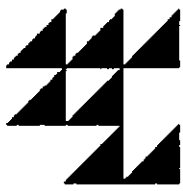
1993 - 1995

TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE

TWIN CITIES METROPOLITAN AREA



METROPOLITAN COUNCIL

TRANSPORTATION PLANNING STRUCTURE

FOR THE TWIN CITIES METROPOLITAN AREA

This document contains the findings and recommendations that have resulted from a review of the transportation planning structure and the related processes that are in place in the Twin Cities Metropolitan Area in light of the provisions of the new Federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. This Act substantially restructured the federal transportation program that had been in place since the 1970s. The new Act embraces multi-modal and inter-modal approaches in addressing transportation issues and problems. Transit, autos, trucks, bicycles, and pedestrians must all be considered now. The Act is flexible, enabling federal funds to be transferred among various program areas to address state and local priorities. By its very nature, the Act necessitates participation from a broad set of interest groups, some of which would not likely have been very involved in the planning process before.

The Act strengthens metropolitan and state planning. Transportation plans of the Metropolitan Planning Organization (Metropolitan Council with the Transportation Advisory Board) must be fiscally constrained and address physical, social, economic, and environmental considerations, among others. The MPO, the state (Minnesota Department of Transportation), and the transit agency (Regional Transit Board) must cooperate in preparing a fiscally constrained Transportation Improvement Program (TIP) for the Region. Mn/DOT is required to prepare a statewide transportation plan and a TIP.

The provisions of ISTEA also require that plans and programs be closely coordinated with the goals and mandates of the Clean Air Act of 1990.

In order to address the challenges of the new legislation, a work group consisting of representatives of the major regional and state agencies and TAC county and municipal representatives was assembled to review and develop recommendations for issue areas. The Group has become known as the ISTEA Work Group. This report was prepared by them.

The first section of the report contains a detailed review of the existing, organizational structure and process. It was extracted from descriptive sections contained in the region's 1993 Transportation Unified Planning Work Program for the Twin Cities Metropolitan Area. It describes the legislative mandate, major functions, and organizational structure of the major participants. The citizen participation program of the Metropolitan Council is also explained.

The last section contains the findings and recommendations of the ISTEA Work Group. It includes a detailed matrix of participants, modes, and interest groups as well as explanatory comments and recommendations.

After a final document is approved by the Transportation Advisory Board and the Metropolitan Council, the region's transportation planning Prospectus will be revised to reflect all adjustments.

PARTICIPANTS IN THE METROPOLITAN PLANNING PROCESS

A. Metropolitan Council

The Metropolitan Council (designated MPO for this Metropolitan Area) was created in 1967 by the Minnesota Legislature to guide the orderly and economic development of the 3,000 square mile Seven County Area, with its 300 governing units. See Figure 1.

The Metropolitan Council is comprised of 17 members appointed by the Governor with advice and consent of the Minnesota Senate. Sixteen members are appointed to four-year terms representing districts of equal population size within the seven county metropolitan area. During 1983, Council district boundaries were redrawn to account for the 1980 census population distribution. The Council Chair, the 17th member, represents the region as a whole and serves at the Governor's pleasure.

The Council powers and responsibilities described below are derived from several state laws beginning with the original Metropolitan Council Act of 1967. Significant changes are embodied in the Metropolitan Reorganization Act of 1974, (The Metropolitan Land Planning Act of 1976) and the Metropolitan Governance Act of 1986.

1. Prepare and maintain a Metropolitan Development Guide. The Guide serves as a long range regional plan upon which to base development and Metropolitan Systems Plan and implementation decisions.

2. Prepare a Metropolitan Highway System Plan giving direction in the planning and operating of interstate freeways and major arterials.

3. Prepare a Metropolitan Transit Policy Plan giving direction in the planning and operating of transit services.

4. Prepare plans which give clear direction to the regional commissions and agencies which operate public transit, regional parks, airports, housing and water quality management activities; this is a requirement of the Metropolitan Governance Act.

5. Review applications for federal and state funds to assure consistency with the regional development goals, policies, and programs described in the Metropolitan Development Guide.

6. Approve financial proposals, implementation plans, capital programs and detailed plan of regional agencies. This including approval of operating budgets for the Regional Transit Board.

7. Review long-range local government plans and require local plans to be consistent with regional sewer, park, airport and transportation plans.

8. Conduct urban research in broad-ranging areas and present findings to the Legislature.

9. Provide technical assistance to other governmental units.

10. Provide information to the public on matters pertaining to the Region and its development.

11. Prepare an Aviation Development Guide/Policy Plan to chart the direction for regional aviation planning and development to the year 2020.

In addition, the Legislature has given the Metropolitan Council responsibility for administering a regional park financing program, a local planning assistance program, a Metropolitan Housing and Redevelopment Authority.

The Council has citizen's advisory committees to assist in developing plans and reviewing grant applications for specialized planning areas such as aging, developmental disabilities, health, water management, minority issues, transportation, aviation, and housing. More than 220 people volunteer their skill on these committees. The Council planning staff and policy organizational structure are indicated in Figures 2 and 3.

B. Transportation Advisory Board

The Transportation Advisory Board (TAB) was established by the Council in September 1974, in accord with the Metropolitan Reorganization Act (Minnesota Statute 473.146). The Board provides a forum for participation of local elected officials, state and regional officials and private citizens in regional transportation policy making. The Board consists of 30 members: 10 municipal elected officials, seven elected county officials, nine (including the Chair) private citizens, and four representatives of state or regional agencies. Municipal officials are nominated by an organization called the Association of Metropolitan Municipalities. County officials (one from each county) are nominated by the respective county board. Each is then appointed by the Metropolitan Council. Eight private citizen members are selected to represent Metropolitan Council districts. The Council appoints these eight and the Chair. The Chair is to be free of affiliation with major transportation operating agencies and is appointed for a two-year term. The four agency officials, representing the Regional Transit Board, the Minnesota Department of Transportation, the Metropolitan Airports Commission, and the Minnesota Pollution Control Agency, are designated by their agencies. The Board advises the Metropolitan Council in preparing the long-range transportation plan, provides coordination and direction to the agencies responsible for implementing the plan, and compiles the regional ISTEA program and the TIP.

C. Regional Transit Board

The Regional Transit Board (RTB), which was created by the Minnesota Legislature in 1984, is the metropolitan agency responsible for short- to mid-range transit planning and transit coordination in the seven-county metropolitan area.

The RTB is composed of 11 members. Eight of the members, at least six of whom must be elected officials, are appointed by the Metropolitan Council. The remaining three members--including the chair, one elderly and one disabled representative, are appointed by the governor. The RTB is organized and administered like a metropolitan commission (see Figure 4).

The RTB uses two committees, the Policy Committee and the Administration and Finance Committee, to conduct the detailed examination of issues. The RTB also is advised by five advisory

committees-the Joint Light Rail Transit Advisory Committee, The Transportation Accessible Advisory Committee (TAAC), the Rideshare Advisory Committee (RAC), the Providers' Advisory Committee (PAC), and the Local Officials Advisory Committee (LOAC).

The major functions and activities of the RTB include:

- foster effective delivery of existing transit services and encourage innovation in transit service;
- increase transit service in suburban areas based on the results of the Transit Service Needs Assessment;
- prepare implementation and financial plans for the metropolitan transit system consistent with the Metropolitan Council's Transportation Policy Plan;
- set policies and standards for implementing the transit policies and programs of the state and the transit policies of the Metropolitan Council in the metropolitan area;
- advise and work cooperatively with local governments, regional railroad authorities, and other public agencies, transit providers, developers and other persons in order to coordinate all transit modes and to increase the availability of transit services;
- conduct transit research and evaluation;
- administer state and metropolitan transit subsidies;
- appoint members to the Metropolitan Transit Commission (MTC);
- prepare and present required transit budgets, financial plans and staff plans;
- request, review and approve MTC budget;
- execute and administer paratransit project contracts, the rideshare program, the Metro Mobility program, and the Replacement Service (opt-out) program.;
- participate in joint interagency planning activities;
- provide technical assistance on transit issues and planning activities.

D. Minnesota Department of Transportation

The Minnesota Department of Transportation (Mn/DOT) was created by the legislature to provide a balanced and coordinated multi-modal transportation program and system for the State. The Department is organized into Policy and Administration, and Engineering and Operations, each headed by a deputy commissioner. An organizational chart is shown on Figure 5.

Mn/DOT has the authority to locate, improve, maintain, construct and reconstruct a system of trunk highways and interstate routes. Each biennium Mn/DOT prepares a two-year highway improvement

construction program and a four-year highway improvement program. The Department submits these programs to the Metropolitan Council and Regional Transit Board for review. Design layouts and final plans for any projects the Council identifies are submitted to the Metropolitan Council for individual review and approval.

Mn/DOT coordinates operation efforts with local and regional authorities, as well as reviewing their planning projects and administering federal and state highway funds. The Department coordinates airport zoning and administers a grants-in-aid program for airport development. Mn/DOT administers state and federal transit assistance programs in Greater Minnesota and develops statewide transit programs and policies. The Department also conducts rail and waterway planning, coordinates statewide transit programs and policies. The Department also conducts rail and waterway planning, coordinates statewide bikeway planning activities, and regulates for-hire motor carriers and enforces compliance with federal and state motor carrier regulations.

Mn/DOT is responsible for the following activities:

- Participates in the MPO 3-C transportation planning process.
- Maintains the state highway system.
- Programs, designs, and constructs highway projects.
- Performs environmental analysis of state transportation projects.
- Develops a state Transportation Improvement Program.
- Administers federal and state funding for transportation.
- Develops management plans required by the ISTEA.
- Prepares financial analysis to determine reasonable funding levels.
- Provides ongoing technical support to prepare air quality analysis for the MPOs.

E. Metropolitan Airports Commission

The Metropolitan Airports Commission (MAC) established in 1943, is an independent, special purpose agency with broad powers to acquire, develop and operate airports within an area roughly equivalent to the seven county metropolitan area.

The Commission owns and operates seven metropolitan public use airports, including Minneapolis-St. Paul International Airport, and is empowered to raise revenues for the financing of airport development and operations. The Commission prepares comprehensive master plans for each facility and provides for the safe and efficient operating environment for the area's aviation system user.

Since MAC is not a "metropolitan commission" as defined by Section 473.121, Subdivision 7, its plans are subject to Metropolitan Council review under 473.165 which applies to "independent commissions, boards and agencies." As provided in that section, all MAC long-range plans must be consistent with

Metropolitan Council Plans and Policies. In addition, certain airport development projects in the Metropolitan Area which requires capital funding in excess of $5 million at Minneapolis-St. Paul and $2 million at other airports must be reviewed and approved by the Metropolitan Council (section 473.621).

Figure 6 is a staff organization chart of MAC.

F. Minnesota Pollution Control Agency

The Minnesota Pollution Control Agency, established in 1976, is an independent, special-purpose state agency with powers to prepare and enforce hazardous waste air quality, water quality, and solid waste rules and standards throughout the state. The MPCA determines the areas of the state not meeting ambient air quality standards. The agency assists the MPOs in making revisions to the Air Quality Transportation Control Plan before the MPCA incorporates it as part of the State Implementation Plan. An organizational chart is shown on Figure 7.

- Enforces state and federal regulations on air quality standards to comply with the NAAQS.
- Ensures that the air quality analysis prepared for conformity reviews and for individual transportation and development projects (as part of an Indirect Source Permit Review) are done in a manner consistent with accepted practices and procedures.
- Provides technical support to the MPO and Mn/DOT in the preparation of regional air quality analysis.
- Prepares emissions inventories.
- Coordinates an interagency air quality/transportation planning task force.
- Adopts the necessary rules, procedures, and other measures to implement the Vehicle Inspection/Maintenance Program and an oxygenated fuels program for all CO nonattainment areas.
- Revises the SIP and submits the amendments to the EPA.
- Coordinates on behalf o f the state with the EPA on matters relating to carrying out CAAA guidance.
- Provides technical assistance on the accuracy and technical interpretations of EPA rules and regulations.
- Participates in the MPO 3-C process.

G. 3-C Committee Structure

Transportation agency staff from the agencies, counties and municipalities are involved in the policy-making process through the Technical Advisory Committee (TAC), which advises the Transportation Advisory Board. Other subcommittees and task forces of the TAC deal with specific transportation issues. Refer to Figure 8 for a flow-chart that delineates transportation committees of the TAB and TAC involved in the 3-C (continuing, comprehensive, cooperative) transportation planning process.

CITIZEN PARTICIPATION AND DISSEMINATION OF INFORMATION

A. Metropolitan Council

A primary purpose for the formation of the Metropolitan Council by the State Legislature was to create a visible focal point for developing regional policies and making regional decisions. The Legislature recognized the need to provide a forum where citizens could participate in many public and private decisions of regional importance which affect and shape much of the citizen's life. Most of these decisions are made or heavily influenced by public and private persons and agencies outside the citizen's own community. The Metropolitan Council was given the responsibility for bringing plans and issues with regional impact into an accessible public process where people and organizations could influence decisions.

The Council considered this purpose central to its legislative charge and recognizes that its constituency is the more than two million people and a multitude of governmental organizations of the Metropolitan Area. The Council is committed to conducting a planning and decision-making process which informs, is open, and can be influenced by affected and interested individuals and public and private groups. The Community is a valuable source of information and experience, and the validity of the Council's work is largely determined by the degree to which it involves the total community in its planning process and decisions. In an effort to involve the general public in the planning, development and implementation of regional plans and policies, the Council has established an "open appointment" policy and program. The purpose of the program is to recruit citizens to be associated with the Council's planning responsibilities, including the Regional Transit Board and the Transportation Advisory Board. The Council advertises the positions in several metropolitan newspapers including three minority-owned newspapers.

As part of the overall policy to inform the public, the Council includes provisions in its work programs to provide the public with pertinent information relating to all areas of the planning process, by circulating and distributing policy documents. The Council informs citizens, units of governments, and private groups about its activities through various publications, including the Metro Voice. The Metro Voice addresses Regional issues, provides information about Council program activities and decisions, and lists publications and events. The magazine is mailed quarterly with a circulation of 4,000. The Council also offers a variety of "public service" materials available to the public at no charge such as population reports, advisory committee brochures, various economic reports and housing vacancy and construction reports. A schedule for Metropolitan Council meetings is published weekly in the regional papers.

The Council's advisory committees discussed on page 3 have been structured to insure special committees are provided an opportunity to participate in the decision-making process. The Minority Issues Advisory Committee, the Advisory Committee on Aging and the Developmental Disabilities Advisory Committee are examples of how special committees are involved by the Council.

Other ways of encouraging citizen participation are through the public hearing process, or the Referral or review process. Public hearings are well publicized in local and regional papers. The Council holds public hearings in its own offices as well as in the community and neighborhoods when major policy decisions significantly affect those areas.

Because the referral process is one of the most important means available for coordinating implementation of transportation facilities with regional development policies, notification of interested persons, groups and other affected parties is essential. Notices are sent to appropriate minority organizations for each surface transportation referral based on the facility location(s) or service area(s) of the proposal. The organizations are selected from lists that staff counsel supplies to the referral coordinator.

Metropolitan Council members and staff appear upon request at city council meetings to explain Council policy and to listen to local concerns. The Council's Long-Range Planning Department provides technical assistance for planning related problems on comprehensive plans, which serves to coordinate major metropolitan area issues.

The Council's Community Services Department provides staff who deal directly with the public on a day-to-day basis. The Community Service Department's role is to strengthen the liaison between the Metropolitan Council and citizens groups and local officials in the Region. It also supports the Council's public hearing process.

FINDINGS AND RECOMMENDATIONS

In reviewing the existing transportation planning structure and the cooperative planning process currently employed in the Twin Cities Metropolitan Area, the ISTEA Work Group looked at three broad interest areas, which included:

1. Intergovernmental - including local, regional, state, and federal governmental units

2. Transportation modes

3. Other Interest Groups - such as business and industry, minority populations, elderly/disabled, etc.

Among the items considered was representation on TAB, TAC, or a TAC subcommittee. The broader planning process of the Metropolitan Council was also considered, such as the Advisory Committee on Aging, the Minority Issues Advisory Committee, special task forces, etc. In addition, consideration was given to committees of the Regional Transit Board.

Table 1 is a matrix depicting the way these interest areas are currently represented in the process. Those noted as having "direct" representation refer to organizations or interest areas or groups that have direct voting membership on the TAB, TAC or other Metropolitan Council committees or task forces. "Indirect" representation recognizes that TAB and TAC members need to consider a broad range of interests as they participate in the transportation process. Thus, an elected official on the TAB and/or TAC is expected to bring an awareness to the discussion of issues of the general concerns of pedestrians, bicyclists, etc. It is recognized that this will not be true of every individual but as a group it should be.

Findings:

The major findings of the review are as follows:

1. The current cooperative transportation planning structure is providing opportunities for a broad group of interests to participate in the metropolitan planning process either through direct or indirect representation.

2. There is a need to add and/or strengthen the involvement of some interest areas in the metropolitan process. These tend to represent modes that have been less visible in the process to date and include such areas as bicycles, pedestrians, railroads, ports/water transportation. Bicycle interests, in particular, have expressed a very strong interest in participating in the metropolitan planning process.

3. The Minnesota Department of Transportation has statewide multi-modal transportation responsibilities and administers specific programs in support of them. Mn/DOT should be able to bring the issues of less visible modes to the metropolitan process, such as ports and waterway, railroads, bicycles, trucking.

4. The Regional Transit Board's planning process and committee structure relates to the broader transit community and provides opportunities to participate in the transit decision-making process. There is no direct representation of a transit operating agency on the TAB, rather they are represented by the RTB. The Metropolitan Transit Commission has direct representation on the TAC but other transit operators do not.

5. County Regional Rail Authorities are rather unique to the process. County commissioners are appointed to the TAB to represent county government, however, they are also members of the respective rail authorities. Thus it can be assumed that rail authorities have at least indirect representation on the TAB. County representatives on the TAC also provide at least indirect representation. No rail authority staff from active programs are TAC members.

6. The Metropolitan Parks and Open Space Commission has a strong programmatic interest in bikes and pedestrian facilities. It is also interested in the Enhancement category of the Surface Transportation Program.

7. The Minnesota Department of Natural Resources has been given the responsibility for the Recreational Trails Program of the ISTEA.

8. The Metropolitan Council has a Minority Issues Advisory Committee and an Aging Advisory Committee which can provide direct advice to the Council on transportation matters. The Metropolitan Council has an elaborate citizen participation and information process to inform the public about all Council activities.

Recommendations:

The existing cooperative transportation planning process and structure is generally well positioned to address the mandates of the new Federal Intermodal Surface Transportation Efficiency Act. There are several important adjustments that need to be made, however, to ensure that the broad participation mandates in the federal legislation can be realized. The following changes are recommended:

1. Transit representation should be broaden on the Technical Advisory Committee (TAC) to include a representative of "OPT-OUT" transit providers on the Development and Environment Committee.

2. The Metropolitan Parks and Open Space Commission should be brought into the process by reviewing criteria for bikeway and walkway projects.

3. The Minnesota Department of Transportation should be aggressive in bringing relevant issues of all transportation modes to the transportation planning process.

4. Bicycle representation should be strengthened in the following manner:

   - A specific TAC Committee, to be identified by the TAC Executive Committee, should be responsible for addressing bicycle planning issues and concerns.

   - The Mn/DOT Bicycle Coordinator should be added to the membership of the responsible Committee.

   - Bicycle organizations should be informed of pending actions at key points in the process, such as transportation policy plan review, draft project criteria, and project solicitation.

5. The TAC Executive Committee should identify a specific committee as being responsible for pedestrian planning issues and concerns.

6. The following are recommended for strengthening railroad interests:

   - Mn/DOT should bring the issues of this mode to the transportation planning process.

   - The TAC Executive Committee should charge a specific TAC Committee with the responsibility of addressing railroad planning issues and concerns.

   - Railroad interests should be informed of pending actions at key points in the process.

7. Regional Rail Authority representation should be strengthened by adding a representative from an authority that has an active program to a committee of the TAC. This should add strength to general railroad interests as well as light rail transit. The TAC executive committee should determine the appropriate committee.

8. The following are recommended for strengthening ports/water transportation interests:

   - Mn/DOT should bring the issues of this mode to the transportation planning process.
   - The TAC Executive Committee should charge a specific TAC Committee with the responsibility of addressing water transportation issues and concerns.
   - Port/water transportation interests should be informed of pending actions at key points about relevant planning activities.

9. Professional organizations, business and industrial groups, and transportation interest groups, should be informed of pending actions at key points in the process.

10. If the Transportation Advisory Board/Metropolitan Council are given the responsibility for the ISTEA Enhancement Category, the planning process/structure should be reviewed. Attention should be given to the role of the Metropolitan Parks and Open Space Commission and the State Department of Natural Resources, among others.

process

ISTEA PARTICIPATION

CATEGORY	EXISTING TAB/TAC REPRESENTATION			METRO COUNCIL PLANNING PROCESS		COMMENT	RECOMMENDATION
	TAB	TAC	TAC SUB	Trans.	Other		
INTERGOVERNMENTAL							
LOCAL GOVERNMENT							
• Municipal	●	●	●	■	▲	10 elected officials on TAB, 12 professional staff on TAC - other on TAC subcommittees	
• County	●	●	●	■	▲	Each county represented on TAB, TAC, and some TAC subcommittees	
REGIONAL							
• Regional Transit Board	●	●	●	■	▲		
• Metropolitan Transit Commission	○	●	●	■		RTB provides indirect representation on TAB for MTC and indirect representation on TAB and TAC for other transit providers.	RTB responsible for transit planning, programming and implementation. It coordinates the service of the transit operators. The addition of a transit operator to the TAB is not recommended.
• Other Transit Operators	○	○	○	□		Represented on RTB Transit Provider Committee. That committee advises the RTB on capital grants and on the TIP.	It is recommended that an "OPT-OUT" Transit Operator be added to the TAC's Development and Environment Committee.
• Regional Rail Authorities	○	○	○		▲	County Commissioners on the TAB are also members of their county's regional rail authority. All counties are also represented on TAC although regional rail authority's staff from active programs are not members.	Recommend adding a regional rail authority staff member from an active program to a TAC committee. The TAC Executive Committee should determine the appropriate committee.
• Metropolitan Airports Commission	●	●	●	■	▲		
• Regional Park and Open Space Commission					▲	Commission has expressed strong interest in the Enhancements Program, Bicycles and Pedestrian categories of the STP Program. Also interested in the Recreation Trails Program that DNR will administer.	No direct representation recommended. Commission and staff should review criteria for Bikeway/Walkway categories. If MPO is responsible for Enhancement Program, the Commission's role and representation should be reviewed.

STATE						
• Dept. of Transportation	●	●	●	■	▲	Mn/DOT has statewide multi-modal responsibilities.	Mn/DOT should facilitate bringing the interests of all modes to the MPO planning process. The Mn/DOT bike coordinator should participate at the TAC subcommittee level relative to project criteria and bicycle planning issues.
• Pollution Control Agency	●	●	●	■	△		
• Minnesota Planning		●					
• Natural Resources						DNR responsible for recreational trails program of ISTEA.	If the MPO becomes the responsible agency for Enhancements, the role of the DNR in the planning process would need to be reviewed.
• Federal Highway Administration		●	●	■			
MULTI-MODAL							
• Automotive	○	○	○	□	△	TAB/TAC representatives have substantial professional or public policy background relative to this mode.	
• Aviation	●	●	●	■	▲	MAC representatives on TAB/TAC. Metro Council Aviation Guide Chapter addresses system planning needs. Metro Council appoints special task forces to address specific issues in this area.	
• Bicycle	○	○	○	□	△	Some TAB and TAC representatives normally have substantial professional or public policy background relative to this mode.	Recommend strengthening bicycle representation as follows: 1) The TAC Executive Committee should identify a specific TAC Committee, as being responsible for addressing bicycle planning issues and concerns; 2) Add to the membership of the responsible committee the Mn/DOT Bicycle Coordinator; 3) Request the Metropolitan Parks and Open Space Commission review criteria for Bikeway/Walkway categories; 4) Advise bicycle organizations at key points in the process, such as plan review, draft project criteria, and project solicitation.
• Pedestrian	○	○	○	□	△	Some TAB and TAC representatives normally have substantial professional or public policy background relative to this mode.	The TAC Executive Committee should identify a specific TAC Committee as being responsible for addressing pedestrian planning issues and concerns.

• Ports/Water Transportation				△	Metro Council river corridor planning involves this mode and related industries in the Council planning process.	Mn/DOT should bring the issues of this mode to the TAB/TAC process. The TAC Executive Committee should charge a specific committee with the responsibility of addressing water transportation planning issues and concerns. Port/water transportation interests should be informed at key points about relevant planning activities.
• Transit	●	●	●	■ ▲	Some TAB and TAC representatives normally have substantial professional or public policy background relative to this mode.	
• Railroad	○	○	○	□ △		Mn/DOT should bring the issues of this mode to the TAB/TAC process. The TAC Executive Committee should charge a specific committee with the responsibility of addressing railroad planning issues and concerns. Railroad interests should be informed at key points about relevant planning activities.
• Trucking	○	○	○	□ △		Mn/DOT is expected to bring the issues of this mode to TAB/TAC process.
OTHER INTEREST GROUPS						
• Business & Industry	○	○	○	□	Some TAB members will normally bring at least indirect representation of these interests to the process.	Interest groups should be informed at key points in the planning process.
• Elderly/Disabled	○	○	○	□ ▲	Metro Council has advisory committee on aging. RTB has a Transportation Accessibility Advisory Committee. RTB also prepares the American's with Disabilities Act plan.	
• Minority Population	○	○	○	□ ▲	Metro Council's Minority Issues Advisory Committee meets regularly to review Council programs including transportation.	
• Private Citizens	●	○	○	■ ▲	Eight citizens appointed on Metro District basis to the TAB.	
• Professional Organizations		C	C		This refers to organizations such as the Institute of Transportation Engineers, Women's Transportation Seminar, American Planning Association, etc.	Recommend that organizations be informed at key points in the process, such as plan review, draft project criteria, project solicitation, etc.

