1990-92 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE TWIN CITIES METROPOLITAN AREA

METROPOLITAN COUNCIL
Mears Park Centre, 230 East Fifth Street, St. Paul, Minnesota 55101

1990 - 1992

TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE

TWIN CITIES METROPOLITAN AREA

DECEMBER, 1989

Metropolitan Council
Mears Park Centre, 230 East Fifth Street
St. Paul, Minnesota 55101

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TABLE OF CONTENTS

TABLES

FIGURES

APPENDICES

TRANSPORTATION IMPROVEMENT PROGRAM
1990-1991
SUMMARY

The Transportation Improvement Program (TIP) for 1990 through 1992 is a program of highway and transit projects proposed for federal funding for the Twin Cities Metropolitan Area. Federal regulations require that a TIP be developed annually. 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. Almost all the projects, which involve construction, reconstruction and equipment purchases, are proposed to begin in the next three years.

The 1990-1992 TIP for the Twin Cities Metropolitan Area is a proposed $1.3 billion program of highway and transit projects, of which approximately $572.7 million is requested of the federal government if projects are maintained and funds are available.* Not all of the proposed projects will actually be implemented within this three-year period. In reviewing actual highway and transit expenditures with federal participation over the last three years, only about two-thirds of the funds for projects proposed in the three year TIP were actually spent.

The projects proposed for 1990 (the "Annual Element") total approximately $452.5 million with the federal portion being approximately $295 million. The remaining $157.5 million in 1990 will come from state gas tax revenues, the motor vehicle excise tax, vehicle registration fees, property taxes, farebox revenues and other local and state funds. The Annual Element slates about 67 percent of the dollars for roadway related projects and 33 percent for transit projects.

The improvement program, annually adopted by the Transportation Advisory Board and approved by the Council, is based on the regional Transportation Development Guide/Policy Plan, the Transportation Air Quality Plan, the Regional Transit Board's (RTB) Five-Year Plan and the Minnesota Department of Transportation's 20-year plans and highway improvement work program.

*The anticipated available federal match for projects in the roadway and bridge categories is more than 80%, while the federal match for projects in the transit categories is anticipated to be only about 15 percent (see Table 12).

1. INTRODUCTION

The 1990-92 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area (shown in Figure 1) 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 the TIP reflect these agencies' priorities. Projects scheduled for construction in 1990 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. Projects include federally funded transit and highway projects (both metropolitan highway system and non-metro system) throughout the seven-county area.

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:

- Identify transportation improvements proposed in the Transportation Development Guide/Policy Plan and recommended for federal funding during the program period;
- Indicate the priorities in the seven-county metropolitan area;
- Include realistic estimates of total costs and revenues for the program period.

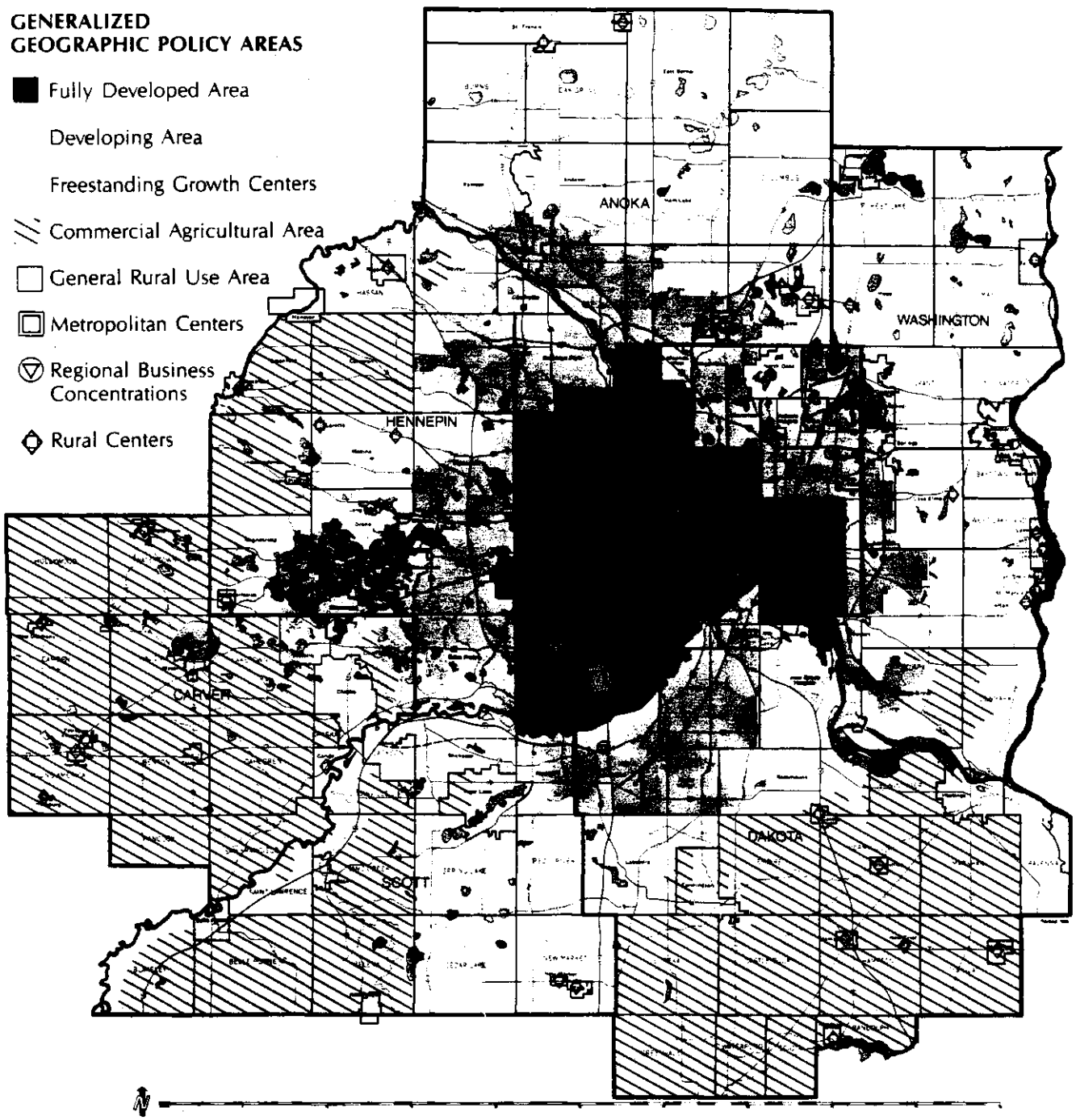
The annual element describes all projects contained in the approved Transportation Improvement Program proposed for implementation during 1990, the first program year. For each project, the annual element is to include:

- Identification of the project, including the phase or phases proposed for implementation.
- Estimated total cost and the amount of federal funds proposed to be obligated during the program year;
- Proposed source of federal and nonfederal funds; and
- 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 regulations 23 CFR 450, 23 USC 134; Federal Register, Vol. 48, No. 127, 1981

Figure 1



Note: Areas are shown as of May, 1988. A precise location of the urban service area for any community is available from the Metropolitan Council Data Center, 612 291-8140. The line between the developing area and the rural area is referred to as the metropolitan urban service area boundary.

Federal regulations mandate that private transit providers be afforded an opportunity to participate in planning and service provision and have their views be considered in the development of the annual element of the TIP.

REGIONAL PLANNING PROCESS

The transportation planning process in the Twin Cities region is based on Minnesota Statutes and requirements of federal rules and regulations on urban transportation planning that first became effective June 30, 1983 when they were published in the Federal Register. The Metropolitan Council is the designated 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 Twin Cities' transportation planning process is 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 (MTC), the Minnesota Department of Transportation (Mn/DOT), the Regional Transit Board (RTB) and the Minnesota Pollution Control Agency (PCA). 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.

Private transit operators are informed of transit projects and competitive bidding opportunities, and participate in the planning process through the RTB Providers Advisory Committee and quarterly providers meetings. (See Twin Cities Area's private operator participation process, Appendix A.)

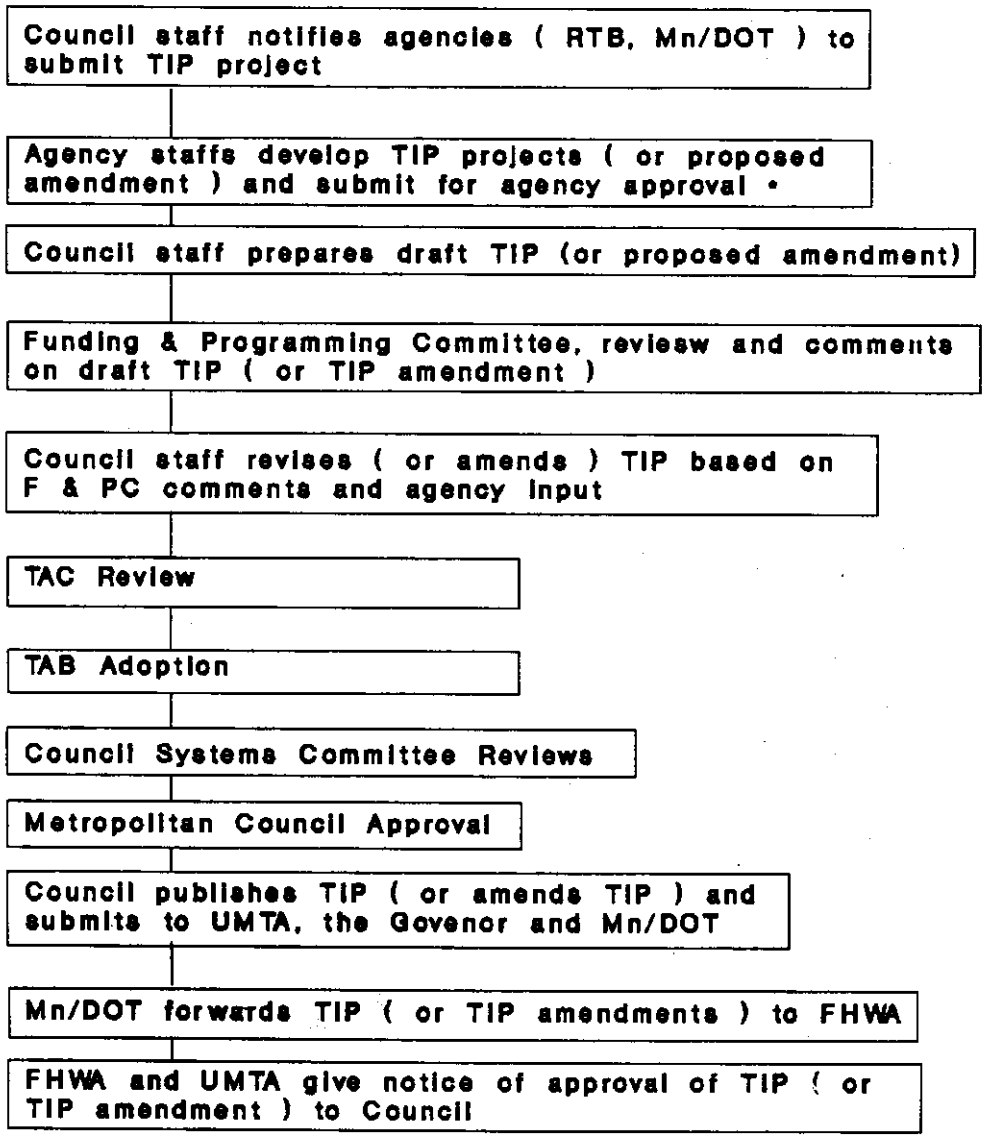
The transportation planning process has evolved over two decades in response to increasingly comprehensive federal and state laws and regulations, as well as the Region's own experience. The process matches long- and short-range transportation needs with regional development objectives, fiscal resources,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

DEVELOPMENT AND CONTENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program process is shown in Figure 2. The TIP is an integral part of the overall transportation planning process, 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.

Figure 2

TRANSPORTATION IMPROVEMENT PROGRAM



• RTB solitics private transit operator input on transit annual element prior to Board approval.

SOURCE: TRANSPORTATION PROSPECTUS 1986

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

- The Metropolitan Council's newly revised 2010 Transportation Development Guide/Policy Plan sets overall regional transportation policy and details major long-range transportation plans.

- The Five Year Plan for 1990-1994 prepared by the RTB, is a five year program for implementing the transit and paratransit elements of the Metropolitan Council's Transportation Development Guide/Policy Plan.

- The Transportation Air Quality Control Plan, prepared by the Metropolitan Council, sets objectives and implementation strategies for transportation improvements to address air quality problems.

- Local comprehensive plans and transportation programs contain transportation elements that the Metropolitan Council approves.

- Mn/DOT's 20-year plans and Highway Improvement Work Program.

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 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 the Urban Mass Transportation Administration's (UMTA's) requirement for review of financial capacity. (See Appendix B.)

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 the projects on other major aerials, 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 Development Guide/Policy Plan is achieved through Metropolitan Council review and approval of the TIP, Five Year Plan for transit, plans for controlled-access highways, and the RTB's capital budget. In addition, under the provisions of Minnesota's 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 1990-1992 TIP:

- Interstate Projects. This category includes the Federal Aid Interstate Construction, Federal Aid Interstate Preservation, and Interstate Right-of-Way Programs.

- Bridge Repair and Replacement Program.

- Federal Aid Primary System Projects.

- Urban System Projects. The Federal Aid Urban (FAU) Program and the outstate FAU Fund Transfer are included in this category.

- Interstate Substitution Program (including the Interstate Substitution Right-of-Way Program).

- Hazard Elimination Safety Program.

- Transit Capital and Operating Assistance Programs (UMTA Sections 3, 6, 9 and 9A).

- 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.

- UMTA Section 18 Program. This program is available for operating and capital assistance to areas with less than 50,000 population (small urban and rural programs).

The Twin Cities transportation planning process is multi-modal. It integrates transit and highway concerns, for example, in the use of FAU funds for highway and transit improvements, pedestrian facilities, 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

All projects in the TIP are reviewed by the Council for consistency with the Transportation Policy Plan/Development Guide and the Air Quality Control Plan. This section indicates Council priorities in the Transportation Development Guide/Policy Plan and identifies air quality control measures undertaken in the region.

TRANSPORTATION DEVELOPMENT GUIDE/POLICY PLAN

By state law, the Metropolitan Council is responsible for preparing a comprehensive development guide for the Twin Cities Area which includes a multimodal surface transportation chapter and an aviation chapter. The transportation chapter, the Transportation Development Guide/Policy Plan, provides policy direction 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. This plan guides metropolitan transportation investments between now and 2010.

The Metropolitan Council uses the Transportation Development Guide/Policy Plan to review referrals and development proposals submitted to the Council. The transportation plan provides direction to the Regional Transit Board (RTB) in the preparation of the Five Year Plan and to the Minnesota Department of Transportation to be used as regional input into the statewide transportation project programming. The Transportation Development Guide/Policy Plan includes a 2010 Metropolitan Highway Systems Plan, a 2010 Metropolitan Transit System Plan, which appear as Figures 3 and 4, and policies and priorities for regional facilities and services.

In the Metropolitan Development Guide, the "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.

Pages 7 through 20 summarize the Transportation Development Guide/Policy Plan through the year 2010. Page 20 through 22 indicate air quality control measures for the region.

TRANSPORTATION CHALLENGES THROUGH 2010

The transportation system is a key ingredient in the Twin Cities Metropolitan Area's quality of life, essential for daily social and economic interactions among residents. Compared to other major metropolitan areas, the Twin Cities Area has an excellent system. In general, it provides very high levels of accessibility to regional opportunities and serves people well who are dependent on transit.

