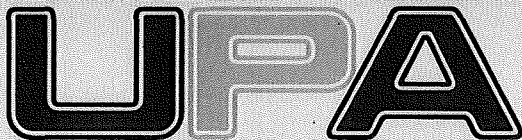




09 - 0068

# Urban Partnership Agreement Legislative Report

**Jan. 15, 2009**



URBAN PARTNERSHIP AGREEMENT

## **Innovative Choices for Congestion Relief**

Minnesota Department of Transportation  
City of Minneapolis  
US Department of Transportation  
University of Minnesota

Metropolitan Council  
Metro Transit  
Minnesota Valley Transit Authority  
Hennepin, Dakota, Scott, Anoka and Ramsey counties



The 2008 Minnesota Legislature passed a law (Minnesota Session Law, Chapter 306, Sec. 6) requiring the commissioner of transportation, in conjunction with the Metropolitan Council, to report on the status of the state's participation in the urban partnership agreement (UPA). This law requires that the report:

- (1) present the elements of congestion reduction strategies to be implemented under the urban partnership agreement;
- (2) summarize average daily traffic and congestion levels on affected roadways;
- (3) summarize transit usage in affected corridors;
- (4) identify the costs of participation and the sources of funding secured or to be secured;
- (5) include information on revenues and expenditures under the urban partnership agreement;
- (6) summarize any user fees collected on I-35W high-occupancy vehicle and dynamic shoulder lanes; and
- (7) recommend any further legislative action necessary for the successful implementation and operation of the urban partnership agreement.

This report is in response to that law and cost less than \$5,000 to produce.

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## **UPA – An innovative partnership building a safe, reliable and modern transportation system**

### **INTRODUCTION**

The UPA is a series of projects funded by the U.S. Department of Transportation and the State of Minnesota aimed at improving traffic conditions by reducing congestion on Interstate 35W, Highway 77/Cedar Avenue and in downtown Minneapolis using transit, road pricing, technology and telecommuting. When completed in 2010, commuters will experience more transportation choices, less traffic congestion and reduced commute times on some of the busiest roadways in Minnesota.

Funded by \$133.3 million in federal funds and \$50.2 million in matching state funds, this innovative partnership allows Minnesota to leverage federal dollars and keep project costs low while pioneering new ways to move people and goods more efficiently. Building the UPA will create jobs, increase safety on the road, move goods more efficiently and improve the quality of life for motorists. Under the leadership of the program partners, UPA will improve safety and mobility through innovation. The results of this groundbreaking collaboration will deliver 21<sup>st</sup> century transportation solutions to 21<sup>st</sup> century transportation challenges in Minnesota and cities across the country.

The project is already delivering benefits to the public. In November, 2008, the project's transit advantage lane at Highway 77 opened and transit ridership began experiencing shorter commutes. The completion of this project element is a first for Minnesota and UPA projects across the country, making Minnesota a national transportation leader providing innovative choices for traffic congestion relief.

### **Background**

In 2007, Mn/DOT and the Metropolitan Council applied for and were awarded \$133.3 million of federal funds contingent upon appropriation of \$50.2 million in matching state funds and enabling legislation that were provided in the 2008 Minnesota legislative session. The Minneapolis-St. Paul metropolitan area was one of five regions of the country collectively awarded a total of \$853 million in federal discretionary funds. The other regions were Miami, New York (since withdrawn due to lack of legislative authority), San Francisco and Seattle. In addition, Los Angeles, Chicago (since withdrawn due to lack of legislative authority) and Atlanta have since been awarded funds for congestion reduction. The intent of the program has been to try new concepts, or packages of innovative concepts, that together will create more congestion reduction benefits than traditional concepts implemented on a stand-alone basis.