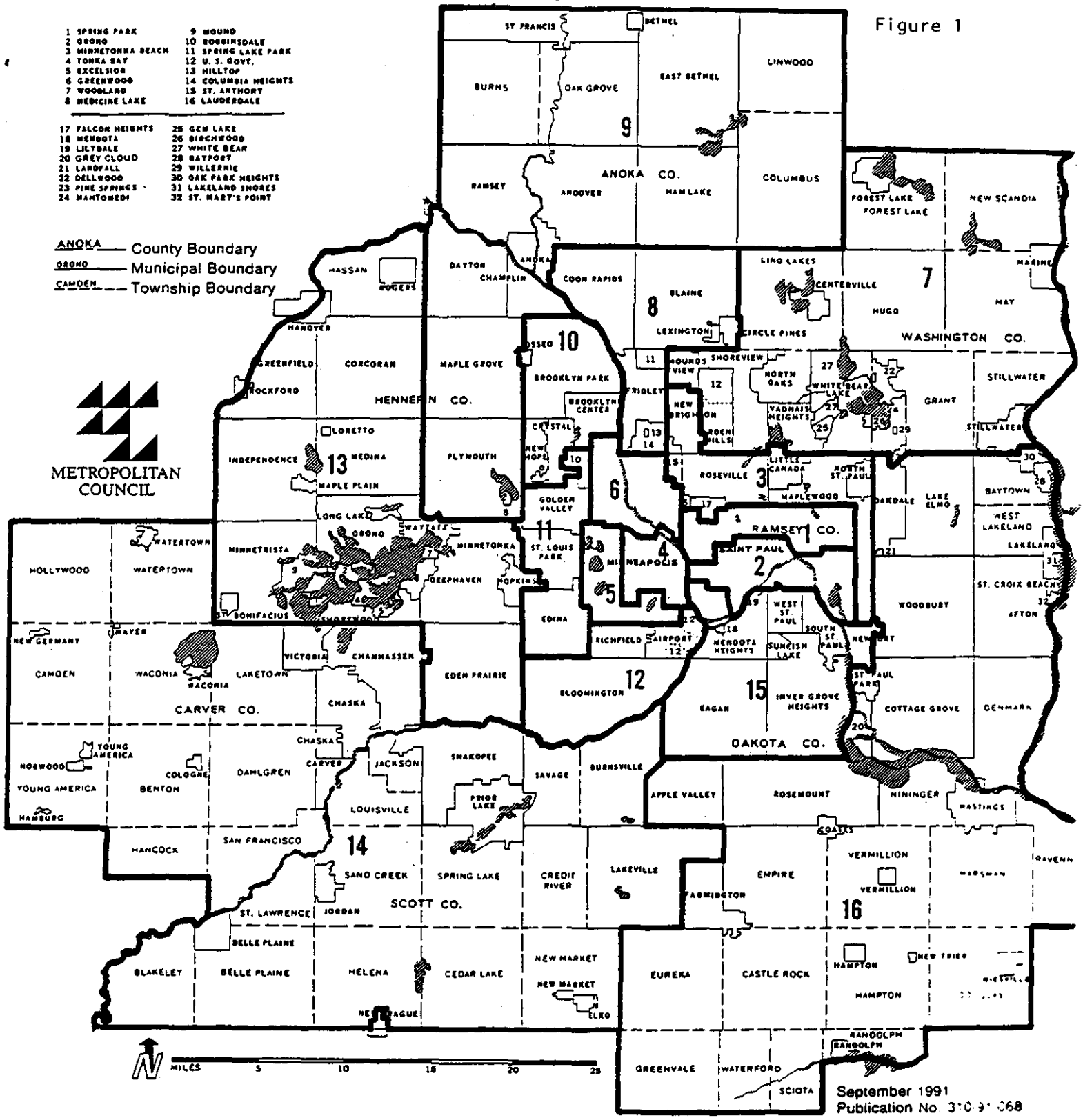
• Other Transportation Interest Groups					This refers to groups such as Center for Transportation Studies, American Automobile Association, Transportation Alliance, etc.	Recommend that organizations be informed at key points in the process.

Matrix Legend

Category	Direct Representation	Indirect Representation
TAB	●	○
TAC	●	○
TAC Subcommittee	●	○
Metropolitan Council Transportation Planning Process	■	□
Other Metro Council Planning Activities	▲	△

jlmebtab

Figure 1



METROPOLITAN COUNCIL OF THE TWIN CITIES AREA

The Council members and their districts are as follows: Chair— Mary E. Anderson

1 —Liz Anderson, St. Paul
2 —Dede Wolfson, St. Paul
3 —James W.(Jim) Senden, New Brighton
4 —Carol Kummer, Minneapolis
5 —David F. Fisher, Minneapolis
6 —Donald B. Riley, Minneapolis
7 —Esther Newcome, White Bear Lake
8 —Susan Anderson, Blaine
9 —Kenneth Kunzman, Ham Lake
10 —Jim Krautkremer, Brooklyn Park
11 —Polly Peterson Bowles, Edina
12 —Sondra R. Simonson, Bloomington
13 —Dirk deVries, Minnetonka
14 —Bonnie D. Featherstone Burnsville
15 —Margaret Schreiner Eagan
16 —E. Craig Morris, Lakeland

Metropolitan Council Policymaking Structure

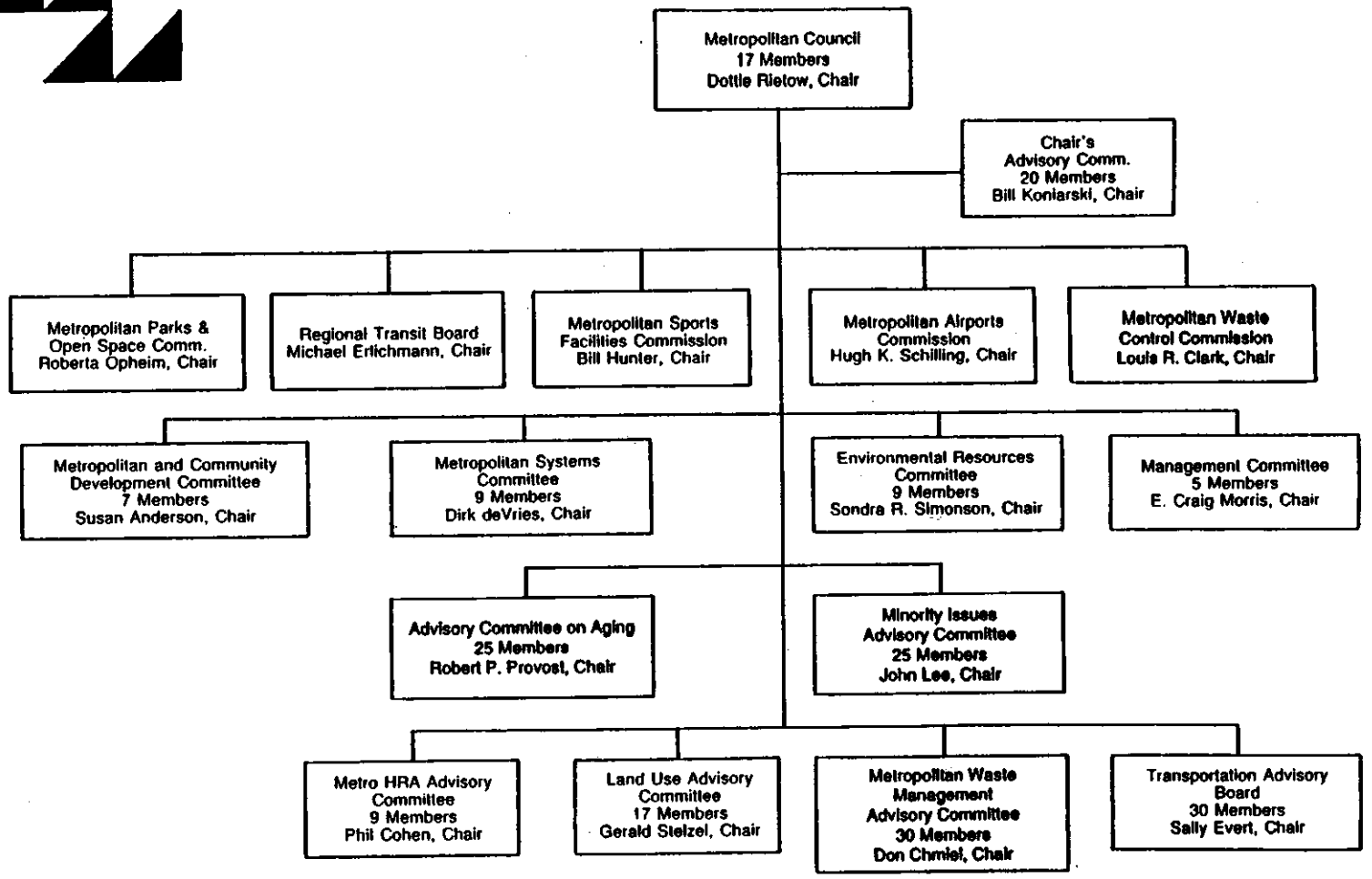


Figure 2

Metropolitan Council
Mears Park Centre
230 East Fifth Street
St. Paul, Minnesota 55101
Tel. 612 291-6359
TDD 291-0904

November 1992
Publication No. 310-92-048

Metropolitan Council Staff Structure

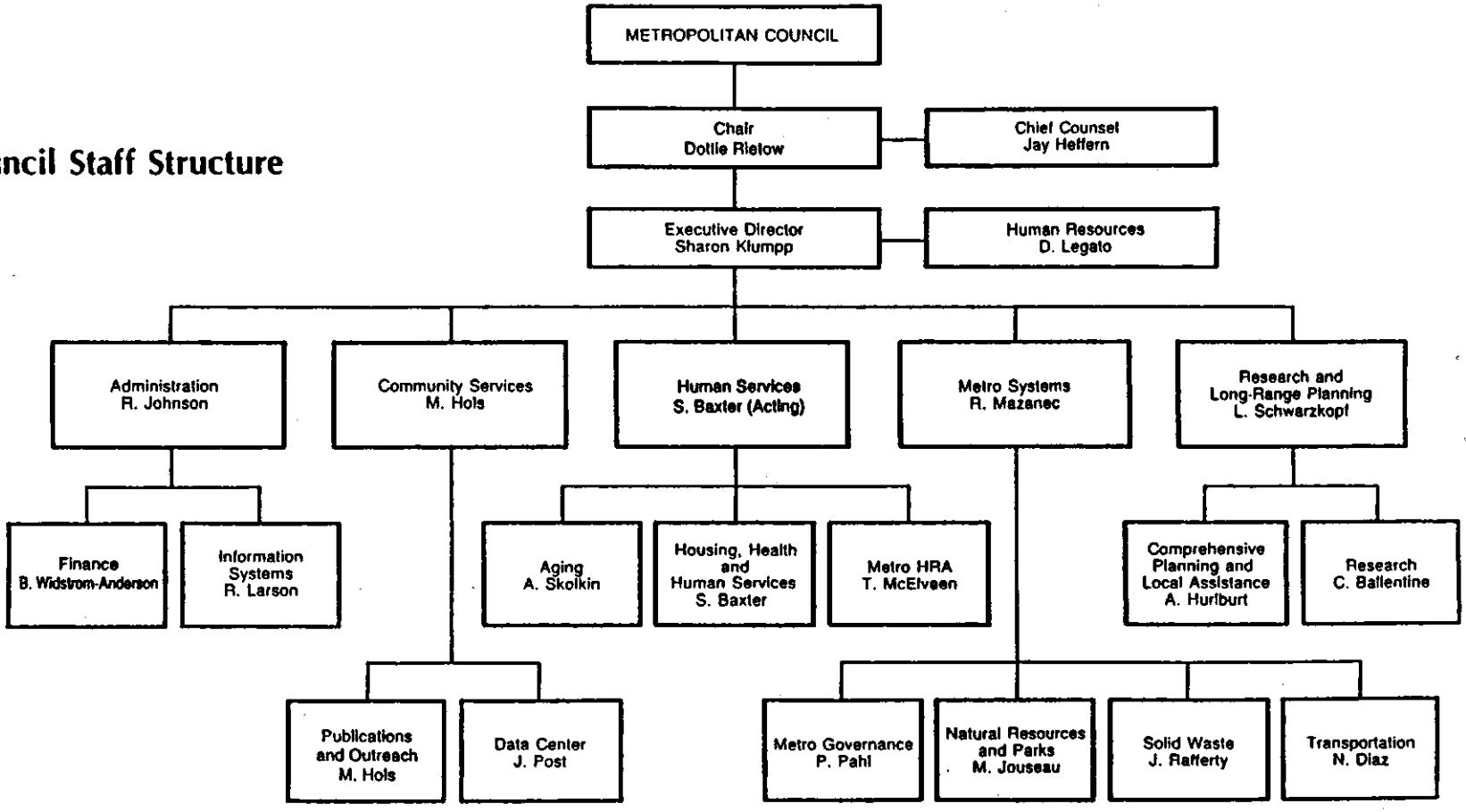
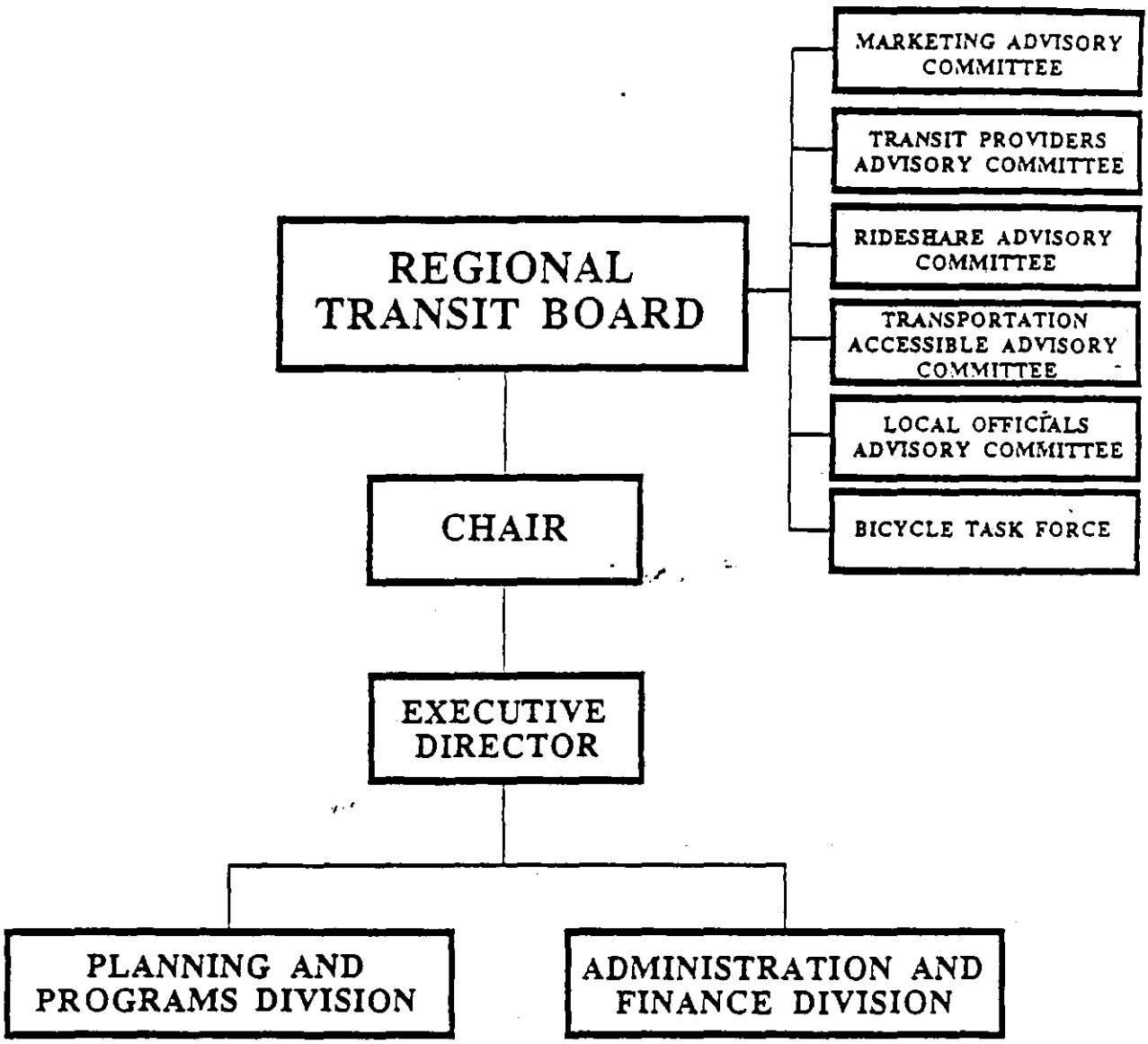


Figure 3

Figure 4

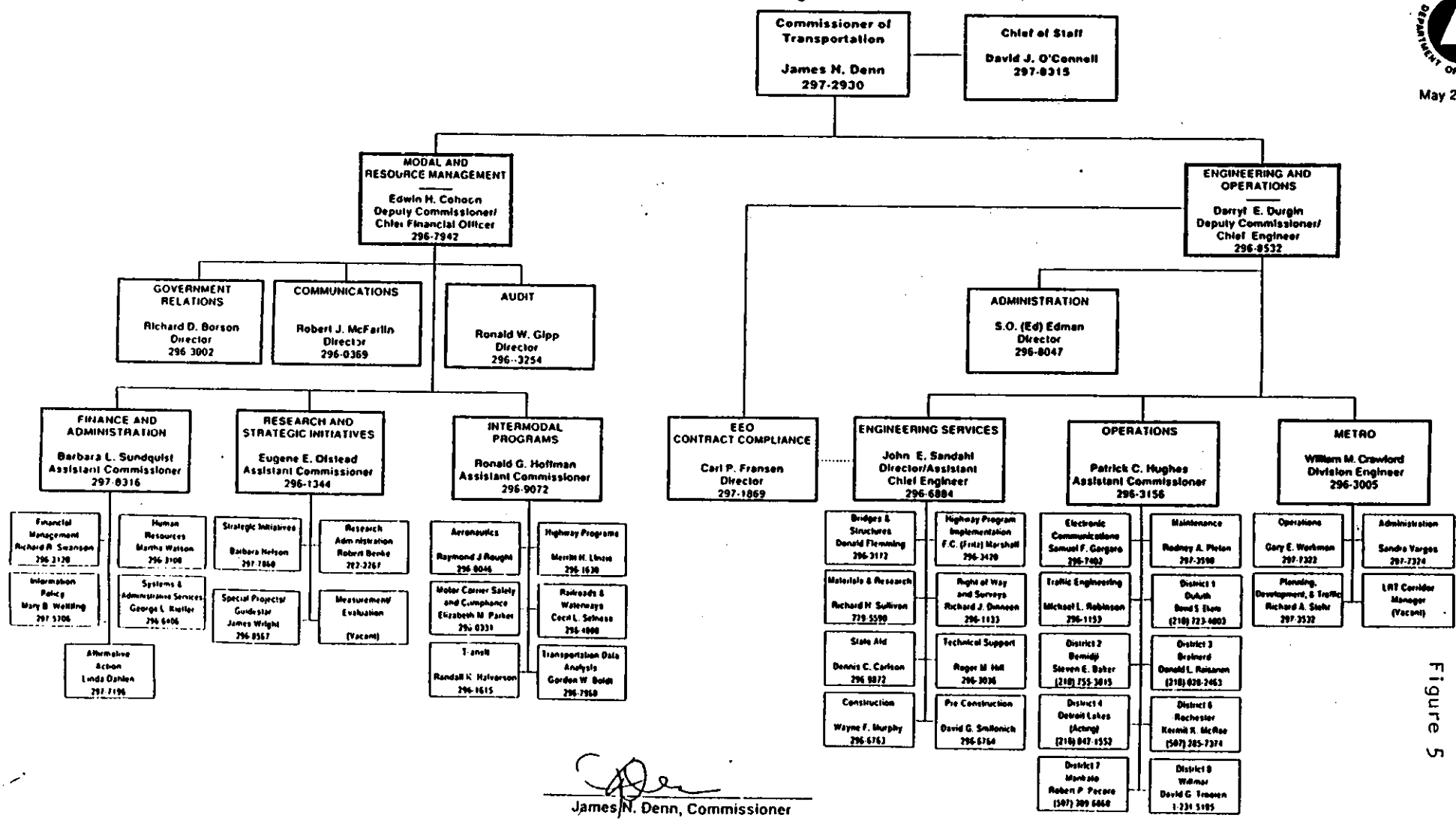
ORGANIZATION CHART
REGIONAL TRANSIT BOARD



Source: Regional Transit Board

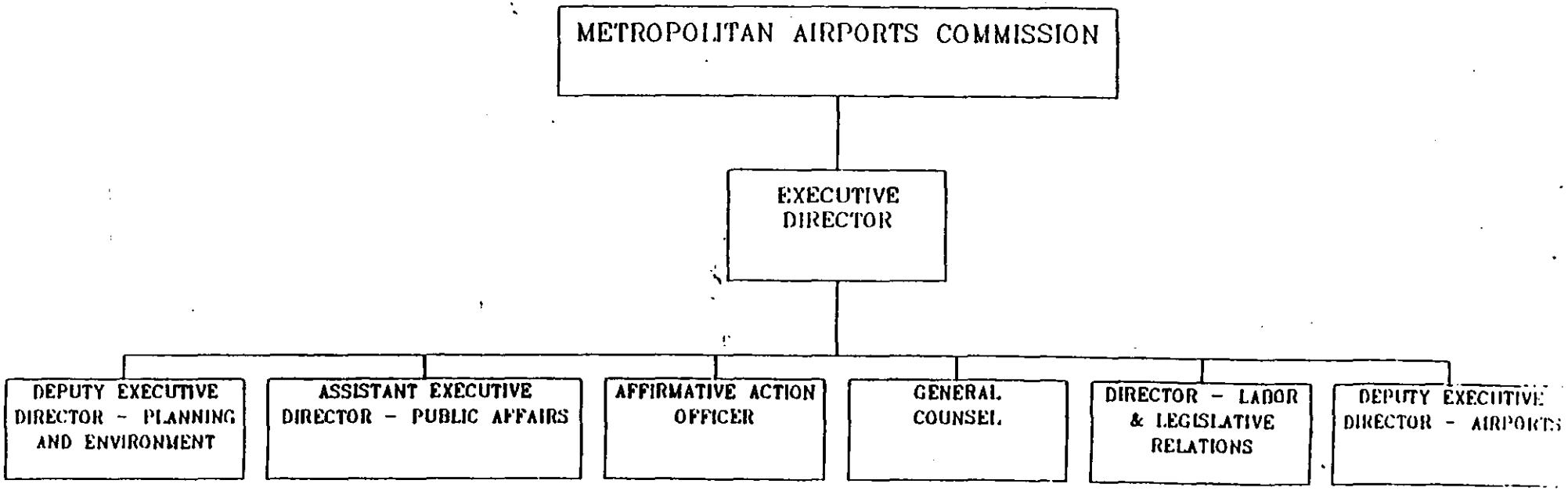
STATE OF MINNESOTA
Department of Transportation
Organization

May 20, 199



James N. Denn, Commissioner

Figure 5


METROPOLITAN AIRPORTS COMMISSION
EXECUTIVE DIRECTOR
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AFFIRMATIVE ACTION OFFICER
GENERAL COUNSEL
DIRECTOR - LABOR & LEGISLATIVE RELATIONS
DEPUTY EXECUTIVE DIRECTOR - AIRPORTS

Figure 6

Minnesota Pollution Control Agency

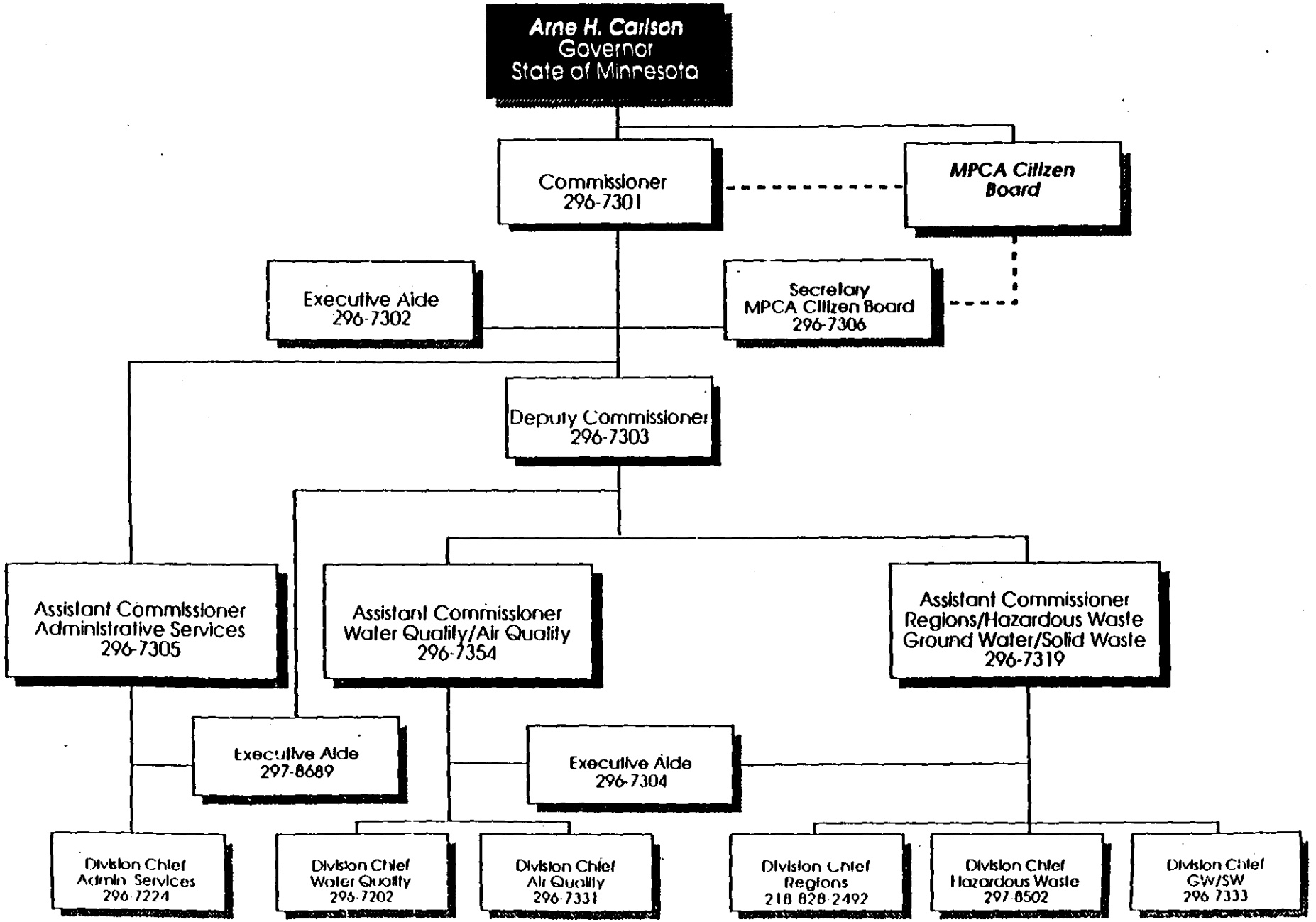

Figure 7

TRANSPORTATION ADVISORY BOARD-TECHNICAL ADVISORY COMMITTEE STRUCTURE MARCH 1992

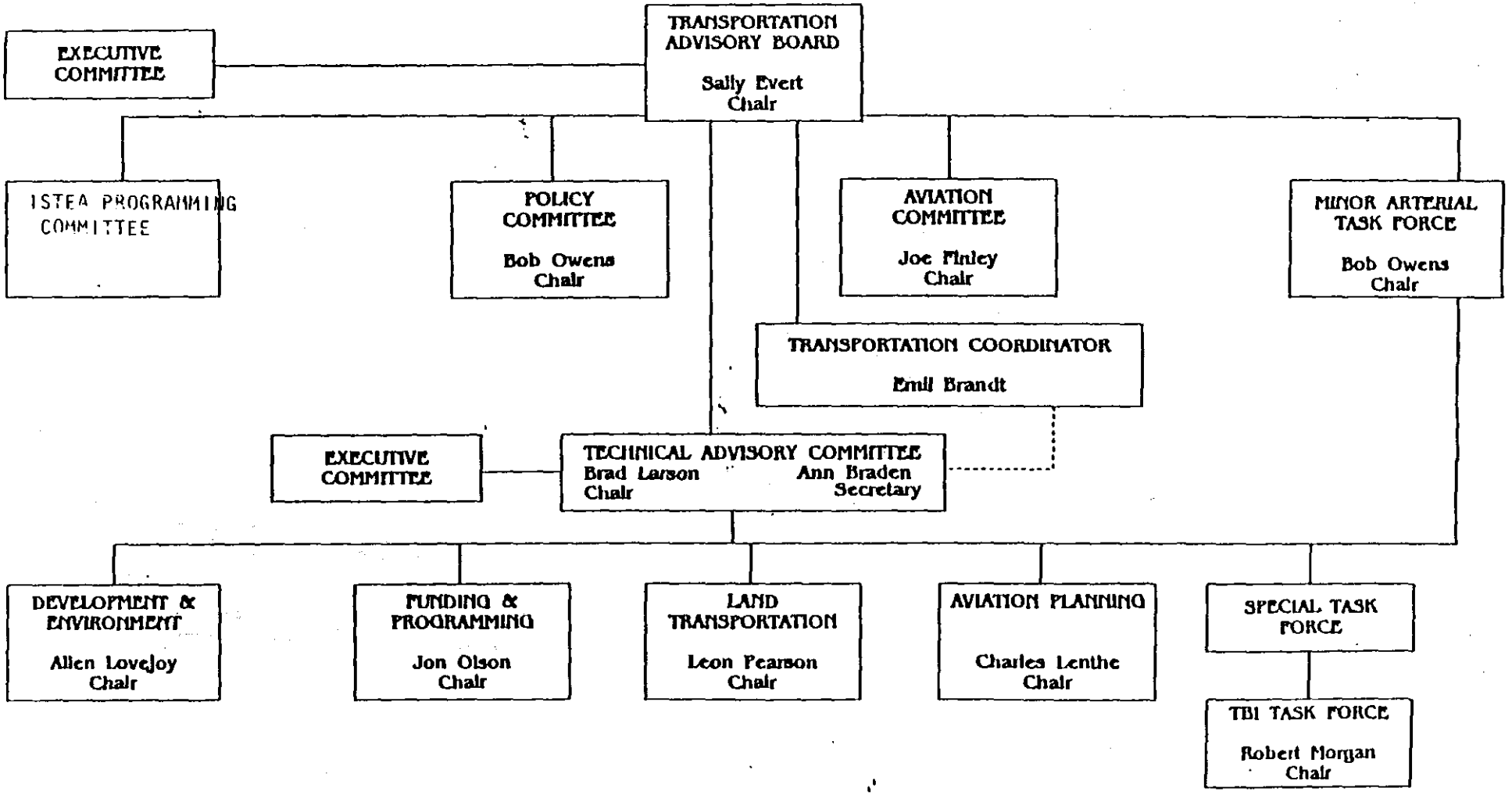

Figure 8

1993 - 1995

TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE

TWIN CITIES METROPOLITAN AREA

DECEMBER 1992

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

Publication No. 801-93-015

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SUMMARY

The Twin Cities Metropolitan Planning Organization's Transportation Improvement Program (TIP) for 1993 through 1995 responds to new procedures required by the Intermodal Surface Transportation Efficiency Act of 1992 (ISTEA). The new legislation requires that all federally funded transportation projects within the entire seven county area by included in the regional TIP. The TIP must be consistent with the projections of federal funds and local matching funds and that all major transportation projects in the federally defined carbon-monoxide nonattainment area be evaluated for their conformity with the CAAA of 1990.