Figure 3

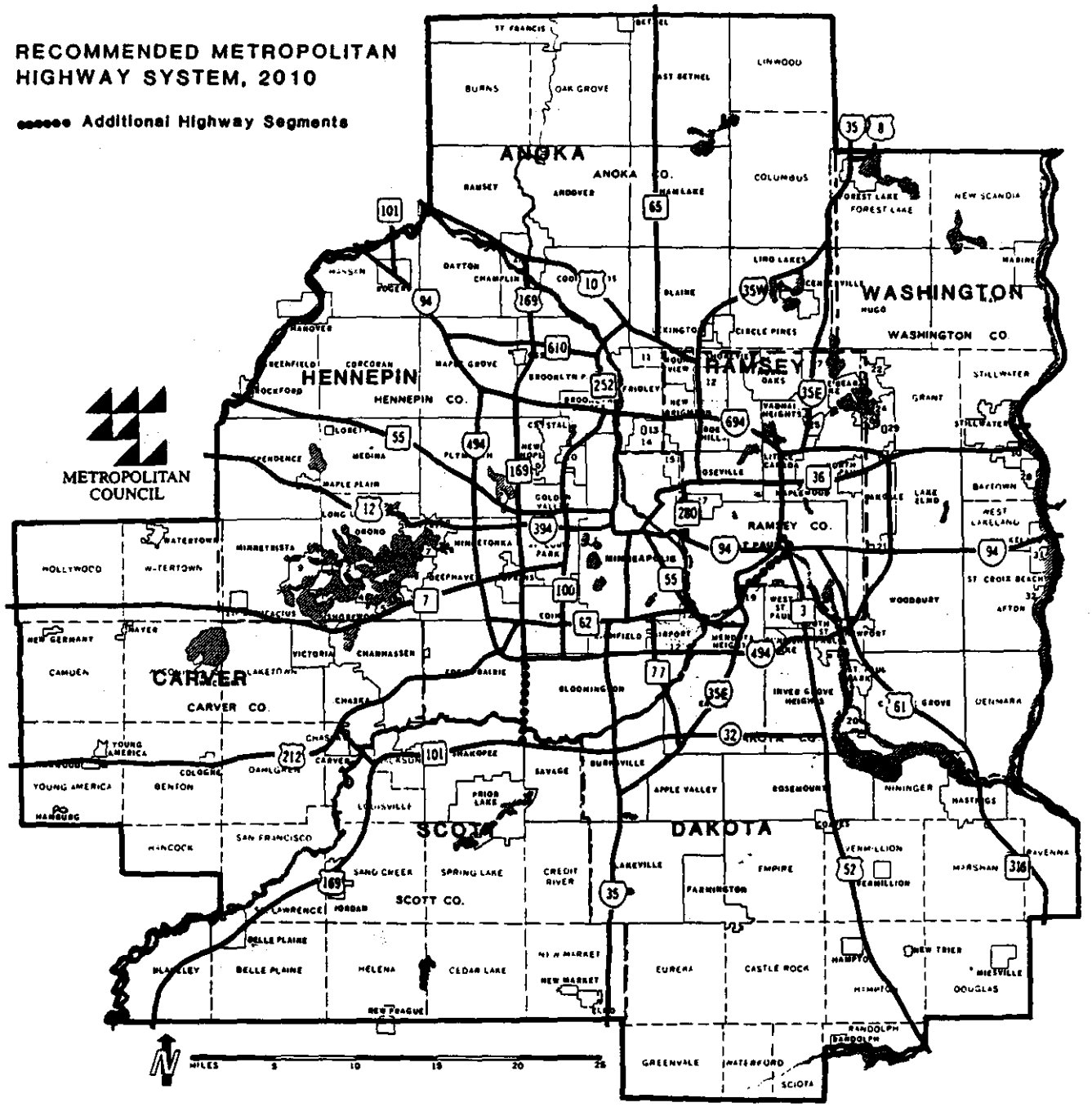
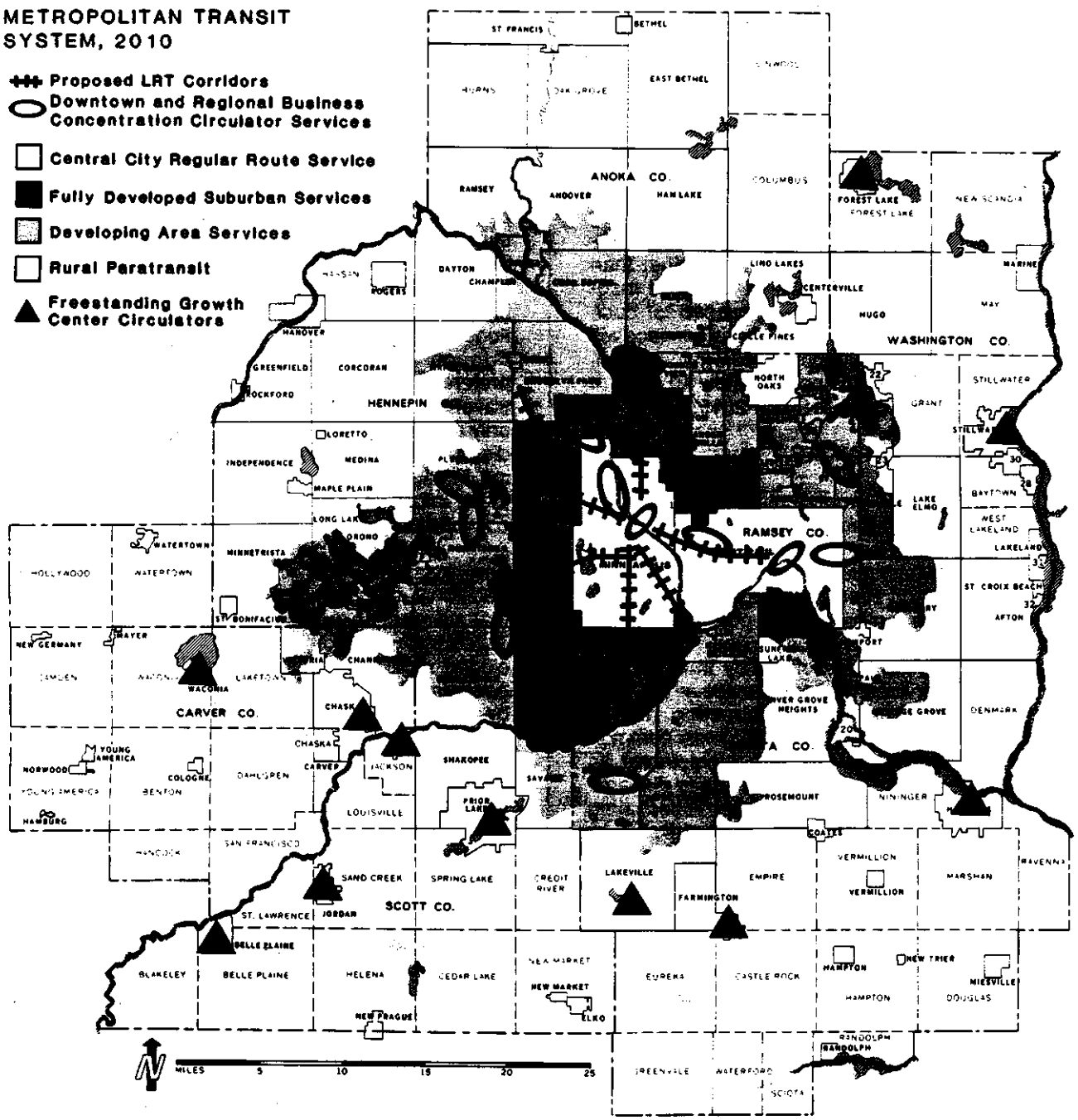

RECOMMENDED METROPOLITAN HIGHWAY SYSTEM, 2010
Additional Highway Segments
METROPOLITAN COUNCIL
ANOKA CO.
HENNEPIN CO.
RAMSEY CO.
WASHINGTON CO.
CARVER CO.
SCOTT CO.
DAKOTA CO.
MILES 5 10 15 20 25

Figure 4


METROPOLITAN TRANSIT SYSTEM, 2010
Proposed LRT Corridors
Downtown and Regional Business Concentration Circulator Services
Central City Regular Route Service
Fully Developed Suburban Services
Developing Area Services
Rural Paratransit
Freestanding Growth Center Circulators
ANOKA CO.
HENNEPIN
RAMSEY CO.
WASHINGTON CO.
CARVER CO.
SCOTT CO.
MILES 5 10 15 20 25

However, the performance levels of the transportation system have begun to decline, and the system is facing a number of challenges.

Total personal travel in the region will increase significantly between now and the year 2010. This increase will be due to increases in population of 25 percent households of 37 percent, and employment of 41 percent; more auto ownership, more drivers, and more people in the traveling age groups; continuing decentralization of employment and population; and a 63 percent increase in daily vehicle miles traveled.

These traffic increases will undoubtedly cause increased congestion and delays. Between 1972 and 1984, 59 miles of freeways and expressways were built, yet severe congestion on the regional system increased from 24 miles to 72 miles and moderate congestion levels developed on a additional 60 miles. Figure 5 shows the region's highly congested corridors as of 1986-87. By the year 2010, the number of miles of severe congestion on the regional system is expected to reach almost 200 miles if the system is merely maintained.

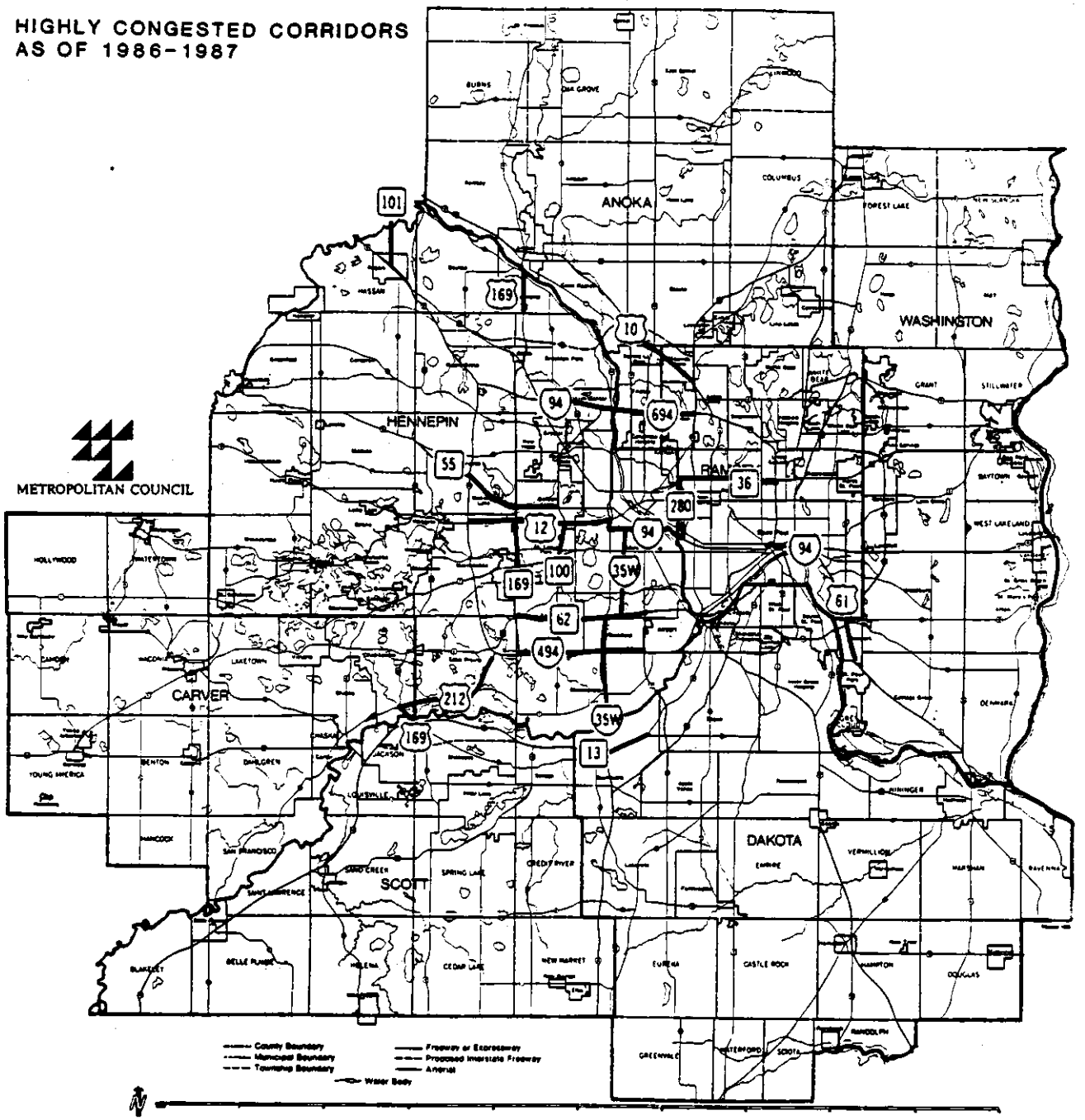
Many metropolitan highways have reached or are near the end of their 20-year design life. By 2010 most of the 590-mile metropolitan highway system will require major rebuilding. Adding capacity to existing roadways and building new ones will present serious difficulties because of severe environmental, social and financial constraints. However, a certain amount of capacity additions will be required to support future economic growth.

The public transit system has experienced steadily decreasing ridership since 1980. Auto occupancies have been steadily declining during the same time frame. Transit (defined as all forms of riding together) is facing the difficult task of responding to suburban needs, continued service in the central cities and maintaining necessary cost controls, while strengthening the system to be more competitive with the single-occupant automobile. In addition, the region needs to ensure that those who have mental or physical disabilities and/or age-related or economic limitations have adequate access to transit services. Because of a growing emphasis on enabling all people to become more active in society, because of growing numbers of transit dependent people, and because of the need for significant improvements in transit facilities and services that offer higher quality services, travel time savings and convenience, significantly higher amounts and proportions of funds should be spent on all types of transit services.

While funding increases for transportation are expected, it is projected that, in real terms, these increases will only match the present level of funding. Stable funding levels and a growing need to carry out maintenance that prolongs the life of highways will cause a net decrease in funds available for construction and reconstruction. Obtaining the funding for necessary preservation and reconstruction of the existing highway system and for improving transit will be a major challenge for the future.

The major transportation challenges facing the region over the next 25 years will be to develop new transportation strategies; to reconstruct an aging metropolitan highway system; to add capacity to that system to

Figure 5



NOTE: Capacity improvement to alleviate congestion on I-94, I-394 and I-694 are either under construction (in 1988) or have been recently completed. These recent projects are not considered on this map.

support future economic growth; and to revitalize the role of the transit system both as a social tool and as a strategy to increase the people-carrying capacity of the system.

PHILOSOPHY OF THE TRANSPORTATION DEVELOPMENT GUIDE/POLICY PLAN

The philosophy of the guide suggests how the transportation challenges may be accomplished within social, environmental and financial constraints. The Council's Metropolitan Development and Investment Framework, which influences the guide, emphasizes careful management of regional resources by placing the highest investment priority on serving existing development within the urban service area (see Figure 1). The framework focuses on protecting the regional systems already in place and making more use of existing, underused facilities; however, it remains committed also to supporting economic growth consistent with comprehensive plans prepared by local communities and approved by the Council. This broad framework is more fully developed in the Transportation Development Guide/Policy Plan through the establishment of four philosophical principles:

- The Council's first transportation priority is to maintain the region's existing transportation system.

- The Council places high priority on improvements to the regional transportation system that support existing development.

- Transportation investments should allow forecasted development to occur and will be essential to support future economic growth.

- The regional transportation system must be protected to enable it to function adequately, particularly in case of unanticipated growth.

The guide recognizes that the region cannot meet growing demands for transportation by simply adding new roads and services since demand is growing much faster than funds available. Emphasis must be placed on effectively managing the existing system to maximize its people-carrying capacity and adapting existing facilities and services to changing needs. Management and adaptations may include appropriate land use mixes and intensities, new service concepts, service reorientation, new technological approaches, incentives to change personal trip making behavior and highway capacity improvements other than new road construction.

The guide recognizes that to maintain acceptable accessibility levels, travel behavior will have to change significantly. A key incentive to alter travel behavior and reduce peak-period demand is to provide better travel times for people who are willing to share rides. Preferential access to metered freeways and/or lanes for multioccupant vehicles are two of the most promising strategies.

The guide also recognizes that providing adequate transportation access to regional opportunities for its citizens cannot be the exclusive responsibility of the metropolitan highway system. Municipalities in congested corridors will need to plan development to minimize traffic impacts. The minor arterial and collector street systems will need to

provide additional support to the metropolitan highway system.

Transit options need to be an integral part of the overall transportation system. The guide's broad definition of transit include any vehicle in which two or more people share a ride, regardless of the type of service provided or who provides it. This definition of transit includes regular route bus and rail vehicles, car pools, van pools, dial-a-ride services, subscription buses and other nonconventional multi-occupant services.

GOALS OF THE TRANSPORTATION DEVELOPMENT GUIDE/POLICY PLAN

The following four goals express the future condition of the region's transportation system to be achieved under the direction of the guide, and are derived from the philosophy described above:

- The transportation system should be maintained and developed in a manner that contributes to the region's quality of life, furthers the coordination of the major regional systems and supports economic development, consistent with the Metropolitan Development and Investment Framework.

- Existing transportation services and facilities should be managed, protected, adapted, reconstructed and reconfigured to satisfy travel demand, making the most effective use of limited resources.

- Transit should be strengthened--regular route, paratransit, and ridesharing options--to maximize the people-carrying capacity of the transportation system, to serve needs of persons dependent on transit, to supplement the metropolitan highway system, to satisfy downtown oriented travel, and to allow for intensified development.

- Funding levels and sources, including local and private funds, should be adequate and stable to ensure that appropriate investments are made in transportation facilities and services.

REGIONAL TRANSPORTATION POLICIES

Council-adopted transportation policies are intended to satisfy the region's transportation challenges and goals through the year 2010. The Council's policies are aimed at ensuring that the regional transportation system supports the region's economic vitality and quality of life, and provides safe, efficient movement of people and goods through strong, effective highway and transit components.

The policies basically advocate:

- strengthening all forms of transit to make them more competitive with the single-occupant automobile and through more intense application of travel demand management strategies;

- widespread application of metering and high occupancy vehicle bypass ramps;

- providing high occupancy vehicle lanes where additional lane capacity is needed on the metropolitan highway system;

- developing a more coordinated approach to land use and transportation planning by local governments and regional agencies;

- maintaining existing metropolitan highway and transit system facilities and services;

- stressing regional priority for construction and reconstruction of metropolitan highway system roadways reflected in Figure 8;

- adequately serving travel demand to the extent possible through the metropolitan highway system and its supporting roadway system, while providing for user safety and minimizing negative environmental impacts.

METROPOLITAN TRANSIT SYSTEM PLAN

The Council's transit system plan for the 1988-2010 period represents a strong policy commitment to reverse declining regular route transit ridership and auto occupancy trends. It reaffirms the importance of transit in satisfying the overall transportation needs of the region. This commitment includes both service improvements and capital investments to enhance transit's attractiveness compared to driving alone in a private automobile and to maximize the people-carrying capacity of the transportation system.

