepin	CSAH 32 (Penn. Ave.) W. 80th St. to W. 75th St. in Bloom. & Richfield	Widen, Channelization, Sigs., Inter- connect, Median (STAGES I & II)		4,443	3,410	County	County	County
1989 Capacity Total					10,800				7,414

TABLE 16
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

BIKEWAY/WALKWAY

1989 MULTI-YEAR ELEMENT FEDERAL AID
 URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES OF MATCHING FUNDS</u>	<u>RECIPIENT AGENCY</u>	<u>RESPONSIBLE AGENCY</u>
					<u>\$1,000'S</u>	<u>TOTAL FED</u>			
62-668- M 5081()	RAMSEY	CSAH 68 from Lower Afton Rd. to I-94	Detached Bike/Ped. Facility		95	73		County	County
141-208-05 & 06 M 5245()	Hennepin	4th to 7th St.	Skyway Conn. 4th St. Garage 7th St. Garage to 5th St. Skyway, Staged		5,100	3,914	City	City	City
1989 Bikeway/Walkway Total						5,195	3,987		

TABLE 16
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

TRANSIT

1989 MULTI-YEAR ELEMENT FEDERAL AID
 URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES OF MATCHING FUNDS</u>	<u>RECIPIENT AGENCY</u>	<u>RESPONSIBLE AGENCY</u>
					<u>TOTAL</u>	<u>FED</u>			
	Metro Area	Metro Area	MN Rideshare		470	361		MTC	MTC
1989 Transit Total					470	361			
TOTAL 1989 FAU Program					24,392	17,846			

TABLE 17
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

ROADWAY CONSTRUCTION

1990 MULTI-YEAR ELEMENT FEDERAL
 AID URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES OF MATCHING FUNDS</u>	<u>RECIPIENT AGENCY</u>	<u>RESPONSIBLE AGENCY</u>
					<u>\$1,000'S</u>	<u>TOTAL FED</u>			
2735-8905 & 8806	Hennepin	TH 100 from 29th Ave. N. to 39th Ave. N.	Interchange at 36th Ave. N. (1990/91)		6,932	5,320		Mn/DOT	Mn/DOT
62-665 M 5022()	Ramsey	CSAH 65 from Larpenteur to Frost Ave.	Rehabilitate & Resurface, Modify Medians Signal Work		921	707		County	County
1990 Roadway Construction Totals					7,853	6,027			
TOTAL 1990 FAU Program					7,853	6,027			

TABLE 18
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 ANNUAL ELEMENT

1988 ANNUAL ELEMENT
 BRIDGE REPAIR & REPLACEMENT

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
8216-82010	Washington	10	Over St. Croix at Prescott	Br. 82010 (Rep. Br. 6009) & Temp. Conn.		5,200	4,160	10-28-88
6217-9036	Ramsey	52	TH 52 (Robert St.) over Miss. Riv.	Replace Deck	.14	5,500	4,400	11-18-88
2781- 27003B	Hennepin	94	Irene Hixon Whitney Ped/ Bikeway Br. Over TH 94	Br. 27003B		970	355	12-18-87
2749-30	Hennepin	212	Lake St. Over Miss. River	Repl. Br. 6520 & Appr. & Signals		18,750	14,400	5-20-88

TABLE 18
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 MULTI YEAR ELEMENT

1988 Annual Element
 BRIDGE REPAIR & REPLACEMENT

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>RT.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>		<u>ESTIMATED LETTING DATE</u>	<u>RESPONSIBLE AGENCY</u>
Misc. Undesignated	Any	Any	Miscellaneous Undesignated	Any project costing less than \$1,000,000 which will not alter the functional capacity or capability of the facility being improved as determined by FHWA				Miscellaneous Undesignated	
27-640-01 BR M5244()	Hennepin	CSAH 40	Over BNRR & HCRRR R/W in Minneapolis	Replace Br. 90499 & Reconst. Approaches	0.25	2,400	1,392	1st Q 1988	Hennepin Co.
141-291-01 BR M5246()	Hennepin	Royalston Ave.	Bet. Glenwood Ave. & Holden St. over BN & CNW RR	Replace Br. 92339 & Reconst. Approaches	0.25	1,557	464	3rd Q 1988	City of Mpls.
141-197-15 BRM 5256()	Hennepin	5th St. NE	Bet. 1st Ave. NE & 3rd Ave.	Replace Br. L 8925 & Reconst. Approaches	0.15	1,435	368	2nd Q 1988	City of Mpls.
164-20-58 BR 05 9062()	Ramsey	Raymond Ave.	Over BNRR & MT RR in St. Paul	Replace Br. 90402 & Reconst. Approaches	0.15	2,116	1,339	2nd Q 1988	City of St. Paul

73

TABLE 18
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 MULTI YEAR ELEMENT