The Transportation Improvement Program (TIP) for 1993 through 1995 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 Federal Transit 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 for the next three years.

The region has allocated 1992 Congestion Mitigation Air Quality funds (CMAQ). All the projects are transit or transit related. The projects are included in this TIP.

The region developed an interim process to solicit bicycle and pedestrian projects utilizing 1992 Surfact Transportation Program (STP) funds. The candidate projects must be submitted by November 1992. An amendment will be made to this TIP to incorporate the selected projects in December 1992 or January 1993.

The region is developing a permanent process to allocate STP and CMAQ funds. This process is anticipated to be in place by January 1993. Projects are anticipated to be prioritized by March 1993. At that time, the region anticipates an amendment to the 1993 to 1995 TIP will be prepared to allow federal funds to be spent on these projects.

The 1993-1995 TIP for the Twin Cities Metropolitan Area is a proposed $734.7 million program of highway and capital transit projects, of which approximately 499.5 million is requested of the federal government if projects are maintained and funds are available.

The projects proposed for 1993 total approximately $291.2 million with the federal portion being approximately $164 million. The 1993 program slates about 83 percent of the capital dollars for roadway related projects and 17 percent for transit projects. When transit operating costs are included, these percentages are 66 and 33 respectively.

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.

Identified projects are subject to the approval of various required agencies and that approval of a specific project as part of the TIP does not imply an endorsement of the specific design alternatives and details.

1. INTRODUCTION

The 1993-95 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. An amendment is anticipated in December 1992 or January 1993 to add bicycle and pedestrian projects. 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 the region's priorities. The projects included in the TIP implement the region's transportation plan and priorities.

FEDERAL REQUIREMENTS

Federal regulations[1] require that a Transportation Improvement Program be developed and updated annually. The program must cover a period of at least three years. The TIP is required to:

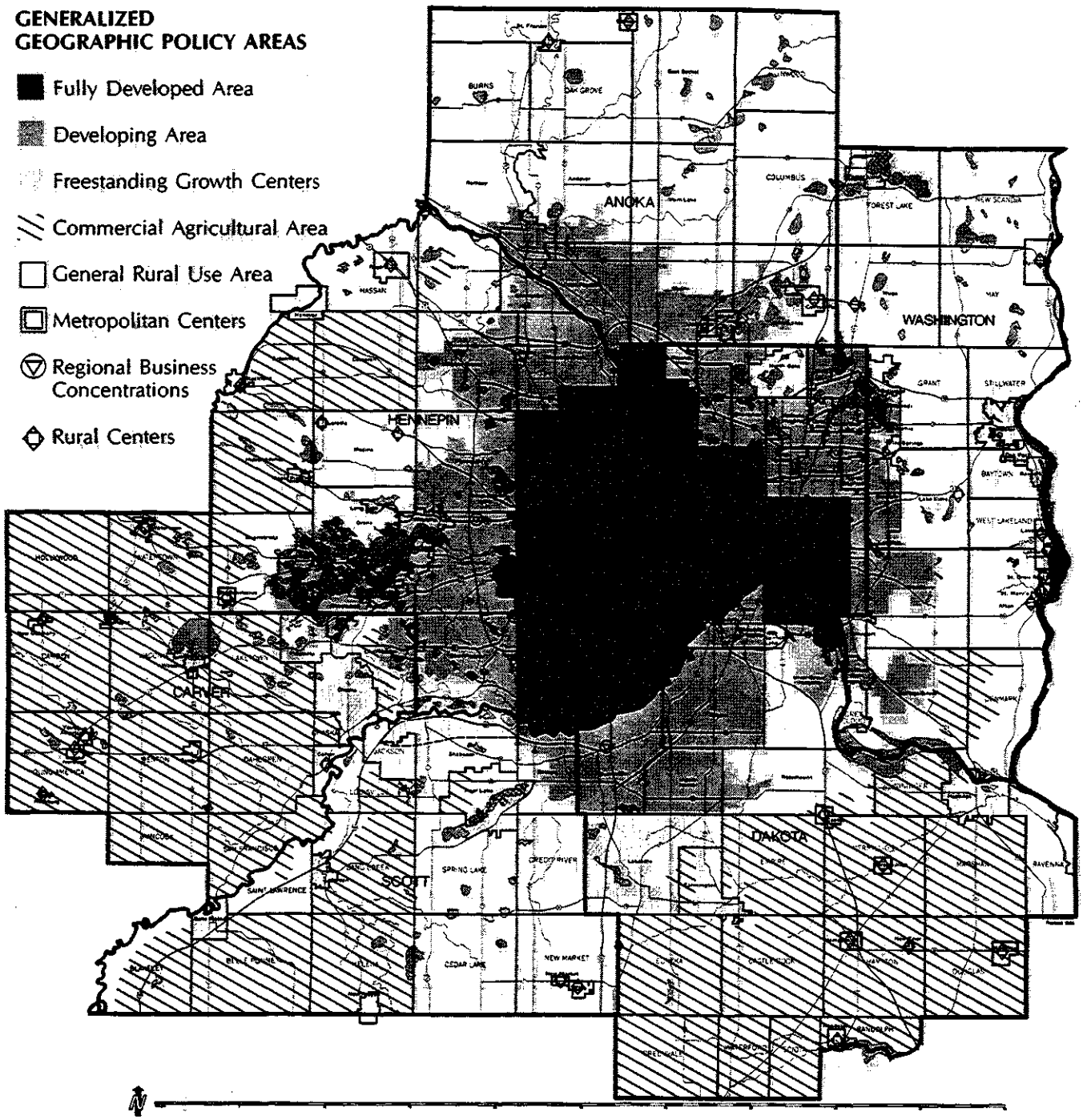
- Be a product of a continuing, comprehensive and cooperative (3C) planning process.
- Be consistent with regional land use and transportation plans as well as the State Implementation Plan (SIP) for air quality.
- Be initiated by locally elected officials of general purpose governments.
- Identify transportation improvements proposed in the Transportation Development Guide/Policy Plan and recommended for federal funding during the program period;
- Determine of financial capacity;
- Indicate the priorities in the seven-county metropolitan area;
- Indicate year in which initial contract will be let;
- Indicate appropriate source of federal funds;
- Include realistic estimates of total costs and revenues for the program period.
- Be included in the statewide TIP to be prepared by Mn/DOT.

The following information is provided for each project.

- 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.

[1]Federal regulations 23 CRF 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.

ISTEA provides new direction concerning metropolitan planning and allocation of federal funds. The region is in the process of responding to the new directives. The 1993-95 TIP responds to a number of the ISTEA requirements but due to the time constraints, the region will take a number of years to meet all the procedures. The region anticipates adopting major amendments to the TIP in the first and second quarter of 1993. These amendments will reflect bicycle and pedestrian projects solicited by the region and due by November 1992. A comprehensive array of projects to be funded by STP and CMAQ funds will be solicited in January 1993. The process and selection criteria are now being developed. The air quality conformity analysis will be conducted on these projects prior to amending the TIP.

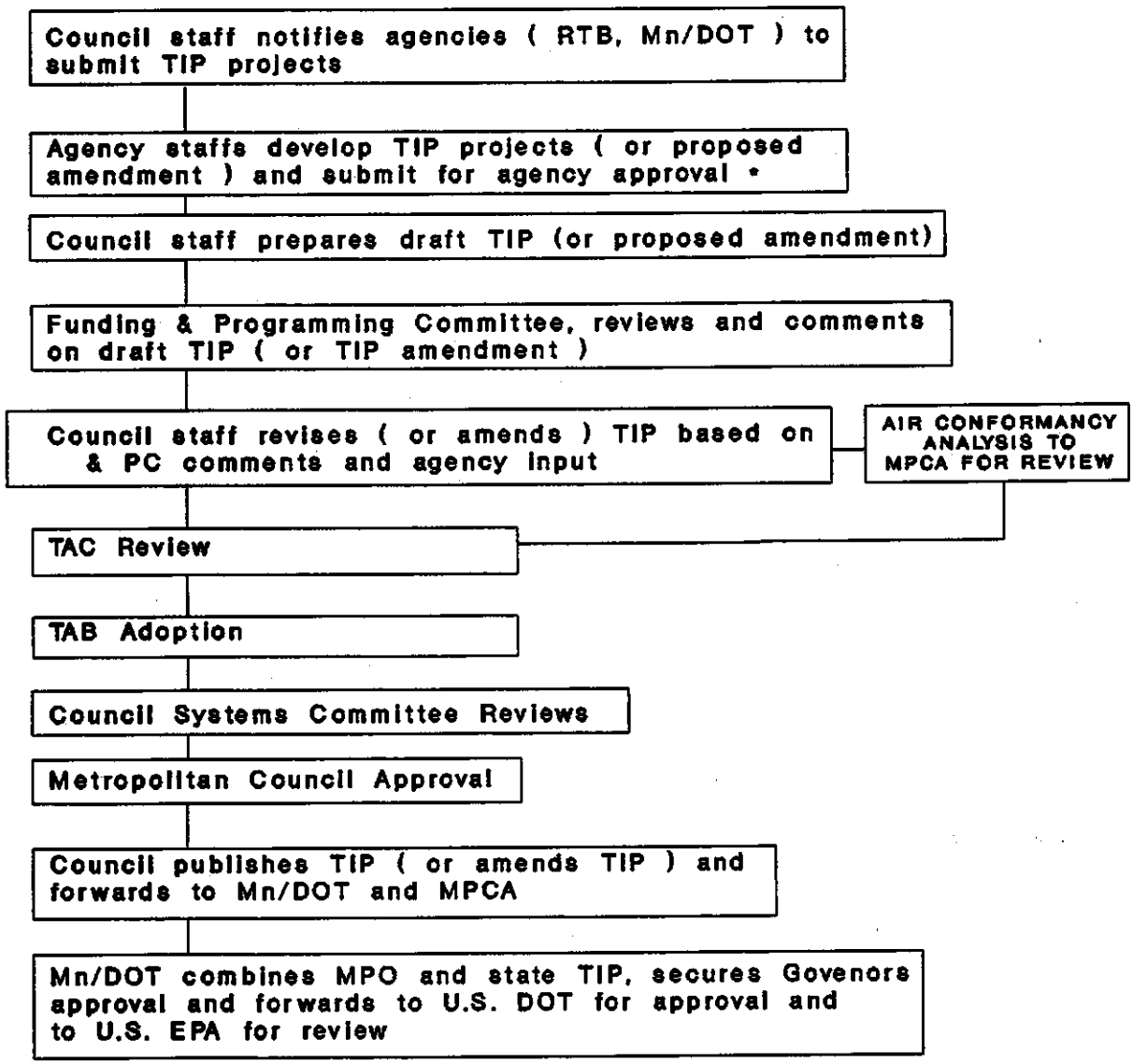
DEVELOPMENT AND CONTENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM

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.

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

FIGURE 2

TRANSPORTATION IMPROVEMENT PROGRAM



* RTB solitica private transit operator input on trnasit annual element prior to Board approval

- The Metropolitan Development and Investment Framework sets the overall priorities for regional facilities and services in the Twin Cities Metropolitan Area.

- The Metropolitan Council's 2010 Transportation Development Guide/Policy Plan sets overall regional transportation policy and details major long-range transportation plans. Three important studies have been completed since the Policy Plan was adopted. Each of these refine the policy direction established in 1988.

    - Major River Crossings Study - 1989, Transportation Advisory Board. This report updates regional priorities for the construction and reconstruction of highway bridges over the Mississippi, Minnesota and St. Croix River.

    - Planning Strategically for High Occupancy Vehicle Facilities and Programs in the Twin Cities Metropolitan Area - HOV Task Force - November 1, 1991. This report refines regional policies concerning the planning implementation and operation of HOV facilities and programs in the region.

    - Regional Transit Facilities Plan - February 1992 - Metropolitan Council. The report describes what transit services in the region should be and how to bring it about.

- The Five Year Plan for 1991-1995 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 transportation 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 Federal Transit Administration 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 arterials, are based on the Metropolitan Council's long-range system plans and on Mn/DOT's transportation planning and programming process.

The system plans are further refined through alternative corridor and location studies. These studies and environmental impact statements lead to specific project recommendations that are included in implementation programs. Other projects, such as those concerned with resurfacing, bridge improvements and safety, arise from continual monitoring and evaluation of existing highway facilities.

City and county federal aid projects are most likely to appear in the Rehabilitation category. 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, review of Mn/DOT's Highway Improvement Program, review of plans for controlled-access highways, review and approval of RTB's Five Year Plan for transit 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

The ISTEA of 1991 establishes a number of highway funding programs. In most cases, transit projects can be funded within these programs. There are two highway programs that are carried over into this TIP. These programs do not appear in the ISTEA but funding commitments are being fulfilled on the federal, state and regional levels. ISTEA utilizes a number of transit funding programs which are the same as those used in the past.

These program areas are described below.

National Highway System (NHS). The NHS will consist of 155,000 miles (plus or minus 15 percent) of major roads in the United States. Included will be all interstates and a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

Interstate Maintenance (IM). These funds will finance projects to rehabilitation, restore, and resurface the interstate system. Reconstruction is also eligible, if it does not add capacity. However, high occupancy vehicles (HOV) and auxiliary lanes can be added.

The Surface Transportation Program (STP). STP is a block grant type program that may be used for any roads (including NHS) that are not functionally classified as local or rural minor collectors. These roads are now collectively referred to as federal-aid roads. Bridge projects paid for with STP funds are not restricted to federal-aid roads but may be on any public road. Transit capital projects are also eligible under this program.

The Congestion Mitigation and Air Quality Improvement Program. CMAQ directs funds toward transportation projects in non-attainment areas for ozone and carbon monoxide (CO). These projects will contribute to meeting the attainment of national ambient air quality standards.

Bridge Replacement and Rehabilitation Program. The Bridge Replacement and Rehabilitation Program is continued to provide assistance for any bridge on a public road. The program is basically unchanged from previous years in its formula and requirements.

Hazard Elimination Safety Program. Is continued but has changed in focus to safety at railroad crossings.

Federal Aid Urban Program. No longer exists. The region is committed to fund the FAU projects that were prioritized and given funding commitments under the FAU process. The projects that will be funded under the STP are found in Table 3F. Small area FAU projects have obligations that are being spent. These are included in the TIP and are identified in Table 3G.

Federal Aid Secondary Program. No longer exists. FHWA and Mn/DOT are committed to fund FAS projects until the committed funds have been spent. These projects appear in this TIP.

Transit Capital and Operating Assistance Programs (FTA Sections 3, 6, 9 and 9A). These programs provide assistance with capital and operating costs.

FTA 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.

FTA 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).

Mn/DOT has divided the programmed projects into five general areas for the 1993-95 TIP. The are:

1. New Capacity. Major capital improvements which result in new or greatly expanded capabilities of corridors, i.e., new facility on new alignment, land additions in excess of auxiliary lanes, bridge at a new location, widened bridge to include more travel lanes.

2. Rehabilitation. Replacement or revitalization of existing infrastructure, may include minimal capacity/operational improvements.

3. Preservation. Activities required to preserve existing infrastructure includes concrete joint repair, mill and/or overlay, sign replacement, etc.

4. Operational Improvements. Projects to improve efficiency, and/or operations as well as safety, capacity or air quality.

5. Intelligent Vehicle Highway System Operational Tests. Projects to illustrate the effectiveness of IVHS technology to improve the efficiency, operations, safety, capacity and air quality. (These projects are new to the TIP and appear in Table 3I.)

6. Miscellaneous. Miscellaneous projects which do not fit previous categories. (Note: landscaping as part of a bigger project is listed with the bigger project. Stand alone landscaping is listed here.)

The Twin Cities transportation planning process is multi-modal. It integrates transit and highway concerns. For example, the region used its FAU funds for highway and transit improvements, pedestrian and bicycle facilities. However, most highway and transit projects are listed separately in Chapters 5 and 6 due to their separate program funding categories. Chapter 3 summarizes many projects that appear in Chapters 5 and 6, as well as recording additional projects. 1992 CMAQ funded transit projects which will be carried over into 1993 are found in Chapter 6.

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 Metropolitan Development and Investment Framework is the plan that sets a general direction for future development patterns in the region and establishes guidelines for making decisions about major regional facilities, the sewers and highways, that are needed to support the commercial, industrial and residential development of the area. The MDIF emphasizes managing regional resources in the form of existing regional facilities and public dollars used to maintain and expand them.

The focus of the Council's strategy on directing growth in the region is to encourage development to occur within the urban service area. The Council's first priority is to maintain and upgrade existing regional systems throughout the urban service area. The Council will also assign a high priority to maintenance projects that support planned economic development . The MDIF calls for the Council, local government, and the metropolitan agencies to act jointly to protect the capacity of regional facilities by protecting them from premature use.

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, water, bicycle and pedestrian. "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 and light rail, 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.

The Transportation Development Guide/Policy Plan conforms to the requirements of the 1990 Clean Air Act amendments. A description of the air quality analysis used by the Council to determine conformity is in the appendix.

Figure 3

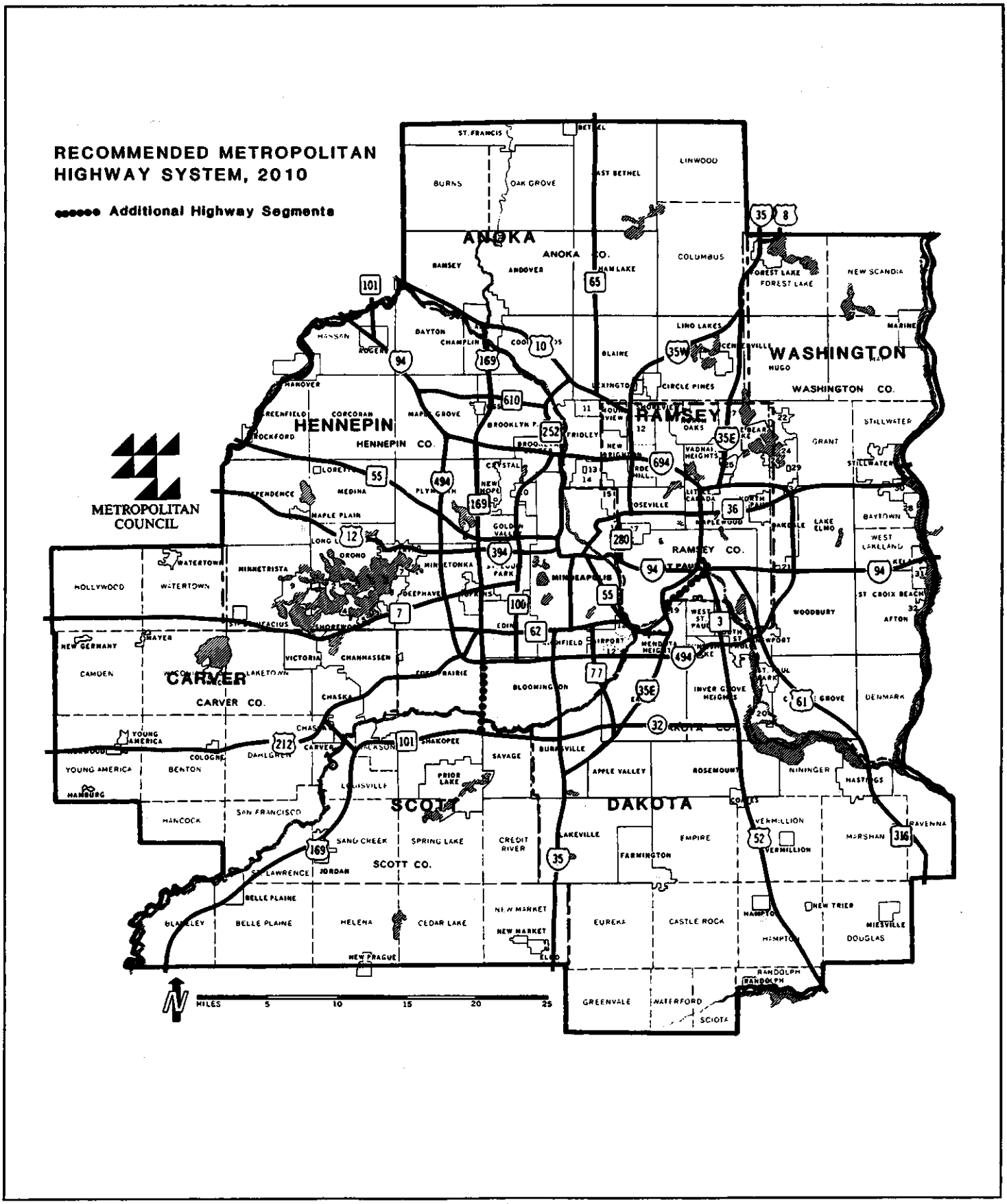
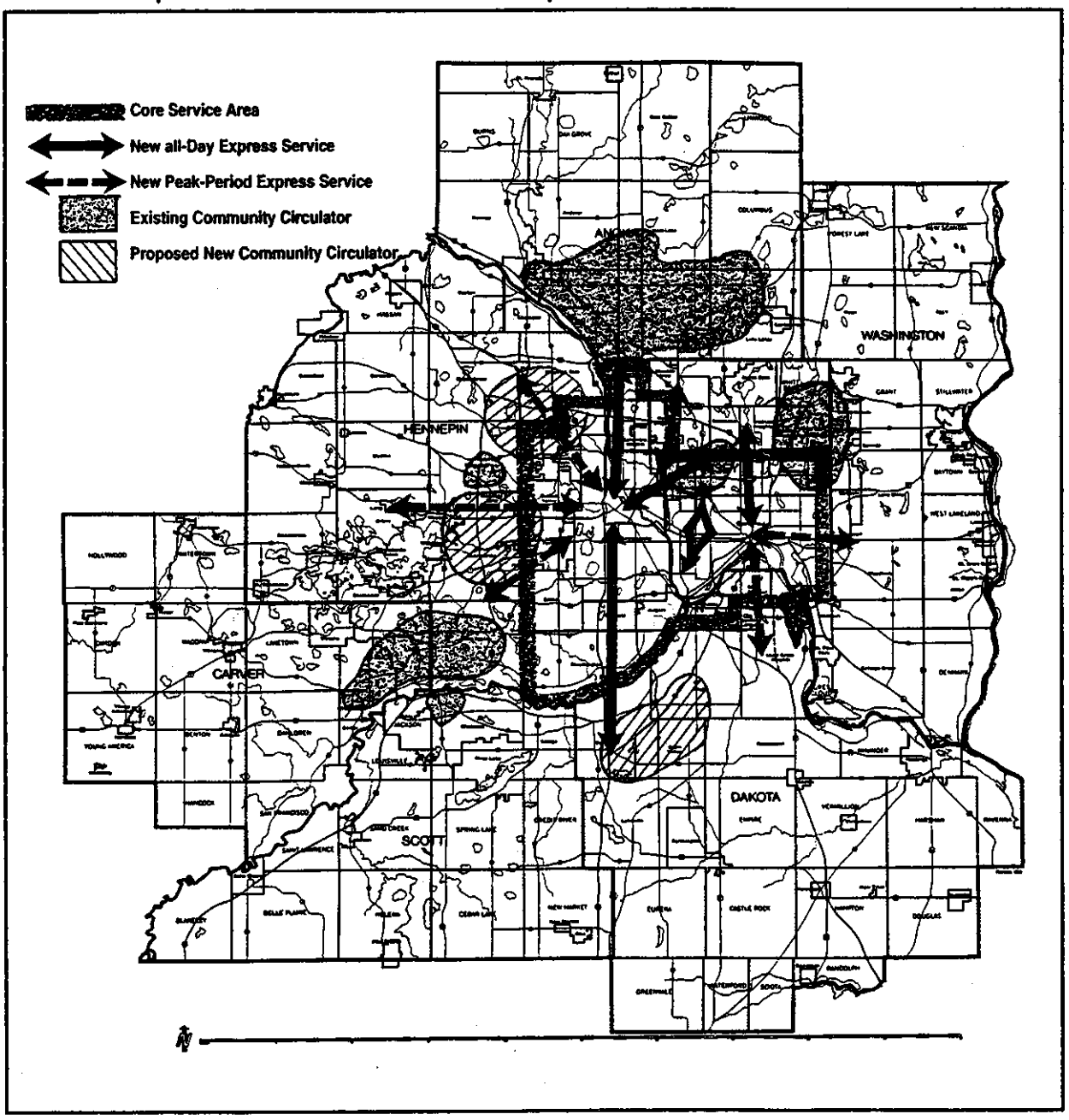

RECOMMENDED METROPOLITAN HIGHWAY SYSTEM, 2010
Additional Highway Segments
METROPOLITAN COUNCIL
ANOKA CO.
HENNEPIN CO.
RAMSEY CO.
WASHINGTON CO.
CARVER CO.
SCOTT CO.
DAKOTA CO.
ANOKA
HENNEPIN
RAMSEY
WASHINGTON
CARVER
SCOTT
DAKOTA
MILES 5 10 15 20 25

FIGURE 4

Proposed Short-Term Transit Service Improvements



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. 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.