Transit is important because it serves transit dependent people; it reduces dependence on the single-occupant automobile and helps protect the region against unforeseen contingencies such as fuel shortages; it supports higher density land uses such as those found in the two downtowns and regional business concentrations, areas that cannot be served exclusively by single-occupant automobiles because of capacity limitations of highway, street, and parking systems and environmental constraints, such as air quality limits; and it reduces the need for additional freeway capacity, particularly in areas where expanding existing roadways or building new ones would be difficult and expensive.

The overall approach of the transit system plan is to provide incentives to share rides, to satisfy the needs of persons dependent on transit and to strengthen conventional regular-route service to make it more competitive with the automobile. For purposes of this plan, transit is defined as all forms of riding together. The plan incorporates a variety of transit options, ranging from fixed schedule, fixed route services (light rail transit, buses) to the more flexible, privately arranged ridesharing strategies (like car pooling). Different types of services satisfy the needs of different geographic areas and different user groups.

The plan sets priorities for transit resource allocation based on concentrations of transit-dependent people, employment and population (first priority-central cities; second priority-fully developed suburb; third priority-developing area and free-standing growth centers) (see

Figure 4). Special consideration should be given to serving the transportation of transit-dependent people and others with special needs throughout the entire region.

Transit services should not be perceived as appropriate only in the most urbanized and densely populated portions of the region. Suburban transit markets should also be served, even though service concepts other than those used in the central cities might be more appropriate. Different markets should be served with different service concepts in order to be cost effective.

The regional transit system, shown in Figure 4, includes the following services:

Ridesharing - The transit system plan calls for greater public support for ridesharing through the year 2010. Annual public expenditures for ridesharing are expected to increase from an estimated $700,000 in 1989 to $1.2 million in 2010. Ridesharing (car and van pooling and subscription bus service) will continue to be the most common means of multiple-occupant vehicle travel as population and employment continue to disperse and as congestion levels increase. Ridesharing is to be encouraged throughout the region, but particularly in heavily congested corridors and where regular-route transit services cannot be provided effectively and efficiently. The guide calls for increasing average peak hour auto occupancy from its present 1.16 to 1.3 people, or from 14 percent of all peak vehicle trips to 27 percent, by 2010. This goal is to be achieved through high occupancy vehicle lanes and bypass ramps (discussed in the guide's "Metropolitan Highway System Plan"), through targeted corridor marketing, and through public assistance to local units of government, transportation management organizations, and the private sector, as well as to individuals in need of pool matching assistance. Both the public and private sectors will need to develop more incentives to encourage ridesharing and disincentives to discourage solo driving.

Regular Route Transit

The transit plan envisions an increase in regular-route services and ridership increased from 74 million in 1988 to 94 million in 2010. This service is important to provide basic mobility for transit-dependent people, most of whom live in the central cities. It is also important as an attractive alternative to the automobile in highly congested radial corridors, serving suburban commuters and reverse-commuting central city residents destined for suburban employment locations. The transit plan foresees light rail transit services as a viable option in the corridors pictured in Figure 4. Light rail transit can help achieve regional objectives more effectively than buses in certain corridors. These objectives include cost-effectiveness, reducing congestion and the need for additional highway facilities, providing better services to transit-dependent people, and allowing for intensification of development. Engineering and design studies are needed in each of the six corridors shown in Figure 4 to refine initial analyses performed and to further ascertain the cost-effectiveness of LRT on specific alignments. Annual operating expenditures for regular-route transit are anticipated to increase from $102 million in 1989 to $117.3 million in 2010. About $23

million per year in capital improvements are required for an all-bus system, and a six-corridor light rail system would require estimated capital expenditures of $725 million.

Services for Elderly and Disabled Within the MUSA

Regionally funded special transportation services for elderly and disabled people within the MUSA are provided through the Metro Mobility program. Metro Mobility carries about 1.3 million passengers per year. In addition, elderly and disabled people are served by small urban and local programs discussed under "Other Transit Services", and also by social service programs. A variety of service delivery methods are necessary to meet these transportation needs. They include lift-equipped vans, taxis and volunteer drivers. Special transportation services have had increasingly more use over the last few years because of the growing numbers and increased mobility needs of elderly and disabled persons. The number of people age 65 and older is expected to increase about 40 percent between now and the year 2010. The combination of higher demand and market growth over the next 22 years will require nearly a 50 percent increase over current annual operating funding levels, from $13.8 million in 1989 to $19.4 million in 2010.

Other Transit Services

Certain portions of the region have development patterns and densities that are difficult to serve with regular-route transit and have increasing and significant numbers of elderly and disabled people with mobility needs. The transit system plan supports maintenance of the existing freestanding growth center services, opt-out services, local suburban programs and rural (county) programs. The transit plan advocates increases in local services in small urban and suburban communities within the MUSA that circulate within those communities and provide connections to regular-route transit. Two major regional business concentrations, those around I-394/Hwy. 100 and along I-494, will warrant special circulator services. Supplemental circulator services will also be warranted in each of the metro centers by 2010. The transit plan envisions more circulator types of transit to accommodate needs in two freestanding growth centers, Forest Lake and Lakeville-Farmington, and additional paratransit services in three counties, Anoka, Carver and Dakota. Operating assistance for all of these types of service is expected to increase from $2.8 million annually in 1989 to $7.2 million in 2010.

METROPOLITAN HIGHWAY SYSTEM PLAN

The region needs to address four major challenges in maintaining good regional transportation access through 2010 via the metropolitan highway system. (The 2010 metropolitan highway system is shown in Figure 3.) These challenges include: meeting significant increases in travel demand; increasing costs associated with maintenance of the aging highway system; social, physical and political impacts of adding capacity; and insufficient funding. The metropolitan highway system plan calls for a variety of actions to address these challenges.

The overall approach of the highway plan is to maintain approximately the same level of transportation access to regional opportunities that exists today despite significant forecasted increases in travel demand. The Council has concluded that the region cannot build its way out of congestion. The metropolitan highway system plan calls for managing the system and travel demand, and providing additional facilities that will provide more capacity in a manner consistent with the need to manage the system and demand. To maximize the existing metropolitan highway system, the following strategies need to be put in place to increase the people-carrying capacity of the system:

1. The Minnesota Department of Transportation is encouraged to use metering on a system-wide basis, as it can increase roadway capacity by about 11 percent and can regulate traffic flow at locations generating excessive traffic. Freeway entrance ramps for exclusive use by high-occupancy vehicles (buses, car pools, van pools) are also recommended to bypass metering systems. (See Figure 6.) Widespread implementation of metering and bypass ramps on all controlled-access facilities is needed prior to 1990 in much of the western portion of the urban service area. They should be applied first in corridors requiring additional capacity. Ramp meters and high occupancy vehicle bypasses should increase capacity, improve safety, provide incentives for people to share rides and use buses, and should protect the metropolitan highway system from additional demand brought about by unforecasted development.

2. High-occupancy vehicle (HOV) lanes should be provided where additional lane capacity is needed on the metropolitan highway system. These HOV lanes should be built instead of mixed use lanes. HOV lanes are especially critical in corridors where high travel demand exists and significant development has occurred adjacent to the highway. Conversion of existing lanes to HOV lanes could also be considered. Conversion could be feasible where congestion is high and funds are unavailable to construct a new lane, or when significant social or physical impacts would result from expansion of lane capacity. (See Figure 7.)

3. Local governments should work with the Council to protect the metropolitan highway system. Communities should evaluate the impact of land use decisions on the transportation system and on adjacent communities. The metropolitan highway system should be protected from traffic generated by unplanned development that exceeds system capacity. Local governments should, in comprehensive plans, address the need to create an environment favorable to pooling and bus use and to encourage travel during off-peak, instead of peak, hours. Comprehensive plans should conform to the Council's development forecasts and design requirements. The Council will issue systems statements to local units of government indicating what communities need to address in comprehensive plan amendments.

4. The Council will pursue increased funding for both transit and highways. Both the highway and the transit systems will require a substantial amount of additional funds, besides those already

Figure 6

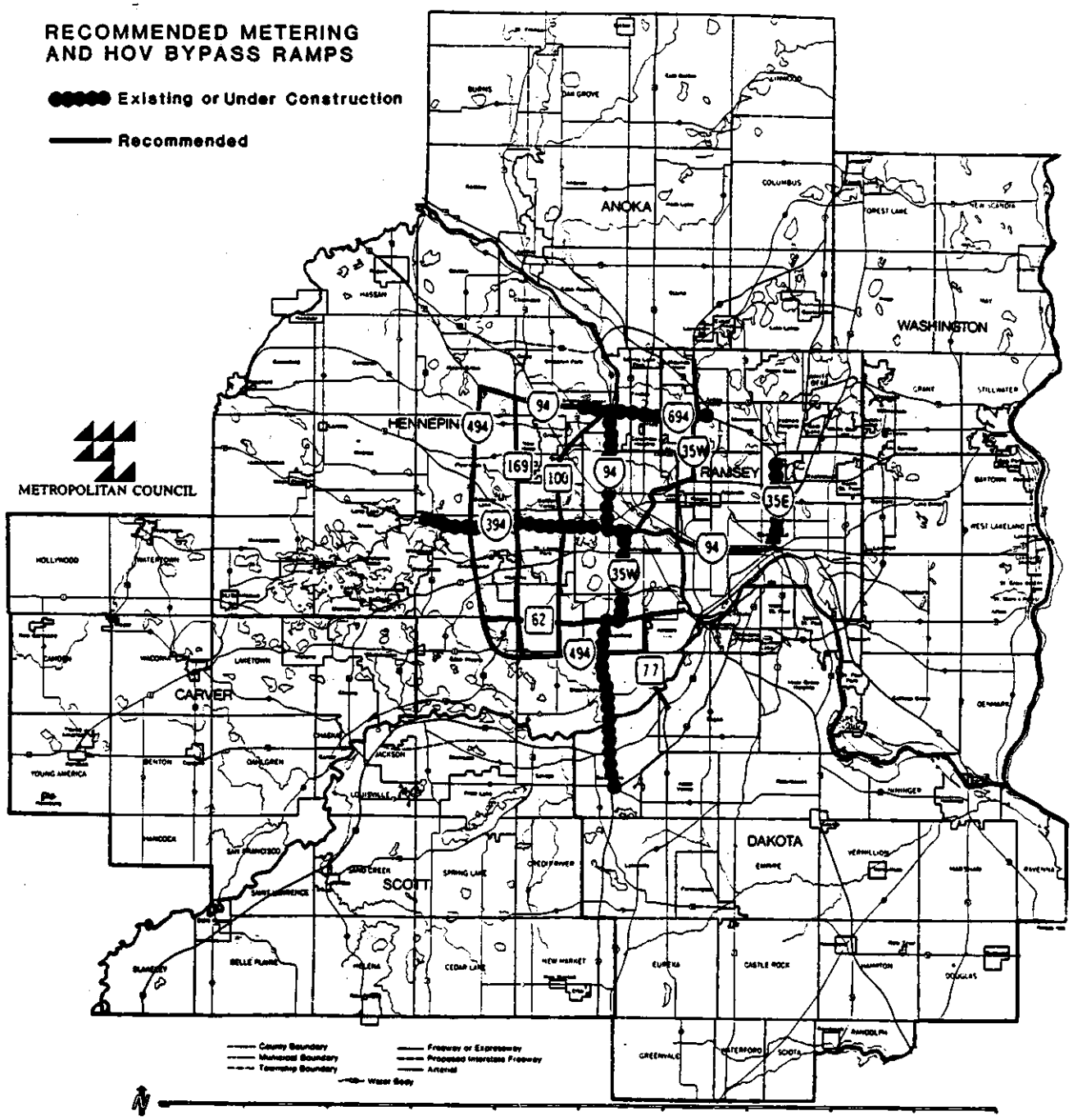
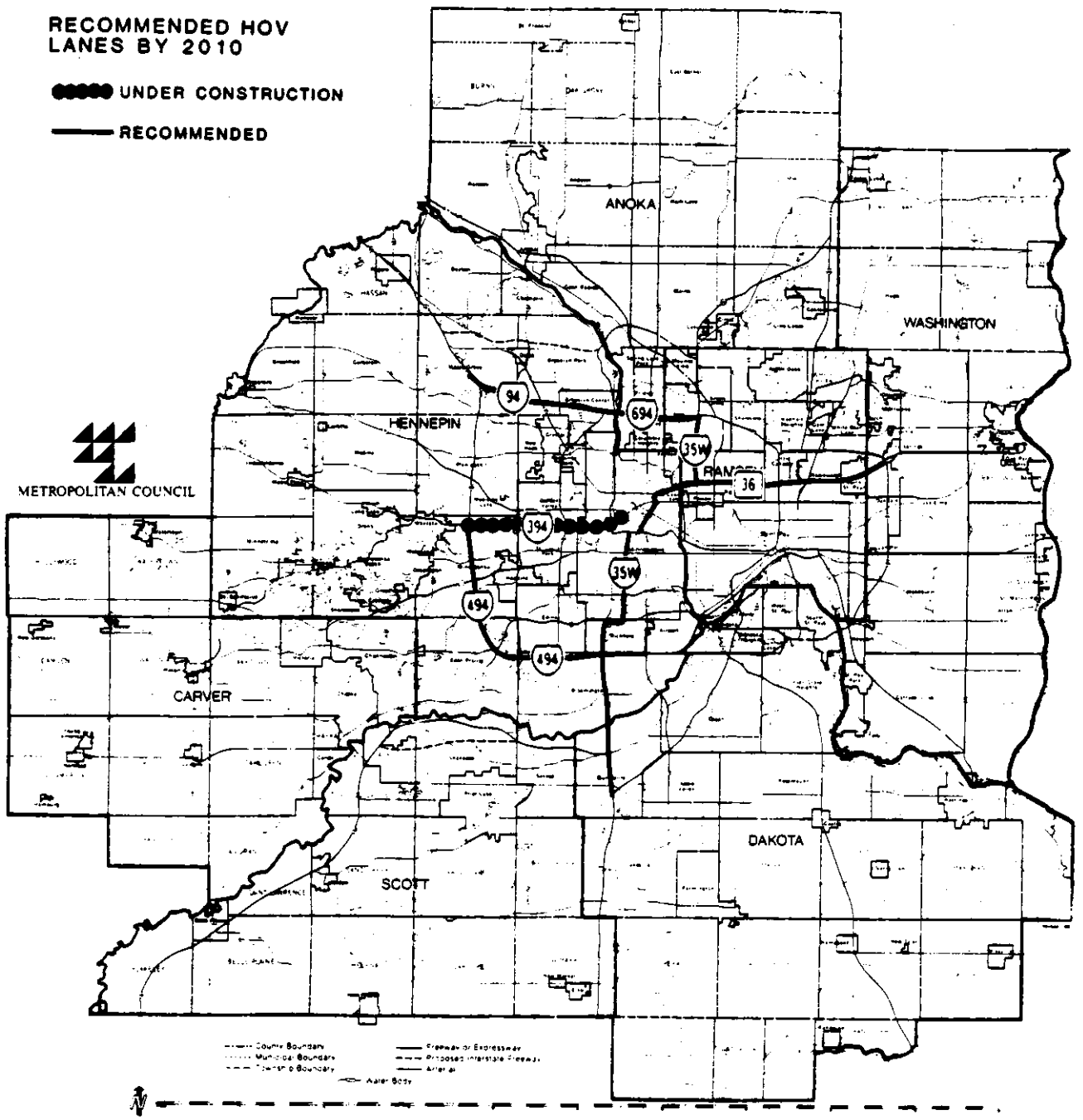

RECOMMENDED METERING
AND HOV BYPASS RAMPS
Existing or Under Construction
Recommended
METROPOLITAN COUNCIL
ANOKA
WASHINGTON
HENNEPIN
RAMSEY
CARVER
SCOTT
DAKOTA
94
694
494
35W
35E
169
100
394
62
77

Figure 7


RECOMMENDED HOV LANES BY 2010
UNDER CONSTRUCTION
RECOMMENDED
METROPOLITAN COUNCIL
ANOKA
WASHINGTON
HENNEPIN
CARVER
SCOTT
DAKOTA
94
694
35W
36
394
494

allocated to transportation projects in the region. The Council estimates that the additional cost of highways and transit will amount to about $131 million by the year 2010. This includes about $9 million in transit operating, $50 million in transit capital, and $70 million in highway capital expenditures annually from now until 2010. Obtaining the necessary funding to preserve and reconstruct the highway system and to improve transit services is a major issue th region will need to resolve in future years. The Council's guide identifies principles that should guide selection of funding sources. These principles include jointly addressing highway and transit needs, generating funds from those who use and/or benefit directly from transportation facilities and services, using federal funds to advance regional priorities, and obtaining adequate, predictable and stable funding.

The Transportation Development Guide/Policy Plan sets regional priorities for highway expenditures through 2010. Figure 8 shows these priorities. Three TIP projects not reflected in the guide, nor in Figure 8, are also assumed to be of regional priority as identified in the 1984 Transportation Development Guide/Policy Plan, but were not included in the revised guide because funds were already committed for these projects. These projects are the I-394 and I-94 reconstruction projects, and the University of Minnesota Transitway.

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. Planning for control of pollution caused by transportation sources is a responsibility of the Metropolitan Planning Organization. The Transportation Air Quality Control Plan for the Twin Cities Area was submitted to the Environmental Protection Agency (EPA) after Council hearings and adoption in June of 1979 and amend in 1981 and 1985. The EPA approved the plan and amendments.