1988 Annual Element
 BRIDGE REPAIR & REPLACEMENT

<u>STATE</u> <u>PROJECT</u>	<u>COUNTY</u>	<u>RT.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED</u> <u>COST(\$1000'S)</u> <u>TOTAL-FEDERAL</u>		<u>ESTIMATED</u> <u>LETTING DATE</u>	<u>RESPONSIBLE</u> <u>AGENCY</u>
62-630-21	Ramsey	Larpen- teur Av.	Bet. I-35E & Edgerton St.	Replace Br. 7231 over Abandoned Soo Line & Reconstruct Roadway	0.6	181	145	3rd Q 1988	Ramsey County
1988 TOTALS						38,109 27,023			

TABLE 19
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 MULTI YEAR ELEMENT

1990 MULTI-YEAR
 BRIDGE REPAIR & REPLACEMENT ANNUAL ELEMENT

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST(\$1000'S)		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2706-144	Hennepin	7	WB Under City St. Conn., 1.3 Mi. NE of Jct. TH 11	Repl. Br. 5322		400	320	2-23-90
2706-5323	Hennepin	7	City St. Conn./ HCRRA 1.3 Mi. NE of Jct. TH 41	Repl. Br. 5323		750	600	2-23-90
1904-11	Dakota	50	Over S. Branch Vermillion River 4.5 Mi. E. of Farmington	Repl. Br. 3623		300	240	1-1-90
2720-35	Hennepin	52	Wash. Ave. Over BN Inc. 0.2 Mi. NW of TH 12	Repl. Br. 6992 & Apprs.		1,320	1,056	3-23-90
2726-90442	Hennepin	52	University Ave. Over B.N. Inc.	Repl. Br. 90442		1,700	1,360	3-23-90
2726-92354	Hennepin	52	4th St. Over BN Inc.	Repl. Br. 92354		1,350	1,080	3-23-90
8210-74	Washington	95	Under Soo Line RR 4.6 Mi. NE of TH 96	Repl. Br. 6267		850	680	1-1-90
2735-143	Hennepin	100	Under CSAH 8 (Bdway. Ave.) Br. 27170	Repl. Br. 5885		900	720	11-16-90
1990 TOTALS						7,570	6,056	

75

TABLE 20
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 ANNUAL ELEMENT

1988 ANNUAL ELEMENT FEDERAL AID
 INTERMODAL URBAN DEMONSTRATION AND DEMONSTRATION PROJECTS

These projects were authorized by the 1974 Highway Act and 1987
 Surface Transportation Act.

<u>STATE PROJECT</u>	<u>COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S)</u>		<u>RESPONSIBLE AGENCY</u>
						<u>TOTAL</u>	<u>FEDERAL</u>	
2724-97	Hennepin	55	31st to 46th St.	Grade & Surface		12,500	11,250	Mn/DOT
2724-99	Hennepin	55	28th to 31st St.	Chan. & Sigs.		350	315	Mn/DOT
27618-58 DE0102 (801)	Hennepin & Scott	CR18	At Minn. River	BR PE		2,750	2,200	Counties
1988 TOTALS						15,600	13,765	

TABLE 21
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 ANNUAL ELEMENT

1988 ANNUAL ELEMENT FEDERAL AID
 HAZARD ELIMINATION SAFETY (HES) PROGRAM

The purpose of the HES program is to eliminate hazardous conditions on the state highway system. The projects consist mainly of intersection improvements (channelizations and signals), turn lanes, guardrail, improving curves, and skid resistant surface treatments.

<u>STATE PROJECT</u>	<u>* COUNTY</u>	<u>T.H.</u>	<u>LOCATION</u>	<u>TYPE OF WORK</u>	<u>MI.</u>	<u>ESTIMATED COST(\$1000'S) TOTAL-FEDERAL</u>	<u>ESTIMATED LETTING DATE</u>
Misc. Undesig.	Any	Any	Misc. Undesig.	Any project costing less than \$1,000,000 which will not alter the functional traffic capacity or capability of the facility being improved as determined by FHWA	Misc. Undesig.		Misc. Undesig.

77

TABLE 22
 TRANSIT PROJECTS
 1988-1990
 Transportation Improvement Program
 for the Twin Cities Metropolitan Area
 ANNUAL ELEMENT