In Minnesota, the UPA implementation plan is a regional collaboration involving many entities with responsibilities for various components of the program. These include:

- Minnesota Department of Transportation
- Metropolitan Council / Metro Transit
- City of Minneapolis
- Minnesota Valley Transit Authority
- University of Minnesota
- Anoka, Dakota, Hennepin and Ramsey counties
- Transportation Management Organizations

Although the UPA focuses on the I-35W and Highway 77/Cedar Avenue corridors, several congestion reduction elements have region-wide significance, including the dedicated bus lanes in downtown Minneapolis along Second Avenue South and Marquette Avenue South and the telecommuting component. The Second and Marquette improvements will have broad regional implications for transit service that begins or ends in downtown Minneapolis and that use those parallel streets. Likewise, telecommuting efforts, if successful, will transcend specific routes or city boundaries and offer the potential for significant personal and collective time and cost savings in the Twin Cities.

### **Implementation Timeline**

The UPA agreement with the U.S. DOT requires that the highway projects be operational by Sept. 30, 2009, and the transit projects, including the downtown Minneapolis transit lanes, be completed by Dec. 31, 2009. The exception is the High Occupancy Toll lane within the Highway 62/Crosstown project area that will be completed in fall 2010.

The UPA Partners fully anticipate having sufficient funds for all UPA project elements. A detailed summary of project costs will be available end of May 2009 after all construction contracts have been awarded.

### **UPA Project Elements Summary**

UPA partners have identified project elements and detailed planning, project development and construction is currently underway. Lead agencies have attained environmental clearances where needed. A detailed project schedule has also been developed as has a public outreach plan. A substantial marketing and communications effort is planned for the 2009 construction season in anticipation of the opening and deployment of most of 23 project elements that make up the UPA.

During 2008, UPA partners developed projects to support the goals of the UPA. What follows is a brief summary of those transit, road pricing, technology and telecommuting project elements. A performance report on the revenue collection and user fees collected on the I-35W high occupancy vehicle and dynamic shoulder lanes will be available in the second UPA Legislative Report due January 15, 2010.

## **Summary – UPA project elements**

### **Transit**

- Construction of a transit-only left turn lane at Highway 62/Crosstown and Highway 77/Cedar Avenue will result in more predictable and quicker rides.
- Accelerated construction of some Cedar Avenue Bus Rapid Transit elements between the Crosstown Highway and Lakeville will provide improved and expanded transit service for riders.
- Construction of additional park-and-ride lots with 2,600 new spaces along the Highway 77 and I-35W corridors north and south of Minneapolis.
- Expansion of the single bus lanes to two bus lanes on both Marquette Avenue South and 2nd Avenue South in downtown Minneapolis. This will more than triple the capacity for the number of buses while reducing bus travel time by 10 minutes through the 16-block downtown area.

### **Road Pricing**

- Existing high occupancy vehicle lanes on I-35W from Burnsville Parkway to I-494 will be converted to MnPASS Express lanes, and upon completion of the Crosstown project, a new I-35W MnPASS Express lane from I-494 to 46th Street will be opened. From 46th Street to downtown Minneapolis on northbound I-35W, UPA will replace current bus-only shoulders with priced dynamic shoulder lanes, which will allow buses to travel at free-flow freeway speeds instead of the current 35 mph limit on bus-only shoulders. The priced dynamic shoulder lanes will be used during peak periods and will operate as shared rapid transit lanes for buses, carpoolers and MnPASS express lanes for single occupancy vehicles.

### **Technology**

- Lane guidance technology using global positioning satellites and other techniques will be installed in buses to keep transit vehicles centered in narrow shoulder lanes, ensuring safe and fast operations on highway shoulders.
- Real-time electronic signage at transit stations and stops will be installed to alert motorists when the next bus will arrive and estimated time of the trip.
- Cameras and instrumentation on local roadways connecting to the I-35W and Cedar Avenue/Highway 77 corridors will provide traveler information for motorists and improve traffic flow.
- Transit signal priority on local roadways connecting to the I-35W and Cedar Avenue/Highway 77 corridors will provide an advantage for transit and help maintain transit schedules.