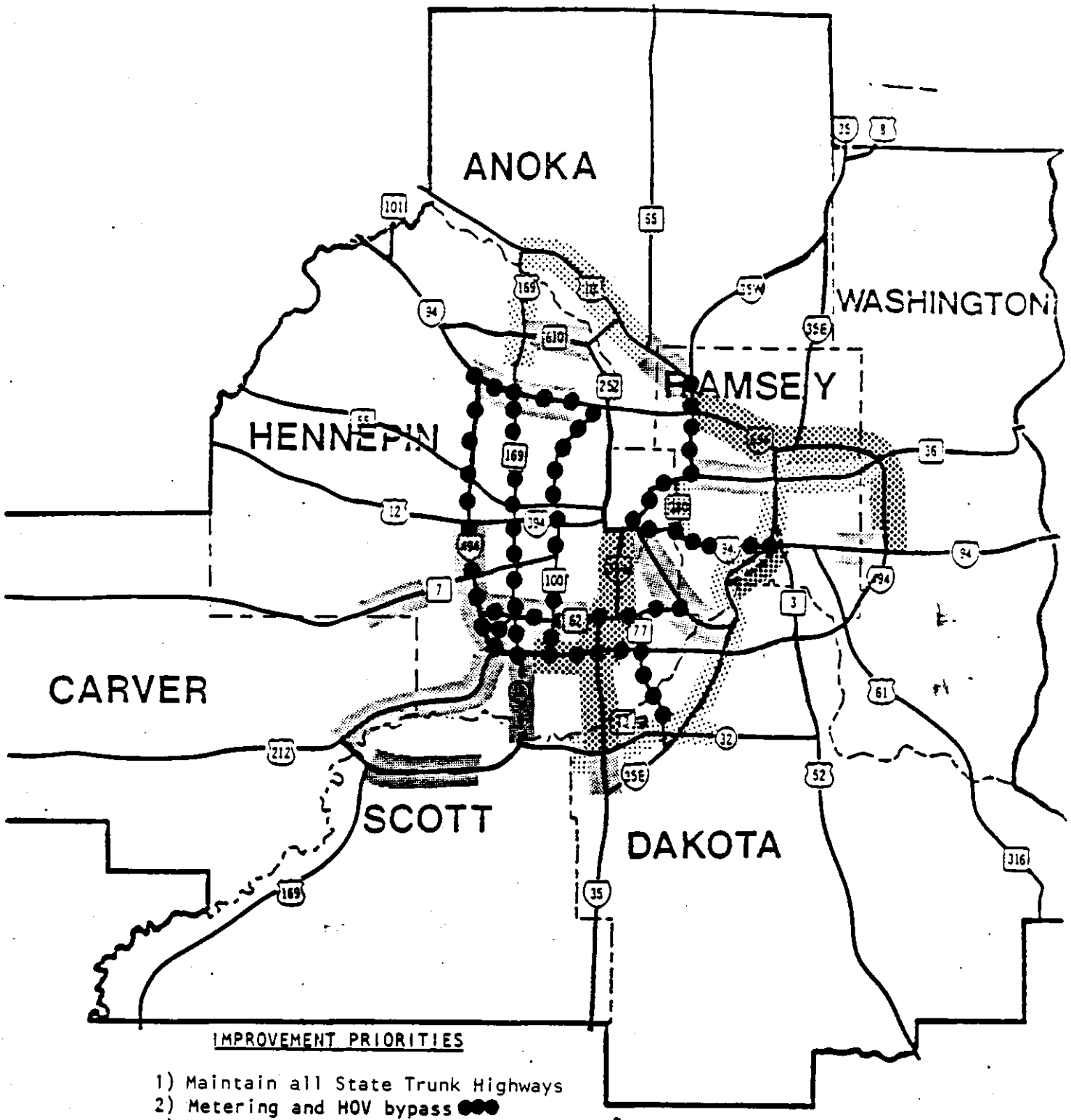
The Transportation Air Quality Control Plan sets forth three principal objectives: to attain National Ambient Air Quality Standards for carbon monoxide (CO) and ozone; to implement transportation systems management (TSM) strategies that effectively contribute to air quality attainment and maintenance; and to meet federal/state air quality standards in the most economical and equitable manner.

The region has taken steps to attain air quality standards since adoption of the Air Quality Control Plan, including:

- completion of one-way streets on 1st Ave. N. and Hennepin Av. and the 3rd Av. distributor in downtown Minneapolis;
- implementation of TSM measures, including transit;
- fringe parking system implementation in Minneapolis with free car pool and van pool parking;
- computerization of St. Paul's downtown signal system, and;
- expansion of downtown skyways.

Figure 8

METROPOLITAN HIGHWAY SYSTEM IMPROVEMENT PRIORITIES



One of the major problem areas for CO has been the University Av./Snelling area in St. Paul. Federal Aid Urban funds were approved and included in the Annual Element of the 1988-90 TIP to design and install a signal timing project in the University Av./Snelling area during 1988. The project was completed in 1989. Recently it became evident that CO problems are not confined to the Snelling/University area. Due to violations of the CO standard in several areas of the Twin Cities in 1988, and because roadway congestion is predicted to occur more frequently and in more locations throughout the seven county area, steps were taken to adopt a region-wide CO reduction strategy. This resulted in state legislative enactment of a region-wide vehicle emissions inspection and maintenance program that must be implemented by 1991. Post-1966 vehicles registered in the seven-county area will undergo annual inspection of their exhaust systems. In 1989 the Minnesota Pollution Control Agency prepared rules to govern the vehicle inspection program and began solicitation of contractor proposals to develop and operate the inspection stations.

The new Transportation Development Guide/Policy Plan includes the following strategy to address violations of air quality standards:

> "The Council supports funding priorities for transportation projects that help correct violations of federal air quality standards should the regionwide inspection and maintenance program not resolve air quality problems.
>
> ...If such a situation occurs, then the Minnesota Department of Transportation, Regional Transit Board, Transportation Advisory Board, and the Council should give priority to implementing such improvements."

3. PROJECTS SUPPORTIVE OF THE REGIONAL TRANSPORTATION PLAN IN THE TRANSPORTATION IMPROVEMENT PROGRAM

Projects scheduled for implementation in the 1990-92 TIP involving the metropolitan highway and transit systems, including bridge repair and replacement and air quality projects, are summarized in this section.

INTERSTATE CONSTRUCTION AND INTERSTATE PRESERVATION

- I-35E and I-94, St. Paul in Ramsey County and Minneapolis in Hennepin County. Continue construction of three continuous lanes in the common section. Total Cost in 1990: $55.3 million ($49.8 million federal) 1991/1992: $58.2 million ($52.2 million federal).

  The improvements to I-94 from St. Paul to Minneapolis, including the common section of I-35E and I-94, were assumed to be committed projects in the Transportation Development Guide/Policy Plan. The project does include metered ramps, and to a more limited degree, high-occupancy vehicle bypasses. The TPP ranks implementation of metering and high-occupancy vehicle bypasses second in priority only to basic maintenance of existing facilities.

- I-394, Hennepin County to provide two mixed traffic lanes in each direction, two barrier-separated reversible express lanes for buses and carpools east of TH 100, one "diamond" lane in each direction west of TH 100 that will be reserved for buses and carpools during peak periods, bridges, signals and traffic management system, a transit transfer station, and the 4th Street Garage in Minneapolis. Total cost for 1990: $47.3 million ($42.6 million federal); 1991/1992 cost: $5.8 million ($5.2 million federal).

  Construction of high-occupancy vehicle lanes on I-394 was recommended by the Metropolitan Council in early planning stages and, as a transit capital investment, is considered a high regional priority.

- I-494, Near Hennepin County CSAH 6. The last portion of this project is expected to be contracted in 1990 with major work consisting of paving, ramps, metering and installation of a traffic management system (Stage 2). Total Cost: $25 million ($22.5 million federal).

  Metering of I-494 is indicated as a regional priority, secondary only to general maintenance of the existing metropolitan highway system in the Transportation Development Guide/Policy Plan. (The Guide also recommends implementation of high-occupancy vehicle bypass ramps on this facility from I-94 to 34th Ave., as well as construction of one high-occupancy vehicle lane in each direction should additional lane capacity be needed.)

- I-35 and I-35W, Dakota County. Work anticipated will consist of thin overlay from TH 13 to the south end of the Minnesota River, bridge replacement and repairs and bituminous overlay from CSAH 26 to TH 110. Cost in 1990: $2.3 million ($1.8 million federal). Total Cost: $7.9 million ($6.9 million federal).

Maintenance of the existing metropolitan highway system is the highest regional priority and applies to this project, as well as the following three I-35 and I-694 projects.

- I-35E and I-35W, Anoka and Ramsey Counties. Work consists of bituminous overlay, edge drains and pavement replacement. Cost in 1990: $740,000 ($666,000 federal) Total Cost: $6.9 million ($5.2 million federal).

- I-35W, Hennepin County. Work placed under contract in 1990 will consist of thin overlay on ramp from westbound TH 494 to 66th Street and reconstruction of railing under ramp on 6th Street to TH 94. In 1991, improvements will consist of bridge repairs and overlay on Lake St. to University and to the Minnesota River. Total Cost in 1990: $369,999 ($332,000 federal) Total Cost: $3.2 million ($3 million federal).

- I-694, Ramsey and Washington Counties. Major work consists of bridge approach, widening and repairs, a traffic management system, an overlay and landscaping. Total Cost in 1990: $9 million ($8.1 million federal) Total Cost: $9.2 million ($8.3 million federal).

FEDERAL AID URBAN

- T.H. 100, Hennepin County. Construction of an interchange at 36th Ave. North is scheduled to begin in 1990/1991. Total Cost: $7.1 million ($5.5 million federal).

  The Council's Policy Plan supports complete access control of all metro system highways. It also advocates installation of meters and HOV bypasses on this facility.

- Shepard Road, Ramsey County. A four-lane expressway will be built. Total Cost: $14 million ($8.9 million federal).

  This project is a high priority project in the Transportation Development Guide/Policy Plan.

FEDERAL AID PRIMARY

- T.H. 3, Dakota County. Work on TH 3 will consist of a pedestrian walkway, bridge repairs, surfacing, signing, lighting and grading. Total Cost in 1990: $1.7 million ($1.3 million federal) Total Cost: $12 million ($9.3 million federal).

- T.H. 169, Scott County. Work in 1990 will involve overlay, replacement of the bridge over the Minnesota River, signing, signals, lighting, and a retaining wall. Total Cost: $4.9 million ($3.8 million federal).

- T.H. 169, Hennepin County. Work will consist of Stage 3, one mile north of 93rd Ave. N to one mile north of Hayden Lake Road in Brooklyn Park. Total Cost: $4 million ($3 million federal).

  Work on T.H. 169, in both Scott and Hennepin Counties, is of high regional priority.

- T.H. 10, Anoka County. Work involved will be grading, surfacing, and 8 bridges on University Ave. to Egret Blvd., a high regional priority, and begin in 1991/1992. Total Cost: $32.7 million ($25.1 million federal).

- T.H. 12, Hennepin County. Work is scheduled to be contracted for work on TH 12 in 1991 which would involve a bituminous overlay from Independence to Long Lake. Total Cost: $650,000 ($499,000 federal).

- T.H. 55, Hennepin County. Work consists of grading and surfacing at Hiawatha Av. Total cost: $30 million ($27 million federal).

Major Transit Projects

Federal participation in major transit projects in 1990-92 includes:

- The University of Minnesota Transit Corridor using $10 million in total and $8.5 million in Interstate Substitution funds for grading, surfacing, bridge and right-of-way.

- Replacement of transit vehicles totaling $38 million in Urban Mass Transportation Administration (UMTA) funds.

- The St. Paul Lowertown bus layover facility near downtown St. Paul costing $529,000 ($423,000 UMTA).

- Replacement of the Nicollet Garage for $11.2 million ($8.4 million (UMTA).

- Installation of bus shelters and park-and-ride facilities costing $1.9 million ($1.5 million UMTA).

- $573,000 ($159,000 federal) in Section 18 operating assistance to Hastings, Carver and Scott Counties.

- $7.4 million from UMTA in regular route operating assistance.

- $502,000 in regional ridesharing program assistance ($385,000 from Federal Aid Urban funds).

- $251,550 ($201,240 federal) in UMTA Section 16(b)(2) capital assistance for eight lift-equipped vehicles for non-profit organizations.

- Hennepin County Regional Rail Authority grant application for $497 million to construct a 29.1 mile LRT System ($24 million from UMTA).

- City of Minneapolis grant application for Phase 1 of the Nicollet Mall Shuttle Project, to include construction of a transit terminal parking ramp and bus layover facility, and mall transit improvements, at a total cost of $64.5 million ($24 million federal).

- City of Minneapolis grant application for River City Trolley at a total cost of $2.5 million ($1.4 million from UMTA).

Bridge Repair and Replacements

One bridge identified as priority for reconstruction in the 1989 Major River Crossings Study Report is scheduled for construction in 1990 through the Bridge Repair and Replacement Program which is TH 169 over the Mississippi River in Anoka at a total cost of $2.6 million ($2 million federal).

Other bridge projects funded through the Bridge Repair and Replacement Program pertaining to the Metropolitan System Highways include:

		Total (ooo's)	Federal (ooo's)
1990	TH 7, Lake St. over railroad	$3,000	$2,400
1990	TH 169, Minn. River in Shakopee	$6,000	$4,700
1991	TH 100, Hennepin, Fr. Rd & mainline over rr	$2,900	$2,300
1991	TH 100, Hennepin, Broadway Ave.	$900	$720
1991	TH 100, Hennepin, SB over Shingle Creek	$200	$160
1991	TH 169, Mississippi River	$3,400	$2,700
1991	C.R. 18, Bloomington Ferry	$76,500	$61,000

One bridge will be funded in 1990 through the FAU/FAS Fund Transfer Program. This project is located at Larpenteur Ave. at I-35E and Edgerton Street and will replace the bridge over the abandoned Soo Line and will reconstruct the roadway at a total cost of $902,000 ($420,000 federal).

The following table shows a summary of funding requests in the 1990-92 TIP for metropolitan highway and transit system projects.

TABLE A

PROJECTS SUPPORTIVE OF THE REGIONAL TRANSPORTATION PLAN

IN THE 1990-1992 TRANSPORTATION IMPROVEMENT PROGRAM

(000's)

PROJECT	TOTAL	FEDERAL PARTICIPATION
Highways:		
I-35E & I-94	113,551	101,930
I-394	53,130	47,819
I-494	24,950	22,455
I-35 and I-35W	7,884	6,853
I-35E and I-35W	6,900	5,200
I-35W	3,200	3,000
I-694	9,200	8,300
TH 100	7,100	5,500
Shepard Road	14,000	8,900
TH 3	12,000	9,300
TH 169, Scott Co.	4,900	3,800
TH 169, Hennepin Co.	4,000	3,000
TH 10	32,700	25,100
TH 12	650	499
TH 55	30,000	27,000
Total Highway	324,165	278,656*
Bridges:		
TH 169, Anoka	2,600	2,000
TH 7	3,000	2,400
TH 169, Shakopee	6,000	4,700
TH 100, Fridley Rd.	2,900	2,300
TH 100, Broadway Av.	900	720
TH 100, Shingle Creek	200	160
TH 169, Mississippi River	3,400	2,700
C.R. 18, Bloomington Ferry	76,500	61,000
Total Bridge	95,500	75,980*
Transit:		
University Transitway	10,000	8,500
Bus Replacement	58,786	38,000
Bus Layover	529	423
Nicollet Garage	11,200	8,400
Bus Shelters/Park-Ride	1,900	1,500
Henn. Co. LRT	497,000	24,000
Nicollet Mall Shuttle Phase I	64,500	24,000
Mpls. River City Trolley	2,500	1,400
Transit/Rideshare Operating	73,929	7,944
Lift-equipped Vehicles	252	201
Total Transit	720,596	114,368

*The total federal highway and bridge projects represents 81% of the total federal highway and bridge project funds requested within the 1990-92 TIP.

4. HIGHWAY PROJECTS

TABLE 1
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1990 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. 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.