<u>Recipient</u>	<u>Local Project No.</u>	<u>Project Description</u>	<u>Funding Source</u>	<u>Federal Share (\$1000's)</u>	<u>Total Cost (\$1000's)</u>	<u>Grant Status</u>
FLEET IMPROVEMENTS						
MTC	3810	Purchase approximately 100 40-foot buses to continue replacement of 1976 AM Generals	1988 Section 9 1988 Section 9b 1988 Section 9 carry-over. MN-90-X013	\$ 9,943 2,309 1,568 200	\$ 15,566	Application to be made to UMTA
MTC	3610	Purchase up to 107 40-foot buses to replace 1971-74 vintage buses	MN-90-X020 MN-03-0034 MN-90-X026	\$ 9,114 491 1,913	\$ 11,392 658 2,606	Approved Approved Approved
MTC	3710	Purchase up to 125 40-foot buses to replace Flexible and AM General buses	MN-90-X026 MN-23-2004	\$ 9,197 5,000	\$ 11,496 6,667	Approved Approved
MTC	*3811	Purchase approximately 18 articulated buses to replace AM Gen. buses	1988 FAU Funds 1983 Section 9 carryover MN-23-0028, MN-23-2001, MN-23-2002 MN-23-9002	\$ 2,786 663 253 167 329	5,572 \$ 1,881 317 237 404	Application to be made to UMTA
			Subtotal	\$ 41,702	\$ 54,915	
MTC FACILITY IMPROVEMENTS						
MTC	3540	Nicollet Garage (Construct a new 175-bus service and maintenance facility to replace the current Nicollet Garage)	1987 Section 3	\$ 8,397	\$ 11,197	Application pending at UMTA
MTC	3545	Midday Bus Storage Facility (Construct a 125-bus midday storage facility adjacent to the Heywood Garage)	1987 Section 3	\$ 3,345	\$ 4,459	Application pending at UMTA
			Subtotal	\$ 11,741	\$ 15,656	

* As part of its fleet replacement program, MTC will also purchase, with local financing, approximately 7 articulated buses. In summary, 125 buses will be procured in 1989: 100 40-foot, 25 articulated, 18 federal, and 7 local.

TABLE 22 (cont.)

<u>Recipient</u>	<u>Local Project No.</u>	<u>Project Description</u>	<u>Funding Source</u>	<u>Federal Share (\$1000's)</u>	<u>Total Cost (\$1000's)</u>	<u>Grant Status</u>
PUBLIC FACILITY IMPROVEMENTS						
MTC	3450	Park-and-Ride Facilities (Construct two park-and-ride facilities in Brooklyn Center and Brooklyn Park)	MN-90-X008-01	\$ 359	\$ 488	Approved
MTC	3460	St. Paul CBD Layover Facility. Acquire site, design and construction of a permanent bus layover facility near downtown St. Paul	MN-90-X020-01	\$ 423	\$ 529	Approved
MTC	3560	Bus Turnarounds (Construct two turnarounds in Minneapolis at 58th and Longfellow and 56th and Chicago)	MN-90-X020	\$ 145	\$ 182	Approved
MTC	3690	Bus Shelters (Purchase and install 75 passenger waiting shelters)	MN-05-0003	\$ 511	\$ 639	Approved
MTC	3752	Park-and-Ride Facilities (Design, site acquisition, contract administration and construction of park-and-ride facilities at four sites located in Burnsville, Newport, Mounds View, and Eden Prairie)	MN-05-0111 FAU	\$ 201 \$ 413	\$ 252 \$ 550	Approved Approved
			Subtotal	\$ 2,502	\$ 2,640	

TABLE 22 (cont.)

<u>Recipient</u>	<u>Local Project No.</u>	<u>Project Description</u>	<u>Funding Source</u>	<u>Federal Share (\$1000's)</u>	<u>Total Cost (\$1000's)</u>	<u>Grant Status</u>
COMPUTERIZATION						
MTC	3320	Computer Equipment (Acquire hardware, software and accessories to support the operation enhancement or development of automated systems)	MN-05-0011	\$ 874	\$ 1,092	Approved
			MN-90-X007	\$ 356	\$ 446	Approved
			MN-90-X008-01	\$ 528	\$ 660	Approved
			MN-90-X013	\$ 134	\$ 167	Approved
			MN-90-X026	\$ 168	\$ 229	Approved
MTC	3575	Computer Applications (Acquire software for the automation of new systems and enhancement of existing systems)	MN-90-X013	\$ 685	\$ 856	Approved
			Subtotal	\$ 2,745	\$ 3,450	
MISCELLANEOUS						
MTC	3823	Capital Equipment (Purchase of I-394 corridor shelter maintenance equipment, originally scheduled in 1987, delayed to 1988)	MN-90-X020	\$ 42	\$ 52	Approved
MTC	3723	Capital Equipment (Purchase of tools and equipment necessary for bus and facility operation and maintenance)	MN-90-X026	\$ 1,187	\$ 1,617	Approved
			Subtotal	\$ 1,229	\$ 1,669	
			TOTAL	\$ 59,900	\$ 78,330	

TABLE 23
1988 ANNUAL ELEMENT
UMTA - Section 9 (Operating Assistance)

Item	Project Description	Total ¹ (\$1000s)	Requested Federal ¹ (\$1000s)	Source of Federal Funds
1	Operating Assistance FY 1988 (MTC)	\$60,946	\$ 8,600	UMTA Section 9
2	Estimated Operating Assistance FY 1989 (MTC)	\$62,996	\$ 8,600	UMTA Section 9

URBAN MASS TRANSPORTATION ADMINISTRATION
SECTION 9 OPERATING ASSISTANCE

Item 1. Operating Assistance - FY 1988 (for CY 1987) - MTC

This project consists of operating assistance for the bus system owned and operated by the Metropolitan Transit Commission. The purpose of the project is to provide financial assistance to allow the MTC to continue the present quality of bus service. The federal funds shown in the 1988 Annual Element represent the entire allocation of Section 9 funds available for operating assistance.