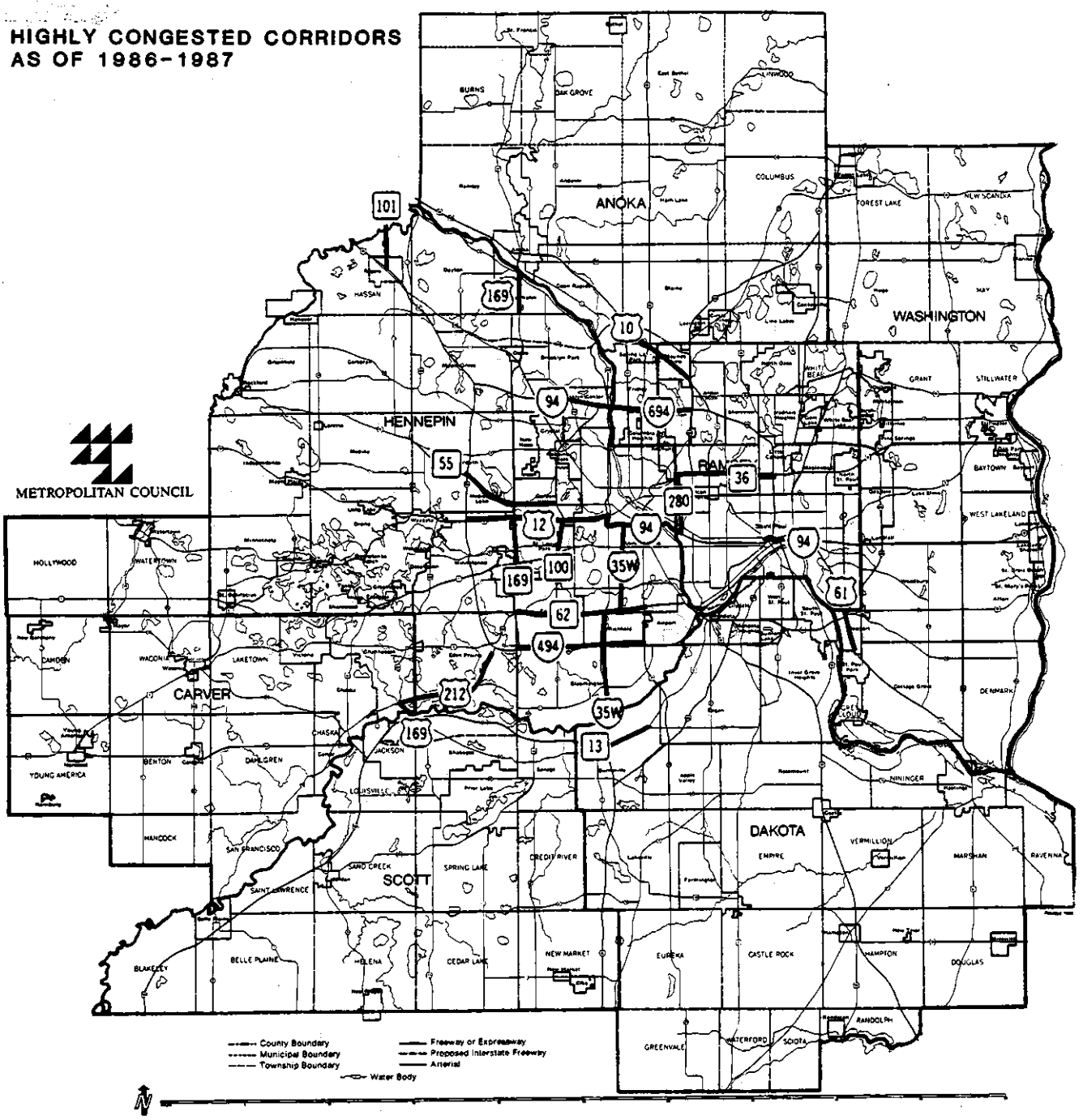
Many metropolitan highways have reached or are near the end of their 20-year design life. By 2010 most of the 590-mile metropolitan highway system will require major rebuilding. Adding capacity to existing roadways and building new ones will present serious difficulties because of severe environmental, 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 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.

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.

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;

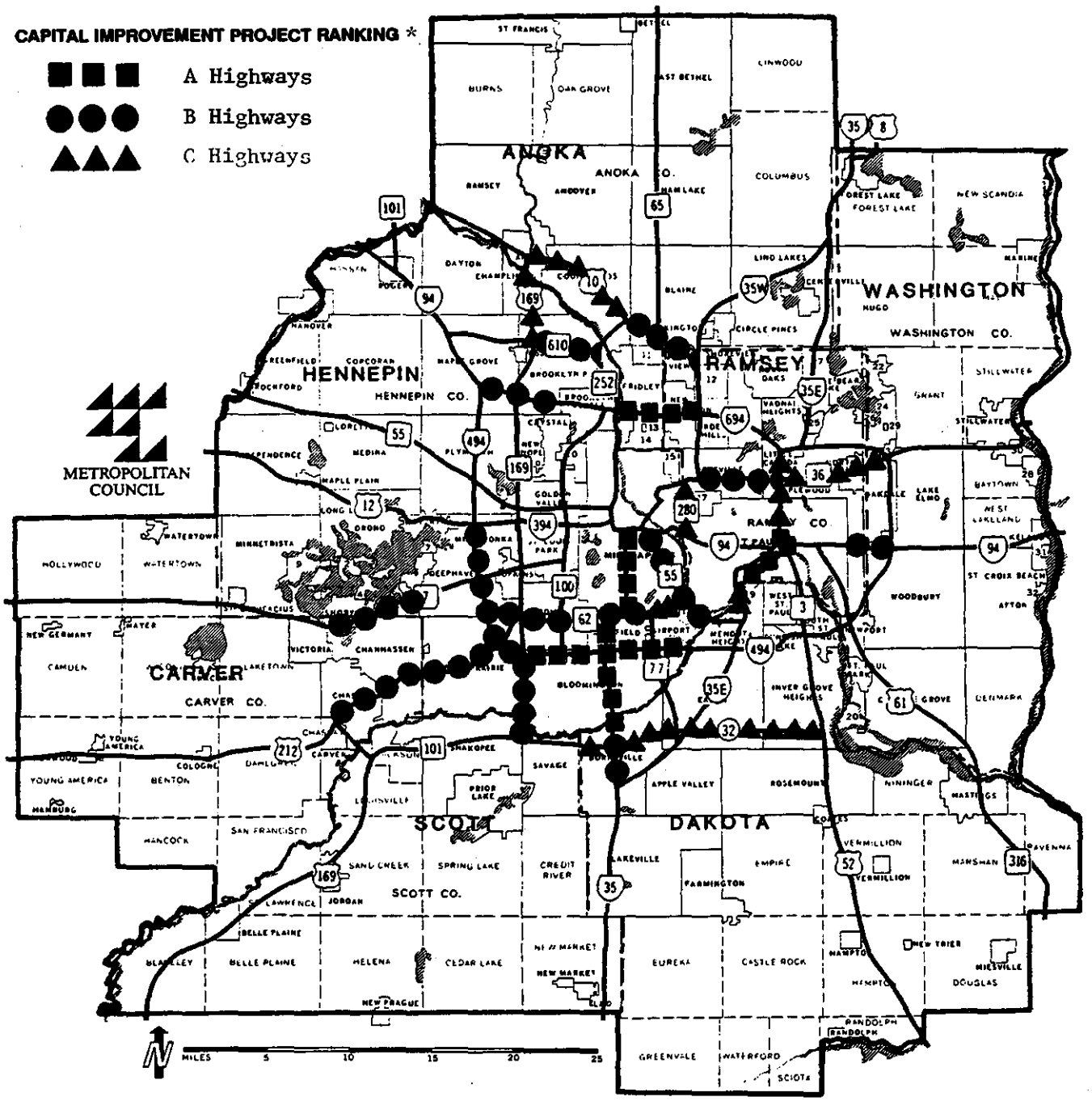
- maintaining existing metropolitan highway and transit system facilities and services;

- stressing regional priority for construction and reconstruction of metropolitan highway system roadways reflected in Figure 6;

- 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.

Figure 6

METROPOLITAN HIGHWAY SYSTEM IMPROVEMENT PRIORITIES



*See pages 55-62 of the Transportation Policy Plan for full explanation of highway project ranking.

METROPOLITAN TRANSIT SYSTEM PLAN

The Council's transit system plan for the 1988-2010 period, a chapter of the Transportation Development Guide/Policy Plan 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). 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.

REGIONAL TRANSIT FACILITIES PLAN

In 1992 the Metropolitan Council adopted the Regional Transit Facilities Plan, prepared in conjunction with the Minnesota Department of Transportation and Regional Transportation Board. This action-oriented plan supplements the transit system plan with additional implementation recommendations for the regional transportation system that support transit use.

The facilities plan advocates four critical elements:

- Strong Transportation Management
- Incentives for High-Occupancy Vehicle Use
- Strengthened Transit Services
- More Efficient and "Transit-Friendly" Land Uses

The plan discusses a broad range of concerns, including land use strategies, public education, transportation management. However, the primary focus of the plan is its recommendations for

transit service improvements. These improvements include:

Short-Term Service Improvements

Improvements needed in the next 3-5 years include actions to begin reorganizing the regional transit system to implement the Regional Transit Board's "Vision for Transit". This vision proposes a constellation of transit hubs and spokes. As the regular route system is replaced with accessible vehicles, this system would enhance services for all area residents, including persons with disabilities.

One element of these improvements is a $1.5 million local service improvement program to reverse declining ridership in the core service area. In addition, about $11.4 million in additional funds is needed to implement improvements in several corridors (see Figure 7). These improvements include new all-day express service, new peak-period express service, and new community circulation services.

Low-Capital Improvements

Approximately $21 million in new transit hubs, park/ride lots and bus layover facilities will be required to support new and existing transit service improvements (see Figure 7). Additional low-capital improvements will be made as a result of "team transit" -- a cooperative effort among the MTC, Mn/DOT, RTB and the Council. Other transit-related improvements will include continued metering of the freeway system (including HOV bypasses) and possible intelligent vehicle/highway systems projects.

Major Capital Improvements

The Regional Transit Facilities Plan recommends implementation of major capital improvements in five corridors, pending completion of appropriate environmental and technical processes:

- Conversion of a mixed use lane of I-94 east of downtown St. Paul to the Wisconsin border;

- Staged conversion of a mixed use lane or a new HOV lane on I-94 north from downtown Minneapolis to Rogers;

- An HOV lane addition on I-494 from TH 5 in Bloomington to I-394 as being considered in the environmental impact study process nearing completion.

- A transit envelope in the I-35W corridor south from downtown Minneapolis to Burnsville, including the potential for HOV lane conversion, new HOV lanes and/or light rail transit as to be determined by the current environmental impact study process nearing completion.

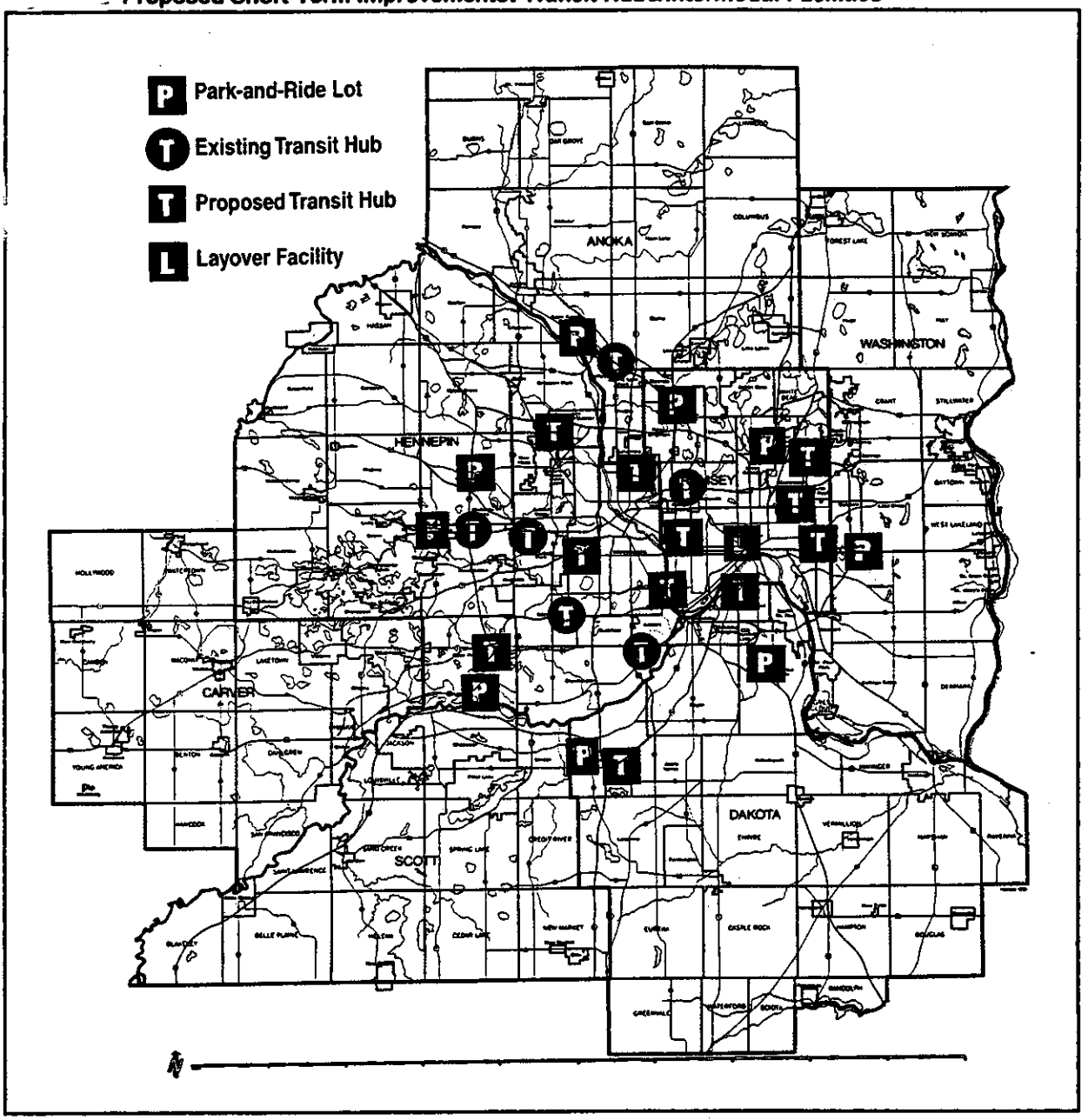
- A light rail transit line in the Central Corridor (from downtown Minneapolis to downtown St. Paul) pending the outcome of the current federal alternatives analysis/environmental impact study process.

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.

FIGURE 7

Proposed Short-Term Improvements: Transit Hubs/Intermodal Facilities



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:

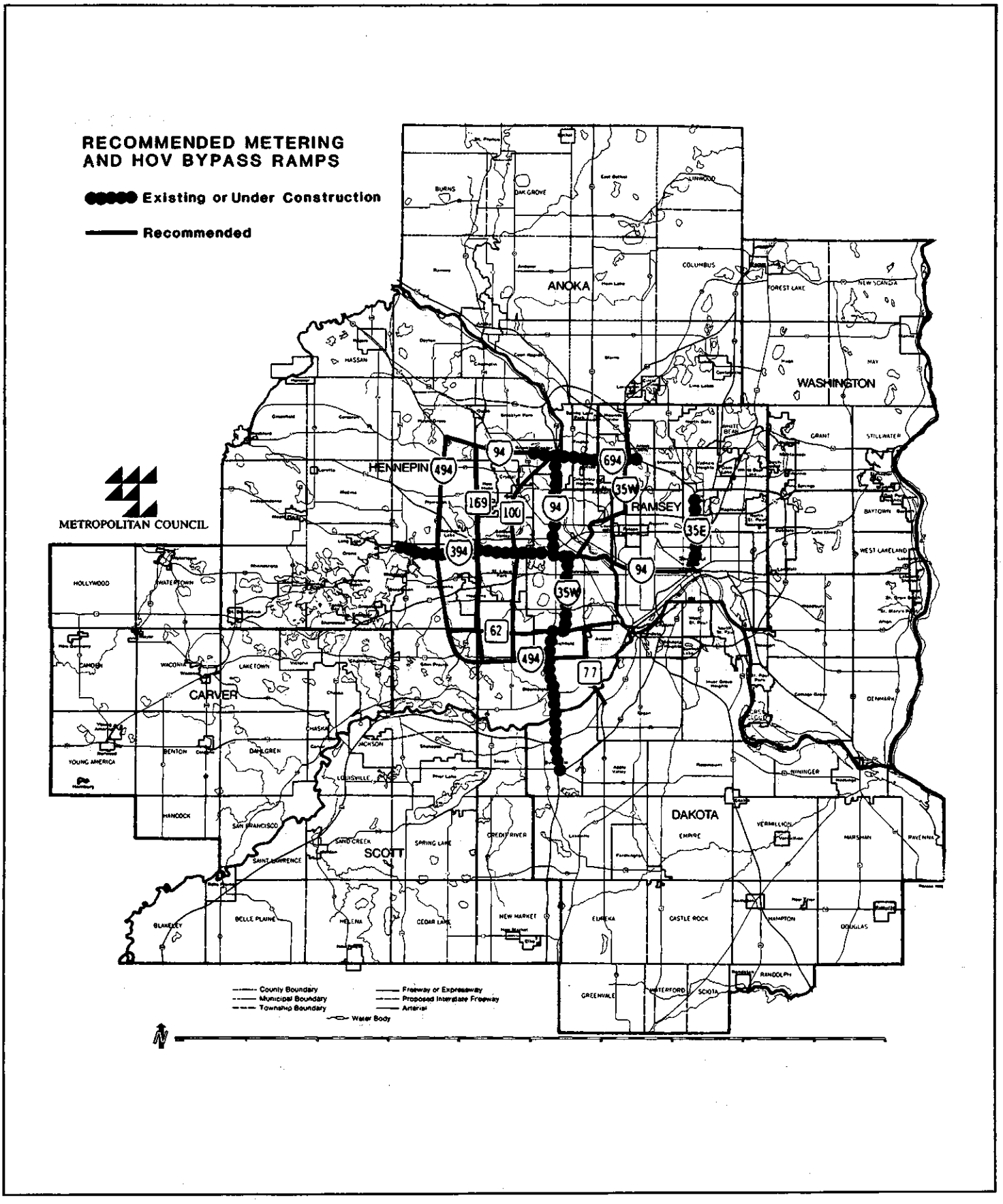
1. The Minnesota Department of Transportation is encouraged to use metering on a system-wide basis, as it can increase roadway capacity by about 11 percent and can regulate traffic flow at locations generating excessive traffic. Freeway entrance ramps for exclusive use by high-occupancy vehicles (buses, car pools, van pools) are also recommended to bypass metering systems. (See Figure 8.) 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. The Regional Transit Facilities Plan recommends HOV facilities on four regional highways as discussed above.

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 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.

FIGURE 8


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
County Boundary
Municipal Boundary
Township Boundary
Freeway or Expressway
Proposed Interstate Freeway
Arterial
Water Body

The Transportation Development Guide/Policy Plan sets regional priorities for highway expenditures through 2010. Figure 6 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 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 carbon monoxide air quality standards since adoption of the Air Quality Control Plan, including:

A listing of the TSM strategies and their status is in Appendix B. Most of the TSM strategies are completed or in the final phase of implementation. Additional TSM strategies were initiated subsequent to adoption of the Transportation Air Quality Control Plan as amended. These are described in the following Section.

CONFORMITY TO THE CLEAN AIR ACT AMENDMENTS

A finding of conformity by the Council must now be based on a detailed analysis of the potential impacts of plans, programs, and projects on air quality.

The Environmental Protection Agency (EPA) issued interim guidelines in June of 1991, for determining conformity to be in-force until final conformity regulations are published in November 1991, as required of EPA by the 1990 Clean Air Act Amendment (1990 CAAA). This Act superceded the 1977 Clean Air Act Amendments (1977 CAAA). A conformity determination must be made on transportation plans, transportation improvement programs, and transportation projects. Certain project types will not have regional or local emissions impact and are noted as "neutral."

The 1993-95 TIP was prepared following the requirements of the interim conformity guidelines. Appendix C contains a description of the analysis of potential air quality impacts used to determine that the Transportation Development Guide/Policy Plan and the 1990 Transportation Improvement Program conforms to the requirements of the 1990 CAAA.

The 1977 Clean Air Act Amendment requires a State Implementation Plan (SIP) for air quality for all areas that have not attained National Ambient Air Quality Standards. All federally approved or financially funded actions must "conform" to SIPs. Metropolitan Planning Organizations (MPO) can not approve any project, plan, or program that does not conform to the SIP. The SIP is a planning document prepared by the Minnesota Pollution Control Agency (MPCA) and is designed to achieve the National Ambient Air Quality Standards (NAAQS) for carbon monoxide, and particulate matter (PM10). The SIP is approved by the governor prior to submittal to EPA and serves as the state's legally binding commitment to actions that will reduce or eliminate air quality problems. Planning for control of pollution caused by transportation sources in the Twin Cities Metropolitan Area is the responsibility of the Metropolitan Council as the MPO. 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 as an element of the SIP and amended in 1981 and 1985. The EPA approved the plan and amendments. Based upon an analysis of the air quality problems in the seven county Twin Cities

Area, the plan specifies strategies to improve the management of the transportation system. The 1990 CAAA substantially expanded the conformity requirements of the 1977 CAAA to increase the contribution that transportation plans, programs, and projects must make toward air quality improvements in nonattainment areas. The 1990 CAAA shifts the conformity process from a comparison of plans and programs to an analytical process to quantify the air quality impacts of plans, programs and projects.

ANNUAL AIR QUALITY REPORT

The 1977 CAAA required an annual report demonstrating that "reasonable further progress" is being made in reducing air pollution in the seven-county Twin Cities Area to levels within federal ambient air quality standards. The Council prepares the report to fulfill this requirement by addressing the following items:

- Summary of the Annual Minnesota Pollution Control Agency (MPCA) monitoring of carbon monoxide (CO) and ozone levels.

- Status of strategies in the Transportation Control Plan (TCP) for air quality improvement; status of additional strategies developed and implemented subsequent to adoption of the Transportation Control Plan as amended.

Significant progress was made to reduce CO violations in several major problem intersections areas. The intersections of University Av. and Snelling Av. in St. Paul and Hennepin Av. and Lake St. in Minneapolis.

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

- Implementation of a vehicle inspection maintenance program;
- Completion of one-way streets on 1st Av. N. and Hennepin Av. and the 3rd Av. distributor in downtown Minneapolis;
- Implementation of TSM measures, including transit;
- Implementation of a system to provide free fringe parking for car and van pools in Minneapolis and St. Paul downtowns;
- Computerization of St. Paul's downtown traffic signal system, and;
- Expansion of Minneapolis and St. Paul downtown skyways.

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 implemented in 1991. Post-1976 vehicles registered in the seven-county area now undergo annual inspection of their exhaust systems.

The changes in the 1990 CAAA mandates that oxygenated fuels for vehicles be available for the Twin Cities as a CO nonattainment area. An oxygenated fuels program begins November 1992.

Projects Excluded From Air Quality Analysis

Certain projects are excluded from the regional emissions analyses to determine conformity with the 1990 CAAA. These projects are listed as "neutral" in Tables 3F, 3G, 3H, 3I and 5A. Projects found to be neutral are "projects that, because of their nature, along with their neutral category listed in Appendix C, will not affect the outcome of any regional emissions analyses."

3. PROJECTS SUPPORTIVE OF THE REGIONAL TRANSPORTATION PLAN

All projects contained in this TIP are consistent with the regional transportation plan. It is worth noting a number of the projects and types of projects are specifically prioritized in the Transportation Policy Plan adopted in 1988. The top priority identified in the TPP was to maintain all 1,200 miles of trunk highways in the region. There is no need to attempt to point out the projects that are consistent with this priority. The majority of projects focus on the rehabilitation and preservation of trunk highways.

The region's second highest priority for the highway system is to implement metering and high-occupancy vehicle bypass ramps on 104 miles of freeways. Table 3A records 10 Transportation System Management (TSM) projects with a total value of over $28,000,000. These projects put in place the complete facilities and equipment needed by Mn/DOT to manage highways to insure they are utilized effectively.

The TPP also calls for new capacity on a number of highways. The major construction projects are found in Table 3B. With the completion of these projects, the Metropolitan Highway System, as presently defined, will be virtually completed. These projects are geographically located on Figure 9.

The major transit projects are also found in Table 3B. The largest projects address bus replacement and operating subsidy. The other projects are important because they help to make transit convenient and safe. The location of these projects are found on Figure 10.

The major projects funded in the National Highway System program appear in Table 3C. All these projects are on the Metropolitan Highway System. The federal funding share is 80 percent.

The major Interstate Maintenance Program funded projects are recorded in Table 3D. They are funded at 90 percent.

In Table 3E the larger STP funded projects are found. All STP projects are funded at 80 percent federal participation. The old FAU projects prioritized by the region appear in Table 3F. The funding participation varies by project and is recorded in Table 3F.

Table 3G records projects that have continuing commitments for small area FAU funds or FAS funds. FHWA and Mn/DOT have made commitments to fund these projects. Once they are completed, the old funding categories will no longer have any meaning.

There are four highway segments that have obtained demonstration funds. The demonstration projects are listed on Table 3H. All the routes are on the Metropolitan Highway System except 77th Street in Richfield.

The IVHS operational test projects now being pursued in the region are recorded in Table 3I. These projects will all attempt to secure federal funding.