TABLE 1A
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1990 ANNUAL ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
6280-271	Ramsey	35E	John Ireland to Minnesota	Gr., Surf. Lt., Signing of Br. Approach	100	90	2-23-90
6280-273	Ramsey	35E	At 11 Locations in the Common Section of I94 &I35E	Traffic Signals	1,300	1,170	6-22-90
6280-62884	Ramsey	35E	SB TH 35E Ramp over TH 94 WB off Ramp	Br. 62884	500	450	6-22-90
6280-62889	Ramsey	35E	Cedar St. over I35E	Br. 62889 (Repl. Brs. 9597 & 98 & Gatehouses	2,100	1,890	6-22-90
6280-62891	Ramsey	35E	Minnesota St. over I35E- Br. 62891	Repl. Br. 9681	1,000	900	2-23-90
6280-62893	Ramsey	35E	Jackson St. over TH 35E	Br. 62893 (Repl. Br. 9650)	1,800	1,620	6-22-90
6280-252	Ramsey	35E	Louis/Marion to Mounds Blvd. (6th St. Brs.)	3-Lane Cont., Br. Recon.	5,440	4,896	6-22-90
2789-12	Hennepin	394	TH 94 to Wash. Ave. N. (TAD STAGE 3)	Misc. Grad., Surf. & Fence	4,300	3,870	10-26-90
2789-27708	Hennepin	394	3rd St. N. to TH 394 WB over Wash. Ave. Conn.	Br. 27708	435	392	2-23-90
2789-27710	Hennepin	394	Ped. Br. over TH 394 at Penn.	Br. 27710	450	405	12-15-89

TABLE 1A
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1990 ANNUAL ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2789-27711	Hennepin	394	Ped. Br. over TH 394 at Florida Ave.	Br. 27711	720	648	12-15-89
2789-27720	Hennepin	394	TH 394 EB over Wash. Ave. Conn.	Br. 27720	625	563	2-23-90
2789-37	Hennepin	394	From 12th St. to Wash. Ave.	11 Sig. Systems	610	549	10-26-90
2789-43	Hennepin	394	W. Limit of Mpls. (France Ave.) to TH 94	Traffic Mgmt. System	1,070	963	2-23-90
2789-65	Hennepin	394	6th St. N. to Wash. Ave.	Excavation & Storm Sewers	1,200	1,080	2-23-90
2789-8802	Hennepin	394	Wayzata Blvd./ Henn. Ave. Lyndale to 16th	Gr., Surf., Sig. Signs & Lighting	500	450	5-25-90
2789-69	Hennepin	394	0.3 Mi. W. of TH 100 to W. Lim. Mpls. & on TH 100 - Signing	Signing	400	360	6-22-90
2789-8802	Hennepin	394	Wayzata Blvd./ Henn. Ave. Lyndale to 16th	Gr., Surf., Sig. Signs & Lighting	500	450	5-25-90
2789-8804	Hennepin	394	4th St. N. to Wash. Ave.	Gr., Surf., Signs & Lighting	1,200	1,080	5-25-89
2789-8808	Hennepin	394	TH 94 to Wash. Ave. (3rd Ave. Dist.)	Signing	385	347	10-26-90
2789-8809	Hennepin	394	TH 94 to Wash. Ave. (3rd Ave. Dist.)	Lighting-STAGE 3	80	72	10-26-90
2789-8810	Hennepin	394	W. Lim. Mpls. to TH 94	Visible/Infrared Det. Sys. (VIDS)	1,600	1,440	2-23-90

TABLE 1A
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1990 ANNUAL ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2789-95894	Hennepin	394	At 4th St. N.	Const. Parking Garage	28,600	25,740	2-23-90
				1990 TOTALS	54,415	48,975	

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

1991 MULTI-YEAR ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2789-44	Hennepin	394	W. Jct. TH 101 to Wash. Ave.	Traffic Mgmt. System	2,060	1,854	11-22-91
				1991 TOTALS	2,060	1,854	

TABLE 2A
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1990 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	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
6280-271	Ramsey	35E	John Ireland to Minnesota	Gr., Su., Lt. TM, Signing of Br. Approach	530	477	2-23-90
6280-274	Ramsey	35E	At Little Canada Rd.	Landscaping	80	72	2-26-90
6280-62857	Ramsey	35E	SB I35E over WB I94 & Ramp	Br. 62857 (Repl. Br. 9807)	850	765	6-22-90
1981-84	Dakota	35W	TH 13 to So. End of Minn. R. Br. 5983	Thin Overlay	750	675	1-26-90
1982-112	Dakota	35E	Under TH 13	Br. 19820 (Repl. Br. 9535)	1,500	1,125	2-90
2782-244	Hennepin	35W	Ramp from WB TH 494 to 66th St.	Thin Overlay	308	277	6-22-90
2783-27876	Hennepin	35W	Under Ramp 6th St. to TH 94	Reconst. Railing Br. 27876	61	55	10-26-90
6283-882	Ramsey	94	Mounds Blvd. to White Bear Ave.	Joint Rehabilitation	700	630	11-16-90

TABLE 2A
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1990 ANNUAL ELEMENT FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2780-39	Hennepin	94	Crow R. Bridges to TH 494	Jt. Repair	1,080	972	1-26-90
2781-27836	Hennepin	94	LaSalle Ave. over TH 94	Repl. Deck,. Repl. Substr. Br. 27836	415	374	12-15-89
2781-27966	Hennepin	94	Groveland Ave. over TH 94	Repl. Deck, Repl. Substr. Appr. Tapers	610	549	12-15-89
2781-337	Hennepin	94	Lowry Hill Tunnel	Tunnel Equipment Moderization	1,000	900	11-16-90
2781-368	Hennepin	94	From 35W to 35E	Closed Circuit Television Surveillance	200	180	10-27-89
2786-88	Hennepin	94	Under TH 169 (Old CSAH 18)	Widen & Repl. Deck on SB & NB Bridges	844	760	12-28-90
2781-27846	Hennepin	94	I94 over Cedar	Br. 27846 (Repl. Br. 27863)	1,194	1,075	10-26-90
2781-27862	Hennepin	94	EB on Ramp over City St. & CMSTP&P RR Ave.	Redeck, Widen Br. 27862	1,150	1,035	10-26-90
2781-27863A	Hennepin	94	TH 94 over Cedar Ave.	Temp. Bridge Widening	500	450	10-26-90
2781-27865	Hennepin	94	20th Ave. S. over TH 94	Repl. Br. 27858	1,500	1,350	10-26-90
2781-351	Hennepin	94	400' W. to 700' E. of Cedar Ave.	Grading, Surf. of Widening	355	319	10-26-90

TABLE 2A
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1990 ANNUAL ELEMENT FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2781-352	Hennepin	94	11th Ave. to 19th Ave in Mpls.	Gr., Surf., Lt., TM	1,560	1,404	10-26-90
2781-354	Hennepin	94	TH 94 under 27th Ave. SE	Br. 27856 (Repl. Br. 27954) & Approaches	1,090	981	8-24-90
2781-99137	Hennepin	94	EB I94 Temp. Trestle over TH 55	Br. 99137	775	698	10-26-90
6282-160	Ramsey	94	400' W. of Western Ave. to Marion St.	Gr., Surf., Lt., Signing, etc.	4,000	3,600	8-24-90
6282-62877	Ramsey	94	Western Ave. over I94	Br. 62877 (Repl. Br. 9388	900	810	8-24-90
6282-62878	Ramsey	94	Under Marion St.	Br. 62878 (Repl. Br. 9628)	2,180	1,962	8-24-90
6282-62879	Ramsey	94	9th St. Conn. over I94	Br. 62879 (Repl. Br. 9629)	2,190	1,971	8-24-90
6282-62880	Ramsey	94	EB I94 Ramp over 9th St. Conn. at Marion	Br. 62880	400	360	8-24-90
6282-9452	Ramsey	94	Under Cretin Ave.	Overlay Br. 9452	300	270	11-17-89
6280-252	Ramsey	35E	Louis/Marion to Mounds Blvd. (6th St. Brs)	3-Lane Cont., Br. Recon.	14,425	12,983	6-22-90
6283-62702	Ramsey	94	E. 9th St. over EB I94	Br. 62702 (Repl. Br. 9658)	1,100	990	6-22-90

TABLE 2A
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1990 ANNUAL ELEMENT FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
6283-62704	Ramsey	94	Ramp over EB I94 0.1 Mi. SE of Jct. TH 5	Br. 62704 (Repl. Br.	1,300	1,170	6-22-90
6283-62705	Ramsey	94	WB I94 under WB I94 Off Ramp	Br. 62705 (Repl. Br. 62816)	315	284	6-22-90
6283-62707	Ramsey	94	SB I35E to SB TH 3 over EB I94	Br. 62707	420	378	6-22-90
6283-62831	Ramsey	94	WB I94 Under Ramps	Br. 62831 (Repl. Br. 9810)	650	585	6-22-90
6283-62838	Ramsey	94	At TH 61, Earl, Johnson Pkwy.	Rep. Joints 62838; Overlay 62861	456	410	11-16-90
2789-12	Hennepin	394	TH 94 to Wash. Ave. N. (TAD STAGE 3)	Misc. Grad, Surf. & Fence	1,700	1,530	10-26-90
2789-78	Hennepin	394	@ Ply. Rd., CSAH 73, Gm. Blvd., Louis, Ave., Vern Ave.	TTS & P&R Blvd.	1,065	959	4-27-90
2789-8817	Hennepin	394	Ferndale to Crosby (Wayzata Bypass) & TH 494 to Ply. Rd.	Landscape	370	333	12-28-90
2785-266	Hennepin	494	TH 100 to Carlson Pkwy.	Bit. Overlay	3,700	3,330	3-23-90
2785-247	Hennepin	494	TH 169 to France Ave.	Traffic Signs & Devices	250	225	11-17-89
2785-248	Hennepin	494	TH 7 to TH 169	Taffic Signs & Devices	250	225	4-27-90

TABLE 2A
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1990 ANNUAL ELEMENT FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2785-251	Hennepin	494	34th Ave. to TH 5	Traffic Mgmt. System, STAGE 2	5,500	4,950	11-16-90
2785-254	Hennepin	494	Carlson Pkwy. to TH 55	Recon., Add Aux. Lanes & CSAH 6 Ramps	7,000	6,300	11-17-89
2785-264	Hennepin	494	TH 7 to TH 55	Signing	400	360	4-27-90
2785-265	Hennepin	494	24th Ave. So. to TH 100	Bit. Overlay	3,000	2,700	3-23-90
2785-8808	Hennepin	494	Over CSAH 5, Creek	Trail Repl. Superst. & Widen Brs. 9755, 9756	2,000	1,800	11-16-90
2785-8809	Hennepin	494	Over BN Inc. & Stone Rd.	Repl. Superst. & Widen Brs. 9759 & 9760	1,100	990	11-16-90
2785-8813	Hennepin	494	At CSAH 10	Repl. Bridge & Interchange Mod.	1,000	900	4-15-90
2785-9741	Hennepin	494	Over TH 5 in Eden Prairie	Widen & Repl. Deck on SB 9741 & NB 9742	750	675	4-27-90
6285-109	Ramsey	694	At Long Lake Road	Approaches to Br. 62828	600	540	2-23-90
6285-110	Ramsey	694	0.4 Mi. W. of Long Lake Rd. to 0.3 Mi. E. of I35W	Gr., Surf., TMS, Etc.	4,550	4,095	2-23-90
6285-9601	Ramsey	694	Over I35W	Widen & Redeck Brs. 9601, 9602	1,300	1,170	2-23-90
8286-881	Washington	694	TH 120 to I94	Overlay	2,560	2,304	2-90

TABLE 2A
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1990 ANNUAL ELEMENT FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	ESTIMATED COST($1000'S) TOTAL-FEDERAL	ESTIMATED LETTING DATE
Misc. Undesig.	Any	Any	Misc. Undesig.	Any project costing less than $1,000,000 which will not alter the fucntional traffic capacity or capability of the route being improved as determined by FHWA	Misc. Undesig.	Misc. Undesig.
				1990 TOTALS	82,783 73,157	

TABLE 2B
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1991 MULTI-YEAR FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
1980-19803	Dakota	35	Over Soo Line RR 0.2 Mi. S. of TH 50	Br. 19803 (Repl. 6410; Widen & Redeck	1,000	900	10-25-91
1980-55	Dakota	35	0.5 Mi. S. of CSAH 70 to TH 50	Reconst. NB Roadway	3,300	2,970	10-25-91
6280-883	Ramsey	35E	Unversity Ave. to Arlington Ave.	Mill & Overlay	576	518	1-25-91
6280-885	Ramsey	35E	W. Jct. I694 to E. Jct. I694	Overlay & Edge Drains	540	486	2-22-91
1901-9779	Dakota	35W	Under TH 13	Repl. Deck, Widen & Paint Brs. EB 9779 & WB 9780	720	648	12-20-91
2782-245	Hennepin	35W	Lake St. to Univ. Ave. (1st. Fix)	Thin Overlay	1,600	1,440	1-25-91
2782-246	Hennepin	35W	N. End of Minn. River Br. to Ramp from WB TH 494	Thin Overlay	902	812	1-21-91
0280-9607	Anoka	35W	Under SB on Ramp from Old TH 8	Redeck Br. 9607	200	180	2-22-91
2783-27877	Hennepin	35W	Ramp to WB 5th St. over TH 35W	Replace Deck Br. 27877	418	376	11-22-91
6283-9800	Ramsey	94	TH 3 over Missi. River, Etc. (LaFayette Br.)	Widen Br. 9800	2,000	1,800	11-22-91
8282-77	Washington	94	TH 494/694 to CSAH 15	Landscaping	600	540	7-26-91
2781-27848	Hennepin	94	WB TH 94 over TH 35W	Paint, Redeck, Widen Br. 27848	631	568	11-22-91

TABLE 28
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1991 MULTI-YEAR FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2781-27850	Hennepin	94	Ramp to WB TH 94 over TH 35W	Redeck Br. 27850	560	504	11-22-91
2781-27855	Hennepin	94	TH 94 over TH 55	Renovate Bridge 27855	2,750	2,475	11-22-91
2781-27859	Hennepin	94	TH 94 over Milw. RR/17th Ave. S.	Widen & Redeck Br. 27859	1,250	1,125	11-22-91
2781-27861	Hennepin	94	WB TH 94 Ramp to 5th St. over Milw. RR	Widen, Redeck Br. 27861	280	252	11-22-91
2781-371	Hennepin	94	35W SB to 94 WB	Ramp Mod., Br. 27853, Ret. Wall, Sign. Light	400	360	1-25-91
2781-27956	Hennepin	94	Under Soo Line RR & Under Franklin	Paint Br. 27956; Repair	300	270	7-26-91
2781-355	Ramsey	94	Missi. River to Marion St.	Temp Widening, Bypasses, etc.	1,185	1,067	11-22-91
2781-361	Hennepin	94	11th Ave. to 19th Mpls.	Gr., Surf., Li., Signing, TM	3,615	3,254	11-22-91
6282-9379	Ramsey	94	Under Pascal, Hamline, Cleveland, Victoria	Redeck Brs. 9379, 9381, 9457, 9663	1,510	1,359	10-25-91
2789-44	Hennepin	394	W. Jct. TH 101 to Wash. Ave.	Traffic Mgmt. System	2,730	2,457	11-22-91
2789-8818	Hennepin	394	W. Limits Mpls. to Washington Ave.	Landscaping	430	387	12-20-91
8286-44	Washington	694	Jct. TH 94 to Wash.-Ramsey Co. Line (TH 120)	Landscaping	165	149	1-25-91
				1991 TOTALS	27,662	24,896	

TABLE 2C
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1992 MULTI-YEAR FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
0282-24	Anoka	35E	From TH 96 to N. Jct. I35W/I35E	Bit. Overlay & Edge Drain	3,000	2,700	3-27-92
1982-882	Dakota	35E	CSAH 26 to TH 110	Bit Overlay	594	535	2-28-92
0280-36	Anoka	35W	Co. Rd. I to Lake Drive	Remove & Repl. CRCP	3,200	2,880	1-24-92
2781-27860	Hennepin	94	Lov Br.-Ramp D over TH 94 at U of M Interchange	Br. 27860	1,200	1,080	11-20-92
2781-27981	Hennepin	94	East River Rd. over TH 94	Br. 27981 (Repl. Br. 27951)	775	698	11-20-92
2781-289	Hennepin	94	Miss. River to 1000' E. of Franklin Ave.	Gr., Surf., Lt., TM, Signing	3,500	3,150	11-20-92
2781-353	Hennepin	94	Riverside to E. End Miss. River Br.	Gr., Surf., Lt., TM, Signing, Sign.	2,000	1,800	2-28-92
2781-356	Hennepin	94	EB TH 94 to U of M Ramp over TH 94-Br. 27998	(Rep. Br. 27953)	1,060	954	4-24-92
2781-362	Hennepin	94	19th Ave to Riverside in Mpls.	Gr., Surf., Signing, Li., Signals, TM	3,775	3,398	10-23-92
2781-9350	Hennepin	94	TH 94 over W. River Rd./Miss. River	Paint, Redeck, Widen Br. 9350	12,500	11,250	2-28-92
2781-9420	Hennepin	94	Under 25th Ave. & Under Riverside Deck	Redeck, Paint Brs. 9420, 9421	1,080	972	9-25-92
2781-9892	Hennepin	94	Under Ped. Walkway Near 22nd in Mpls.	Paint, Repair Br. 9892	20	18	9-25-92
2781-9893	Hennepin	94	TH 94 over Franklin Terrace	Redeck, Widen Br. 9893	840	756	2-28-92

TABLE 2C
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1992 MULTI-YEAR FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
6282-154	Ramsey	94	Cretin to Marion (EB) Western to Marion (WB)	Gr., Su., Lt., Signing	7,565	6,809	10-23-92
6282-155	Ramsey	94	Cretin to Western on WB	Gr., Su., Lt., TM, Signing, Signals	7,565	6,809	10-23-92
6282-62832	Ramsey	94	Under Ped. Walkway at Griggs Br. 62832	Rep. Br. 9382	220	198	10-23-92
6282-62847	Ramsey	94	TH 94 over Fairview Ave.	Overlay Br. 62847	225	202	10-23-92
6282-9380	Ramsey	94	0.5 Mi. W. to 2.3 Mi. E. of TH 51	Paint 8 Brs.	560	504	10-23-92
2789-8819	Hennepin	394	Plymouth Rd. to General Mills Blvd.	Landscaping	600	540	12-18-92
				1992 TOTALS	50,279	45,252	

TABLE 3A
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1990 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

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE	RESPONSIBLE AGENCY
97-100-01 2700-20 6200-15	Ramsey & Hennepin		U of M Transit Corridor	Grade, Surf., Br. & R/W		10,000	8,500	3-90 & 9-90	U of M
				1990 TOTALS		10,000	8,500		

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Table 4

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, 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 Categories.