Item 2. Operating Assistance - FY 1989 (for CY 1988) - MTC

An application for the FY 1989 funds will be submitted towards the end of 1988.

¹The total operating assistance includes all of the MTC operating budget from sources other than passenger fares, other operating revenue, and investment income. The requested federal share shown is only Section 9 operating assistance funds and does not include other federal funds, such as those for planning and demonstration projects.

TABLE 24
1989 THROUGH 1991 MULTI-YEAR ELEMENT (MTC)
NEW FUNDING
UMTA - Section 3, 9, and Title 23

AMOUNT AND YEAR OF UMTA ENCUMBRANCE OF NEW FEDERAL FUNDS

Total Estimated Project Cost (Federal and Local)

	<u>1989</u> \$1000s	<u>1990</u> \$1000s	<u>1991</u> \$1000s	<u>1992</u> \$1000s
1. 40-Foot or Articulated Buses	\$21,125	\$ 9,763	\$ 8,710	\$ 978
2. Public Facilities (Park/ Rides, Turnarounds)	735	764	795	827
3. Computerization	635	635	661	687
4. Equipment	1,872	1,947	2,025	1,000
5. Other	<u>0</u>	<u>15</u>	<u>934</u>	<u>7,008</u>
Total	\$24,367	\$13,124	\$13,125	\$10,500

PROJECT DESCRIPTIONS

Item 1 - Buses

The projections above are based on MTC's 1987 Fleet Modernization Plan which includes the following bus plan:

<u>Number and Type of Buses</u>	<u>Contract Encumbered</u>	<u>Delivered</u>
125 40-foot	1989	1990
55 40-foot	1990	1991
24 Articulated	1991	1992
5 40-foot	1992	1993

Item 2 - Public Facilities (Park/Ride Lots and Bus Turnarounds)

The park/ride program calls for the construction of two lots per year with right-of-way acquisition, design and construction for each lot usually requiring two years. One or two bus turnarounds will be constructed in each year of this program.

Item 3 - Computerization

The MTC will continue to modernize the operation of its buses, facilities and offices through implementation of automated systems including acquisition of new, upgrading and enhancement of existing mainframe systems and acquisition of microcomputer equipment.

Item 4 - Equipment

Through this program the MTC will purchase equipment to aid in the operation and maintenance of its facilities and its bus fleet. Typical items include service vehicles, staff automobiles, fare collection equipment, and equipment for bus maintenance. Also included is a staged replacement of MTC's bus mobile radios.

Item 5 - Other

This item includes items such as MTC facilities improvements and special projects not included in the above categories. In 1992 in the table above the majority of funds are categorized as other. In that year, less funding will be required for buses making more available for facilities improvements or other projects.

TABLE 25
UMTA GRANT IN PROGRESS

<u>Federal Grant</u>	<u>Year of Approval</u>	<u>Description</u>	<u>Total Project Cost \$1,000's</u>	<u>Federal Share \$1,000's</u>
MN-90-X026	1987	Buses, Maintenance equipment and MIS	\$16,614	\$11,706
MN-90-X020	1986	Buses, But Trun- arounds/Layover & Maintenance Equipment	13,348	10,698
1N-90-X013	1985	Buses, MIS, Mainten- ance Equipment, Central Money Counting Facility and Computers	10,923	8,738
MN-90-X008-1	1984	Buses, MIS, Mainten- ance Equipment, Park/ Ride	11,655	9,323
MN-90-X007	1984	MIS, Maintenance/ Support Equipment	1,259	1,007
MN-23-2003	1984	Bus Rehabilitation	1,524	1,143
MN-03-0035	1984	Accessible Buses	4,000	3,000
MN-09-0001	1983	Bus Rehabilitation	8,449	6,759
MN-05-0011	1983	MIS, Bus Rehabilita- tion, Park/Ride, Bus Turnaround	4,451	3,561
MN-03-0034	1983	Buses	10,092	8,000
MN-05-0003	1979	Bus Shelters, Maintenance/Support Equipment	2,068	1,654

TABLE 25 (cont.)

Additional UMTA Grants
With Remaining Funds

<u>Federal Grant</u>	<u>Year of Approval</u>	<u>Project Description</u>	<u>Total Project Cost \$1,000's</u>	<u>Remaining Federal Share \$1,000's</u>
MN-23-0028	1981	Buses	317	253
MN-23-2001 & MN-23-2002	1976 1981	Buses	237	167
MN-23-9002	1982	Buses	404	329

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: September 30, 1987
TO: Metropolitan Council
FROM: Regional Transit Board
SUBJECT: Private Sector Involvement in Transportation Improvement Program

As required by the Urban Mass Transportation Administration (UMTA) Circular 7005.1, the following describes the process by which private transit providers were involved in developing the Annual Element of the 1988-1990 Transportation Improvement Program (TIP).