FIGURE 9

MAJOR HIGHWAY PROJECTS REQUESTED FOR FEDERAL FUNDING 1993 - 1995

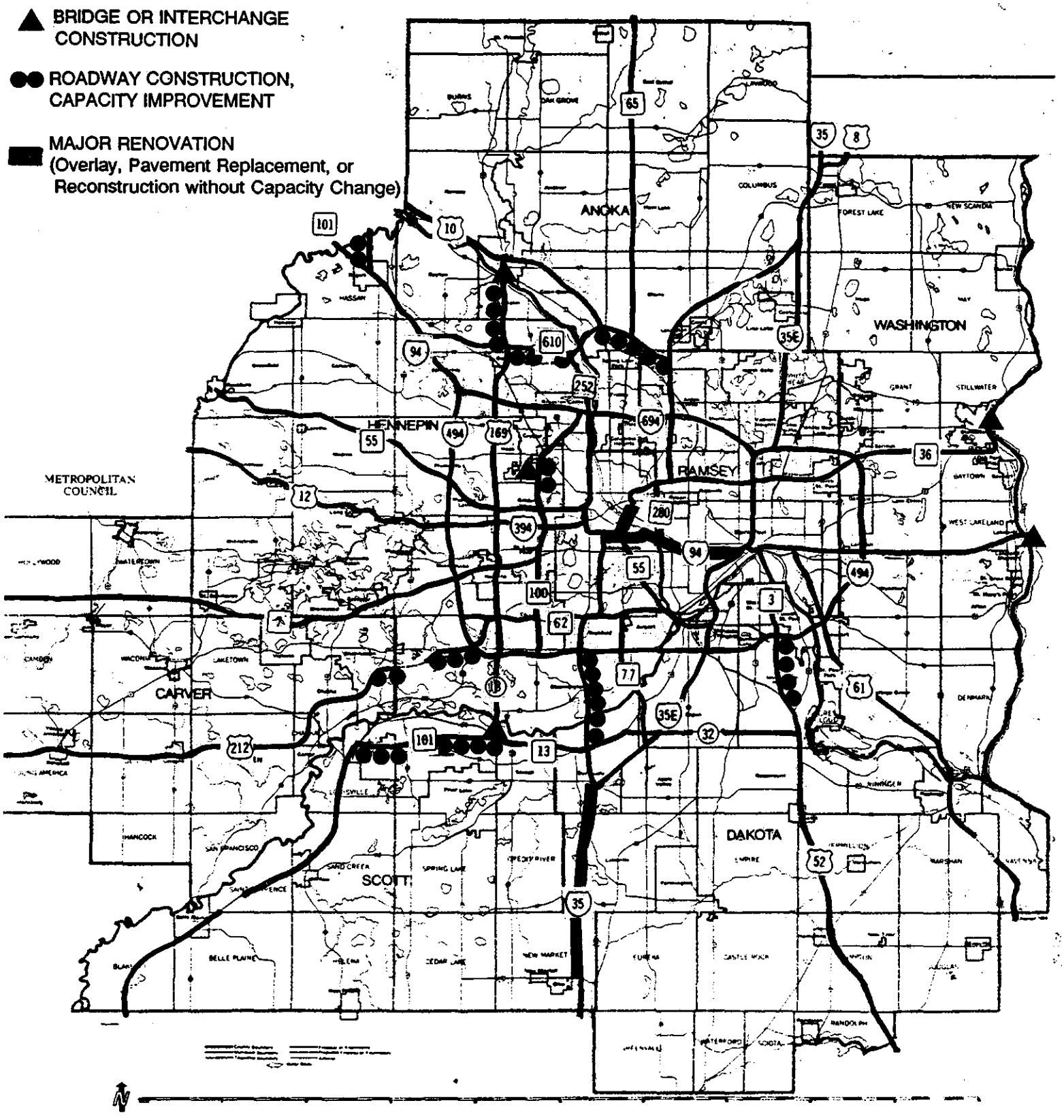


FIGURE 10

MAJOR TRANSIT FUNDING REQUESTED FOR FEDERAL FUNDING 1993 - 1995

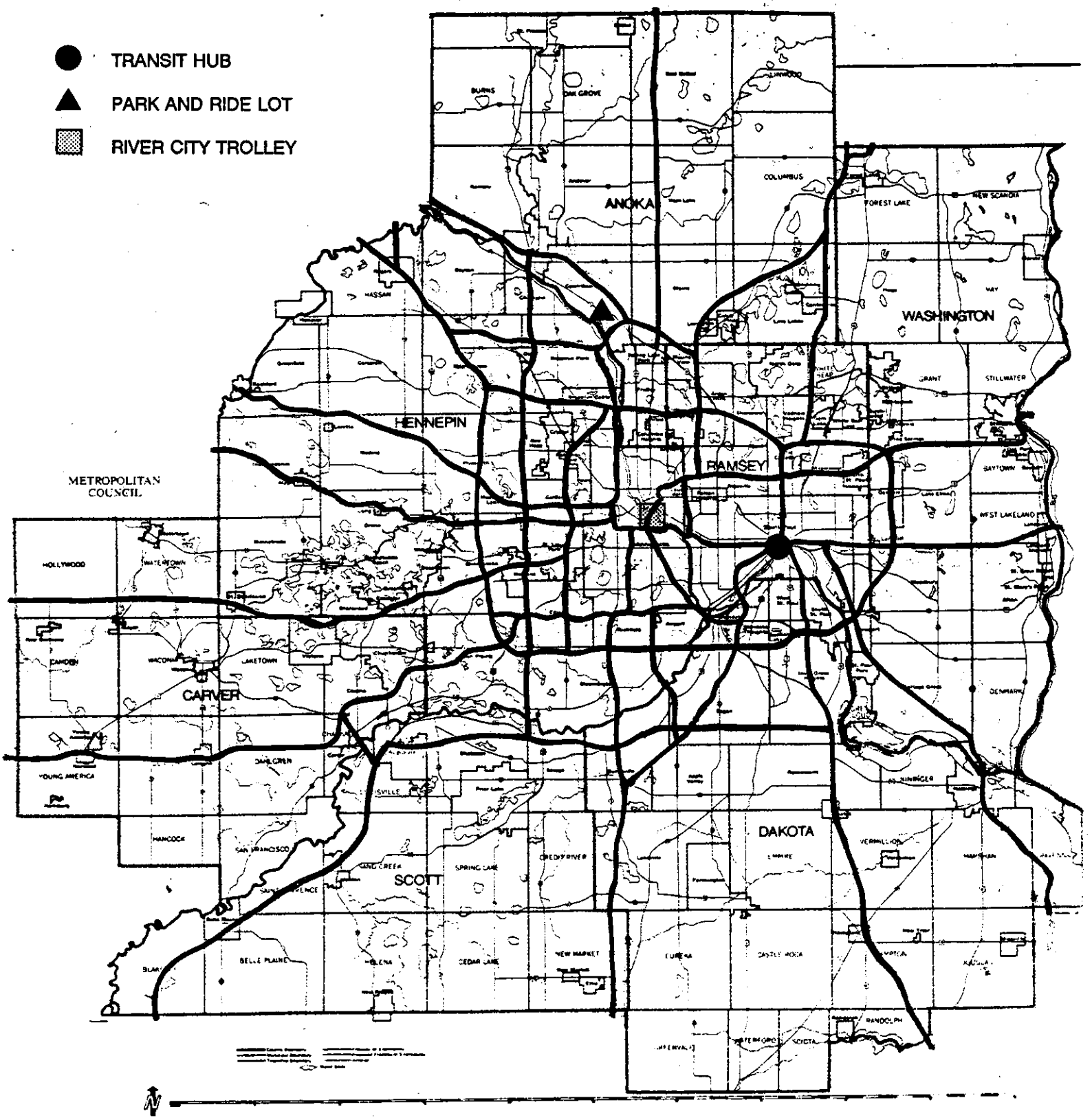


Table 3A

TRANSPORTATION SYSTEM MANAGEMENT (TSM) PROJECTS

While not a funding category, these projects are identified for the second highest priority for funding in the region's Transportation Policy plan. Each project includes detection, surveillance cabinets, metering, close circuit cameras, changeable message signs and fiber optics.

ROUTE	STATE PROJECT	LETTING DATE	COUNTY	DESCRIPTION	ESTIMATE COST (000s) Total	Federal	Local
I-94	2786-96	1993	Hennepin County	I-494 to TH 61	500	450	50
TH 169	2772-5	1993	Hennepin County	I-394 to I-94	2,000	1,600	400
I-494	2785-272	1993	Hennepin County	I-394 to I-94	2,000	1,800	200
I-35W	0280-44	1993	Ramsey County	TH 36 to Lexington Av.	3,000	2,700	300
I-94, I-35E	8809-72	1993	Hennepin County	On I-94 from TH 280 to I-35E, On I-35E from Miss. River to I-94	3,000	2,700	300
I-694, I-35E	8809-71	1994	Ramsey County	On I-694 from I-35W to TH 36, On I-35E from TH 36 to TH 96	3,100	2,790	310
I-94, TH 280	8809-73	1995	Ramsey County	On I-94 from I-35W thru TH 280, On TH 280 from I-94 to I-35W	1,200	1,080	120
I-35E, I-494	8809-75	1995	Dakota County	On I-35E from Lone Oak to Miss. River, On I-494 from Pilot Knob to Miss. River	4,500	4,050	450
I-94, I-494	6283-155	1995	Ramsey	On I-94 from Mounds Blvd. to Radio Dr., On I-494 from Dakota Co. line to TH 36	5,000	4,500	500
I-35W, I-35E, TH 77	8809-74	1995	Dakota	On I-35W from Crystal Lake Rd. to Minn. River on I-35E from S Jct. I-35W to Yankee Doodle Rd., on TH 77 from I-35E to Minn. R.	3,500	3,150	350

Table 3B

MAJOR PROJECTS SUPPORTIVE OF THE REGIONAL TRANSPORTATION PLAN
IN THE 1993-95 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT	TOTAL (000s)	FEDERAL PARTICIPATION (000s)
Highway And Bridge		
1. TH 3, Lafayette	8,240	6,592
2. TH 10, Anoka County	58,675	46,940
3. I-35W, Temporary 3rd Lane	15,500	12,400
4. TH 36/5, Stillwater River Crossing	40,000	32,000
5. TH 55, Mendota Interchange & Bridge	32,300	25,840
6. TH 55, Hiawatha Avenue	25,000	20,000
7. I-94, 3rd Lane East of St. Paul	10,000	9,000
8. TH 100, 29th to 39th - First Stages	7,000	5,600
9. TH 101, Rogers to Elk River	17,000	13,600
10. TH 101, Shakopee Bypass	44,700	35,760
11. TH 169, Osseo Bypass	8,550	6,840
12. TH 212, Cologne to Eden Prairie	33,800	27,040
13. TH 610, TH 10 to I-94 - First Stages	22,500	18,000
14. CR 18, Bridge & Approaches	144,065	107,293
15. Transportation System Management (various projects	30,900	27,810
TOTAL HIGHWAY AND BRIDGE	**498,230**	**394,715**
Transit		
1. Bus Replacement	31,850	24,680
2. Bus Shelters	1,400	1,120
3. St. Paul Transit Hub	1,000	800
4. Minneapolis River City Trolley	2,500	1,400
5. System-Wide Bus Top Signage	1,500	1,200
6. Regular-Route Operating Assistance	199,285	21,600
7. Section 18 Operating Assistance	238	51
TOTAL TRANSIT	**237,773**	**50,851**

Table 3C

NATIONAL HIGHWAY SYSTEM PROJECTS (OVER $5,000,000)

ROUTE	STATE PROJECT	LETTING DATE	COUNTY	DESCRIPTION	ESTIMATE COST (000s) Total	Federal	Local
TH 3	1928	1993	Dakota County	Complete Construction of Lafayette Freeway	8,240	6,592	1,648
TH 10	0214	1993	Anoka County	Construct New TH 10 Freeway	58,675	46,940	11,735
TH 36	8217-8204	1994	Washington County	Bridge and Approaches over St. Croix	40,000	32,000	8,000
TH 100	2735-160	1995	Hennepin County	Reconstruct 29th Av. to 39th Av.	7,000	5,600	1,400
TH 101	2738	1994	Hennepin County	Reconstruct & Widen to 4 Lanes	17,000	13,600	3,400
TH 101	7005	1993	Scott County	Construct Shakopee Bypass	44,000	35,760	8,940
TH 169	0209	1993	Anoka County	Construct Bridge over Mississippi and Complete Osseo Bypass	8,550	6,840	1,710
TH 212	2762	1994	Carver County	Construct New TH 212	33,800	27,040	6,760
Mendota Inter-change & Bridge	1909	1993	Dakota County	Reconstruct Interchange of TH 55, TH 52, TH 13 and Reconstruct Bridge	32,300	25,840	6,460

Table 3D

INTERSTATE MAINTENANCE (OVER $5,000,000)

ROUTE	STATE PROJECT	LETTING DATE	COUNTY	DESCRIPTION	ESTIMATE COST (000s) Total	Federal	Local
35W	1981-88 2782-250	1993	Dakota & Hennepin Counties	Construct Temporary 3rd Lane and Overlay	15,500	13,950	1,550
35W	1980-56	1994	Dakota County	TH 50 to Scott CSAH 2, Replace Pavement	7,500	6,750	750
I-94	6283-133	1995	Ramsey County	McKnight to TH 120, Additional Lane	10,000	9,000	1,000
I-94	2781-375	1993	Ramsey & Hennepin Counties	11th Av. in Minneapolis to Western St. Paul, Mill & Overlay	7,775	6,997	778
I-94	8282-82	1995	Washington County	Replace Bridge over St. Croix	7,500	6,750	750

Table 3E

STP PROJECTS OVER $1,000,000

ROUTE	STATE PROJECT	LETTING DATE	COUNTY	DESCRIPTION	ESTIMATE COST (000s) Total	Federal	Local
TH 55	1909-66	1993	Dakota County	Const., Interchange & Bridge at TH 13, TH 55, TH 110	25,000	20,000	5,000
TH 10	8202-24	1994	Washington County	From St. Croix to TH 61, Grade & Surface	6,600	5,280	1,320
TH 96	6224-37	1994	Washington County	From TH 35E to TH 61, Grade, Surface & Signals	3,500	2,800	700
TH 55	2732-27107 2732-27118	1992	Hennepin County	Replace bridge under EB off ramp to TH 55; TH 5 NB off ramp to TH 55 1992	1,500	1,200	300
TH 52	2720-35	1994	Hennepin County	Washington Av. over BN, replace bridge	2,000	1,600	400
TH 61	6221-5514	1994	Washington County	N Jct. TH 96 to N Jct. TH 97	2,500	2,000	500
TH 122	2759-9360	1994	Hennepin County	Over Mississippi River, Paint Bridge	1,400	1,120	280

Table 3F[2]
FAU PROJECTS REGIONALLY PRIORITIZED

ROUTE	STATE PROJECT	LETTING DATE	COUNTY	DESCRIPTION	ESTIMATE COST (000S) Total	Federal	Local	Neutral[3] Project
TH 100	2735-148	1994	Hennepin County	29th Av. No. to 39th Av. No. - (Stage 1 & 2) Br., Fr. Rd. Ramps, Main Linegr./Surf.	6,875	5,500	1,375	No
Lexington Parkway	164-159-26 M 5119	1993	Ramsey County	Lexington Pkwy., Lincoln to University, Reconstruct	1,746	1,397	349	A12
CSAH 44	62-644-13 M 5106	1994	Ramsey County	CSAH 44 (Silver Lake Rd.) Silver Lane to I-694, Reconstruct as divided 4 lane urban with channel. & Intercon. signals	2,935	2,348	587	A12 T-2
CSAH 1	02-601-35 M 5007	1994	Anoka County	CSAH 1 (East River Rd.) TH 610 to Miss. Blvd., Reconst. as Divided 4 Lane with Channel. & Signals	1,994	1,595	359	A12 T-2
CSAH 1	02-601-36 M 5007	1993	Anoka County	CSAH 1 (East River Rd.) Hartman Circle to Glen Creek Rd., Reconstruct as Divided 4 Lane with Channel. & Signals	1,460	1,173	293	A12 T-2
Shepard Road	164-194-23 164-249-03 M5018 ()	1992	Ramsey County	Shepard Rd. to I-35E to Jackson St. in St. Paul. Reconstruct (Stage 1, 11, 111)	14,565	8,930	5,635	A12
Univer-sity Av.	02-600-07	1992	Anoka County	CR 51 (University Av) 106th to 96th. Reconst. as divided 4-lane urban section with channelization and signals	2,055	1,562	494	A12 T-2
CSAH 68	62-668-29 M 5081 ()	1992	Ramsey County	CSAH 68 from Lower Afton Rd. to I-94. Detached Bike/Pedestrian facility.	98	76	22	D-2

[2]Project approvals 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 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 November 15, 1991 should be deducted from the amount identified in this annual element. Metropolitan Council approval of those projects which include interchange constructions/reconstructions is conditioned on those interchanges including provisions for meters and high occupancy vehicle bypasses consistent with the HOV Facilities Plan.

[3]The definitions of the symbols are found in Appendix D.

Table 3G
FEDERAL AID SECONDARY AND SMALL AREA FEDERAL AID
URBAN PROJECTS - PHASE OUT OF FUNDING CATEGORIES

ROUTE	STATE PROJECT	LETTING DATE	COUNTY	DESCRIPTION	ESTIMATE COST Total	Federal	Local	Neutral[3] Project
CSAH 14	MRP 6396	1993	Anoka County	From CSAH 21 to East Anoka Co. Line, Resurfacing	90,000	69,093	20,907	A12
CR 15	MRP 8037	1993	Anoka County	From 213th Av. NE to 229th Av. NE, Resurfacing	60,000	46,062	13,938	A12
CSAH 22	MRP 8041	1993	Anoka County	From TH No 65 to East Limits of East Bethel, Resurfacing	225,000	172,733	52,267	A12
CSAH 74	MRP 8038	1993	Anoka County	From East Limits East Bethel to East Anoka Co. Line, Resurfacing	30,000	23,031	6,969	A12
CSAH 22	MRP 6371	1993	Anoka County	From East Limits East Bethel to East Anoka Co. Line, Resurfacing	335,000	257,180	77,820	A12
CSAH 42	MRP	1993	Dakota County	From CSAH 71 to 145th St. in Rosemount, Resurfacing	181,600	139,414	42,186	A12
CR 116	MRP 7545	1993	Hennepin County	From CSAH 150 to CR 159 near Rogers in Hassan Twp., Reconstruction	286,900	220,253	108,833	A12
CR J	MRP 6351 (004)	1993	Ramsey County	From TH 61 to 0.58 mile east in White Bear Township, Reconstruction	263,400	202,212	61,188	A12
CSAH 15	MRP	1993	Scott County	From TH 101 to TH 300 in Shakopee, Reconstruction	530,000	406,881	123,119	A12
CR 64	MRP 5295 (001)	1993	Washington County	From CSAH 15 to CSAH 5 in Stillwater, Reconstruction	1,500,000	1,151,550	348,450	A12
MSAS 110	MRP 5401	1993	Carver County	At Pioneer Trail (NSAS 110) and TH 41 in Chaska, Channelization & Sig. Sys.	190,000	145,863	44,137	T-2

[3]The definitions of the symbols are found in Appendix D.

Table 3H

DEMONSTRATION PROJECTS

ROUTE	STATE PROJECT	LETTING DATE	COUNTY	DESCRIPTION	ESTIMATED COST (000s) Total	Federal	Local	Neutral Project
TH 55	2724-99	1993	Hennepin County	31st St. to I-94 Grade, Surface & Lighting	12,000	9,600	2,400	No
TH 55	2724-8802	1995	Hennepin County	31st St. to I-94 Grade, Surface, Lighting	13,000	10,400	2,600	No
TH 610	2771-8801	1995	Hennepin County	TH 252 to Noble Av. in Brooklyn Park	22,500	18,000	4,500	No
CR 18	27618-58 DE0102 (801)	1993	Hennepin & Scott	Bridge construction at Minnesota River	144,065	107,293	36,772	No
77th St.	M-5001	1993	Hennepin County	77th St. from 24th Av. to I-35W. Reconstruct and widen to 4-lanes	30,000	20,890	9,160	No

Table 3I

INTELLIGENT VEHICLE HIGHWAY SYSTEM OPERATIONAL TESTS

Project	State Project	County	Letting Date	Objective	ESTIMATED COSTS (000s) Total	Federal	Local	Neutral Project
Travlink		Hennepin County	1993	To evaluate the effectiveness of enhanced transit information influencing commuter mode choice and decreasing single occupancy automobile travel.	3,800	FTA 700 FHWA 920	2,180	
Genesis		Seven-County Region	1993	To examine the market and technical potential of an advanced traveler information service providing comprehensive real-time travel data via a personal, portable communication device.	18,000	FHWA 9,000	9,000	
Integrated Traffic Management System		Seven-County Region	1993	To evaluate the effectiveness of a fully integrated traffic management and control system in facilitating the effective movement of vehicles in the Twin Cities Metropolitan Area.	16,400	FHWA 9,100	7,300	

Table 3J

SUPPLEMENT PROJECTS

TH	State Project	County	Letting Date	Description & Location	ESTIMATED COST (000s) Total	Federal	Local	Neutral Project
N/A	164-19106	Ramsey	10/92	Replace bridge #62501 - Selby Av. over Ayd Mill Rd. and Soo Line RR	3,000	1,500	1,500	A-13

4. FINANCIAL PLAN

ISTEA requires that the region's TIP must be consistent with funding reasonably expected to be available. This means the forecasted revenues must be in balance with the obligations as recorded in the TIP. Mn/DOT, the Metropolitan Council and RTB have agreed to use the figures that are discussed in this section of the TIP.

The Metropolitan Council has worked with Mn/DOT for a number of years to insure the region receives an appropriate percentage of both federal and state funds. That process continued this year and is anticipated to continue for many years ahead. Since this is the first year under ISTEA, all regions and states are in a transition period. Additional adjustments will be needed to the procedures now being used. The results reported here are a compromise between the old system and the new. The format and content of this chapter will change in future years.

Adjusting to the new legislation is difficult. This is further complicated by the fact the level of funds available annually is uncertain until late in the year. Balancing forecasted federal funds to expenditures becomes quite complicated given this fact.

The comparison of forecasted expenditures to forecasted federal funds appears in Table 4A. The great majority of Title I expenditures are projects on the state trunk highway system. The detail for these projects are found in Chapter 5. Many of the large projects are summarized in Chapter 3. The Mn/DOT projects represent approximately $497,000,000. Two demonstration projects not on trunk highways add the total cost of $174,000,000.

The 1993-1995 TIP includes 18.1 million worth of highway projects Mn/DOT intends to let contracts on before December 31, 1992. These projects could be taken out of this TIP but should the schedules slip on any of the projects, an amendment to the TIP would be required in early 1993.

An average annual federal/state funding level of $130,000,000 is assumed to be available for Title 1 type projects in this region (see Table 4A). This includes state funds that are used to match federal funds. The level of state funds is either 20 percent match of federal funds or 10 percent match for Interstate Maintenance. The only exceptions are carry over projects committed to under the FAU or FAS programs. This figure is assumed to include all Title 1 funds even though projects have not been selected for all program categories such as Enhancements or CMAQ. The addition of projects to be funded under these programs can be achieved given normal attrition or delays to projects in the TIP. If this is not sufficient, than some projects may have to be moved out of the 1993-1995 funding period to make room for these projects. This determination will be made after projects have been solicited and before the 1994-1996 TIP is prepared.

The $130 million assumes state highway revenues will increase due to an increase in the gasoline tax in the 1993-1995 period. Historically, gasoline taxes have been increased periodically to respond to inflation and the need to match federal funds.

The forecast of federal funds includes over $128,000,000 earmarked for demonstration projects on CR 18 and 77th Street in Richfield.

In the case of Title III, Federal Transit Act, it is assumed $34,898,000 of federal funds will be available for capital projects in 1993. The comparable total cost is over $45,000,000. The detailed project costs are found in Table 6A and 6D. An additional $4,000,000 of CMAQ and STP funds have been allocated to transit projects. In 1994 and 1995 Section 9 capital funds are estimated to be $14,400,000. The eligible capital projects for 1994 and 1995 are estimated to cost over $177,000,000 (Table 6B).

The Title III operating assistance for the regular-route service is $7,200,000 annual. The ? annual operating cost for the MTC is approximately $75,000,000 annually (Table 6C). This small area/section 18 operating assistance is estimated to be approximately $438,000 for the 1993 to 1995 period.

The use of these figures does not preclude using Title I funds for transit or Title III for highway projects. In this transition year it is necessary to make some assumptions so valid projects can move ahead in the near term. Adjustments will be made as needed. For example, it is assumed CMAQ funds will be available for a variety of projects, some of which will be transit even through the CMAQ funds are included in the Title I totals.

In aggregate, Title I project costs exceed estimate available funds by 29%. At this time, the region has concluded this is in balance with the available federal/state funds. The overage is due to the 1992 project inclusion and a margin of over programming to account for project attrition. The revenues are based on the funds available in 1992 and an assumption state funds will increase due to a gasoline tax increase some time in the 1993-1995 funding period.

Table 4A

COMPARISON OF EXPENDITURE TO FEDERAL FUNDS FOR 1993, 1994, 1995
(000s)

Title I - Forecasted Expenditures 1993-1995	673,337
Title I - Forecasted Federal Funds plus State Funds for Match 1993-1995	521,017
Deficit	(152,320)
Title III - Total Capital Expenditure 1993	45,839,500
Title III - Federal Share of 1993 Capital Expenditures	34,898,000
Title III - Federal Capital Grants 1994-1995	14,400,000
Title III - Federal Operating Assistance Grants 1993-1995	
Regular Route/Section 9 @ 7,200,000 annually	21,600,000
Small Area/Section 18 (estimated based on 3 times 1992 level)	437,874
	22,037,874

CHAPTER 5

MN/DOT PROJECTS

Table 5A

LEGEND AND DEFINITIONS

Cat - project category
- 1 = major construction projects
- 2 = rehabilitation projects
- 3 = preservation projects
- 4 = operational improvement projects
- 5 = other projects (the Agreements program)

Parent Project - all projects which are part of a larger project have been tied to a "Parent" project by a number identified as follows:
1. TH 3 - Lafayette Freeway
2. TH 10, in Anoka County
3. TH 10, Prescott River crossing
4. I-35W, Temporary 3rd Lane
5. TH 36/TH 5, Stillwater/Houghton River crossing
6. TH 55, Mendota Interchange
7. TH 55, Hiawatha Avenue
8. I-94, 3rd Lane east of St. Paul
9. TH 100, 29th to 39th Avenues - first stages
10. TH 101, Rogers to Elk River
11. TH 101, Shakopee Bypass
12. TH 169, Osseo Bypass
13. TH 212, Cologne to Eden Prairie
14. TH 610, TH 10 to I-94 - first stages
15. I-394, final projects

T.H. - trunk highway

Mn/DOT PRIORITY - priority of the project with respect to the others in the project category
- H = high
- M = medium
- L = low

STATE PROJECT - the MN/DOT state project number

ESTIMATED LETTING - current letting date of the project

DESCRIPTION - basic description of the project location and work type

FUNC CLASS - functional class of the roadway

PRG Cat - MN/DOT program category

ESTIMATED COST - current project cost estimate

FUNDING ELIG. - funding elibigibility of the project
- IM = Interstate Management
- NH = National Highway System
- STP = Surface Transportation Program
- DEMO = federal demonstration project

TIP EXCL. - TIP air quality analysis exclusion reference
- NO = the project or its Parent project is not excluded from a regional air quality analysis
- T-2 = Table 2 "Hot Spot" analysis is required
- Others = the specific exlusion reference from Tables A-F

1992 TIP - a "Y" indicates that the project was included in the 1992 TIP

LOCAL FUNDS = a "*" indicates that local funds will be applied to the project

YEAR OPEN - projects which require either regional air quality impact analysis or a hot spot analysis will indicate either a 1995 or 2000 to indicate in which timeframe they should place when running the regional air quality model.