### **Telecommuting**

- Partnerships with major employers along the I-35W corridor and in downtown Minneapolis will be established to promote flex-time and telecommuting programs with a goal to increase the number of telecommuting workers who would normally commute on I-35W by 500 individuals by 2011.

## UPA PROGRAM FUNDING SUMMARY

**Table 1. SOURCES OF STATE AND FEDERAL FUNDS**

<b>Federal Funds Source</b>	<b>Funding Amount</b>	<b>Total</b>
Interstate Maintenance Discretionary	\$6,600,000	
Value Pricing Pilot Program	5,000,000	
Transportation Community/System Preservation	16,400,000	
Research and Innovative Technology Administration (RITA) Intelligent Transportation System Op Test Mitigate Congestion	19,400,000	
Federal Transit Authority 5309	85,900,000	
<b>Total Federal Funds</b>		<b>\$133,300,000</b>
<b>State Funds Source</b>		
Trunk Highway Bonds	\$25,178,000	
Trunk Highway Cash	800,000	
General Fund	3,500,000	
Regional Transit Capital Bonds	4,003,000	
State General Obligation Bonds	\$16,672,000	
<b>Total State Funds</b>		<b>\$50,153,000</b>

**Table 2. TRANSIT LEVERAGED FUNDS\***

<b>Funding Source</b>	<b>Funding Amount</b>
FTA 5309	\$1,804,634
FTA 5307	\$480,560
Regional Transit Capital Bonds	\$817,992
County Transit Improvement Board	\$6,950,000
Dakota County Regional Rail Authority Levy	\$1,390,000
Cedar Ave BRT State G.O. Bonds	\$8,135,500
<b>Total</b>	<b>\$19,578,686</b>

\*Leveraged funds refers to project dollars allocated to pre-existing Minnesota Valley Transit Authority and Metro Transit projects that were combined with other projects under the UPA.

<b>Total Federal and State Funds</b>		<b>\$203,031,686</b>
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## **CONGESTION REDUCTION STRATEGIES**

### **Strategies to Enhance Transit Service**

A number of strategies are being used to enhance transit services and facilities on I-35W and Highway 77/Cedar Avenue and in downtown Minneapolis. Improvements include the construction of additional downtown bus lanes, transit advantages and park-and-ride facilities, acquisition of additional transit vehicles and deployment of advanced vehicle technology and real-time customer information systems.

Establishing MnPASS lanes on I-35W as described in the next section will promote an increase in transit ridership. The priced lanes will operate as a transit facility and will significantly improve bus travel time and travel time reliability. Because commuters respond more readily to travel time savings and travel time reliability when choosing travel modes than they do to other factors, it is anticipated that the guarantee of a faster and more reliable trip will result in additional riders in the targeted corridors during the morning peak period.

One goal of the Twin Cities UPA is to increase transit ridership by combining roadway infrastructure improvements, increased facility and vehicle capacity, and technological innovations to provide a higher quality of bus service than traditional systems. Suburban park-and-ride facilities are an essential component of the region's express bus system. In the Twin Cities, suburban commuters have shown a clear preference for driving to a common location with high frequency bus service to start the express portion of the transit trip, rather than having less frequent buses circulate through neighborhoods. Increasing the number of spaces available for parking will support the expansion of express service serving both downtowns, the University of Minnesota and the Mall of America.

The Metropolitan Council, with Metro Transit, the Minnesota Valley Transit Authority, and other suburban transit providers has identified six locations where new or expanded park-and-ride facilities can be provided (see Table 3). Funds made available through the UPA program are being used to expedite construction of these spaces.

Because of the high transit mode share to downtown Minneapolis, more than 665 express buses enter downtown Minneapolis during the morning peak period and use the city streets to collect and distribute passengers. Funds made available through the UPA program are being used to expand the single transit lanes to two lanes on both Marquette and Second Avenues. This will nearly triple the number of buses per hour and reduce bus travel time through the 16-block downtown area by up to 10 minutes, a substantial time savings.