- a) The capital needs of private providers are being examined as part of the Regional Transit Board's (RTB) capital planning process. This has included meetings with the individual providers to determine their capital needs during the period covered in the 1988-90 TIP and beyond. The capital plan will identify the anticipated capital needs of all providers and outline potential funding sources.

Additionally, as part of the application process for the 1988 Transit Operator Assistance Program, the RTB asked providers to submit requests for capital funding. For the period 1988-90 funding requests were received from five public and private non-profit paratransit providers. No capital funding requests were received from private regular route providers.

The service and support functions contained in the annual element are provided by the public operator, the Metropolitan Transit Commission (MTC). The RTB uses state funding to support the private regular route operators in the metropolitan area. The RTB and MTC currently use an interim standard of \$2.45 subsidy per passenger to identify routes which may be candidates for restructuring, termination or competitive bidding. To date, two routes have been competitively bid based on this interim standard. Requests for proposals were issued for the two routes, the proposals evaluated and the service awarded to two private companies.

- b) No capital proposals were received from private sector operators.

- c) The RTB is currently conducting a competitive transit demonstration study. This two year project is being funded by the UMTA Section 6 grant program. One of the project work tasks is the evaluation of barriers to competitively bidding all types of transit services and the identification of solutions to the barriers. This portion of the project is in the initial stages; however, some barriers have been identified. These include, the state franchise approval for regular route service which is under the authority of the Transportation Regulatory Board and state legislation passed during 1987 session which prohibits the RTB from competitively bidding services until guidelines are adopted following a prescribed process. These and other issues are being addressed as part of the project along with measures to resolve these.
- d) To allow area transit providers an opportunity to review and comment on projects proposed for inclusion in the TIP, a list of the proposed projects was distributed to 186 area transit providers on July 29, 1987. Providers were asked to submit comments and concerns in writing by August 21, 1987. No comments were received by that date. Projects proposed for the TIP were also presented at the quarterly RTB providers meeting held on August 31, 1987. At that meeting, comments on various TIP projects were received from the private providers. Attached is a summary of these comments and the RTB staff response to each. At the present time, there are no specific private sector complaints.

In the future, discussion of the issues, concerns and complaints will be handled through the recently enacted Private Sector Participation Process. This process, a description of which is attached, has been approved by the RTB and Metropolitan Council. The key elements of this process are the RTB's Provider Advisory Committee and the dispute resolution process.

REGIONAL TRANSIT BOARD

Suite 270 Metro Square Building, Saint Paul, Minnesota 55101

DATE: September 8, 1987
TO: Administration and Finance Committee
FROM: Howard Blin, Planner *HOWARD*
SUBJECT: Provider Comments Regarding Transportation Improvement Program

The Proposed Annual Element of the 1988-90 Transportation Improvement Program (TIP) was mailed to area providers for their review and comment on July 21. Comments on the TIP were received by RTB staff at the August 31 provider meeting from Jim Johnson of Medicine Lake Lines on issues related to MTC projects contained in the TIP and from Metro Mobility providers on the use of 16(b)(2) vehicles in the Metro Mobility program. This memorandum summarizes these comments and provides staff responses to the issues raised.

Jim Johnson, Medicine Lake Lines -- Mr. Johnson submitted written comments on several projects contained in the TIP. A copy of his letter is attached. The following provides Mr. Johnson's comments and staff responses to the issues raised.

1. MTC Bus Purchases

"Use of the 318 buses to be purchased for the MTC by private operators. There is no mention of funds for private operators to purchase buses. At least the TIP should indicate these buses for the MTC will be made available to the successful bidder of contracts by the RTB."

RESPONSE: The TIP contains only projects receiving federal funding. As part of the RTB's Capital Planning program, staff is examining the capital needs of the private operators and potential funding approaches. Meetings have been held with the private operators under contract with the RTB as part of this effort, including discussions of the capital needs, funding needs associated with these and funding alternatives.

The 318 buses requested by the MTC are to be used to replace existing buses as they reach the end of their useful lives; this does not represent an increase in the MTC fleet size. At this time it is anticipated that these vehicles will be operated by the MTC. The capital needs of other operators will be addressed in the above noted capital plan.

2. Use of MTC facilities by Private Operators

"The Nicollet Garage and Midway bus storage facility should be open for use and storage of whatever buses the RTB determines would be most efficiently stored in these facilities regardless of the operation. The Nicollet Garage, for example, may be the best place to store many of the 35 flyer buses. If so, whoever provides this service - whether the MTC or a private operator - should be able to store their buses in this garage. Similarly, midday storage for buses serving downtown Minneapolis during rush hours might be most efficiently stored at Heywood. Any bus company providing this service should be able to store their buses at Heywood. This issue is so important to the future of competitive transit and opportunities for private operators that it should be the basis of a formal protest of the TIP by private operators."