DEFINITIONS

County Code - first two digits represent the county:

- 02 - Anoka
- 19 - Dakota
- 62 - Ramsey
- 82 - Washington
- 10 - Carver
- 27 - Hennepin
- 70 - Scott

Functional Class:

	Rural	Urban
• Interstate	01	11
• Principal Arterial	02	12, 14
• Minor Arterial	06	16
• Major Collector	07	
• Minor Collector	08	
• Collector		17
• Local Systems	09	19

process

Bridge Improvement and Repair ~~(BI)~~

The Bridge Improvement (Repair) category is directed at the maintenance protection and improvement of safety on existing bridges. The projects consist of deck and substructure repair, deck replacement, deck overlay, slope protection repair, bridge approach panel repair, painting, minor widening, etc. The projects focus on maintaining, protecting, and improving existing bridges.

All work is evaluated using published "bridge improvement guidelines" by the Office of Bridges and Structures. The recommended work is different for different bridge classes and were developed in accordance with FHWA appraisal ratings. The repair classifications are as follows:

- deck overlay -- bridges under 500 feet and less than 30 years old
- deck replacement -- 40 percent deterioration for less than 10,000 ADT or 20 percent deterioration with more that 10,000 ADT
- widening and strengthening -- when deck is replaced, widen to standard, especially on the interstate.

Project costs range from $15 per square foot to $65 per square foot. Projects are placed in the program two years prior to letting.

Bridge Replacement (BR)

The Bridge Replacement category is directed at the elimination or correction of bridges that have been identified as inadequate and/or hazardous because of horizontal and vertical clearances, load restrictions or deterioration. The work consists of replacing deficient bridges with bridges or culverts, constructing approaches and major bridge rehabilitation. It is sometimes more cost effective to replace a bridge than to do an expensive rehabilitation.

Project costs range up to $450 per square foot. Projects are placed in the program five to six years prior to letting. Projects in this category are reviewed by the Office of Bridges and Structures.

Interstate Preservation (IP)

The Interstate Preservation category is directed toward the resurfacing, restoration, rehabilitation and reconstruction of the Interstate system. This category has projects consisting of all types of highway construction, preservation and related work. This category is being phased out with the

work on the Interstate system being programmed in the appropriate work type category.

Major Construction (MC)

The Major Construction category is directed toward improvements that improve the operational characteristics of a highway facility (decrease congestion, increase operating speed and/or reduce accidents by adding lanes, building a new roadway, etc.). The projects consist of grading, surfacing, and may include all or combinations of the following: interchanges, bridges, signals, lighting, signing, fencing and landscaping. The focus is on completion of partially finished roads and major improvements to existing facilities.

All projects in this category are ranked using the same criteria. The projects have typical costs from $800,000 per mile for a two lane rural highway. Projects are scheduled five to six years prior to the anticipated letting.

Reconstruction (RC)

The Reconstruction category is intended to bring sections of the highway system which are of higher functional class and are inadequate with respect to grades (inadequate horizontal and/or vertical sight distances) and cross section (steep slopes and narrow shoulders) to an acceptable standard. These projects may also provide for the upgrading of sections with load capacity restrictions. The Reconstruction category is not meant to include the addition of thru traffic lanes. The projects consist predominantly of grading or heavy regrading, base, resurfacing, and bridges where necessary.

The projects in this category have costs from $500,000 per mile of two lane rural highway. Projects are added to the program five to six years prior to the anticipated letting.

Reconditioning (RD)

The Reconditioning category is intended to correct conditions which have been identified as critically deficient without involving major changes to the cross section. The projects usually consist of a combination of two or more of the following: widening, resurfacing, recycling, drainage correction or shouldering. The work may also involve major ditch restoration, isolated geometric corrections, limited right-of-way acquisition, as well as projects with road strengthening as an objective. Geometric improvements may include limited corrections to the horizontal (width, curvature) and vertical (grade) design elements of the highway.

The projects in this category have costs typically of about $200,000 per mile per two lane roadway. Projects are added to the program three years prior to the anticipated letting.

Resurfacing (RS)

The Resurfacing category is intended to restore the roadway surface and/or shoulders. The projects consist of placing an additional layer on the existing roadway or shoulder. Maintenance emergencies and minor improvements are also considered under this category. Projects are added to the program two years prior to the anticipated letting.

The usual cost associated with this type of improvement runs between $40,000 and $100,000 per mile per two lane roadway.

This category has a Surface Treatment subcategory with improvements costing less than $40,000 per mile. The criteria for these projects are:
1. pavement over 15 years old
2. project costs not to exceed $40,000 per two lane roadway mile
3. project over five miles in length.

Safety Improvement (SH) and (SC)

The purpose of the Safety Improvement category is to eliminate hazardous conditions and/or to increase intersection capacity. Accidents involving fatalities, bodily injury, and property damage are recorded. Then the system is analyzed to determine whether a highway improvements would reduce the number, type and/or severity of accidents. Improvements with the highest potential for reducing accidents in relation to project cost make up the Safety Improvement category. Although all highway improvements have elements that relate to safety, projects in this category are limited to those which would increase traffic capacity or eliminate a specific hazard. The projects consist of mainly intersection improvements (ie. channelization, signals, turn lanes), widening, guardrail, improving curves and skid resistant surface treatments. This category has two subcategories determined by the funding eligibility.
1. Hazard Elimination (SH) - a specific Federal Fund for projects that have a Benefit/Cost Ratio of 1.0 or more, a project cost of less than $500,000 that are not on the Interstate system.
2. Safety Capacity (SC) - the projects's potential to reduce accidents is reviewed but does not have a specific requirement for the Benefit/Cost Ratio.

Projects are added to the program three years prior to the anticipated letting. Project review and recommendations are made by the Office of Traffic Engineering.

Traffic Management (TM)

The purpose of the Traffic Management category is to provide for the installation and development of systems to control and alleviate the congestion on urban freeways. Projects are added to the program three to six years prior to the anticipated letting.

Table 5A

METRO PROJECTS BY CATEGORY, CALENDAR YEAR, AND PRIORITY (CURRENT TO DEC '95)

10-16-1992

Cat	Parent Project	T.H.	Mn/DOT PRIORITY	STATE PROJECT	ESTIMATED LETTING	DESCRIPTION	FUNC CLASS	PRG Cat	ESTIMATED COST	FUNDING ELIG.	TIP EXCL.	1992 TIP	LOCAL FUNDS	YEAR OPEN
1	1	3	M	1928-35	04-23-1993	TH 52 & TH 55 TO CSAH 28-GRADING & SURFACING	12	MC	7,400,000	NH	NO	Y		1995
1	1	3	M	1928-40	04-23-1993	CSAH 28 TO TH 52 & TH 55-LIGHTING	12	MC	90,000	NH	NO	Y		1995
1	1	3	M	1928-41	04-23-1993	CSAH 28 TO TH 52 & TH 55-SIGNING	12	MC	185,000	NH	NO			1995
1	1	3	M	1928-899	07-23-1993	75TH ST TO 0.3 MI S OF CSAH 18-LANDSCAPING	12	MC	266,000	NH	NO			1995
1		5	M	8214-107	01-22-1993	FROM TH 36 TO 53RD ST-SIGNAL INSTALLATIONS, CHANNELIZA	16	MC	600,000	STP	T-2			1995
1	2	10	M	0214-02031	11-19-1993	TH 10 UNDER EGRET BLVD - BR.02031 - (STAGE 2)	12	MC	1,000,000	NH	NO			2000
1	2	10	M	0214-02033	11-19-1993	TH 10 UNDER CSAH 11 (FOLEY BLVD.)-BR.02033-(STAGE 2)	12	MC	2,000,000	NH	NO			2000
1	2	10	M	0214-02034	11-19-1993	SE CSAH 11 (FOLEY BLVD.) RAMP OVER TH 47 SB-BR.02034-(	12	MC	1,700,000	NH	NO			2000
1	2	10	M	0214-02035	11-19-1993	TH 10 EB OVER TH 47 NB - BR.02035-(STAGE 2)	12	MC	4,000,000	NH	NO			2000
1	2	10	M	0214-11	11-19-1993	900' S.OF TH610 TO 2,200'N.W.OF EGRET BLVD.-- GRADE,SU	12	MC	11,000,000	NH	NO	Y		2000
1	2	10	M	0214-16	11-19-1993	FROM 900'S. OF TH 610 TO 2200' NW OF EGRET BLVD.-SIGNI	12	MC	400,000	NH	NO			2000
1	2	10	M	0214-17	11-19-1993	900'S. OF TH 610 TO 2200' NW OF EGRET BLVD.-LIGHTING-	12	MC	350,000	NH	NO			2000
1	4	35W	M	1981-88	07-23-1993	TH13 TO MINN RIVER-BIT.OVERLAY & ADD TEMP.3RD.LANE;S J	11	MC	8,800,000	IM	NO	Y		1995
1	4	35W	M	2782-250	10-22-1993	MINN.RIVER TO TH494 - BIT.OVERLAY & ADD INTERMEDIATE 3	11	MC	6,700,000	IM	NO			1995
1	6	55	M	1909-19087	01-22-1993	OVER SOO LINE RR & RELOCATED TH 13-BR 19087 & 19088(RE	14	BR	1,100,000	NH	NO	Y		1995
1	6	55	M	1909-19089	01-22-1993	WB TH 55 OVER EB TH 110-BR 19089	14	MC	500,000	NH	NO			1995
1	6	55	M	1909-19090	01-22-1993	CSAH 31 OVER TH 55-BR 19090	14	MC	600,000	NH	NO	Y		1995
1	6	55	M	1909-65	01-22-1993	AT INTERSECTION OF TH'S 13,55,110-MENDOTA INTERCHANGE	17	MC	14,200,000	STP	NO	Y		1995
1	7	55	M	2724-27063	08-27-1993	TH 55 (HIAWATH AVE.) OVER CEDAR AVE. - CONST.BR.27063	14,16	MC	460,000	DEMO	NO	Y		2000
1	7	55	M	2724-27071	08-27-1993	TH 55 (HIAWATH AVE.) OVER FRANKLIN AVE. - CONST.BR. 27	14,16	MC	1,100,000	DEMO	NO	Y		2000
1	7	55	M	2724-99	08-27-1993	31ST STREET TO T.H.94 IN MPLS.-GRADE, SURFACE AND LIGH	14,16	MC	10,440,000	DEMO	NO	Y		2000
1	15	100	M	2735-158	06-25-1993	MTKA.BLVD.TO GLENWOOD AVE.--LANDSCAPING	12	MC	190,000	NH	NO			1995
1	11	101	M	7005-53	05-28-1993	0.4 MI.W.OF CSAH 17 TO JCT.OLD TH101-GRADE & SURFACE-	14	MC	8,600,000	NH	NO			1995
1	11	101	M	7005-54	03-26-1993	AT CSAH 17 AND CO.RD.83 - GRADE AND SURFACE CROSSROADS	14	MC	2,210,000	NH	NO			1995
1	11	101	M	7005-57	07-23-1993	TH169 TO 0.4 MI.W.OF CSAH 17-GRADE, SURFACE, SIGNAL	14	MC	7,430,000	NH	NO			1995
1	11	101	M	7005-62	05-15-1993	SHAK. BYPASS-UPPER V. DRAINAGE-STORM SEWER CONN.-STAGE	14	MC	3,300,000	NH	NO		*	1995
1	11	101	M	7005-70008	05-28-1993	CO.RD.89 OVER SHAK.BYPASS - BR.70008--JULY AWARD	14	MC	520,000	NH	NO			1995
1	11	101	M	7005-70011	07-23-1993	CSAH 15 OVER SHAK.BYPASS - BR.70011	14	MC	1,380,000	NH	NO			1995
1	11	101	M	7005-70012	07-23-1993	CO.RD.77 OVER SHAK.BYPASS - BR.70012	14	MC	500,000	NH	NO			1995
1	11	101	M	7005-70013	07-23-1993	CO.RD.79 OVER SHAK.BYPASS - BR.70013	14	MC	500,000	NH	NO			1995
1	11	101	M	7005-70014	03-26-1993	CSAH 17 OVER SHAK.BYPASS - BR.70014	14	MC	1,140,000	NH	NO			1995
1	11	101	M	7005-70037	05-28-1993	E.B.SHAK.BYPASS OVER CSAH 16-BR.70037--JULY AWARD	14	MC	600,000	NH	NO			1995
1	11	101	M	7005-70038	05-28-1993	W.B.SHAK.BYPASS OVER CSAH 16 - BR.70038--JULY AWARD	14	MC	650,000	NH	NO			1995
1	11	101	M	7005-70039	03-26-1993	E.B. SHAK.BYPASS OVER CO.RD.83 - BR.70039	14	MC	540,000	NH	NO			1995
1	11	101	M	7005-70040	03-26-1993	WB SHAK.BYPASS OVER CO.RD.83 - BR.70040	14	MC	540,000	NH	NO			1995
1	11	101	M	7005-8835	09-24-1993	SHAKOPEE BYPASS, TH169 TO TH13-SIGNING, LIGHTING, FENC	14	MC	800,000	NH	NO			1995
1	12	169	M	2750-42	02-26-1993	0.1MI.N.OF 93RD AVE.N.TO 0.1MI.N.OF HAYDEN LK.RD.-STAG	14	MC	4,800,000	NH	NO	Y		1995
1	13	212	M	2762-14	04-23-1993	TECHNOLOGY DRIVE FROM PRAIRIE CENT.DR. TO 2000' W. OF	12	MC	700,000	NH	NO			2000
1	13	212	M	2762-15	06-25-1993	ON TECHNOLOGY DRIVE FROM WALLACE RD. TO 0.4 MI.E.-GRAD	12	MC	250,000	NH	NO			2000
1	15	394	M	2789-94	05-28-1993	G.M.BLVD. TO 0.3 MI.W. TH100 AND AT BASILICA-LANDSCAPI	11	MC	345,000	IM	NO	Y		1995

Cat	Parent Project	T.H.	Mn/DOT PRIORITY	STATE PROJECT	ESTIMATED LETTING	DESCRIPTION	FUNC CLASS	PRG Cat	ESTIMATED COST	FUNDING ELIG.	TIP EXCL.	1992 TIP	LOCAL FUNDS	YEAR OPEN
1	15	394	M	2789-95	06-25-1993	0.3 MI.W. TH 100 TO W.LIM.MPLS.-LANDSCAPING	11	MC	280,000	IM	NO			1995
1	15	394	M	2789-96	07-23-1993	DUNWOODY BLVD. TO WASHINGTON AVE. (INCLUDES THIRD AVE.	11	MC	330,000	IM	NO	Y		1995

METRO PROJECTS BY CATEGORY, CALENDAR YEAR, AND PRIORITY (CURRENT TO DEC '95)

10-16-1992

Cat	Parent Project	T.H.	Mn/DOT PRIORITY	STATE PROJECT	ESTIMATED LETTING	DESCRIPTION	FUNC CLASS	PRG Cat	ESTIMATED COST	FUNDING ELIG.	TIP EXCL.	1992 TIP	LOCAL FUNDS	YEAR OPEN
1		5	M	1002-57	07-22-1994	CSAH 17 TO CSAH 4 IN CHAN. & EDEN P.- LANDSCAPING	16	MC	200,000	STP	NO			1995
1	2	10	M	0214-02027	06-24-1994	TH 610 WB OVER COON RAPIDS BLVD-BR.02027-(STAGE 2)	12	MC	250,000	NH	NO			2000
1	2	10	M	0214-02037	06-24-1994	TH 10 EB & WB OVER TH 610 W.B. & CO.RD. 51-BRS. 02037	12	MC	4,700,000	NH	NO			2000
1	2	10	M	0214-02039	06-24-1994	TH 10 WB OVER CO.RD.51 (UNIV.AVE.)-BR.02039-(STAGE 3)	12	MC	800,000	NH	NO			2000
1	2	10	M	0214-02040	06-24-1994	TH 610 EB OVER CO.RD. 51 (UNIV.AVE.)-BR.02040-(STAGE 3	12	MC	1,000,000	NH	NO			2000
1	2	10	M	0214-02041	06-24-1994	TH 610 WB OVER TH 47 - BR.02041- (STAGE 3)	12	MC	1,000,000	NH	NO			2000
1	2	10	M	0214-02042	06-24-1994	TH 610 E.B. OVER TH47-BR.02042-(STAGE 3)	12	MC	1,400,000	NH	NO			2000
1	2	10	M	0214-02044	06-24-1994	PEDESTRIAN BR. OVER TH 10-BR.02044-(STAGE 3)	12	MC	500,000	NH	NO			2000
1	2	10	M	0214-12	06-24-1994	TH10, TH47, TH610 & CSAH51 INTERCHANGE-GRADE,SURFACE (	12	MC	7,925,000	NH	NO	Y		2000
1	2	10	M	0214-18	06-24-1994	TH10, 47, 610 & CSAH 51 INTERCHANGE-SIGNING- (STAGE 3)	12	MC	25,000	NH	NO			2000
1	2	10	M	0214-19	06-24-1994	TH 10, 47, 610 AND CSAH 51 INTERCHANGE-LIGHTING-(STAGE	12	MC	75,000	NH	NO			2000
1	2	10	M	0214-22	07-22-1994	0.5 MI.W. OF TH 35W TO 0.2 MI.E. OF TH 65	12	MC	225,000	NH	NO			2000
1	3	10	L	8202-24	01-28-1994	FROM ST. CROIX RIVER TO TH 61-GRADING & SURFACING	06	MC	6,600,000	STP	NO	Y		1995
1		35	M	1980-56	06-24-1994	TH 50 TO SCOTT CSAH 2(SB ONLY)-REPLACE PAVEMENT, CSAH	01,11	RC	7,500,000	IM	NO	Y		2000
1	5	36	M	8204-37	12-16-1994	FROM 0.6 MI W OF TO 0.4 MI E OF TH 5-RECONSTRUCT, RELO	12	MC	4,900,000	NH	NO	Y		2000
1	5	36	M	8217-10	06-24-1994	OVER ST. CROIX RIVER AT STILLWATER-BR 82011(REP BR 465	12	BR	40,000,000	NH	NO	Y		2000
1		96	M	6224-37	01-28-1994	TH 35E TO TH 61-GRADE,SURFACE,SIGNALS,ETC	16	RC	3,500,000	STP	NO			1995
1	10	101	M	2738-27019	01-28-1994	TH 101 S.B. OVER CROW RIVER-CONSTRUCT BR. 27019	02,14	MC	700,000	NH	NO			1995
1	10	101	M	8608-13	01-28-1994	AT CROW R. & AT MISS.R. - BRIDGE APPROACH GRADING	02,14	MC	500,000	NH	NO			1995
1	10	101	M	8608-14	06-24-1994	AT TH 10 IN ELK RIVER - GR. & SURF. INTERCHANGE, SIGN,	02,14	MC	1,400,000	NH	NO			1995
1	10	101	M	8608-15	11-18-1994	CSAH 42 TO MISS.R. IN OSTEGO-G&S,SIGN,LIGHT,SIG.	02,14	MC	2,600,000	NH	NO			1995
1	10	101	M	8608-71001	06-24-1994	TH 101 OVER TH 10 - WIDEN BRS. 71001 (S.B.) AND 71002	02,14	MC	300,000	NH	NO			1995
1	10	101	M	8608-86005	01-28-1994	TH 101 S.B. OVER MISS.RIVER-CONSTRUCT BR. 86005	02	MC	3,300,000	NH	NO			1995
1	13	212	M	2762-11	06-24-1994	0.5MI.E.MITCHELL RD. TO TH494--GRADING & SURFACING--ST	12	MC	12,500,000	NH	NO	Y		2000
1	13	212	M	2762-13	12-16-1994	0.25 MI.W.OF WALLACE RD. TO 0.5 MI.E. OF MITCHELL RD.-	12	MC	9,229,000	NH	NO	Y		2000
1	13	212	M	2762-27144	12-16-1994	W.B. TH 5 OVER MARTIN DRIVE - CONST.BR.27144	12	MC	548,000	NH	NO			2000
1	13	212	M	2762-27145	12-16-1994	W.B. TH 212 OVER WALLACE RD. - CONST.BR.27145	12	MC	750,000	NH	NO			2000
1	13	212	M	2762-27146	12-16-1994	E.B. TH 212 OVER WALLACE RD. - CONST.BR.27146	12	MC	750,000	NH	NO			2000
1	13	212	M	2762-27147	12-16-1994	MITCHELL ROAD OVER TH 212 - CONST.BR.27147	12	MC	1,725,000	NH	NO			2000
1	13	212	M	2762-27148	06-24-1994	PRAIRIE CENTER DRIVE OVER TH 212	12	MC	2,500,000	NH	NO			2000
1	13	212	M	2762-27150	12-16-1994	E.B. TH 5 OVER WALLACE ROAD - CONST.BR.27150	12	MC	548,000	NH	NO			2000
1	13	212	M	2762-27194	12-16-1994	E.B. TH 5 OVER TH 212 - CONST.BR.27194	12	MC	2,100,000	NH	NO			2000

METRO PROJECTS BY CATEGORY, CALENDAR YEAR, AND PRIORITY (CURRENT TO DEC '95)

10-16-1992

Cat	Parent Project	T.H.	Mn/DOT PRIORITY	STATE PROJECT	ESTIMATED LETTING	DESCRIPTION	FUNC CLASS	PRG Cat	ESTIMATED COST	FUNDING ELIG.	TIP EXCL.	1992 TIP	LOCAL FUNDS	YEAR OPEN
1	1	3	M	1928-882	07-28-1995	75TH ST TO TH 52-LANDSCAPING	12	MC	300,000	NH	NO	Y		1995
1	2	10	M	0214-02043	06-23-1995	POLK ST. OVER TH 10 - BR.02043 - (STAGE 4)	12	MC	1,400,000	NH	NO			2000
1	2	10	M	0214-13	06-23-1995	UNIVERSITY AVE. TO TH65-GRADE,SURFACE,SIGNALS,NOISE WA	12	MC	13,075,000	NH	NO			2000
1	2	10	M	0214-20	06-23-1995	CO.RD.51(UNIV.AVE.) TO TH 65-SIGNING-(STAGE 4)	12	MC	600,000	NH	NO			2000
1	2	10	M	0214-21	06-23-1995	CO.RD.51(UNIV.AVE.) TO TH 65-LIGHTING-(STAGE 4)	12	MC	250,000	NH	NO			2000
1	2	10	M	0214-23	07-28-1995	FROM EGRET BLVD. TO THE N. JCT. TH 47,10,610-LANDSCAPI	12	MC	200,000	NH	NO			2000
1	7	55	M	2724-8802	03-24-1995	31ST ST. TO T.H.94 IN MPLS.-GRADE,SURFACE & LIGHTING P	14	MC	13,000,000	DEMO	NO			2000
1	8	94	M	6283-133	06-23-1995	McKNIGHT TO TH 120-ADDITIONAL LANES, ETC(STAGE 1)	11	MC	10,000,000	IM	NO	Y		2000
1		94	L	8282-82	10-27-1995	OVER ST CROIX AT WISC STATE LINE-BR 82800(REP BR 5999)	01	BR	7,500,000	IM	NO	Y		2000
1	9	100	M	2735-160	11-17-1995	29TH AVE.NO.TO 39TH AVE.NO.-BR.,FR.RD.& RAMP CONST.,SI	12	MC	7,000,000	NH	NO	Y		2000
1	10	101	M	2738-10	02-24-1995	TH94 TO CSAH 42- G & S,SIGNING,LIGHTING,SIGNALS	02,14	MC	7,800,000	NH	NO	Y		1995
1	10	101	M	2738-27945	02-24-1995	TH 101 S.B. OVER TH 94 - WIDEN BR. 27945	02,14	MC	350,000	NH	NO			1995
1	3	212	M	2762-12	06-23-1995	CSAH 4 TO 0.25 MI.W.OF WALLACE RD.--STAGE 3	12	MC	7,355,000	NH	NO			1995
1	13	212	M	2762-27138	06-23-1995	CSAH 4 OVER TH 212 - CONST.BR.27138	12	MC	1,545,000	NH	NO			2000
1	14	610	M	2771-8801	06-23-1995	FROM TH 252 TO NOBLE AVE. IN BROOKLYN PARK-PRELIM. ENG	14	MC	22,500,000	DEMO	NO			1995
1		694	L	6285-99	06-23-1995	AT VICTORIA ST INTERCHANGE-RECONSTRUCT RAMPS & LOOP;BR	11	MC	1,700,000	IM	T-2	Y		2000

METRO PROJECTS BY CATEGORY, CALENDAR YEAR, AND PRIORITY (CURRENT TO DEC '95)

10-16-1992

Cat	Parent Project	T.H.	Mn/DOT PRIORITY	STATE PROJECT	ESTIMATED LETTING	DESCRIPTION	FUNC CLASS	PRG Cat	ESTIMATED COST	FUNDING ELIG.	TIP EXCL.	1992 TIP	LOCAL FUNDS	YEAR OPEN
2		35W	M	1981-6583	07-23-1993	OVER C & NW RY & CLIFF RD-REDECK,WIDEN,APPROACH TO BR	11	BI	1,000,000	IM	~~A15~~ A10			
2		52	M	1908-65	06-25-1993	AT TH 3,52,55 IN INVER GROVE-BR 19045 (REP BR 5820),RE	14,16	RC	5,000,000	NH/STP	T-2	Y		1995
2	6	55	M	2725-27108	12-18-1992	EB OVER TH 5 RAMP TO TH 55 WB-BR 27108(REPLACE BR 9151	14	BR	600,000	NH	A13	Y		1995
2	6	55	M	2725-27116	12-18-1992	EB OVER BLOOMINGTON ROAD-BR 27116(REPLACE BR 9305)	14	BR	400,000	NH	A13	Y		1995
2	6	55	M	2732-27107	12-18-1992	UNDER EB OFF RAMP TO TH 55-BR 27107(REPLACE BR 9150)	06	BR	1,000,000	STP	A13	Y		1995
2	6	55	M	2732-27118	12-18-1992	TH 5 NB OFF RAMP TO TH 55 OVER TH 5 SB OFF RAMP-BR 271	06	BR	500,000	STP	A13	Y		1995
2		95	M	8210-87	01-22-1993	S LIMITS MARINE-ON-ST CROIX TO CO RD 59-RECONSTRUCT,ET	06	RC	1,100,000	STP	A12	Y		
2	9	100	M	2735-162	04-23-1993	W.FR.RD. OVER C & NW RR - RECONSTRUCT BR. 90667	12	BR	350,000	NH	A13			2000
2		122	M	2759-90435	11-19-1993	UNDER PED. WALKWAYS AT U OF MINN-RECONSTRUCT BRS. 9043	16	BI	180,000	STP	~~A15~~ D3			
2		169	M	7009-59	12-18-1992	AT MINN.R.IN SHAK.-GRADE.,SURF.,DRAIN.,WALLS,SIGS.,PED	14	BR	4,100,000	NH	~~A15~~ D3		*	
2		494	M	2785-8808	10-22-1993	OVER CSAH 5,CREEK,TRAIL-REPL.SUPERST.& WIDEN BRS.9755,	11	IP	2,000,000	IM	A13	Y		
2		494	M	2785-8809	10-22-1993	OVER BN INC.& STONE RD.-REPL.SUPERST.& WIDEN BRS.9759	11	IP	1,100,000	IM	A13	Y		
2		494	M	2785-9741	10-22-1993	OVER TH5 IN EDEN P., REPLACE BRIDGES ON S.B.9741 & N.B	11	BR	1,500,000	IM	A13	Y		