The addition of transit passenger-carrying capacity is an essential component of the comprehensive approach to pricing and congestion reduction. Presently, most suburban express routes are at capacity. An increase in passenger seats is required to accommodate the additional demand generated for transit on the priced facilities. UPA transit funding will provide for 27 additional buses to meet the anticipated demand on I-35W.

More details of the UPA's transit component and associated costs are identified in the attached Table 3.

Table 3: Minnesota Urban Partnership Agreement: Project Status through December 31<sup>st</sup>, 2008

### HIGHWAY PROJECTS

	Project Name/Location	Project Description	Project Budget/Actual*	Project Milestones
1	Hwy 13-Traffic and Transit Technology – <i>Shakopee, Savage, Burnsville, Eagan</i>	Install Traffic Cameras, Fiber, Signs, Signal Timing	\$4,000,000/ \$3,731,173	Construction Began– August 2008 Expected Project Completion – March 2009 85% complete <b>Construction traffic impact: Minor</b>
2	I-35W NB PDSL – 42 <sup>nd</sup> Street to Hwy 65 - <i>Minneapolis</i>	Reconstruct shoulders, add priced dynamic shoulder lane	\$23,000,000/ Actual 1/23/09	Construction Begins: End of March, 2009 Construction Completion: September 2009 <b>Construction traffic impacts: Major.</b> Night and weekend lane and road closure, 10 day lane closure during peak periods with major traffic impacts
3	I-35W SB Aux Lane 106 <sup>th</sup> St to Hwy 13 – <i>Bloomington &amp; Burnsville</i>	Add auxiliary lane, convert HOV to High Occupancy Toll lane	\$6,000,000/ \$4,373,013	Construction Begins in May 2009 Construction Completion: July 2009 <b>Construction traffic impacts: Major.</b> Ramp closures, night/weekend lane & road closures
4 **	I-35W NB 90 <sup>th</sup> St to 494 - <i>Bloomington</i>	Add NB Auxiliary lane, reconfigure ramps at 494, extend HOT lane to 494	\$15,300,000/ \$13,391,939	Construction begins – April 2009 Construction Completion: September 2009 <b>Construction traffic impacts: Major.</b> Ramp closures at I-494 and 82nd, night and weekend lane and road closures
5 **	I-35W Burnsville Pkwy to 76 <sup>th</sup> St – <i>Burnsville &amp; Bloomington</i>	HOT lane widening and roadway resurfacing	**projects merged into single construction contract	
6	I-35W Burnsville Pkwy to Hwy65-Burnsville, Richfield Bloomington, Minneapolis	Sign Structures, communications, dynamic message signs	\$17,040,000/ \$21,498,903	Construction Began: September 2008 Construction Completion: September 2009 <b>Construction traffic impacts: Major.</b> Shoulder closures, night and weekend short term road closures.
7	I-35W MnPASS System	Toll infrastructure, operations start-up	\$4,360,000/ \$3,435,294	System work began: July 2008 Will open for Customer Sign-up: August 2009 MnPASS Phase 1 Opens: September 2009 <b>Construction traffic impact: Major.</b> Night and weekend short term road closures.

\*Actual costs based on low bid and subject to change. Final costs known after construction is completed