TABLE 5

TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA

MINNESOTA DEPARTMENT OF TRANSPORTATION

ANNUAL ELEMENT

1990 ANNUAL ELEMENT
RIGHT OF WAY PROGRAM
INTERSTATE

STATE PROJECT	COUNTY	T.H.	LOCATION	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED ACQUISITION DATE
2789	Hennepin	394	Jct. I-494 to Wash. Ave.	2,000	1,800	1990
			1990 TOTALS	2,000	1,800	

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TABLE 6A

TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA

MINNESOTA DEPARTMENT OF TRANSPORTATION

ANNUAL ELEMENT

1990 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	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
1928-19083	Dakota	3	TH 3 under 65th Street	Br. 19083	1,000	767	11-17-89
1928-884	Dakota	3	I94 to CSAH 26	Signing	390	299	2-23-90
1928-886	Dakota	3	I494 to CSAH 26	Lighting	75	58	2-23-90
1928-96758	Dakota	3	Ped. Walkway at Former Rod & Gun Club	Culvert	225	173	11-17-89
1002-51	Carver	5	From Co. Rd. 17 to W. Henn. Co. Line	Gr., Surf., Sigs.	3,200	2,456	6-22-90
1002-55	Carver	5	WB over Soo Line	Br. 10010 & Approach	825	633	3-23-90
2701-34	Hennepin	5	From W. Henn. Co. Line to CSAH 4	Gr., Surf., Sigs.,2nd Rdwy.	3,580	2,748	3-23-90
2707-9	Hennepin	7	Lake St. over CNW-CMSTP&P R/ R & Excel. to France	Repl. Br. 4235	1,000	767	6-22-90
1910-29	Dakota	55	0.8 Mi. W. of W. Limits of Hastings to TH 61	Gr., Surf. Fr. Roads, Etc.	6,275	4,813	2-23-90

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

1990 FEDERAL AID
PRIMARY CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
7007-19	Scott	169	2.3 Mi. S. of Jct. TH 25 to 0.4 Mi. N. of S. Lim. Shak.	Crack & Overlay	3,600	2,763	12-15-89
7009-59	Scott	169	Over Mn. R & Ind. Rd. in Shak.	Repl. Br. 4175, Sig., Sgn., Lt., Ret. Wall,	1,300	998	12-28-90
Misc.	Any	Any	Misc. Undesign.	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.
				1990 TOTALS	21,470	16,475	

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TABLE 68

TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA

MINNESOTA DEPARTMENT OF TRANSPORTATION

MULTI-YEAR ELEMENT

1991 FEDERAL AID
PRIMARY CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
1928-19023	Dakota	3	TH 3 Under TH 52 & TH 55	Brs. 19023 & 19024	2,100	1,612	12-20-91
1928-19041	Dakota	3	TH 3 Under Co. Rd. 28	Br. 19041	1,600	1,228	2-22-91
1928-19085	Dakota	3	TH 3 Under 75th Street	Br. 19085	760	583	2-22-91
1928-29	Dakota	3	Co. Rd. 28 to 75th Street	Grading & Surf.	2,345	1,799	2-22-91
1928-885	Dakota	3	CSAH 26 to CSAH 28	Signing	130	100	2-22-91
1928-887	Dakota	3	CSAH 26 to CSAH 28	Lighting	75	58	2-22-91
1928-888	Dakota	3	CSAH 28 to TH 52 & TH 55	Signing	130	100	12-20-91
1928-889	Dakota	3	CSAH 28 to TH 52 & TH 55	Lighting	90	69	12-20-91
1928-900	Dakota	3	TH 52 & 55 to Co. Rd. 28	Grading & Surf.	3,157	2,422	12-20-91
0214-10	Anoka	10	TH 65 to Anoka-Ramsey Co. Line	Includes 6243-07	17,500	13,431	11-22-91
8202-24	Washington	10	From St. Croix River to TH 61	Grading & Surf.	6,600	5,065	2-22-91
2713-8801	Hennepin	12	E. Lim. Independence to Martha Lane Long Lake	Bit Overlay	650	499	12-20-91

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TABLE 6B
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1991 FEDERAL AID
PRIMARY CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
1901-113	Dakota	13	At Intersection of TH's 13, 55, 110	Mendota Interchange (STAGE 1)	4,800	3,684		3-22-91
1902-37	Dakota	55	At Intersection of TH's 13, 55, 110	Mendota Interchange (STAGE 2)	9,400	7,214		10-25-91
8210-81	Washington	95	S. Limits Marine on St. Croix to TH 96	Recon., Widen, Shldrs., Landscape	5,100	3,914		2-22-91
2750-35	Hennepin	169	0.1 Mi. N. of 93rd Ave. N. to 0.1 Mi. N. of Hayden Lake Rd.	(STAGE 3)	4,000	3,070		11-22-91
				1991 TOTALS	58,437	44,848		

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TABLE 6C
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1992 FEDERAL AID
PRIMARY CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
1920-881	Dakota	3	Farmington to 0.25 Mi. S. of CSAH 42	Mill, Widen & Overlay	1,300	998	3-27-92
1921-881	Dakota	3	CSAH 42 to 142nd Street	Reconstruct, C & G, Etc.	1,301	1,151	2-28-92
1002-48	Carver	5	N. Jct. TH 25 to 0.4 Mi. W. of TH 284	Reconstruct	2,200	1,688	12-18-92
1002-53	Carver	5	0.2 Mi. E. of TH 284 to 0.3 Mi. W. of TH 41	Reconstruct	3,900	2,993	3-27-92
0214-8802	Anoka	10	University Ave. to Eget Blvd.	Gr., Surf., & 8 Brs.	15,200	11,666	11-20-92
				1992 TOTALS	23,901	18,496	

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

1990 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 1990 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. 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 1990 should be deducted from the amount identified in this annual element.

TABLE 7A
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION

ROADWAY CONSTRUCTION

1990 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000'S TOTAL	FED	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
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)		5,789	5,500	City	City	City
164-159-26 M 5119( )	Ramsey	Lexington Pkwy., Lincoln to Univ.	Reconstruct		1,812	1,391	City	City	City
182-080-01 M 5260( )	Hennepin	CSAH 70 (Med. Lk. Rd.) TH 169 to Douglas Drive	Reconstruct		1,640	1,258	City	City	City
2735-148 & 8806	Hennepin	TH 100 from 29th Ave. N. to 39th Ave. N.	Interchange at 36th Ave. N. (1990/91)		7,106	5,453	Mn/DOT	Mn/DOT	Mn/DOT
62-665-31 M 5022( )	Ramsey	CSAH 65 from Larpenteur to Frost Ave.	Rehabilitate & Resurface, Modify Medians Signal Work		944	725	County	County	County
02-600-07 M 5142	Anoka	CR 51 (Univ. Ave.) 106th to 96th	Reconstruct as Divided 4-Lane Urban Section with Channelization and Signals		2,050	1,558	County	County	County
			1990 Roadway Construction Totals		33,390	24,815			

TABLE 7A
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION

CAPACITY

1990 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000'S TOTAL	FED	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
19-642-20 M 5046	Dakota	CSAH 42 from CSAH 5 to 750' W. of Portland	Widen from Exist. 4 Lanes Divided to 6 Lanes Divided		6,516	4,104	County	County	County
27-617-16 M 5024	Hennepin	CSAH 17 (France Ave.) 70th St. to 78th St.	Widen		1,486	1,130	County	County	County
			1990 Capacity Total		8,002	5,234			

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TABLE 7A

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

SAFETY

1990 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000'S TOTAL	FED	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
82-610-02 M 5038	Washington	CSAH 10 at Hadley Ave.	Signals		143	109	County	County	County
			1990 Safety Total		143	109			

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TABLE 7A
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION

BIKEWAY/WALKWAY

1990 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000'S TOTAL	FED	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
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)		3,499	454	City	City	City
62-668-29 M 5081( )	Ramsey	CSAH 68 from Lower Afton Rd. to I-94	Detached Bike/Ped. Facility		97	75	County	County	County
141-208-05 & 06 M Skwy	Hennepin	4th to 7th St.	Skyway Conn. 4th St. Garage 7th St. Garage to 5th St. Skyway, Staged		5,228	4,012	City	City	City
			1990 Bikeway Walkway Total		8,824	4,541			

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

TRANSIT

1990 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000'S TOTAL	FED	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
90-099-M Ride( )	Metro Area	Metro Area	Rideshare Program		502	385	MTC	MTC	MTC
			1990 Transit Total		502	385			
			TOTAL 1990 FAU PROGRAM		50,861	35,084			

TABLE 7B

TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA

MINNESOTA DEPARTMENT OF TRANSPORTATION

ROADWAY CONSTRUCTION

FAU/FAS FUND TRANSFER
1990 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000'S TOTAL	FED	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
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
82-610-02 M 5038	Washington	CSAH 10 at Hadley Ave.	Roadway Const.	0.5	518	250	County	County	County
			1990 FAU/FAS Fund Transfer Totals		1,420	670			

TABLE 7C

TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA

MINNESOTA DEPARTMENT OF TRANSPORTATION

ROADWAY CONSTRUCTION

1991 MULTI-YEAR ELEMENT FEDERAL AID URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000'S TOTAL	FED	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
62-644-13 M 5106	Ramsey	CSAH 44 (Silver Lake Rd.) Silver Lane to I-694	Reconstruct as Divided 4 Lane Urban with Channel. & Intercon. Signals		3,075	2,337	County	County	County
02-601-35 M 5007	Anoka	CSAH 1 (East River Rd.) TH 610 to Miss. Blvd.	Reconstuct as Divided 4 Lane with Channel. & Signals		2,050	1,558	County	County	County
02-601-36 M 5007	Anoka	CSAH 1 (East River Road) Hartman Circle to Glen Creek Rd.	Reconstruct as Divided 4 Lane with Channel. & Signals		1,537	1,168	County	County	County
			1991 Roadway Construction Totals		6,662	5,063			
			TOTAL 1991 FAU Program		6,662	5,063			

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TABLE 8A

TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA

MINNESOTA DEPARTMENT OF TRANSPORTATION

ANNUAL ELEMENT

1990 ANNUAL ELEMENT

BRIDGE REPAIR & REPLACEMENT

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2707-9	Hennepin	7	Lake St. over CNW -CMSTP&P R	R & Excel. to France-Repl. Br. 4235	3,000	2,400	6-22-90
0209-18	Anoka	169	TH 169 over Miss. River, Anoka & Champlin	STAGE 1-Temp. Bridge	2,600	2,080	4-27-90
7009-58	Scott	169	Minn. River in Shakopee	North Abutment Fill for Br. 70002	400	320	12-15-89
7009-59	Scott	169	Over Minn. River & Ind. Rd. in Shakopee	Repl. Br. 4175, Sig., Sgn., Lt., Ret. Wall	5,550	4,440	12-28-90
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.
				1990 TOTALS	11,550	9,240	

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

1991 MULTI-YEAR ELEMENT
BRIDGE REPAIR & REPLACEMENT

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2720-35	Hennepin	52	Wash. Ave. over BN RR	Repl. Br. 6992 & Apprs.	2,000	1,600	11-22-91
1909-19087	Dakota	55	Over CMSTP&P RR & Relocated TH 13	Br. 19087 & 19088 (Repl. 19029	1,100	880	10-25-91
1909-19089	Dakota	55	WB TH 55 over EB TH 110	Br. 19089	500	400	10-25-91
1909-19090	Dakota	55	CSAH 31 over TH 55	Br. 19090	600	480	3-22-91
2735-134	Hennepin	100	Fr. Rd. & Mainline over C&NWRR 0.1 Mi. N. of Jct. TH 55	Repl. Br. 9635	2,900	2,320	9-27-91
2735-143	Hennepin	100	Under CSAH 8 (Bdway. Ave.) Br. 27170	Repl. Br. 5885	900	720	7-26-91
2755-6451	Hennepin	100	SB over Shingle Creek	Repl. Super-structure Br. 6451	200	160	2-25-91
0209-13	Anoka	169	TH 169 over Miss. River in Anoka	STAGE 2-Repl. Deck, Br. 4380 & Sign	3,400	2,720	4-26-91
				1991 TOTALS	11,600	9,280	

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TABLE 8C

TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA

MINNESOTA DEPARTMENT OF TRANSPORTATION

MULTI-YEAR ELEMENT

1992 MULTI YEAR ELEMENT
BRIDGE REPAIR & REPLACEMENT

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2726-60	Hennepin	47	Univ. Ave. over St. Anthony, SOO Line & BNRR	Repl. 3 Bridges	5,500	4,400	12-18-92
2736-27017	Hennepin	101	At Grays Bay 2.8 Mi. N. TH 7	Br. 27017 (Repl. Br. 3334) & Appr.	1,000	900	12-18-92
				1992 TOTALS	6,500	5,300	

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

1990 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.

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL-FEDERAL	ESTIMATED LETTING DATE
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.

TABLE 10A

TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA

MINNESOTA DEPARTMENT OF TRANSPORTATION

ANNUAL ELEMENT

1990 ANNUAL ELEMENT FEDERAL AID

INTERMODAL URBAN DEMONSTRATION AND DEMONSTRATION PROJECTS

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

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
27618-58 DE0102 (801)	Hennepin & Scott	CR18	At Minn. River	BR Final Design & ROW		5,000	4,000	Counties
				1990 TOTALS		5,000	4,000	

TABLE 10B

TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA

MINNESOTA DEPARTMENT OF TRANSPORTATION

ANNUAL ELEMENT

1991 MULTI-YEAR ELEMENT FEDERAL AID

INTERMODAL URBAN DEMONSTRATION AND DEMONSTRATION PROJECTS

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

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL-FEDERAL	ESTIMATED LETTING DATE
27618-58 DE0102 (801)	Hennepin & Scott	CR18	At Minn. River	BR Construction		71,500 57,200	Counties
2724-100	Hennepin	55	31st to I-94	Grade & Surface		30,000 27,000	Mn/DOT
				1991 TOTALS		101,500 84,200	

5. TRANSIT PROJECTS

TABLE 11A
TRAN[illegible] PROJECTS
ANNUAL ELEMENT FOR THE 1990-1992 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE TWIN CITIES METROPOLITAN AREA
SOURCES OF FEDERAL FUNDS FOR CAPITAL PROJECTS

Recipient	Local Project No.	Project Description	Funding Source	Federal Share ($1,000's)	Federal Share Plus Local Match*	Grant Status
FLEET IMPROVEMENTS						
MTC	3910/3010	Purchase up to 81 40-foot buses per MTC Fleet Plan.	Section 3	$ 6,724	$ 14,942	Pending
MTC	Various	Purchase up to 37 40-foot buses per MTC Fleet Plan and/or purchase equipment.	**1990 Section 9	5,336	6,670	Fall 1989 Application to UMTA
MTC	To Be Determined	Purchase 40-foot or articulated buses, recondition articulated buses, and/or purchase equipment.	1991 Section 9	5,336	6,670	Fall 1990 Application to UMTA
MTC	To Be Determined	Purchase 40-foot or articulated buses or recondition articulated buses.	***FAU	2,500	5,000	Fall 1990 Application to UMTA
MTC	3910	Purchase up to 49 40-foot buses per MTC Fleet Plan.	MN-90-X038	6,277	7,847	Approved
MTC	3810	Purchase up to 65 40-foot buses per MTC Fleet Plan.	MN-90-X031	7,796	9,745	Approved
			MN-03-0035	450	600	Approved
MTC	3811	Purchase up to 25 articulated buses per MTC Fleet Plan.	MN-23-2005	2,786	5,572	Approved
			MN-23-9002	329	580	Approved
			MN-23-2002	75	290	Approved
			MN-23-2001	93	290	Approved
			MN-03-0028	252	580	Approved
		Subtotal Fleet Improvements		$ 37,954	$ 58,786	

*Does not include 100% locally funded portions of projects.
**If the pending Section 3 grant is approved, 1990 Section 9 funds can be utilized for purchases other than buses.
***This assumes that applications on the regional level will be accepted in early 1990, that UMTA will approve MTC's grant by year end 1990, and that the funding split is 50/50. After MTC receives word from UMTA on the pending Section 3 application, we will determine which project will make best use of the FAU funds.

TABLE 11A
TRANSIT PROJECTS
ANNUAL ELEMENT FOR THE 1990-1. TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE TWIN CITIES METROPOLITAN AREA
SOURCES OF FEDERAL FUNDS FOR CAPITAL PROJECTS

Recipient	Local Project No.	Project Description	Funding Source	Federal Share ($1,000's)	Federal Share Plus Local Match*	Grant Status
MTC FACILITY IMPROVEMENTS						
MTC	3460	St. Paul Lowertown CBD Layover Facility. Acquire site, design & construct a bus layover facility near downtown St. Paul.	MN-90-X020-01	$ 423	$ 529	Approved
MTC	3540	Nicollet Garage. Construct a new 175 bus service and maintenance facility to replace the current Nicollet Garage.	MN-03-0037	8,397	11,196	Approved
		Subtotal MTC Facility Improvements		$ 8,820	$ 11,725	
PUBLIC FACILITY IMPROVEMENTS						
MTC	3450	Park/Ride Facility. Construct 2 park/ride lots in Brooklyn Park.	MN-90-X008-01	$ 359	$ 448	Approved
MTC	3690	Bus Shelters. Purchase and install up to 125 passenger shelters.	MN-05-0003	1,154	1,442	Approved
		Subtotal Public Facility Improvements		$ 1,513	$ 1,890	

*Does not include 100% locally funded portions of projects.