RESPONSE: In its approval of the Nicollet Garage and Midday Bus Storage projects, the RTB required that each facility be made available to private providers. Specifically, the RTB required:

- o Both facilities are considered as metropolitan transit facilities. The MTC, as the designated grant recipient of federal funds, is acting on behalf of the region in developing, operating and owning these facilities.
- o As metropolitan facilities, the Nicollet Garage and Midday Bus Storage Facility will be designed and operated to provide for the use of both MTC and non-MTC transit service providers.
- o Up to ten (10) spaces will be available for non-MTC operator's use in the Midday Bus Storage Facility. Arrangements for the use of these spaces will be developed jointly by the MTC and the RTB.
- o The Nicollet Garage will be designed to accommodate both MTC and non-MTC operators. Given the uncertainty of knowing exactly which operators may use the facility and how many vehicles might be included, the design of the facility will need to be flexible to allow for these needs. The MTC will include the RTB in discussions concerning the design, management and operations of the facility to ensure that the needs of other providers are addressed.

3. Park and Ride Lots

"Park-and-Ride and bus shelters. These presumably would be accessible to, and served by, whatever bus operators service them. While these may be needed, it would be helpful to relate them in future years to RTB demonstrations and the need for Park-and-Ride lots on time transfer facilities to serve them."

RESPONSE: It is the policy of the RTB and the MTC that park-and-ride lots may be used by other providers. Many park-and-ride lots are currently used by both the MTC and private operators.

4. Bus Shelters

"Bus shelters: It's not clear whether these 75 shelters will be owned and maintained by the MTC or by private companies. Has the RTB determined whether to let bus shelter maintenance out for contract? Who is paying for the capital equipment including trucks and tools for shelter maintenance? What cost studies have been done to document the desirability and cost effectiveness of leaving the function with the MTC? Why increase the MTC work load and their dominance in the market without first doing these studies and making a decision on the merits of contracting for this service? These comments apply most immediately for Project 3823 the purchase of shelter maintenance vans and other equipment for I-394."

RESPONSE: MTC Project 3690, Bus Shelters, is an old project which has been reactivated. Many of the 75 shelters to be purchased under this program will be located in the I-394 corridor as part of the improved time transfer system.

The maintenance needs of transit facilities in the I-394 corridor are currently being examined.

5. Capital Equipment

"Capital equipment and tools: All of this again is for the MTC. WHY? What about private operators? How will the value of these tools and equipment be included in the fully allocated costs of the MTC when it bids on service? When will they be prepared and adopted?"

RESPONSE: Funding of private provider capital costs, such as equipment and tools, is currently being investigated as part of the capital planning program. This includes an identification of needs and possible funding sources and mechanisms.

6. Operating Assistance

"Operating Assistance: The TIP notes that the federal funds of \$8.6 million is only part of the MTC operating budget. While it may be simple to allot all of the UMTA Section 9 funds to the MTC, the TIP should be expanded to more fully describe transit funding and spending. For example, it should note the sources and amounts of other funds and the dollar value of services that have been competitively bid by the RTB, and the dollar value of the amount planned to be competitively bid through 1992 - the final year of TIP requests."

RESPONSE: The TIP involves only those capital projects and transit services proposed for federal funding; therefore, only the projected Section 9 operational assistance is included

16(b)(2) Vehicles - Some private for-profit Metro Mobility operators have commented on the use of federally funded 16(b)(2) vehicles by private non-profit Metro Mobility operators. It is the position of these for-profit operators that because only non-profit organizations are eligible for 16(b)(2) funding, use of these vehicles in the Metro Moibility program provides an unfair competitive advantage to the non-profit operator.

Questions were also raised about procedures for private for-profit participation in the 16(b)(2) program, which is administered by Mn/DOT. Currently, non-profit applicants for 16(b)(2) funding must request counter proposals from other operators for the service to be provided with 16(b)(2) funded vehicles. For-profit operators, however, have stated that they are reluctant to submit counter proposals as this essentially places them in competition with non-profit operators who may be potential clients for other transportation services.

RESPONSE: The issue of the use of 16(b)(2) funded vehicles is being examined in the Metro Mobility evaluation, currently being conducted. Recommendations contained within the evaluation will be used to determine RTB policy in this area.

The RTB will pass on to Mn/DOT the comments received on the current 16(b)(2) application procedures, specifically those providing for participation from private for-profit operators.

Metropolitan Council of the Twin Cities Area
300 Metro Square Building, 7th and Robert Streets
St. Paul, Minnesota 55101 Tel. 612 291-6359/TDD 291-0904

Twin Cities Metropolitan Area's
Private Transit Operator Participation
Process

October 2, 1987.

Introduction

This proposal is in response to a series of meetings between representatives of the Urban Mass Transportation Administration (UMTA) Region 5 and Headquarters offices and the Metropolitan Council, Metropolitan Transit Commission (MTC), and Regional Transit Board (RTB) held to discuss UMTA concerns regarding Section 3(e) compliance in the Twin Cities Area.