### TRANSIT PROJECTS

	Project Name/Location	Project Description	Project Budget/ Expended*	Project Milestones
8	Marquette Ave & 2 <sup>nd</sup> Ave Reconstruction- <i>Downtown Minneapolis</i>	Dual bus lanes, wider sidewalks	\$32,166,000 \$3,500,303	Construction began: August 2009 Construction completion: December 2009 <b>Construction traffic impact: Major.</b> Lane and intersection closures. Rerouting of transit services.
9	95 <sup>th</sup> Ave Park & Ride – <i>I-35W at 95<sup>th</sup> Ave, Blaine</i>	Construct a park-and-ride Structure (470 net spaces)	\$9,549,149 \$2,125,008	Construction begins: January 2009 Construction complete: December 2009 <b>Construction traffic impact: None</b>
10	Twin Lakes Park & Ride – <i>I-35W at Co Rd C, Roseville</i>	Construct a park-and-ride Structure (460 net spaces)	\$10,616,593 \$529,724	Construction begins: January 2009 Construction complete: December 2009 <b>Construction traffic impact: None</b>
11	Kenrick Ave Park & Ride – <i>I-35 south of Co Rd 46, Lakeville</i>	Construct a park-and-ride Structure (750 net spaces)	\$11,956,842 \$701,351	Construction begins: January 2009 Construction complete: December 2009 <b>Construction traffic impact: Minimal.</b> Current park & pool customers impacted.



12	Cedar Grove Transit Station Park & Ride – Hwy 77 near Hwy 13, Eagan	Construct a BRT station with park-and-ride lot (120 net spaces)	\$4,238,967 \$46,067	Construction begins: January 2009 Construction complete: March 2010 <b>Construction traffic impact: None</b>
13	Apple Valley Transit Station Park & Ride– Cedar Ave and 155 <sup>th</sup> St, Apple Valley	Construct a BRT station with park-and-ride structure (610 net spaces)	\$21,100,033 \$175,048	Construction begins: January 2009 Construction complete: December 2009 <b>Construction traffic impact: Minimal.</b> Current park and ride customers will be impacted
14	180 <sup>th</sup> St Transit Station Park & Ride – Cedar Ave and 180 <sup>th</sup> St, Lakeville	Construct a BRT station with park-and-ride (200 net spaces)	\$2,740,000 \$29,435	Construction begins: January 2009 Construction complete: December 2009 <b>Construction traffic impact: None</b>
15	Hwy 77/62 Transit Advantage - Richfield	Construct left-turn lane and signal for buses.	\$751,877 \$631,298	Construction begins: September 2009 Construction complete: November 2009 <b>Project open on 11/17/08. Transit riders have shorter trips, minimal impact to highway users.</b>
16	Lane Guidance System – Fleet Tech. (Cedar Ave.)	Equip 10 buses with lane assist technology	\$5,300,000 \$556,702	Various Equipment Procurements Underway Project will be Operational – October 2010 <b>Construction traffic impacts: None</b>
17	Transit Technologies – Various Locations	Deploy real-time customer information systems and transit signal priority	\$12,730,303 \$266,508	Construction begins: Spring 2009 Construction complete: December 2009 <b>Construction traffic impact: None</b>
18	Express Bus Purchase – For Service along I-35W	Purchase a mix of 40 foot, articulated, and coach buses	\$13,000,000 \$5,798,352	26 Articulated and 40 foot buses being purchased off existing contracts. Buses will be in service in 2010

\* Budget values represent the current budget estimates for the projects. Budget estimates are revised throughout project development and include UPA as well as non-UPA funding. Expenditures represent invoiced costs against UPA funding through December 31, 2008.

## TELECOMMUTING PROJECTS

	Project Name	Project Description	Project Budget/Contracted	Project Milestones
19	Results Only Work Environment ROWE	Recruit employers to use ROWE (Best Buy model)	\$750,000/ \$750,000	Contract Started: October 2008 Project completion: December 2010
20	Telecommuting Market Research	Focus Groups Research to understand market, test messages	\$50,000/ \$50,000	Research conducted in Winter 2008/09
21	Transportation Management Organizations (TMO) Marketing and Recruitment	Contract with each TMO to market/recruit employers/employees	\$500,000/ \$500,000	TMOs will be working with employers and employees throughout 2009 to increase telework
22	Telecommuting Program Implementation	Marketing, Recruitment	\$1,450,000/ \$1,214,454	Project begins in February 2009 and last through 2010
23	Program Management	Contract w/ Humphrey Institute for Prog. Mgmt	\$750,000/ \$750,000	Contract began: September 2009 Contract Completion: December 2011

## EVALUATION & OUTREACH

	Project Name	Project Description	Project Budget/Contracted	Project Milestones
24	UPA Program Outreach	Outreach for program and projects	\$800,000/ \$275,000	On going outreach through project completion
25	UPA National Evaluation	Data Collection	\$500,000/\$0	Final Evaluation Report: December 2012

## **Transit Usage And Average Daily Traffic In Affected Corridors.**

See attached Figure 1. Transit Service and Average Daily Traffic by Highway Corridor.