TABLE 11A
TRANSIT PROJECTS
ANNUAL ELEMENT FOR THE 1990-1[illegible] TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE TWIN CITIES METROPOLITAN AREA
SOURCES OF FEDERAL FUNDS FOR CAPITAL PROJECTS

Recipient	Local Project No.	Project Description	Funding Source	Federal Share ($1,000's)	Federal Share Plus Local Match*	Grant Status
COMPUTERIZATION						
MTC	3320/ 3083	Computer Acquisitions. 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	3882	Transit Information Center Improvements	MN-90-X026	80	100	Approved
MTC	3981	Develop an automated Employee Work History System.	MN-90-X013	284	355	Approved
		Subtotal Computerization Improvements		$ 2,424	$ 3,049	
OTHER CAPITAL IMPROVEMENTS						
MTC	3823	Capital Equipment. Purchase tools and equipment necessary for bus and facility operation and maintenance.	MN-90-X020	$ 114	$ 143	Approved
MTC	3723	Capital Equipment. Purchase tools and equipment necessary for bus and facility operation and maintenance.	MN-90-X026	1,055	1,437	Approved
MTC	3923	Capital Equipment. Purchase tools and equipment necessary for bus and facility operation and maintenance.	MN-90-X008-01	122	152	Approved
		Subtotal Other Capital Improvements		$ 1,291	$ 1,732	
			Total	$ 52,002	$ 77,182	

*Does not include 100% locally funded portions of projects.

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TABLE 11B
1991-1994 TIP MULTIPLE YEAR ELEMENT
TOTAL ESTIMATED CAPITAL PROJECT COST FOR NEW PROJECTS
(ELIGIBLE FOR FEDERAL FUNDING)

	FEDERAL FISCAL YEAR			
	1991	1992	1993	1994
MTC Projects	($1,000s)	($1,000s)	($1,000s)	($1,000s)
1. Fleet Improvements	$ 7,763	$ 4,870	$ 18,437	$ 39,911
2. MTC Facilities	660	660	660	660
3. Public Facilities	1,000	1,000	1,000	1,000
4. Computerization	375	655	590	435
5. Other Capital Improvements	1,529	3,814	871	1,491
TOTAL	$ 11,327	$ 10,999	$ 21,558	$ 43,497

*See Table 11F for non-MTC capital funding requests.

PROJECT DESCRIPTIONS

Item 1. Buses

The projects above are based on the MTC's Fleet Modernization Plan which includes the following schedule for bus purchases:

Number and Type of Buses	Contract Encumbered	Year Delivered
13 Articulated	CY 1991	CY 1992
20 Articulated Rehabs	CY 1992	CY 1992/1993
23 40-Foot	CY 1992	CY 1993
83 40-Foot	CY 1993	CY 1994
80 40-Foot	CY 1994	CY 1995
50 Articulated	CY 1994	CY 1995

Item 2. MTC Facilities

This category includes all MTC buildings and facilities used in the transit operations.

Item 3. Public Facilities

The Public Facilities category includes facilities which MTC builds to provide comfort and convenience to its passengers. Examples include park/ride lots and passenger shelters.

Item 4. Computerization

The MTC will continue to modernize the operation of its buses, facilities, and offices through implementation of automated systems. This includes the acquisition of upgraded and enhanced mainframe systems and microcomputer equipment.

Item 5. Other

This item includes projects not included in other categories, primarily equipment.

TABLE 11C

1990-91 BIENNIAL ELEMENT

UMTA SECTION 9 CAPITAL AND OPERATING ASSISTANCE

OPERATING ASSISTANCE

Recipient	Description	Total ($1,000s)*	Requested Federal ($1,000s)	Funds	Grant
MTC	Operating Asst. FFY 1990 (MTC CY 1989)	$ 69,385	$ 7,400	UMTA Section 9	Fall 1989 Application to UMTA.
MTC	Operating Asst. FFY 1991 (MTC CY 1990)	$ 72,854	$ 7,400	UMTA	Fall 1990 Application to UMTA.

The above consists of operating assistance for the bus system owned and operated by the Metropolitan Transit Commission, the designated recipient of Section 9 funds. The purpose of the project is to provide financial assistance to allow the MTC to continue the present quality of bus service.

CAPITAL ASSISTANCE

Recipient	Description	Total ($1,000s)**	Federal ($1,000s)	Funds	Grant
MTC	Capital Asst. FFY 1990 (MTC CY 1990)	$6,670	$5,336	UMTA Section 9	Fall 1989 Application to UMTA
MTC	Capital Asst. FFY 1991 (MTC CY 1991)	$6,670	$5,336	UMTA Section 9	Fall 1990 Application to UMTA

Capital assistance will be used to purchase 40-foot or articulated buses, to recondition buses or to purchase equipment.

*The 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.

**Total assistance for capital includes the local match to the federal grant.

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UMTA Section 18 - FY 1990 for (CY 1990) - The UMTA Section 18 program makes funding available to providers of public transportation in areas of less than 50,000 population. The Minnesota Department of Transportation (Mn/DOT) is the designated recipient of Section 18 funds within the state. Mn/DOT makes available Section 18 funding to Small Urban and Rural providers within the Twin Cities Metropolitan Area.

Recipient	Project Description	Total ($1,000s)	Requested Federal Funding ($1,000s)	Source of Federal Funds	Grant Status
City of Hastings	Operating Assistance CY 1990	$154	$35	UMTA Section 18	Application To Be Made To UMTA
Carver County	Operating Assistance CY 1990	$246	$69	UMTA Section 18	"
Scott County	Operating Assistance CY 1990	$173	$55	UMTA Section 18	"

Funding requested in 1990 and 1991 from Section 18 is anticipated to remain at 1989 levels.

Federal Aid Urban (FAU)

Recipient	Project Description	Requested Federal Funding ($1,000s)	Source of Federal Funds	Grant Status
RTB	Minnesota Rideshare (reflected under FAU program)	$385	FAU	Application Approved

TABLE 11D

METROPOLITAN TRANSIT COMMISSION

UMTA CAPITAL GRANTS IN PROGRESS

Federal Grant	Year of Approval	Description	Total Project Cost $1,000's	Federal Share $1,000's
MN-90-X031	1988	Buses	$ 9,745	$ 7,796
MN-23-2005	1988	Buses	5,572	2,786
MN-03-0037	1987	Construction (Nicollet Garage)	11,196	8,397
MN-23-2004	1987	Buses	6,666	5,000
MN-90-X026	1987	Buses, Maintenance Equipment and MIS	16,614	11,706
MN-90-X020	1986	Buses, Bus Turnarounds/ Layover & Maintenance Equipment	13,348	10,698
MN-90-X013	1985	Buses, MIS, Maintenance Equipment, Central Money Counting Facility and Computers	10,923	8,738
MN-90-X008-1	1984	Buses, MIS, Maintenance Equipment, Park/Ride	11,655	9,323
MN-90-X007	1984	MIS, Maintenance/Support Equipment	1,259	1,007
MN-05-0011	1983	MIS, Bus Rehabilitation, Park/Ride, Bus Turnaround	4,451	3,561
MN-03-0028	1981	Buses	580	252
MN-23-2001	1976	Buses	290	92
MN-23-2002	1981	Buses	290	75
MN-23-9002	1982	Buses	580	329
MN-05-0003	1979	Bus Shelters, Maintenance/ Support Equipment	2,068	1,654

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08/22/89

TABLE 11E

URBAN MASS TRANSPORTATION ADMINISTRATION

SECTION 16(b)(2)

TRANSPORTATION SERVICES FOR THE ELDERLY AND HANDICAPPED

FISCAL YEAR 1989 PROJECT

The Minnesota Department of Transportation submitted on July 28, 1989, an application to the Urban Mass Transportation Administration for Fiscal Year 1989 Section 16(b)(2) funds in the amount of $625,969 on behalf of twenty-seven private nonprofit organizations throughout the state. These funds are to be used as 80% of the purchase price of twenty-seven vehicles equipped for the transportation of elderly and handicapped persons under the provisions of Section 16(b)(2) of the UMTA Act. The vehicles to be acquired in this project were recommended for funding after review by a committee composed of members representing urban and rural coordinated transportation and elderly and handicapped persons.

Nine of the recommended recipient organizations are located in the Twin Cities Metropolitan Area and are identified in the following table. That part of the application consisting of the Twin Cities area recipient organizations has a total estimated project cost of $251,550 for which $201,240 in federal funds were requested to assist in the acquisition of nine vehicles and related equipment.

The twenty-seven Section 16(b)(2) grant funded vehicles, including nine to be located in the Metropolitan Area, will be procured and federal grant funds paid therefore in Calendar Year 1990.

TRANSPORTATION IMPROVEMENT PROGRAM 1990 ANNUAL ELEMENT (MN/DOT)

1990 ANNUAL ELEMENT (MN/DOT)
UMTA - SECTION 16(b)(2)

ITEM	PROJECT DESCRIPTION			ESTIMATED TOTAL	1989 COST FEDERAL	SOURCE OF FEDERAL FUNDS
1.	Vehicles as described for the following private, nonprofit organizations:					Application for 16(b)(2) funds for statewide program submitted 1989.
	Organizations	No. of Vehicles	No. of Passengers			
a.	Blind, Inc.	1	17-24	$ 31,400	$ 25,120	
b.	Dakota, Inc.	1	10-16	27,650	22,120	
c.	East Side Neighborhood Service	1	10-16	27,650	22,120	

	Organizations	No. of Vehicles	No. of Passengers	Estimated Total	1989 Cost Federal	Source of Federal Fund
d.	Elim Care Foundation	1	17-24	$ 31,400	$ 25,120	
e.	Lyngblomsten Community Senior Center	1	17-24	31,400	25,120	
f.	Ramsey Action Program, Inc.	1	7	17,700	14,160	
g.	Rise, Inc.	1	11-15	25,300	20,240	
h.	Senior Community Services	1	10-16	27,650	22,120	
i.	Vinland National Center	1	17-24	31,400	25,120	
	TOTALS	9		$ 251,550	$ 201,240	

TABLE 11F

ANNUAL ELEMENT FOR THE 1990-1992
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
TWIN CITIES METROPOLITAN AREA
SOURCES OF FEDERAL FUNDS FOR CAPITAL PROJECTS

Recipient	Project Description	Funding Source	Federal Share ($1,000's)	Total Cost ($1,000's)	Grant Status
Hennepin County Regional Railroad Authority	Construct 29.1 mile Stage I LRT System	Section 3	$24,000	$497,000	Pending
City of Minneapolis	Phase I Nicollet Mall Shuttle Project	Section 3	$24,000	$64,500	Fall 1989 Application to UMTA
City of Minneapolis	RiverCity Trolley	Section 3	$ 1,400	$ 2,500	Pending

6. SUMMARY OF 1990-92 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT COSTS

Table 12
SUMMARY OF 1990-92 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT COSTS
(IN THOUSANDS OF DOLLARS)

Project Category	1990 Annual Element	1991	1992	Total	Federal	Other
Interstate Construction	54,415	2,060	0	56,475	50,829	5,646
Interstate Preservation (IR) Program	82,783	27,662	50,279	160,724	143,305	17,419
Interstate Substitution (Roadway)	10,000	0	0	10,000	8,500	1,500
Interstate & Interstate Substitution Right-of-Way	2,000	0	0	2,000	1,800	200
Primary Construction Program	21,470	58,437	23,901	103,808	79,819	23,989
Federal Aid Urban	50,861	6,662	0	57,523	40,147	17,376
Bridge Repair & Replacement	11,550	11,600	6,500	29,650	23,820	5,830
Hazard Elimination Safety	0	0	0	0	0	0
Intermodal Urban Demonstration	5,000	101,500	0	106,500	88,200	18,300
Transit Capital Improvements	144,434	11,627	508,299	664,360	117,691	546,669
Transit Operating Assistance	69,958	73,374	520	143,852	18,643	125,209
TOTAL	$452,471	$292,922	$589,499	$1,334,892	$572,754	$762,138

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REGIONAL TRANSIT BOARD

Mears Park Centre
230 East Fifth Street, St. Paul, Minnesota 55101
292-8789

PRIVATE SECTOR INVOLVEMENT IN THE 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 1989-1991 Transportation Improvement Program (TIP).

a. The capital needs of private providers are examined as part of the Regional Transit Board's (RTB) capital planning process. The Capital Plan identifies the anticipated capital needs of all providers and outlines potential funding sources.

b. 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 that may be candidates for restructuring, termination or competitive bidding. To date, five routes have been competitively bid based on this interim standard. Requests for proposals were issued for the five routes, the proposals evaluated and the service awarded to two private companies.

c. No capital proposals were received from private sector operators.

d. 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. As part of this study, the RTB has developed and adopted standards, procedures and guidelines for competitively bidding transit services.

e. 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 over 100 area transit providers on August 29, 1989. Providers were asked to submit comments and concerns in writing by September 19, 1989. No comments were received by that date. Projects proposed for the TIP were also presented to the RTB's Providers' Advisory Committee, which recommended approval of the TIP. 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 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 Providers' Advisory Committee and the dispute resolution process.

Twin Cities Area's Transit Operater Dispute Resolution Process

The transit operator dispute resolution process has been developed to afford all transit operators, public or private, profit or non-profit, an opportunity to appeal decisions or actions regarding public transit service provision made by transit operators, the Regional Transit Board (RTB), or other transit providers under contract to the RTB. The following describes the steps in the process, and page 3 is a flow chart depicting the process.

General Process

Step

A Complainant shall request review of issue by filing a written objection to decision or action with the party that took the aggrieved action within 7 days. This written objection should clearly identify major items of contention and suggest alternative decisions or actions and rationale for them. Copies of written objection shall be sent to the Providers Advisory Committee Chair, RTB's Director of Planning and Programs, and the Metropolitan Council's Transportation Division Manager.

B Respondent shall meet with Complainant within 14 days of receiving the written objection to discuss the issue. If the aggrieved action was not taken by the RTB, then RTB staff shall be present to facilitate discussion and to act as a resource.

C Respondent shall make a decision and issue a written response to Complainant within 28 days of receiving the written objection. This response shall include rationale for the initial decision and subsequent or future action taken with regard to the issue under objection. Copies of the response shall be sent to the Providers Advisory Committee Chair, the RTB's Director of Planning and Programs, and the Council's Transportation Division Manager.

D If Complainant is not satisfied with response, Complainant may request a hearing before the Transit Operator Dispute Resolution Board by contacting the Council's Transportation Division Manager within 7 days of Respondent's decision. The Request shall be accompanied by a documentation of the original written objection and a summary of the meetings/discussions with respondent and the RTB, and the basis of dissatisfaction with the action taken to date. Copies shall be sent to the RTB's Director of Planning and Programs and to the Provider's Advisory Committee Chair.

The Council Chair shall appoint the Transit Operator Dispute Resolution Board (DRB) as follows: 1 Council member, 1 RTB member, 2 PAC members not directly affected by dispute, and 1 TAB member who will be chair. (DRB membership shall be appointed on a case-by-case basis, as written Requests for Dispute Resolution arise.)

E The DRB shall meet with Complainant and Respondent within 14 days of receiving a request for a Dispute Resolution Board hearing. The Council will staff the DRB, with RTB staff serving as a resource. The DRB will hear views on the issue from both the Complainant and Respondent.

F Council staff will prepare a draft report of the DRB's findings and recommendations based on the hearing discussion. This report will be reviewed and action taken by the DRB within 14 days of the hearing. DRB recommendations will be forwarded to the RTB Chair immediately upon action. Copies of the DRB's recommendations shall be sent to all affected parties.

G RTB shall act on the DRB recommendations within 21 days of DRB action.

This completes the local process.

Steps A through C described above allow for possible resolution of disputes between Respondent and Complainant. If the Complainant, after going through those steps, still is unsatisfied with the resolution, the Complainant should file a Request for Dispute Resolution with the Council to be heard by the Transit Provider Dispute Resolution Board (DRB). The DRB's recommendations will be forwarded to the RTB for consideration and action.