METRO PROJECTS BY CATEGORY, CALENDAR YEAR, AND PRIORITY (CURRENT TO DEC '95)

10-16-1992

Cat	Parent Project	T.H.	Mn/DOT PRIORITY	STATE PROJECT	ESTIMATED LETTING	DESCRIPTION	FUNC CLASS	PRG Cat	ESTIMATED COST	FUNDING ELIG.	TIP EXCL.	1992 TIP	LOCAL FUNDS	YEAR OPEN
2		3	H	1920-29	01-28-1994	RICE-DAKOTA CO LINE TO 1.3 MI N OF N JCT TH 50 IN FARM	06,14	RD	2,455,000	NH/STP	A12			
2		3	M	1921-57	11-18-1994	AT CSAH 71(RICH VALLEY BLVD)-RECONSTRUCT CURVE, REALIG	16	SC	485,000	STP	A10			
2		20	L	2504-10	06-24-1994	BR 25012 OVER CANNON RIVER & BR 25011 OVER LITTLE CANN	07	BR	1,600,000	STP	A13	Y		
2		35W	H	1981-9779	10-28-1994	UNDER TH13 -REPL.DECK,WIDEN & PAINT BRS.W.B.9779 & E.B	11	BI	720,000	IM	A13	Y		
2		36	M	6212-5723	02-25-1994	OVER LEXINGTON AVE-RECONSTRUCT BR 5723	12	BI	670,000	NH	A13			
2		36	H	6212-6724	02-25-1994	OVER DALE ST-RECONSTRUCT BR 6724	12	BI	565,000	NH	A13			
2		50	M	1904-13	06-24-1994	AT CSAH 80 IN HAMPTON-INTERSECTION REALIGNMENT	06	SH	200,000	STP	A3			
2		52	M	2720-35	10-28-1994	WASH.AVE.OVER BN-BR.27167 (REPL.BR.6992) & APPRS.,LIGH	16	BR	2,000,000	STP	A13	Y		
2		55	M	2723-85	01-28-1994	OVER SOO LINE R/R 0.3 MI.W. OF T.H.100--REPLACE BRS.63	14	BR	2,000,000	NH	A13	Y		
2		61	H	6221-5514	10-28-1994	ARCADE ST OVER C&NW RY-RECONSTRUCT BR 5514 (City of St	16	BI	1,700,000	STP	A13			
2		95	M	8208-5673	01-28-1994	OVER VALLEY BRANCH CREEK 3.6 MI S OF 194-WIDEN & REDEC	07	BI	385,000	STP	A13			
2		169	M	0209-19	05-27-1994	TH169 OVER MISS.R. IN ANOKA-STAGE 2-REPL.DECK,BR.4380&	14	BR	3,730,000	NH	A13	Y		

METRO PROJECTS BY CATEGORY, CALENDAR YEAR, AND PRIORITY (CURRENT TO DEC '95)

10-16-1992

Cat	Parent Project	T.H.	Mn/DOT PRIORITY	STATE PROJECT	ESTIMATED LETTING	DESCRIPTION	FUNC CLASS	PRG Cat	ESTIMATED COST	FUNDING ELIG.	TIP EXCL.	1992 TIP	LOCAL FUNDS	YEAR OPEN
2		12	M	2713-66	10-27-1995	UNDER LUCE LINE TRAIL 4.5MI.W.OF TH494-REPLACE BR.4643	14	BR	106,500	NH	A13	Y		
2		41	M	7010-18	10-27-1995	OVER MN.RIVER OVERFLOW 0.8 MI.N.OF TH 169 - REPL.BR.67	07	BR	843,000	STP	A13	Y		
2		94	M	2786-88	06-23-1995	UND.TH169 (OLD CSAH 18)-WIDEN & REPLACE DECKS BRS.2797	11	BI	844,000	IM	A13	Y		
2		100	M	2735-134	07-28-1995	FR.RD.& MAINLINE OVER C.& N.W.R.R. 0.1MI.N.OF JCT.TH55	12	BR	2,900,000	NH	A13			
2	9	100	M	2735-5399	07-28-1995	OVER SOO LINE RR & CITY ST. 0.9 MI. NW OF JCT.TH 12-RE	12	BR	1,250,000	NH	A13			2000

Cat	Parent Project	T.H.	Mn/DOT PRIORITY	STATE PROJECT	ESTIMATED LETTING	DESCRIPTION	FUNC CLASS	PRG Cat	ESTIMATED COST	FUNDING ELIG.	TIP EXCL.	1992 TIP	LOCAL FUNDS	YEAR OPEN
3		3	H	1921-58	06-25-1993	145TH ST TO JCT TH 149-MILL & OVERLAY	16	RS	477,000	STP	A12			
3		7	H	1004-19	03-26-1993	0.6 MI.E. OF E. LIN.OF ST.BONI TO 0.1 MI.W. OF TH 41-R	06,14	RS	2,100,000	NH/STP	A12			
3		7	H	2706-5199	03-26-1993	UNDER SOO LINE R/R 0.9 MI.SW OF TH100-PAINT BR.5199	14	BI	30,000	NH	A13	Y		
3		10	H	0202-72	12-18-1992	ON TH 10 FROM E.JCT.TH 169 TO 1 MI.E. OF HANSEN BLVD.-	12	SC	330,000	NH	A18			
3		10	H	0215-41	12-18-1992	W.B.,0.5 MI.E.OF TH 242 TO 0.4 MI.W.OF EGRET BLVD.-IN	12	RD	400,000	NH	A12	Y		
3		10	H	0215-45	12-17-1993	0.2 MI.E.OF FOLEY BLVD. TO E. JCT. TH 47 - MILL & OVER	12	RS	194,000	NH	A12			
3		10	H	0215-9714	03-26-1993	UND. BN RR-0.2MI. E OF TH 47 - PAINT BR.9714	12	BI	45,000	NH	A13	Y		
3		13	H	7001-5528	03-26-1993	UNDER MN & S R/R 1.4 MI.E.OF TH101 - PAINT BR. 5528	14	BI	20,000	NH	A13	Y		
3		35E	H	0282-24	01-22-1993	FROM 0.5 MI S OF CO RD E TO JCT I35W/135E-BITUMINOUS O	11	IP	3,575,000	IM	A12	Y		
3		35E	H	6280-6511	02-26-1993	UNDER WHEELOCK PKWY, LARPENTEUR, ARLINGTON AVE - OVERL	11	BI	250,000	IM	A13			
3		35E	H	6281-34	01-22-1993	AT GOOSE LAKE ROAD-OVERLAY BRS 9567 & 9568	11	BI	365,000	IM	A13	Y		
3		35W	H	0280-9607	11-19-1993	UNDER SB ON RAMP FROM LAKE DRIVE-REDECK BR 9607	11	BI	600,000	IM	A13	Y		
3		35W	H	2782-245	02-26-1993	31ST ST. TO N. OF 11TH AVE. BR. INCLUDING RAMP CONN.TO	11	IP	1,600,000	IM	A13			
3		35W	H	2782-27930	01-22-1993	60TH ST. TO T.H.121-O'LAY BRS.29730,31,32,33,34,35,36,	11	BI	800,000	IM	A13			
3		36	H	6212-9276	03-26-1993	AT CLEVELAND, EDGERTON, ARCADE-PAINT BRS 9276, 9277, 6	12	BI	270,000	NH	A13			
3		41	H	1008-9010	02-26-1993	OVER MINN. RIVER 0.4 MI.S. OF JCT. TH 212-PAINT BR. 90	16	BI	190,000	STP	A13			
3		47	H	0205-67	11-19-1993	FROM 0.1 MI.S. OF 73RD AVE. TO N OF 79TH AVE. IN FRIDL	16	RS	267,000	STP	A12			
3		47	H	2726-56	12-17-1993	BROADWAY TO 27TH AVE.N.E.----- MILL & BIT.O'LAY	16	RS	230,000	STP	A12			
3		47	H	2726-58	12-17-1993	CENT.AVE.TO 1ST AVE.N.E.-MILL & BIT.O'LAY	16	RS	30,000	STP	A12			
3		51	H	6215-76	06-25-1993	MONTREAL AVE TO DAYTON AVE-MILL & OVERLAY	16	RS	394,000	STP	A12			
3		55	H	2725-50	12-18-1992	TH 62 TO THE MENDOTA BRIDGE-BIT OVERLAY FROM TH 62 TO	14	RC	1,200,000	NH	A12			
3		62	H	2763-27085	10-22-1993	OVER MN&S R/R-0.6MI. W. OF TH 100-REPL. DECK BR.S 2708	12	BI	400,000	NH	A13	Y		
3		65	H	0208-91	12-17-1993	SB FROM 0.1 MI.N.OF ANDOVER BLVD TO 0.2 MI.S. OF CR 60	14	RS	1,238,000	NH	A12			
3		65	H	2710-90446	03-26-1993	UNDER BNRR 1.2 MI.N.TH 47 - PAINT BRIDGE 90446	16	BI	100,000	STP	A13	Y		
3		94	H	2781-375	02-26-1993	11TH AVE IN MPLS TO WESTERN IN ST PAUL-MILL & OVERLAY	11	RS	7,775,000	IM	A12			
3		100	H	2733-27029A	03-26-1993	UNDER EDEN AVE. 2.3 MI.S.OF TH7-PAINT BR. 27029	12	BI	60,000	NH	A13	Y		
3		100	H	2733-27102	03-26-1993	UNDER 50TH ST. - PAINT BR. 27102	12	BI	60,000	NH	A13	Y		
3		100	H	2755-6446	03-26-1993	UNDER SOO LINE RR - PAINT BRIDGE 6446	12	BI	100,000	NH	A13	Y		
3		101	H	2736-37	11-19-1993	FROM 0.4 MI.S. OF TH 7 TO 0.1 MI.N. OF LK.ST.EXTENSION	16	RS	369,000	STP	A12			
3		169	H	2772-7	01-22-1993	FROM 0.2 MI.S. OF CSAH 5 TO 0.2 MI.S. OF TH 394-MILL &	12	RS	450,000	NH	A12			
3		169	H	7007-20	02-26-1993	T.H. 19 TO SHAKOPEE--RECONDITION, SPOT IMPROVEMENTS	02	RD	4,300,000	NH	A12			
3		169	H	7009-6884	03-26-1993	UND. C&NW R/R-0.9MI. W. OF TH 101-PAINT BR. 6884	14	BI	100,000	NH	A13	Y		
3		169	H	7009-6885	03-26-1993	UND. CMSTP&P R/R-0.8 MI. W. OF TH 101-PAINT BR. 6885	14	BI	45,000	NH	A13	Y		
3		212	H	1013-57	02-26-1993	ON TH 212 FROM 0.4 MI.E. TH 41 TO W.JCT.TH 169 & ON TH	14	RS	505,000	NH	A12			
3		212	H	1013-60	11-19-1993	FROM 2.2 MI.E. OF TH 284 TO 0.4 MI.W. OF TH 41-MILL &	02,14	RS	911,000	NH	A12			
3		300	H	7012-5	12-18-1992	T.H. 169 TO WOMENS REFORMATORY- 3 MILL & OVERLAY	16,17,1	RS	100,000	STP/SF	A12			
3		494	H	2785-9289	02-26-1993	UNDER SOO LINE RR 0.8 MI.E. OF TH 35W-PAINT BR. 9289	11	BI	150,000	IM	A13			
3		494	H	2785-9834A	03-26-1993	UNDER CITY STREET 0.3 MI.N.TH 12 - PAINT BRIDGE 9834	11	IP	30,000	IM	A13	Y		
3		694	H	8286-82805	03-26-1993	TH 694 OVER C&NW RY AND TH 5-PAINT BRS 82805, 82806, 8	11	BI	160,000	IM	A13			
3		969	H	0209-20	11-20-1992	FROM TH 169 (FERRY ST.) TO TH 10 IN ANOKA-MILL & OVERL	16	RS	215,000	STP	A12			

Cat	Parent Project	T.H.	Mn/DOT PRIORITY	STATE PROJECT	ESTIMATED LETTING	DESCRIPTION	FUNC CLASS	PRG Cat	ESTIMATED COST	FUNDING ELIG.	TIP EXCL.	1992 TIP	LOCAL FUNDS	YEAR OPEN
3		999	H	8809-31	01-22-1993	IN RAMSEY COUNTY-HIGH INTENSITY SIGN REPLACEMENT	00	SC	400,000	STP	A18			
3		999	H	8809-45	12-18-1992	HIGH INTENSITY SIGN REPLACEMENT - ANOKA CO.	00	SC	300,000	STP	A18			
3		999	H	8809-881	02-26-1993	HIGH INTENSITY SIGN REPLACEMENT-CHISAGO COUNTY	00	SC	250,000	STP	A18			

METRO PROJECTS BY CATEGORY, CALENDAR YEAR, AND PRIORITY (CURRENT TO DEC '95)

10-16-1992

Cat	Parent Project	T.H.	Mn/DOT PRIORITY	STATE PROJECT	ESTIMATED LETTING	DESCRIPTION	FUNC CLASS	PRG Cat	ESTIMATED COST	FUNDING ELIG.	TIP EXCL.	1992 TIP	LOCAL FUNDS	YEAR OPEN
3		5	H	6201-65	02-25-1994	KELLOGG BLVD TO MINNEHAHA AVE IN ST PAUL-MILL & OVERLA	16	RS	525,000	STP	A12			
3		35	M	1980-57	01-28-1994	TH 50 TO S JCT I35E&35W-RECON NB;OVERLAY SB	11	IP	4,148,000	IM	A12	Y		
3		35E	H	1982-119	06-24-1994	CSAH 26 TO TH 110-BITUMINOUS OVERLAY	11	IP	594,000	IM	A12			
3		35W	H	1981-90	03-25-1994	S JCT I35/35E TO SB EXIT RAMP TO BURNSVILLE PKWY-BITUM	11	RS	724,000	IM	A12			
3		35W	H	2783-8802	06-24-1994	UNIV.AVE.TO HENN.CO.LINE-CONCRETE REPAIR & JT.RESEAL	11	IP	900,000	IM	A12	Y		
3		35W	H	2783-9340	03-25-1994	OVER MISS.RIVER & 2ND ST. - PAINT BRIDGE 9340	11	IP	1,500,000	IM	A13	Y		
3		35W	H	6284-116	06-24-1994	W RAMSEY CO LINE TO CO RD C-JOINT REHABILITATION	11	IP	700,000	IM	A12	Y		
3		36	H	6212-138	03-25-1994	I35W TO 0.2 MI E OF EDGERTON-CONCRETE REHABILITATION	12	RS	1,640,000	NH	A12			
3		49	H	6213-38	01-28-1994	UNIVERSITY AVE(TH 52) TO HOYT AVE-MILL & OVERLAY	16	RS	367,000	STP	A12			
3		50	M	1904-14	06-24-1994	E OF VERMILLION RIVER TO HAMPTON-MILL,WIDEN, & OVERLAY	06	RD	400,000	STP	A12			
3		50	H	1914-39	02-25-1994	205TH ST IN LAKEVILLE TO W END VERMILION RIVER BR 3364	07,16,1	RS	388,000	STP	A12			
3		56	H	1912-48	04-22-1994	N JCT TH 52 TO COURTHOUSE BLVD-JOINT REPAIR	16	RS	55,900	STP	A12			
3		61	H	6222-122	06-24-1994	N JCT TH 96 TO N JCT TH 97-BITUMINOUS OVERLAY, TURN LA	06,16	RD	2,500,000	STP	A12			
3		61	H	6222-124	04-22-1994	800' S OF WHITE BEAR AVE TO N JCT TH 96-MILL & OVERLAY	16	RS	271,000	STP	A12			
3		96	H	6224-50	01-28-1994	CSAH 77(OLD TH 8) TO 2000' E OF JCT TH 49-MILL & OVERL	16	RS	747,000	STP	A12			
3		96	H	6224-51	04-22-1994	I35E TO 200' W OF HEDMAN WAY	16	RS	93,000	STP	A12			
3		122	H	2759-9360	03-25-1994	OVER MISS.RIVER,RR & STREETS - PAINT BRIDGE 9360	16	BI	1,400,000	STP	A13	Y		
3		212	H	1013-58	01-28-1994	1.2 MI.W. TH 284 (COLOGNE BYPASS) TO 2.2 MI.E. TH 284-	02	RD	2,052,400	NH	A12			

METRO PROJECTS BY CATEGORY, CALENDAR YEAR, AND PRIORITY (CURRENT TO DEC '95)

Cat	Parent Project	T.H.	Mn/DOT PRIORITY	STATE PROJECT	ESTIMATED LETTING	DESCRIPTION	FUNC CLASS	PRG Cat	ESTIMATED COST	FUNDING ELIG.	TIP EXCL.	1992 TIP	LOCAL FUNDS	YEAR OPEN
3		35E	H	1982-118	02-24-1995	S JCT 135E & 135W TO TH 77-JOINT REHABILITATION	11	IP	800,000	IM	A12	Y		
3		35E	H	1982-120	02-24-1995	TH 110 TO TH 5-SAW & SEAL CONCRETE JOINTS	11	IP	400,000	IM	A12	Y		
3		52	H	6217-37	01-27-1995	KELLOGG BLVD TO RICE ST-MILL & OVERLAY	16	RS	240,000	STP	A12			
3		494	H	1985-115	06-23-1995	TH 149 TO MINNESOTA RIVER-BIT OVERLAY	11	IP	300,000	IM	A12			

Cat	Parent Project	T.H.	Mn/DOT PRIORITY	STATE PROJECT	ESTIMATED LETTING	DESCRIPTION	FUNC CLASS	PRG Cat	ESTIMATED COST	FUNDING ELIG.	TIP EXCL.	1992 TIP	LOCAL FUNDS	YEAR OPEN
4		5	M	1002-60	10-22-1993	CSAH 17 TO W.78TH AT./DAKOTA AVE.-COORD. 4 SIGNALS	16	SH	120,000	STP	A3			
4		7	M	2706-175	10-22-1993	TH7 @ VINEHILL RD.- NEW SIGNAL AND CHANNELIZATION	14	SH	480,000	NH	T-2			1995
4		7	M	2706-178	12-18-1992	FROM SHADY OAK RD.TO LOUISIANA - INTERCONNECT	14	SH	80,000	NH	A3			
4		7	M	2706-179	12-18-1992	FROM SHADY OAK RD. TO TEXAS AVE.-REBUILD SIGNALS AT SH	14	SH	300,000	NH	A3			
4		7	M	2706-180	12-18-1992	REBUILD SIGNAL AT TH 101	14	SH	100,000	NH	A3			
4		7	M	2706-182	12-18-1992	AT WILLISTON, 5TH ST., TH 169 & E. RAMPS-SIGNAL REVISI	14	SH	80,000	NH	~~A3~~ T-2			
4		10	M	0202-67	11-20-1992	AT THURSTON AVE. IN ANOKA-REBUILD SIGNAL, CHANNELIZATI	12	SH	125,000	NH	A3			
4		10	M	0202-71	11-20-1992	AT FAIROAK AVE. - REFURBISH SIGNAL; FAIROAK TO CSAH 56	12	SH	120,000	NH	A3			
4		10	M	0203-8801	02-26-1993	FROM W. RAMPS TH 47 TO ABLE - INTERCONNECT	00	SH	50,000	STP	A3			
4		12	M	2714-133	05-28-1993	AT CO.RD.15 IN WAYZATA-RAMP METER BYPASS TO E.B. TH 12	14	TM	50,000	NH	~~T-2~~ A18			1995
4		35W	M	0280-44	11-19-1993	ON 135W FROM TH 36 TO LEXINGTON AVE-TRAFFIC MANAGEMENT	11	TM	3,000,000	IM	A18			
4		35W	M	1981-87	02-26-1993	135W UNDER BURNSVILLE PARKWAY-SIGNAL REVISIONS, TURN L	11	SC	400,000	IM	T-2			1995
4		35W	M	2782-8810	05-28-1993	AT 36TH ST.S. IN MPLS.-RAMP METER BYPASS TO S.B. I-35W	11	TM	120,000	IM	T-2			1995
4		36	M	6211-881	07-23-1993	135E TO MCKNIGHT RD-LIGHTING	12	SH	470,000	NH	A20			
4		36	M	6211-882	09-24-1993	MCKNIGHT RD TO I694-LIGHTING	12	SH	270,000	NH	A20			
4		36	M	6212-883	05-28-1993	HAMLINE AVE TO I35E-LIGHTING	12	SH	485,000	NH	A20			
4		47	M	0205-57	11-20-1992	AT 73RD AVE. N.E. IN FRIDLEY-ADD TURN LANE & SIG. REV.	16	SH	150,000	STP	T-2			1995
4	55	47	M	0205-61	11-20-1992	AT 40TH & 44TH AVES. N.E. REFURBISH SIGNALS, INTERCONN	16	SH	200,000	STP	A3			
4		47	M	0205-62	11-20-1992	AT 37TH, 49TH, 51ST & 53RD AVES. N.E.-REFURBISH SIGNAL	16	SH	400,000	STP	A3			
4		47	M	0205-63	11-20-1992	AT 57TH AVE., CO.RD. 132 LT./CSAH 3RT. & 61ST.AVE.N.E.	16	SH	300,000	STP	A3			
4		50	M	1914-34	04-22-1993	E RAMPS AT I35 TO 0.25 MI W OF CSAH 9-CURVE RECONST,MI	16,17	RC	1,960,000	STP	T-2			1995
4		55	M	2722-51	04-23-1993	AT CSAH 50 - SIGNAL	06	SH	70,000	STP	T-2			1995
4		55	M	2723-86	11-20-1992	AT DOUGLAS DR. IN GOLDEN VALLEY - REFURBISH SIGNAL, AD	14	SH	125,000	NH	A3			
4		55	M	2723-87	08-27-1993	AT XENIUM LANE - REFURBISH SIGNALS & TURN LANES + E.B.	14	SH	170,000	NH	T-2			1995
4		55	M	2723-8808	01-22-1993	AT FERNBROOK, CSAH 6, CSAH 154, CSAH 73 & GLENWOOD-REB	14	SH	480,000	NH	A3			
4		55	M	2723-89	01-22-1993	AT VICKSBURG, NIAGARA, BOONE, RHODE ISLAND & MEADOW LA	14	SH	120,000	NH	A3			
4		55	M	2723-90	01-22-1993	FROM VICKSBURG LANE TO QUAKER LANE & FROM BOONE AVE. T	14	SH	150,000	NH	A3			
4		55	M	2723-91	01-22-1993	AT WINNETKA AVE. - REFURBISH SIGNAL	14	SH	80,000	NH	A3			
4		55	M	2723-93	07-23-1993	AT 18TH AVE. N. - CLOSE CROSSOVER	14	SC	50,000	NH	A8			
4		55	M	2752-37	01-22-1993	AT THEO.WIRTH PKWY. - REFURBISH SIGNALS	14	SH	80,000	NH	A3			
4		56	M	1912-50	11-19-1993	N JCT TH 52/55 TO 68TH ST -GUARDRAIL, SCHOOL BUS PAD	16	SC	200,000	STP	~~A8~~ A17			
4		62	M	2774-2	11-19-1993	BTWN.T.H.121 & PENN-INTERCHANGE MOD.,TEMP.BR.99147, CD	12	SC	1,400,000	NH	A13	Y		
4		65	M	0207-57	11-20-1992	AT 73RD AVE.N.E. IN FRIDLEY-REBUILD SIG.&CLOSE MED.3 1	16	SH	150,000	STP	A3			
4		94	M	2781-337	11-19-1993	LOWRY HILL TUNNEL-TUNNEL EQUIPMENT MODERNIZATION	11	IP	1,800,000	IM	C3	Y		
4		94	M	2781-371	02-26-1993	TH35W S.B.TO TH94 W.B.- RAMP MOD,RETAIN WALL,SIGN,LIGH	11	IP	400,000	IM	A18	Y		
4		94	M	2781-373	03-26-1993	UPGRADE LIGHTING IN LOWRY HILL TUNNEL	11	SC	800,000	IM	A20			
4		94	M	2786-96	08-27-1993	I-494 TO TH 169 ---TRAFFIC MANAGEMENT SYSTEM	11	TM	500,000	IM	A18			
4		94	M	2786-97	10-22-1993	CSAH 152 RAMPS--REBUILD 2 SIGNALS	11	SC	160,000	IM	A8			
4		100	M	2700-34	01-22-1993	50TH ST. TO CSAH 66 (DULUTH ST.) - TRAFFIC MANAGEMENT	12	TM	1,500,000	NH	A18			
4		100	M	2735-163	05-28-1993	AT MTKA. BLVD. IN ST.LOUIS PK.-RAMP METER BYPASS FROM	14	TM	45,000	NH	T-2			1995

Cat	Parent Project	T.H.	Mn/DOT PRIORITY	STATE PROJECT	ESTIMATED LETTING	DESCRIPTION	FUNC CLASS	PRG Cat	ESTIMATED COST	FUNDING ELIG.	TIP EXCL.	1992 TIP	LOCAL FUNDS	YEAR OPEN
4		100	M	2755-71	10-23-1992	REBUILD SIGNAL AT INDIANA; REVISE SIGNAL AT FRANCE-INT	12	SH	125,000	NH	A3			
4		100	M	2755-72	12-18-1992	CSAH 10 RAMPS - REFURBISH 2 SIGNALS	12	SH	140,000	NH	A3			
4		100	M	2785-276	07-23-1993	TH 100 UNDER TH 494 - MODIFY WEAVE AREA	12	SC	80,000	NH	A8			
4		169	M	0209-91	10-22-1993	AT MAIN ST. IN ANOKA - REBUILD SIGNAL	14	SC	100,000	NH	A8			
4		169	M	2744-47	10-22-1993	CSAH 1 TO VALLEY VIEW RD.,TH'S 169,212-SIGNAL COORDINA	14	SH	85,000	NH	A3			
4		169	M	2772-10	07-23-1993	UNDER CSAH 9(ROCKFORD RD.)MODIFY WEAVE AREA	12	SC	50,000	NH	A8			
4		169	M	2772-11	07-23-1993	UNDER CSAH 10--MODIFY WEAVE AREA	12	SC	50,000	NH	A8			
4		169	M	2772-12	05-28-1993	AT 36TH AVE. N. IN NEW HOPE-RAMP METER BYPASS FROM 36T	12	TM	45,000	NH	~~A8~~ A18			
4		169	M	2772-13	07-23-1993	UNDER BETTY CROCKER BLVD. - MODIFY WEAVE AREA	12	RS	100,000	NH	~~T-2~~ A8			1995
4		169	M	2772-5	08-27-1993	I-394 TO I-94 -- TRAFFIC MANAGEMENT SYSTEM	12	TM	2,000,000	NH	A18			
4		169	M	2772-6	11-19-1993	VALLEY VIEW RD. RAMPS--INSTALL 2 SIGNALS	12	SC	100,000	NH	T-2			1995
4		169	M	2772-8801	08-27-1993	AT 77TH AVE. N. - 2 TEMP. SIGNALS	12	SC	100,000	NH	~~A8~~ T-2			
4		169	M	2772-9	01-22-1993	0.5 MI.S. TH 55(END OF TH 394 CONST.) TO TH 55(END BIT	12	RS	140,000	NH	A8			
4		394	M	2789-98	01-22-1993	WINNETKA AVE. TO VERNON AVE. - AUTOSCOPE SYSTEM	11	TM	950,000	IM	A18	Y		
4		394	M	2789-99	01-22-1993	BOONE AVE. TO WIRTH PARKWAY - TRAFFIC MANAGEMENT SYSTE	11	TM	500,000	IM	A18			
4		494	M	2785-272	08-27-1993	I-394 TO I-94--TRAFFIC MANAGEMENT SYSTEM	11	TM	2,000,000	IM	A18			
4		494	M	2785-275	10-22-1993	PENN AVE. RAMPS - REBUILD 2 SIGNALS	11	SC	160,000	IM	A8			
4		494	M	2785-8810	11-19-1993	AT 12TH AVE.S.& AT PORT.AVE.-REM./REPL.SIGS @ RAMP TER	11	IP	280,000	IM	A8	Y		
4		494	M	2785-8811	12-17-1993	AT NIC.AVE. & AT LYN.AVE.-REM./REPL. SIGS.@ RAMP TERMI	11	IP	280,000	IM	A8	Y		
4		494	M	2785-8812	10-22-1993	AT E.BUSH LAKE ROAD - NEW SIGNALS AT RAMP TERMINALS	11	IP	140,000	IM	T-2	Y		1995
4		999	M	8809-66	12-18-1992	DISTRICTWIDE DEER WARNING REFLECTORS	00	SH	200,000	STP	A3			
4		999	M	8809-70	12-18-1992	ON I35W FROM I94 TO TH 36,TH 36 FROM I35W TO I35E,I35E	11,12	TM	4,500,000	IM/NH	A18			
4		999	M	8809-79	08-27-1993	DISTRICTWIDE ADVANCE WARNING FLASHERS	00	SH	105,000	STP	A3			