## **Strategies to Enhance Congestion Pricing and Tolling**

Mn/DOT is expanding the successful MnPASS program currently operated on I-394 by converting high occupancy vehicle lanes to high occupancy toll lanes with pricing based on traffic demand. The new I-35W MnPASS expansion will accommodate bus rapid transit in the corridor, allowing buses to achieve speeds of 50 mph or higher. Single occupant vehicles will be allowed to use the lanes during peak periods by paying a toll. Buses and carpoolers will be exempt from paying the toll.

Free-flow speeds for transit, carpoolers, and MnPASS users will be maintained by using the dynamic pricing approach currently used successfully on the I-394 MnPASS high occupancy toll lanes. The pricing and lane restrictions will occur at pre-defined peak periods. To manage this time-of-day restriction, Mn/DOT will use dynamic lane control technology to provide advanced, real-time information about priced lane availability, toll rate, applicable speed and other traffic and safety management features. Lane control technology will allow traffic managers to close lanes during incidents or planned maintenance/construction work, thereby enhancing safety and improving response time for emergency vehicles.

In 2005, the Twin Cities successfully opened its first priced lane, the I-394 MnPASS high occupancy toll lanes, using dynamic pricing and innovative enforcement technology. As a result, the high occupancy toll lanes now carry a third more trips during peak periods, while maintaining 50 to 60 mph speed limits for transit, carpoolers and MnPASS users. The rate of violations has been cut by a factor of three. Mn/DOT intends to replicate the success of the I-394 MnPASS project on the region's only remaining HOV lanes located on I-35W.