UMTA guidelines (in particular, UMTA Circular 7005.1) require that local planning processes be consistent with UMTA policy regarding the involvement of private transportation providers. These guidelines are intended to provide a greater competitive environment and increase opportunities for private sector participation in mass transportation operations funded with Federal assistance under Sections 3 and 9 of the UMTA Act of 1964, as amended, and Sections 103(e)(4) and 142 of Title 23, U.S.C.

A letter from UMTA Regional Administrator Joel Ettinger dated July 8, 1987, clarifies the minimum requirements of local processes as identified in the UMTA Circular 7005.1, which are:

1. Notice to and early consultation with private providers in plans involving new or restructured service as well as the periodic re-examination of existing service.
2. Periodic examination, at least every three years, of each route to determine if it could be more efficiently operated by a private enterprise.
3. Description of how new and restructured services will be evaluated to determine if they could be more effectively provided by private sector operation pursuant to a competitive bid process.
4. The use of costs as a factor in the private/public decision.
5. A dispute resolution process which affords all interested parties an opportunity to object to the initial decision. UMTA's complaint process is designed to accept appeals of this local dispute resolution process.

The Metropolitan Council is proposing that the process described in this paper replace the existing private sector participation process in the Twin Cities Metropolitan Area. The existing process consists of involvement of private operators in the transit planning activities conducted by the RTB with appeals heard by the Metropolitan Council as part of the preparation and approval of the Transportation Improvement Program (TIP). The RTB, formed by the Minnesota Legislature to plan, administer and coordinate transit services in the Twin Cities Metropolitan Area (functions formerly provided by the MTC), offers private operators opportunities to participate in transit planning through membership on advisory committees and special study management teams, as well as at quarterly providers meetings and in review of the proposed transit TIP elements.

Concerns have recently been expressed regarding the effectiveness of the existing process. The Twin Cities Metropolitan Area has been requested by UMTA to strengthen the private transit operator participation process to offer providers opportunities to receive early notification of transit plans and service proposals for new and restructured service, to participate in the re-examination of existing services, and to provide a way to resolve objections to transit decisions.

This proposal is intended to accomplish two major objectives:

- To establish a local forum where concerns regarding private sector participation in the provision of transit services can be addressed.
- To establish a dispute resolution process which affords transit providers an opportunity to object to an initial transit decision.

The process for addressing transit provider concerns will be carried out by the RTB in its role as the regional transit planning agency through an advisory committee. Oversight will be provided by the Council, primarily in the dispute resolution process, in its role as the Metropolitan Planning Organization for the region.

Proposed Participation Process

A regional forum for open discussion by providers and community officials of issues related to transit service planning and implementation in the Twin Cities is proposed for formation by October 30, 1987. This forum, an advisory committee made up of representatives of the private for-profit, private non-profit, and public transit operators, taxi companies, and community representatives, will serve as an Advisory Committee to the Regional Transit Board.

The major role of the Committee will be to advise the Regional Transit Board on plans involving new or restructured services, as well as periodic re-examination of existing services. The Committee will receive early

notification from the RTB and transit providers regarding transit service issues related to the five previously discussed UMTA requirements. The scope of the committee's responsibilities will cover pertinent issues associated mainly with regular route transit, as well as other transit and paratransit services that receive state, regional or UMTA transit funding, including operating and capital funds. Since the focus of the Committee will be on regular route transit, when issues arise with respect to elderly and handicapped services or ridesharing, the Committee should refer those issues for recommendation to the Transportation Handicapped Advisory Committee and the Rideshare Advisory Committee.

At the present time, the RTB and the MTC have agreed upon interim financial and performance standards for MTC service. These include definition of existing service and of new and restructured service as well the possible competitive bidding of existing MTC service based on route subsidy levels of \$2.45 or greater. The RTB intends to revise those interim standards and develop new standards for all services that receive RTB funding in consultation with the MTC and the Advisory Committee. As part of this revision, the Advisory Committee will discuss the following issues and present initial findings and recommendations to the RTB by December 31, 1987:

- Redefinition of "new" and "restructured" services.
- Process and timing of planning and service decisions to ensure early consultation compliance.
- Process for evaluation of new and restructured service, including timing, use of fully allocated costs, review criteria, implementation of decisions, and roles.
- Process for periodic reviews of existing services, including same issues as above.

In addition, the Advisory Committee will provide input on the following:

- Transportation Improvement Program (TIP).
- RTB Capital Needs Study.
- Impediments to competitive bidding.
- Transit provider complaints.
- Other appropriate issues.

The Advisory Committee should participate early in the planning process for new and restructured services. The Advisory Committee should be notified as planning for service changes are initiated and should be kept informed throughout the planning process. The recommended services changes for new and restructured services should be formally reviewed by the Advisory Committee at least 30 days prior to RTB or other appropriate action.