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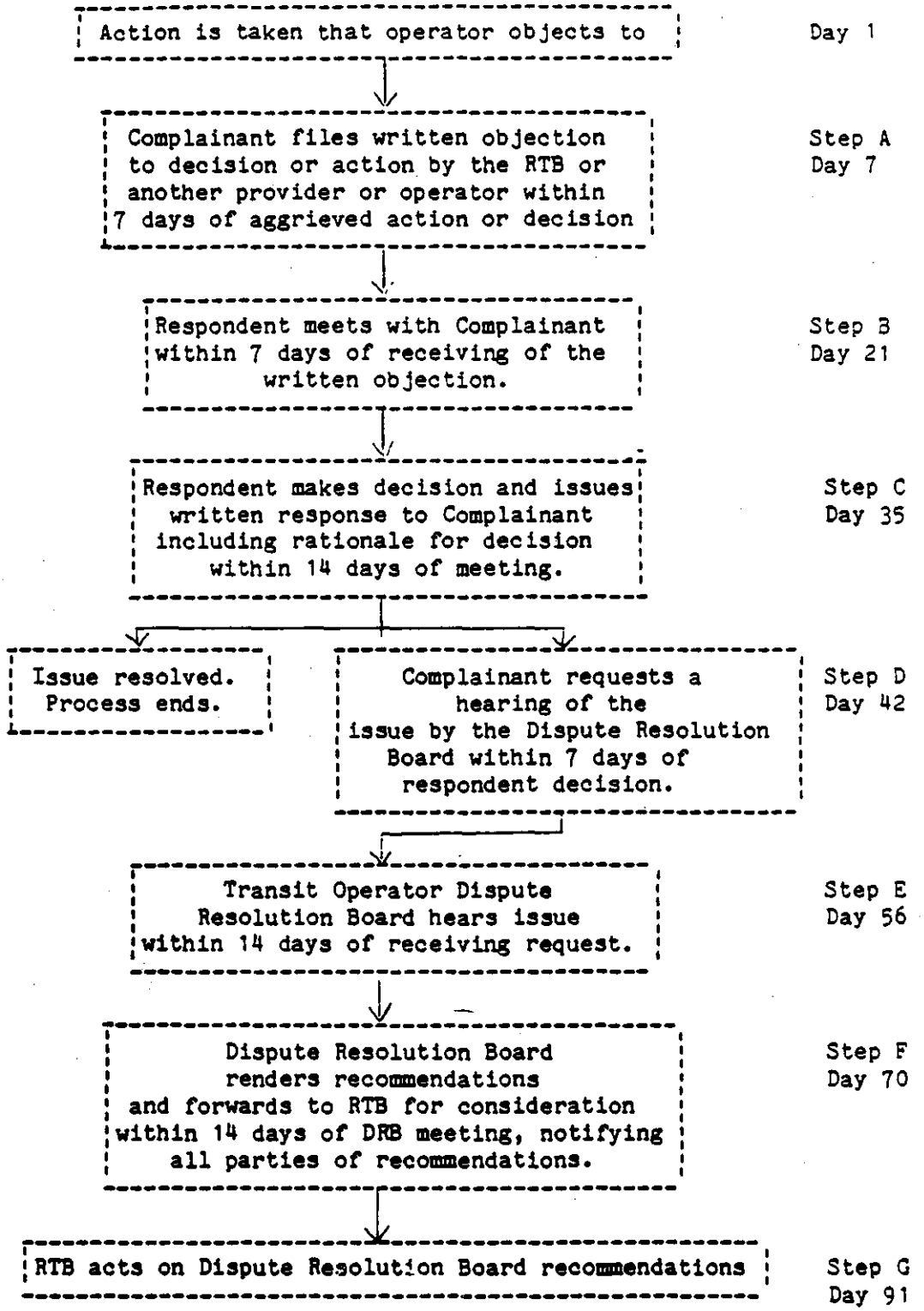
TWIN CITIES AREA TRANSIT OPERATOR DISPUTE RESOLUTION PROCESS



KL086A/Revised 6/14/88

Metropolitan Transit Commission
FINANCIAL CAPACITY ANALYSIS RAW DATA WORKSHEET
Applicant's Fiscal Year

Year (Underline When Actual)	1984 Actual	1985 Actual	1986 Actual	1987 Actual	1988 Actual	1989 Est. Actual	1990 Projected	1991 Projected	1992 Projected	1993 Projected	1994 Projected
Data Element											
Net Quick Assets:											
1. Cash and Cash Items	42,056,437	35,574,464	37,306,012	21,998,924	36,078,383	25,547,000	20,296,000	19,629,000	19,401,000	20,205,000	21,002,000
2. Receivables	17,338,057	17,101,108	13,411,208	26,129,469	26,972,010	26,917,000	26,867,000	26,767,000	26,667,000	26,567,000	26,467,000
3. Trade Payables	(3,651,976)	(2,716,541)	(5,449,890)	(3,547,583)	(2,512,938)	(2,513,000)	(2,513,000)	(2,513,000)	(2,513,000)	(2,513,000)	(2,513,000)
4. Accrued Payroll Liabilities	(6,521,726)	(6,899,275)	(6,263,275)	(5,758,014)	(6,159,972)	(6,160,000)	(6,160,000)	(6,160,000)	(6,160,000)	(6,160,000)	(6,160,000)
5. Accrued Tax Liabilities	0	0	(461,062)	(413,315)	(505,571)	(506,000)	(506,000)	(506,000)	(506,000)	(506,000)	(506,000)
6. Short-Term Debt	(13,687,399)	(3,525,670)	(21,140,982)	(3,360,315)	(3,276,689)	(2,220,000)	(2,090,000)	(2,030,000)	(1,840,000)	(1,830,000)	(1,830,000)
7. Other Current Liabilities	(220,272)	(356,388)	(608,446)	(561,526)	(848,965)	(849,000)	(849,000)	(849,000)	(849,000)	(849,000)	(849,000)
8. Total Net Quick Assets	35,313,121	39,177,698	16,793,565	34,487,640	49,746,258	40,216,000	35,045,000	34,338,000	34,200,000	34,914,000	35,611,000
Operating Expenses:											
9. Labor	51,888,028	54,718,783	54,858,277	54,527,723	56,017,000	57,988,000	60,261,000	61,902,000	64,378,000	66,953,000	69,631,000
10. Fringe Benefits	23,716,225	22,296,388	25,399,980	25,593,841	27,241,000	29,384,000	31,077,000	32,205,000	33,493,000	34,833,000	36,226,000
11. Services	2,552,491	2,134,002	1,932,940	2,275,013	2,596,000	2,809,000	3,725,000	3,874,000	4,029,000	4,190,000	4,358,000
12. Materials and Supplies	13,232,287	12,348,576	10,193,434	10,374,364	9,885,000	10,416,000	11,220,000	11,604,000	12,068,000	12,551,000	13,053,000
13. Utilities	2,122,524	1,894,734	1,723,641	1,460,265	1,735,000	1,720,000	1,901,000	2,042,000	2,124,000	2,209,000	2,297,000
14. Casualty and Liability	2,318,903	3,139,774	3,441,582	3,509,935	440,000	1,750,000	1,992,000	2,072,000	2,155,000	2,241,000	2,331,000
15. Purchase Transportation	286,679	327,966	124,605	122,962	129,000	160,000	166,000	173,000	180,000	187,000	194,000
16. Other (Taxes and Misc.)	1,497,822	1,339,060	1,365,759	1,544,814	1,724,000	1,907,000	2,276,000	2,367,000	2,462,000	2,561,000	2,664,000
17. Total Operating Expenses	97,614,959	98,199,283	99,040,218	99,408,917	99,767,000	106,134,000	112,618,000	116,239,000	120,889,000	125,725,000	130,754,000
Operating Revenue:											
18. Pass Fares-Transit	32,443,910	31,981,892	32,031,674	30,812,390	31,151,000	31,481,000	32,123,000	32,123,000	32,123,000	32,123,000	32,123,000
19. Other Transp. Revenue	974,149	965,067	1,150,661	2,004,696	2,165,000	1,922,000	2,165,000	2,197,000	2,230,000	2,264,000	2,300,000
20. Total Operating Revenue	33,418,059	32,946,959	33,182,335	32,817,086	33,316,000	33,403,000	34,288,000	34,320,000	34,353,000	34,387,000	34,423,000
Non-Operating Revenues:											
21. Federal Operating Assistance	9,371,125	8,345,766	8,466,345	7,491,725	7,505,000	7,450,000	7,400,000	7,300,000	7,200,000	7,100,000	7,000,000
22. State General Funds	10,909,735	7,548,430	0	0	0	0	0	0	0	0	0
23. Local General Funds	43,138,726	44,305,088	56,483,084	66,537,696	63,272,000	67,472,000	73,258,000	76,863,000	81,608,000	86,539,000	91,662,000
24. State Dedicated Funds	3,560,669	4,103,889	0	89,965	0	0	0	0	0	0	0
25. Local Dedicated Funds	0	0	0	0	17,000,000	0	26,000,000	4,000,000	7,000,000	7,000,000	18,000,000
26. Other	1,307,941	808,391	(76,750)	831,004	1,823,000	2,266,000	1,692,000	1,783,000	1,802,000	1,801,000	2,052,000
27. Total Non-Op Revenue	68,288,196	65,111,564	64,872,679	74,950,390	89,600,000	77,188,000	108,350,000	89,946,000	97,610,000	102,440,000	118,714,000
Capital Investment:											
28. (a) Fleet Projects	10,967,000	17,281,000	10,257,000	13,701,000	15,647,000	20,259,000	41,946,000	7,144,000	6,263,000	6,370,000	18,437,000
28. (b) MTC Facility Projects	5,946,000	1,086,000	502,000	327,000	755,000	4,627,000	8,707,000	1,970,000	1,257,000	660,000	660,000
28. (c) Public Facility Projects	67,000	160,000	475,000	90,000	434,000	382,000	1,175,000	714,000	1,446,000	1,000,000	1,000,000
28. (d) Computerization Projects	514,000	1,332,000	940,000	485,000	819,000	616,000	3,205,000	474,000	299,000	1,110,000	135,000
28. (e) Miscellaneous Projects	1,121,000	811,000	477,000	929,000	972,000	2,521,000	1,561,000	1,340,000	3,129,000	1,754,000	1,305,000
30. Total Capital Investment	18,615,000	20,670,000	12,651,000	15,532,000	18,627,000	28,405,000	56,594,000	11,642,000	12,394,000	10,894,000	21,537,000
Operating Statistics:											
31. Passengers (000s)	75,263,301	74,295,947	73,360,001	71,187,504	71,266,488	71,353,000	72,182,000	72,182,000	72,182,000	72,182,000	72,182,000
32. Passenger-Miles (000s)	287,944,963	341,775,730	259,134,021	277,271,043	247,595,540	247,900,000	250,780,000	250,780,000	250,780,000	250,780,000	250,780,000
33. Revenue Vehicle Miles (000s)	25,050,088	24,779,044	23,770,723	22,544,054	21,556,784	21,583,292	22,020,000	22,020,000	22,020,000	22,020,000	22,020,000
34. Revenue Vehicle Hours (000s)	1,745,347	1,743,437	1,654,431	1,576,320	1,563,834	1,565,800	1,597,500	1,597,500	1,597,500	1,597,500	1,597,500
35. Employees	2,345	2,340	2,261	2,265	2,306	2,390	2,374	2,374	2,374	2,374	2,374

Metropolitan Transit Commission
FINANCIAL CAPACITY ANALYSIS RAW DATA WORKSHEET
Applicant's Fiscal Year

Year (Underline When Actual)	1984 Actual	1985 Actual	1986 Actual	1987 Actual	1988 Actual	1989 Est. Actual	1990 Projected	1991 Projected	1992 Projected	1993 Projected	1994 Projected
A. $ Change in Net Quick Assets	(1,905,231)	3,864,577	(22,384,133)	17,694,075	15,258,618	(9,530,258)	(5,171,000)	(707,000)	(138,000)	714,000	697,000
B. % Change in Net Quick Assets	-5%	11%	-57%	105%	44%	-19%	-13%	-2%	0%	2%	2%
C. Ratio of Annual Op Cost to Net Quick Assets	36.18%	39.90%	16.96%	34.69%	49.86%	37.89%	31.12%	29.54%	28.29%	27.77%	27.24%
D. % Change in Ratio	-9.63%	10.28%	-57.50%	104.60%	43.73%	-24.01%	-17.88%	-5.07%	-4.23%	-1.84%	-1.93%
E. Average Passenger Fare	$0.43	$0.43	$0.44	$0.43	$0.44	$0.44	$0.45	$0.45	$0.45	$0.45	$0.45
F. % Change in Passenger Fare	2%	0%	1%	-1%	1%	1%	1%	0%	0%	0%	0%
G. Change in Ridership (000s)	(949,897)	(967,354)	(935,946)	(2,172,497)	78,984	86,512	829,000	0	0	0	0
H. % Change in Ridership	-1%	-1%	-1%	-3%	0%	0%	1%	0%	0%	0%	0%
I. Federal Operating											
1. $ Change	283,139	(1,025,359)	120,579	(974,620)	13,275	(55,000)	(50,000)	(100,000)	(100,000)	(100,000)	(100,000)
2. % Change	3%	-11%	1%	-12%	0%	-1%	-1%	-1%	-1%	-1%	-1%
J. State General Funds											
1. $ Change	1,807,140	(3,361,305)	NA	NA	NA	NA	NA	NA	NA	NA	NA
2. % Change	20%	-31%	NA	NA	NA	NA	NA	NA	NA	NA	NA
K. Local General Funds											
1. $ Change	4,222,565	1,166,362	12,177,996	10,054,612	(3,265,696)	4,200,000	5,786,000	3,605,000	4,745,000	4,931,000	5,123,000
2. % Change	11%	3%	27%	18%	-5%	7%	9%	5%	6%	6%	6%
L. State Dedicated Funds											
1. $ Change	505,265	543,220	NA	89,965	NA	NA	NA	NA	NA	NA	NA
2. % Change	17%	15%	NA	NA	NA	NA	NA	NA	NA	NA	NA
M. Local Dedicated Funding											
1. $ Change	NA	NA	NA	NA	17,000,000	NA	26,000,000	(22,000,000)	3,000,000	0	11,000,000
2. % Change	NA	NA	NA	NA	NA	NA	NA	-85%	75%	0%	157%
N. Other											
1. $ Change	665,830	(499,550)	(885,141)	907,754	991,996	443,000	(574,000)	91,000	19,000	(1,000)	251,000
2. % Change	104%	-38%	-109%	-1183%	119%	24%	-25%	5%	1%	0%	14%
O. Total Non-Op Revenue											
1. $ Change	7,483,939	(3,176,632)	(238,885)	10,077,711	14,649,610	(12,412,000)	31,162,000	(18,404,000)	7,664,000	4,830,000	16,274,000
2. % Change	12%	-5%	0%	16%	20%	-14%	40%	-17%	9%	5%	16%
P. Major Cost Element % Change											
1. Labor	4%	5%	0%	-1%	3%	4%	4%	3%	4%	4%	4%
2. Fringe Benefits	8%	-6%	14%	1%	6%	8%	6%	4%	4%	4%	4%
3. Services	20%	-16%	-9%	18%	14%	8%	33%	4%	4%	4%	4%
4. Materials & Supplies	0%	-7%	-17%	2%	-5%	5%	8%	3%	4%	4%	4%
5. Utilities	16%	-11%	-9%	-15%	19%	-1%	11%	7%	4%	4%	4%
6. Casualty & Liability	114%	35%	10%	2%	-87%	298%	14%	4%	4%	4%	4%
7. Purchased Transportation	38%	14%	-62%	-1%	5%	24%	4%	4%	4%	4%	4%
8. Other (Taxes & Misc)	-45%	-11%	2%	13%	12%	11%	19%	4%	4%	4%	4%
Total	5%	1%	1%	0%	0%	6%	6%	3%	4%	4%	4%
Q. Cost/Mile	$3.90	$3.96	$4.17	$4.41	$4.63	$4.92	$5.11	$5.28	$5.49	$5.71	$5.94
R. % Change	2%	2%	5%	6%	5%	6%	4%	3%	4%	4%	4%

Metropolitan Transit Commission
FINANCIAL CAPACITY ANALYSIS RAW DATA WORKSHEET
Applicant's Fiscal Year

Year (Underline When Actual)	1984 Actual	1985 Actual	1986 Actual	1987 Actual	1988 Actual Est.	1989 Actual	1990 Projected	1991 Projected	1992 Projected	1993 Projected	1994 Projected
S. Cost/Hour	$55.93	$56.33	$59.86	$63.06	$63.80	$67.78	$70.50	$72.76	$75.67	$78.70	$81.85
T. % Change	1%	1%	6%	5%	1%	6%	4%	3%	4%	4%	4%
U. Cost/Passenger	$1.30	$1.32	$1.35	$1.40	$1.40	$1.49	$1.56	$1.61	$1.67	$1.74	$1.81
V. % Change	6%	2%	2%	3%	0%	6%	5%	3%	4%	4%	4%
W. Cost/Passenger Mile	$0.34	$0.29	$0.38	$0.36	$0.40	$0.43	$0.45	$0.46	$0.48	$0.50	$0.52
X. % Change	-10%	-15%	33%	-6%	12%	6%	5%	3%	4%	4%	4%
Y. Change in Revenue Miles	647,284	(271,044)	(1,008,321)	(1,226,669)	(987,270)	26,508	436,708	0	0	0	0
Z. % Change in Revenue Miles	3%	-1%	-4%	-5%	-4%	0%	2%	0%	0%	0%	0%
AA. Change in Revenue Hours	59,494	(1,910)	(89,006)	(78,111)	(12,486)	1,966	31,700	0	0	0	0
AB. % Change in Revenue Hours	4%	0%	-11%	102%	-2%	0%	1%	0%	0%	0%	0%
AC. Operating Ratio	33.24%	32.57%	32.34%	31.00%	31.22%	29.66%	28.52%	27.64%	26.57%	25.55%	24.57%
AD. % Change	-4%	-2%	-1%	-4%	1%	-5%	-4%	-3%	-4%	-4%	-4%
AE. Subsidy/Passenger	$0.87	$0.89	$0.91	$0.96	$0.96	$1.05	$1.12	$1.17	$1.23	$1.30	$1.37
AF. % Change	9%	3%	2%	5%	0%	9%	7%	4%	6%	5%	5%
AG. Subsidy/Passenger Mile	$0.23	$0.19	$0.26	$0.25	$0.28	$0.30	$0.32	$0.34	$0.35	$0.37	$0.39
AH. % Change	-8%	-14%	33%	-4%	12%	9%	7%	4%	6%	5%	5%
AI. Revenue Miles/Employee	10,682,340	10,589,335	10,513,367	9,953,225	9,348,128	9,030,666	9,275,484	9,275,484	9,275,484	9,275,484	9,275,484
AJ. % Change	-3%	-1%	-1%	-5%	-6%	-3%	3%	0%	0%	0%	0%

HE 310 .T85 M47ax 1990/92
Metropolitan Council of the
Twin Cities Area.
Transportation improvement

DATE	ISSUED TO