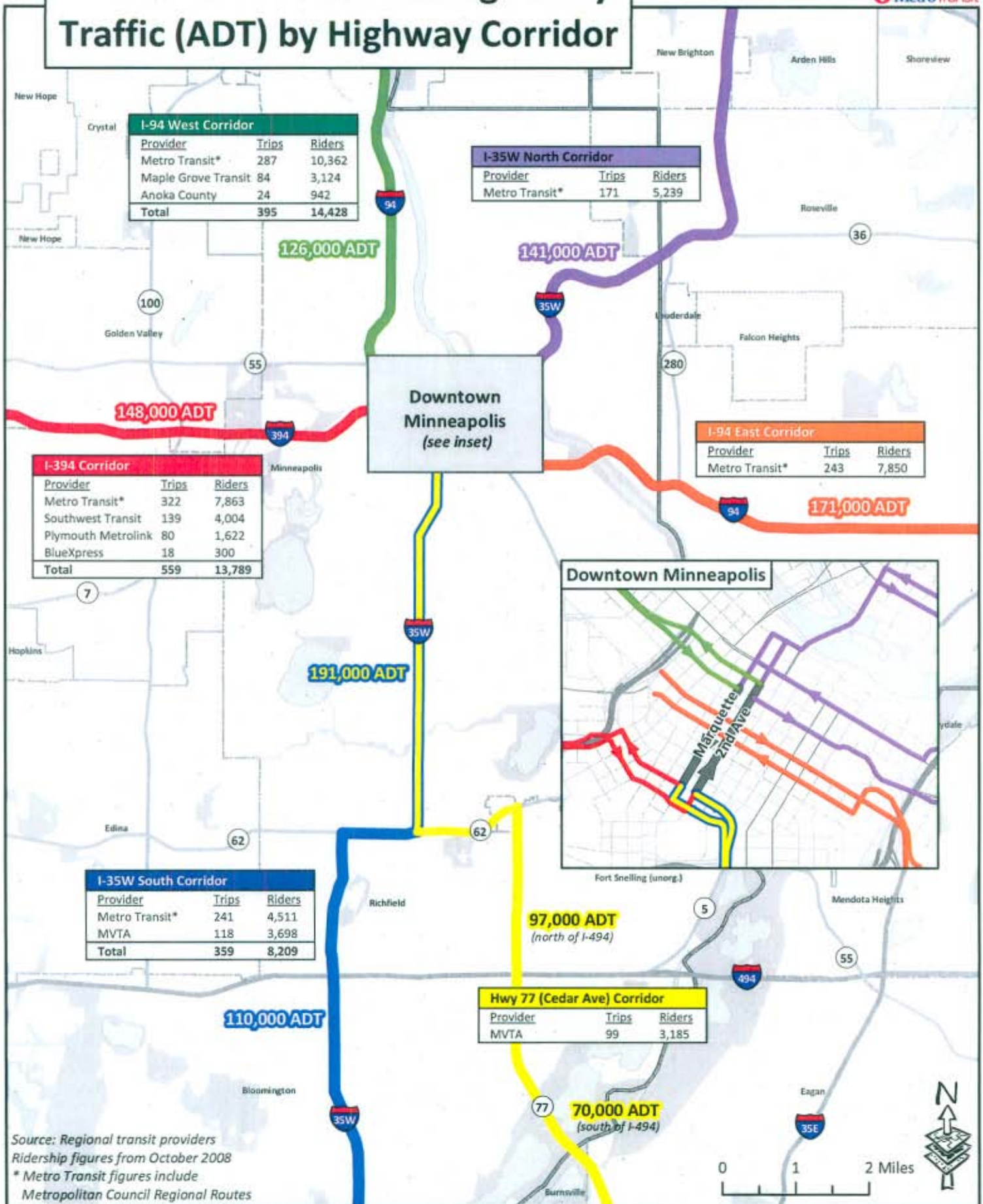
The hours of operation on the I-35W MnPASS lanes will match peak traffic times. South of I-494 the MnPASS lane will be tolled northbound in the morning peak period and southbound in the afternoon peak period. North of I-494 the MnPASS lanes will be tolled in both directions during the peak periods. Toll pricing on I-35W will match the I-394 MnPASS pricing system. Minimum price will be 25 cents per segment with the maximum price being \$8 for using the entire corridor. Prices are adjusted to traffic conditions and demand in the MnPASS lanes.

An effective enforcement program is essential to the success of the MnPASS lanes on I-35W. Through the presence of additional law enforcement officials in the corridor and read/write transponder technology, violations have been reduced significantly on the I-394 MnPASS lanes. Agreements are being established with the Minnesota State Patrol to provide added enforcement on both the high occupancy toll lane sections and the priced shoulder lanes section on I-35W. As provided by law, revenue collected from the toll operations will go first to operating and administering the fee collection system within the corridor. Excess revenue will be used for transit and highway operations and investments within the corridor.

Figure 1

# Transit Service and Average Daily Traffic (ADT) by Highway Corridor

1/6/09

## **Technology**

Incorporation of technology is integral to each of the UPA congestion reduction components. The type and application of technology deployed is, to some degree, unique for each strategy and is described in detail within the previous sections on road pricing, transit and telecommuting. However, some of the more notable innovative technology components are summarized below.

**Congestion Pricing/Tolling technologies:** Dynamic tolling; read/write transponders; Mobile enforcement readers; lane control technology; dynamic message signs.

**Transit technologies:** Metro Transit's NexTrip, a tool that provides real-time bus arrival and departure information at transit stations and kiosks; auto-to-transit real-time travel time comparisons signs; real-time park-and-ride space availability signs; traffic management and bus priority systems, which include cameras, dynamic signs, signal priority and communications. In addition, technology using global positioning systems will be used for lane guidance on buses.