ADVISORY COMMITTEE MEMBERS

- 2 representatives of private for-profit transit operators
- 1 private non-profit transit provider
- 1 taxicab representative
- 1 MTC staff representative
- 3 community representatives, one from the Central Cities and two from the suburbs (One suburban representative will reside in an area having a community-based transit system)

The Advisory Committee will receive staff support from the RTB and will be chaired by a citizen knowledgeable about transit but not representing any particular transit interest. Members will be appointed by the Regional Transit Board through an application process to the RTB. Issues referred by the advisory committee to the Transportation Handicapped Advisory Committee and the Rideshare Advisory Committee will be coordinated with this Committee in providing recommendations to the Regional Transit Board.

Dispute Resolution Process

A review board appointed by the Metropolitan Council is proposed to afford all transit providers an opportunity to object to decisions made by the RTB and providers regarding transit services. This Transit Dispute Resolution Board will be staffed by the Council's transportation division and made up of the following members:

TRANSIT DISPUTE RESOLUTION BOARD

- 1 Metropolitan Council Member
- 1 Regional Transit Board Member
- 2 Members of the advisory committee not directly affected by the dispute appointed by the Council
- 1 Transportation Advisory Board member who would serve as the tie-breaker and chair of the Dispute Resolution Board

The Dispute Resolution Board will be appointed on a case by case basis to avoid conflicts of interest. Disputes and complaints that arise between providers, or between a provider and the RTB, should first be addressed through discussion of the issue with the Advisory Committee and, hopefully, action taken by the RTB to avoid a formal dispute resolution process. The process for provider objections to decisions and proposals made by the RTB or providers is described below. The first three steps offer an opportunity to resolve conflict between providers within the Advisory Committee/RTB structure. The last two steps constitute a formal dispute resolution process under the umbrella of the Dispute Resolution Board.

- Complainant requests review of the problem by the Advisory Committee and by the respondent* through filing of a written complaint with the Committee Chair and the respondent. The written complaint clearly identifies major areas of concern. Copies sent to RTB and Council staff.

* A respondent is the agency or jurisdiction that took the aggrieved action.

- Respondent meets with complainant within 7 days of receiving written complaint to discuss problem and issues a written response to complainant within 21 days of receiving complaint (copy sent to Advisory Committee Chair, RTB staff and Council staff).
- Concurrent with the previous step, complainant brings the issue to the Advisory Committee for discussion. If necessary, the Committee makes a recommendation for RTB action and subsequent respondent implementation. RTB action, if needed, should be taken within 35 days of original complaint.
- If complainant is still not satisfied with resolution, the complainant sends a request for Dispute Resolution to Council staff within 42 days of originally filing written complaint, with a copy to the respondent, RTB, and Advisory Committee chair, documenting original written complaint, a summary of meetings/discussions with respondent and Advisory Committee and RTB, and basis for dissatisfaction with resolution.
- Transit Dispute Resolution Board meets with complainant and respondent, including RTB staff, within 56 days after initial written complaint is filed to hear issue and renders final recommendations on the issue within 70 days after initial written complaint and forwards the recommendations to the RTB board.

Findings and conclusions made by the Transit Dispute Resolution Board will be forwarded to the RTB for action within 14 days after the recommendation is rendered. The affected provider would be notified of the recommendation. This completes the local process.

ND095A

TRANSIT FINANCIAL CAPACITY ASSESSMENT

In 1987 the federal Urban Mass Transportation Administration (UMTA) issued a circular to clarify how it will assess the fiscal capacity of its grantees to support capital and operating requirements. In summary, UMTA is looking to determine that grantees:

- a. Have acceptable overall current financial condition, as documented in financial reports and reflected in working capital levels, current assets versus current liabilities, capital accounts, debt levels and trends of costs and relevant economic indicators; and
- b. Have adequate future financial capability, including the sufficiency, stability and reliability of funding sources to meet future capital and operating costs. This includes the amount of funds pledged to meet operating deficits and capital programs to both replace and rehabilitate existing equipment and facilities and make any proposed new investments.

The notion of financial capacity is therefore primarily concerned with a demonstration of past fiscal responsibility, reasonableness of future expectations and changes from the status quo. The following are relevant factors leading to the conclusion that the Twin Cities Metropolitan Area should not experience any difficulties in achieving satisfactory fiscal capacity:

- The MTC received a satisfactory review from UMTA during the last detailed fiscal performance review;
- No significant changes in the levels of fleet size or operation are being proposed, meaning that no significant changes in funding are needed;
- The only deviation from the "status quo" are the proposed Nicollet Garage and Mid-day Storage Facility. Both of these projects will provide long-term operational benefits, not additional costs.
- The required local funding for the Nicollet Garage and Mid-day Storage Facility will come from local bonding, dedicated to capital improvements, that is supported by property taxes within the transit taxing district. The Metropolitan Council has already determined that the additional debt service is well within the fiscal capabilities of the region.

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