**Telecommuting technologies:** Telecommuting, or telework, relies strongly on communications and computing technology. As employers and employees enter into a variety of telecommuting initiatives sponsored by the state, each will be responsible for the acquisition, training and use of technology.

## **Strategies to Enhance Telecommuting**

The telecommuting component of UPA is designed to promote increased use of telecommuting and flexible work scheduling, with the ultimate goal of reducing peak period commuting and shifting some commuting travel to off-peak hours.

Telecommuting can eliminate some peak period commuting travel by allowing commuters to work from home via a computer and electronic link to the office on predetermined (often regularly scheduled) workdays, or in some cases, on a full-time basis. Flexible work schedules allow employees to shift their commute trips from the peak period to less congested hours. The most promising means to achieve these objectives is to secure agreements from major employers in the Twin Cities to establish or expand telecommuting programs, and to offer flexible work schedules to the maximum number of their employees.

The goal of the Twin Cities UPA telecommuting strategy is to recruit partners from the local employer pool to help increase the number of teleworkers. The Twin Cities metropolitan area is home to 20 Fortune 500 companies and 33 Fortune 1,000 companies. This creates an opportunity to partner with a variety of major employers and public agencies. It is expected that more than 1,500 current peak period commuters would work from home or travel to work locations in off-peak hours at least once per week.

The UPA Telecommuting component will include efforts by CultureRx, a consulting firm specializing in increasing employee engagement and productivity in the workplace,



Transportation Management Organizations, Mn/DOT and various other consultants. While Mn/DOT will be funding a number of these efforts directly, the University of Minnesota, through staff at the Hubert H. Humphrey Institute State and Local Policy Program, is leading the telecommuting initiative. The University is responsible for providing necessary technical information to Mn/DOT and other parties. The University will also coordinate and manage efforts to ensure contracts are properly executed and take place on time, data is shared and the project is fully evaluated and documented. The University will study the qualitative and quantitative data on telework experiences for intensive study on travel behavior, congestion and other telework impacts on transportation. Mn/DOT and the University have entered into an agreement to provide these services.

### **Outreach and Communication**

UPA partners are coordinating the development and implementation of outreach and communication strategies to ensure accurate, up to date information to the various publics affected by the construction of project elements.

As projects were developed in 2008, partners implemented extensive outreach efforts for public policymakers, transportation leaders and business partners. Public open houses, workshops and presentations provided these audiences with face to face contact with project partners. Media relations efforts that resulted in newspaper articles and radio and television reports augmented that information. These communication efforts will continue in 2009 and expand to include regular construction updates to alert motorists of the short term impact of construction and the new transportation benefits available upon completion of the project.

UPA partners are currently updating the UPA website at [www.dot.state.mn.us/upa/](http://www.dot.state.mn.us/upa/) to ensure that all affected by the project will have easy access to information by the end of March, 2009.

### **Recommended Legislative Action Necessary for the Successful Implementation and Operation of the UPA**

Create a statutory definition for a transitway\* program that allows the Metropolitan Council to deliver regional transitway projects using state bond appropriations. This will allow the Metropolitan Council to use and distribute transitway funds to appropriate public entities and resolve property and capital improvement ownership issues, including the following three specific to the UPA:

1. Apple Valley Transit Station – allow ownership by Minnesota Valley Transit Authority
2. Twin Lakes Park-and-Ride – allow \$1,300,000 in traffic mitigation measures and public infrastructure assessment to be jointly provided by the Metropolitan Council and the city of Roseville
3. Kenrick Avenue Park-and-Ride– allows \$225,000 in traffic mitigation measures to be jointly provided by the Metropolitan Council, city of Lakeville and Dakota County.

\*A transit way is defined as a travel corridor dedicated exclusively to a busway, bus rapid transit, light rail transit, commuter rail or express bus corridor with a transit advantage.