Cat	Parent Project	T.H.	Mn/DOT PRIORITY	STATE PROJECT	ESTIMATED LETTING	DESCRIPTION	FUNC CLASS	PRG Cat	ESTIMATED COST	FUNDING ELIG.	TIP EXCL.	1992 TIP	LOCAL FUNDS	YEAR OPEN
4		10	H	0215-44	04-22-1994	TH 969(MAIN ST) TO S.JCT. TH 47 - GUARDRAIL	12,16	SC	50,000	NH/STP	A11			
4		12	H	2713-64	02-25-1994	FROM MARTHA LANE TO OLD CRYSTAL BAY RD.-CONTINOUS REGR	14	SC	1,050,000	NH	T-2			1995
4		13	H	1901-127	02-25-1994	FROM CSAH 5 TO RAMP FROM SB TH 35W-NEW CONN. TO N.FR.R	14	SH	200,000	NH	A3			
4		51	H	6215-74	02-25-1994	ON SNELLING AVE FROM TAYLOR AVE TO COMMONWEALTH AVE-IN	16	SH	436,750	STP	A11			
4		55	H	2723-92	01-28-1994	FERNBRK.TO NB TH 494-EB AUX.LN.LT. TO NB TH 494	14	SH	250,000	NH	A3			
4		56	H	1912-49	03-25-1994	AT RICHMOND/DALE PLACE-REBUILD SIGNAL	16	SH	90,000	STP	A3			
4		65	H	0208-84	10-28-1994	AT 85TH AVE.N.E.- REVISE INTERSECTION & SIGNAL	16	SH	400,000	STP	A3			
4		97	H	8212-16	03-25-1994	1.2 MI E OF N JCT TH 61(HARROW AVE) TO 6.9 MI W OF TH	06	SC	225,000	STP	A8			
4		169	H	2750-46	01-28-1994	AT 85TH AVE. N. - INSTALL TURN LANE	12	SH	100,000	NH	~~T-2~~ A3			1995
4		212	H	1013-56	02-25-1994	FROM E.OF WALNUT AVE. THRU CO.RD.17-CONTINUE LEFT TURN	14	SC	150,000	NH	A8			
4		252	H	2748-40	01-28-1994	FROM 73RD AVE.N. TO 1000' N.OF BROOKDALE DR.-EXTEND N.	14	SC	200,000	NH	A3			
4		252	H	2748-41	01-28-1994	AT 85TH AVE. N.--N.B. DOUBLE LT. TURN LN.	14		250,000	NH	A3			
4		999	H	8809-71	09-23-1994	ON 1694 FROM 135W TO TH 36 & 135E FROM TH 36 TO TH 96-	11	TH	3,100,000	IM	A18			
4		999	H	8809-78	01-28-1994	DISTRICTWIDE-SWAREFLEX DEER REFLECTORS	00	SH	211,500	STP	A3			
4		999	H	8809-80	01-28-1994	ON TH 13,35E,55,61,77,96,110-DISTRICTWIDE SIGNAL REVIS	00	SC	255,000	STP	A8			

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METRO PROJECTS BY CATEGORY, CALENDAR YEAR, AND PRIORITY (CURRENT TO DEC '95)

10-16-1992

Cat	Parent Project	T.H.	Mn/DOT PRIORITY	STATE PROJECT	ESTIMATED LETTING	DESCRIPTION	FUNC CLASS	PRG Cat	ESTIMATED COST	FUNDING ELIG.	TIP EXCL.	1992 TIP	LOCAL FUNDS	YEAR OPEN
4		7	H	2706-164	04-28-1995	CHRISTMAS LK.RD.- REVISE INTERSECTION & SIGNAL	14	SH	700,000	NH	~~T-2~~ A3			1995
4		7	H	2706-181	04-28-1995	FROM TH41 THRU WILLISTON RD. - INTERCONNECT	14	SH	150,000	NH	A3			
4		35E	L	6281-36	07-15-1995	1694 TO CO RD E-BR 62895-REPLACE BR 9838;RECONSTRUCT I	01	BR	2,000,000	IM	~~A18~~ T-2			
4		55	H	2752-34	01-27-1995	AT OTTAWA AVE.IN GOLDEN VALLEY-CONST.FR.RD.,CHANNEL.&	14	SH	820,000	NH	T-2		*	1995
4		94	H	6283-155	11-17-1995	ON I94 FROM MOUNDS BLVD TO RADIO DRIVE; ON 1494/694 FR	11	TH	5,000,000	IM	A18	Y		
4		494	H	2785-251	10-27-1995	TRAFFIC MANAGE.SYST.FOR FRANCE AVE.& TH169 INTERCHANGE	11	IP	5,500,000	IM	A18	Y		
4		999	H	8809-73	06-23-1995	ON I94 FROM 135W THRU TH 280 & ON TH 280 FROM I94 TO I	11,12	TH	1,200,000	IM/NH	A18			
4		999	H	8809-74	11-17-1995	ON 135W FROM CRYSTAL LAKE RD TO MINN RIVER, ON 135E FR	11	TH	3,500,000	IM	A18			
4		999	H	8809-8801	01-27-1995	HOV RAMPS & METERS-LOCATIONS TO BE DETERMINED	00	MC	1,000,000	NH	A18			

Cat	Parent Project	T.H.	Mn/DOT PRIORITY	STATE PROJECT	ESTIMATED LETTING	DESCRIPTION	FUNC CLASS	PRG Cat	ESTIMATED COST	FUNDING ELIG.	TIP EXCL.	1992 TIP	LOCAL FUNDS	YEAR OPEN
5		5		6201-882	05-15-1993	DAVERN OUTLET-SEWER SEPARATION		AM						
5		5		6201-883	05-15-1993	GOODRICH/SMITH-SEWER SEPARATION		AM						
5		5		6201-884	05-15-1993	GOODRICH OUTLET-SEWER SEPARATION		AM						
5		5		6201-885	05-15-1993	7TH/KELLOGG-SEWER SEPARATION		AM						
5		5		6201-886	05-15-1993	EDGECUMBE/BAYARD-SEWER SEPARATION		AM						
5		5		6201-887	05-15-1993	SHEPARD ROAD-SEWER SEPARATION		AM						
5		8		1308-881	05-15-1993	AT CSAH 23-TURN LANE,BYPASS LANE LIGHTING		AM						
5		35E		6280-881	05-15-1993	AT GRAND AVE-SIGNAL		AM						
5		35W		1981-86	01-01-2049	AT 113TH ST. - MODIFY INTERCHANGE (local funds-Burnsvi		AM						
5		36		6212-885	05-15-1993	OUTLET INTO MCCARRONS LAKE-STORM SEWER		AM						
5		52		6217-882	- -	CONCORD TO PLATO BLVD-MILL & OVERLAY		AM						

CHAPTER 6

TRANSIT PROJECTS

Table 6A

1993 TRANSIT PROJECTS BY SOURCES OF FEDERAL FUNDS

Recipient	Local Project No.	Project Description	Grant I.D.	Federal Share ($1,000's)	Federal Share Plus Local Match*	Grant Status
Fleet Improvements						
MTC	To be assigned	Purchase 97 40-foot buses to replace existing buses.	FTA--1993-94, Sec. 9.	$17,680	$22,100	Fall 1992 1993; Application to FTA.
MTC	To be assigned	Purchase up to 25 articulated buses to replace existing buses.	FTA–1993 Sec. 9 To be assigned.	7,000	9,750	Fall 1992. Application to FTA.
City of Mpls.	To be assigned	Purchase of compressed natural gas vehicles for downtown to Riverplace shuttle route.		1,400	2,500	Approved
MTC	3215	Leasing of tires.	MN-90-X057	624	781	Approved
			Subtotal	$26,704	$35,131	
Facility Improvements						
MTC	3245	Energy Link between MTC and Hennepin County Energy Reclaim Cntr. (HERC)	MN-90-X057	$451	$564	Approved.
MTC	3250	Expand existing 46-car lot at I-35W and CRH to a 200-car lot in Mounds View and upgrade existing lot at 7th and Garfield in Anoka.	MN-90-X057	240	300	Approved
MTC	3850	Park-and-ride lot for up to 700 automobiles in the vicinity of Hwy. 610 and Foley Blvd.	Subgrant from Mn/DOT of STP grant funds.	640	800	Approved
MTC	3270	Construction of 4 heated/air conditioned shelters either within or adjacent to the existing office building.	Subgrant from MnDOT of Congestion Mitigation and Air Quality program fund.	800	1,000	Approved
MTC	3291	System-wide bus stop sign system.	Same as above.	1,200	1,500	Approved
MTC	3290	Lighting of major bus stops.	Same as above.	240	300	Approved
MTC	3690	Purchase and install bus shelters.	Same as above.	1,120	1,400	Approved
			Subtotal	$4,691	$5,864	

Recipient	Local Project No.	Project Description	Grant I.D.	Federal Share ($1,000's)	Federal Share Plus Local Match*	Grant Status
Other						
City of Mpls.	N/A	Downtown Minneapolis Transportation Management Organization	FTA--Sec. 6	$601	$1,202	Pending
MTC	3284	Metro Mobility Upgrade	MN-90-X057	120	150	Approved
MTC	3080	Computer-related acquisition	MN-90-X057	500	625	Approved
RTB	N/A	Metro Mobility Smart Card fare payment system design	MN-06-0023	40	60	Approved
MTC	3283	HRIS	MN-90-X057	72	89	Approved
MTC	3085	Timeroll system.	MN-90-X053	637	796	Approved
MTC	3281	Revenue/Ridership	MN-90-X057	242	302	Approved
MTC	3125	Telephone system	MN-90-X057	515	643	Approved
MTC	3223	Miscellaneous equipment	MN-90-X057	395	494	Approved
MTC	3224	Purchase electronic fareboxes for all MTC buses	MN-90-X057	4,149	5,186	Approved
			Subtotal	$7,271	$9,547	
			GRAND TOTAL	$38,666	$50,542	

* Does not include 100 percent locally funded portion of projects.

Table 6B

1994-1995 TIP MULTIPLE YEAR ELEMENT
TOTAL ESTIMATED CAPITAL PROJECT COST FOR NEW PROJECTS
(Eligible for Federal Funding)

MTC Projects	Federal Fiscal Year 1994 ($1,000s)	1995 ($1,000s)
1. Fleet Improvements	$39,415	$25,521
2. MTC Facilities	16,950	3,000
3. Public Facilities	5,382	3,420
4. Computerization	0	20,800
5. Other Capital Improvements	1,350	1,350
Total	$63,097	$54,091

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
97 40-foot	CY 1994	CY 1994/1995
71 40-foot	CY 1995	CY 1995/1996
60 articulated	CY 1995	CY 1995/1996

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 that MTC builds to provide comfort and convenience to its passengers. Examples include park/ride lots, passenger shelters, transit hubs and bus-related roadway improvements.

Item 4. Computerization

The MTC will continue to modernize the operation of its buses, facilities and offices through implementation of automated systems.

Item 5. Other Capital Improvements

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

Table 6C

1993-95 MULTI-YEAR ELEMENT
FTA SECTION 9 CAPITAL AND OPERATING ASSISTANCE

Operating Assistance

Recipient	Description	Total ($1,000s)	Requested Federal ($1,000s)	Funds	Grant
MTC	Operating Assistance FFY 1993 (MTC CY-1992)	$74,500	$7,200	FTA Section 9	Fall 1992 Application to FTA
MTC	Operating Assistance FFY 1994 (MTC CY-1993)	$75,500	$7,200	FTA Section 9	Fall 1993 Application to FTA
MTC	Operating Assistance FFY 1995 (MTC CY-1994)	$76,500	$7,200	FTA Section 9	Fall 1994 Application to FTA

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	Requested Federal ($1,000s)	Funds	Grant
MTC	Capital Assistance FFY 1993 (MTC CY-1993)	$9,000	$7,200	FTA Section 9	Fall 1992 Application to FTA
MTC	Capital Assistance FFY 1994 (MTC CY-1994)	$9,000	$7,200	FTA Section 9	Fall 1993 Application to FTA
MTC	Capital Assistance FFY 1995 (MTC CY-1995)	$9,000	$7,200	FTA Section 9	Fall 1994 Application

Capital assistance will be used to invest in capital items.

Table 6D

FEDERAL TRANSIT ADMINISTRATION
SECTION 16 (b) (2)
TRANSPORTATION SERVICES FOR THE ELDERLY AND HANDICAPPED

FISCAL YEAR 1992 PROJECT

The Minnesota Department of Transportation submitted on July 9, 1992, an application to the Urban Mass Transportation Administration for Fiscal Year 1992 Section 16 (b) (2) funds in the amount of $930,986 on behalf of twenty-eight private non-profit organizations throughout the state. These funds are to be used as 80% of the purchase price of twenty-eight vehicles equipped for the transportation of elderly and disable persons under the provisions of Section 16(b)(2) of the FTA Act. The vehicles to be acquired in this program were recommended for funding after review by a committee composed of members representing urban and rural coordinated transportation and elderly and disable 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 $297,500 for which $238,000 in federal funds were requested to assist in the acquisition of nine vehicles and related equipment.

The 28 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 1993.

TRANSPORTATION IMPROVEMENT PROGRAM 1993 ANNUAL ELEMENT (MN/DOT)

1993 ANNUAL ELEMENT (MN/DOT)
FTA - SECTION 16(b)(2)

Item	Project Description	Estimated Total	1992 Cost Federal	Source of Federal Funds
1.	Vehicles as described for the following private non-profit organizations.			Application for 16(b)(2) funds for statewide program submitted 1992.

Organization	No. of Vehicles	Type of Vehicle	Estimated Total	1992 Cost Federal
East Side Neighborhood Services	1	Large Bus	$ 42,500	$ 34,000
Hallie Q. Brown Community Center	1	Small Bus	29,500	23,600
Human Services in Washington County	1	Small Bus	29,500	23,600
Jewish Community Center	1	Large Bus	42,500	34,000
Minneapolis American Indian Center	1	Mid-sized Bus	34,000	27,200
Ramsey Action Program, Inc.	1	Maxi Van	26,500	21,200

Senior Resources	1	Small Bus	29,500	23,600
Sojourn Adult Day Program	1	Small Bus	29,500	23,600
St. Paul Area Council of Churches	1	Mid-sized Bus	34,000	27,200
TOTALS	**9**		**$297,500**	**$238,000**

Table 6E

FTA Section 18 - FY 1993 for (CY 1993) - The FTA 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 Areas.

Recipient	Project Description	Total (000s)	Requested Federal Funding (000s)	Source of Federal Funds	Grant Status
City of Hastings	Operating Assistance CY 1993	$ 173,898	$ 32,819	FTA Section 18	Application made to FTA
Carver County	Operating Assistance CY 1993	$ 272,681	$ 60,245	FTA Section 18	Application made to FTA
Scott County	Operating Assistance CY 1993	$ 219,577	$ 52,894	FTA Section	Application made to FTA

Funding requested for 1994 and 1995 from Section 18 is anticipated to remain at 1993 levels.

Appendix A
PRIVATE SECTOR INVOLVEMENT IN THE
TRANSPORTATION IMPROVEMENT PROGRAM

As requested by the Federal Transit Act (Sec. 3012) and Circular 7005.1, the following describes the process by which private transit providers were involved in developing the Annual Element of the 1993-1195 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 four different standards, depending on the route type, to identify routes that may be candidates for restructuring, termination or competitive procurement. The four thresholds are:

Local Radial Routes:	$3.25 subsidy per passenger
Local Crosstown Routes:	$4.00 subsidy per passenger
Peak Hour Express Routes:	$3.85 subsidy per passenger
All Day Express Routes:	$3.50 subsidy per passenger

Since the approval of these new standards, three routes have been competitively procured. A request for proposal was issued for the three routes, the proposals evaluated and the service awarded to a private company.

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

d. The RTB is currently conducting a competitive transit demonstration study. This project is being funded by the UMTA Section 6 grant program. One of the project work tasks is the evaluation of barriers to competitively procuring all types of transit services and the identification of solutions to the barriers. As part of this study, the RTB has developed and adopted a document entitled Standards, Procedures and Guidelines for Competitive Procurement of Public Transit Services. Additional sections include: guidelines for fully allocated and marginal pricing, legislative barriers, and evaluation of services that have been contracted in the past three years. The revised timetable calls for a final report to be submitted the first half of 1993.

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. Providers were asked to submit comments and concerns in writing by June 26, 1992. 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 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 Transit Operator 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 attached 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 seven (7) calendar 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.

Step B Respondent shall meet with Complainant within fourteen (14) calendar 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.

Step C Respondent shall make a decision and issue a written response to Complainant within twenty-eight (28) calendar 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.

Step 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 seven (7) calendar days of Respondent's decision. The request shall be accompanied by 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 Providers' 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 the 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.)

Step E The DRB shall meet with Complainant and Respondent within fourteen (14) calendar days of receiving a request for a Dispute Resolution Board (DRB) 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.

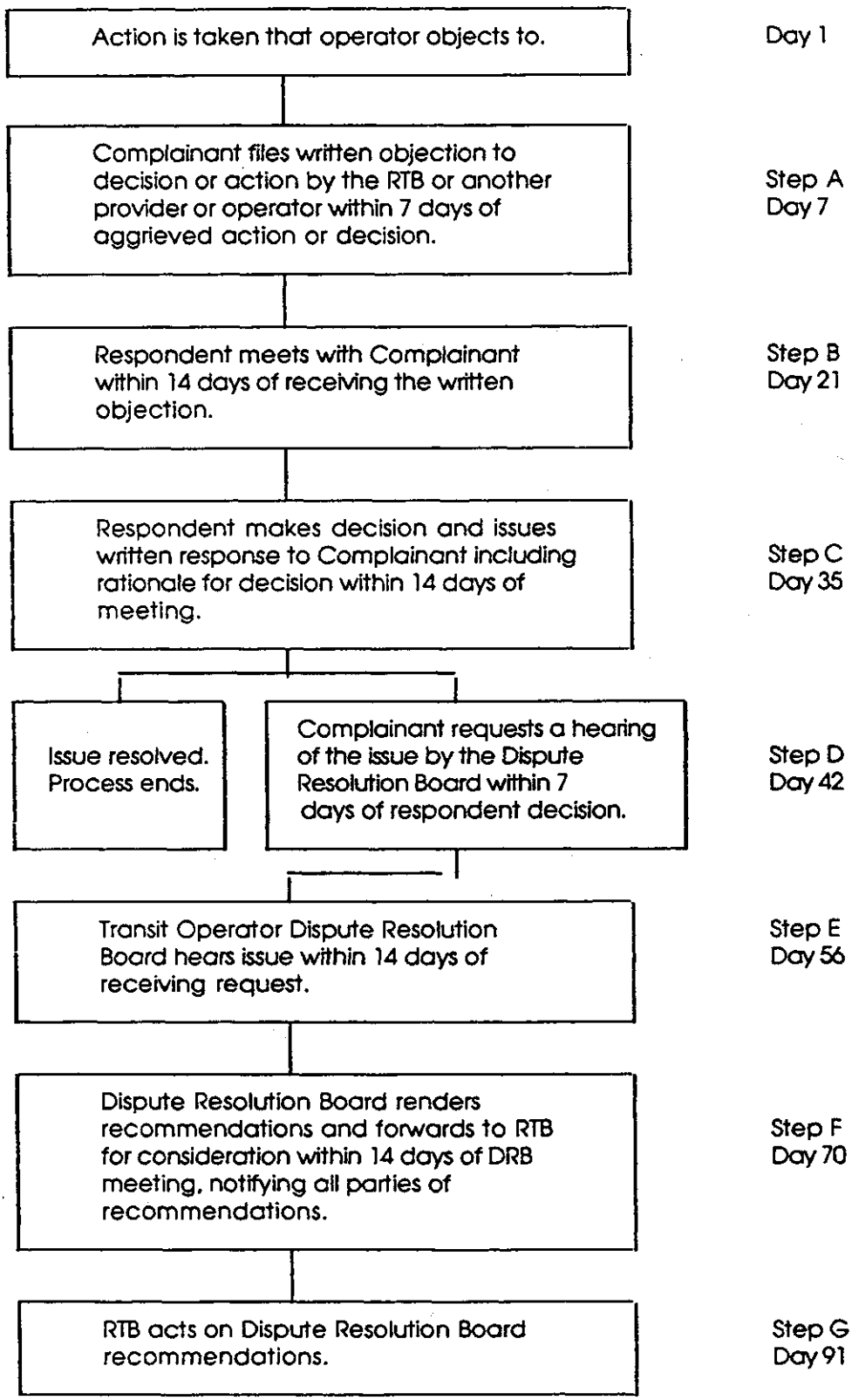
Step F Council staff will prepare a draft report of the DRB's findings and recommendations based on the hearing discussion. This report will be reviewed and action taken by the DRB within fourteen (14) calendar days of the hearing. DRB recommendations will be forwarded to the RTB chair immediately upon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

Step G RTB shall act on the DRB recommendations within 21 calendar 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 final consideration and action.

Twin Cities Area Transit Operator Dispute Resolution Process



APPENDIX B

CONFORMITY OF THE 1993-95 TRANSPORTATION IMPROVEMENT PROGRAM WITH THE 1990 CLEAN AIR ACT AMENDMENTS

The Environmental Protection Agency's Guidance For Determining Conformity Of Transportation Plans, Programs and Projects With Clean Air Act Amendments Implementation Plans During Phase 1 Of The Interim Period(Guidance), requires the Metropolitan Council to prepare an impact analysis of the Transportation Plans and the Transportation Improvement Plan (TIP). Based on the air quality analysis, the Council must determine the conformity of these plans to meet the 1990 Clean Air Act Amendments (CAAA) schedule to attain carbon monoxide (CO) standards. The appendix describes the procedures used to perform the analysis, list findings and conclusions, and contains statements of conformity.

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I. LIST OF PLANS

Pursuant to Section 4.1 of the Guidance, the Metropolitan Council used the following adopted transportation plans in making a finding of conformity:

- Metropolitan Investment Framework Policy Plan
- Transportation Air Quality Control Plan
- Transportation Policy Plan

A description of the plans is in Section 2. of the 1993-95 Transportation Improvement Plan.

II. CONFORMITY OF TRANSPORTATION PLANS TO CAAA CRITERIA AND PROCEDURES

Pursuant to Section 4.2 of the Guidance, the Council reviewed the goals, policies, strategies and procedures in the Transportation Guide Policy Plan (Plan), The Transportation Air Quality Control Plan element of the State Implementation Plan (SIP) for air quality to determine conformity between the SIP and the Plan. Based on this review, the Council finds that:

A. The Plan as adopted will generally conform to the SIP by supporting its broad intentions of achieving and maintaining the National Air Quality Standards (NAAQs); and

B. The Plan does not contradict in a negative manner any specific requirements or commitments of the SIP for the area as it exists at the time of the conformity determination, in its goals, recommendations, or projects; and

C. The Plan provides for the expeditious implementation of transportation control measures in the SIP; and

D. The Plan contributes to reductions in annual emissions in the Twin Cities CO nonattainment area as defined in Section 5.3.3 of the Guidance based on a quantitative analysis. A description of the summary of the methods used in the air quality analysis is in Section VII.

E. The Plan does not increase the frequency or severity of any existing violations of the NAAQS in the regions CO nonattainment area.

Defining the Transportation Plan Scenarios

The scope of the Plan analysis compares a "build scenario" of the 2010 Highway System Plan with the "1990 baseline TIP scenario" used as a "no-build scenario" in the analysis of the TIP to estimate of CO emissions for the year 2010. A description of the 1990 baseline TIP scenario is in Section IV. The Plan "Build Scenario" is the best estimate of future transportation needs based on regional forecasts of population, employment and travel demand. A summary of the Transportation Development Guide/Policy Plan and the Metropolitan Highway System Plan is in Section 2 of the TIP.

The Council analyzed the two scenarios and determined that the Plan contributes to a reduction in regional emissions compared to the baseline scenario during the intervening years prior to the 1995 attainment year and the year 2010. The Council reached this conclusion based upon the following findings:

1. A quantitative analysis of the Build and No-Build Scenarios using MOBILE 4.1 and SAPOLLUT mobile source emissions analysis models, estimates an annual reduction of 6077 tons/year of CO emissions in the year 2010 if the Build Scenario is implemented.

2. The implementation of the vehicle inspection/maintenance program in 1991 to annually

inspect 1976 and newer gasoline-powered cars and light duty vehicles is estimated to reduce auto related carbon monoxide emissions by 13% from the 1990 base year. The reductions would occur by the 1995 attainment year.

3. A continued reduction of emissions is expected due to vehicle fleet turnover and the affects of the Federal Motor Vehicle Emissions Control Program.

4. The effects of a CAAA Federal mandate to implement an annual, four month, oxygenated fuels program for the Twin Cities CO nonattainment Area by November, 1992 was considered in the analysis.

TABLE B1

MOBILE SOURCE EMISSIONS ESTIMATES FOR TRANSPORTATION POLICY/GUIDE PLAN 2010 HIGHWAY SYSTEM PLAN NETWORK AND A NO-BUILD SCENARIO

NETWORK	CARBON MONOXIDE	
	KG/DAY	TONS/YEAR
"No-build" Scenario	437,840	176,012
Plan "Build" Scenario	422,725	169,935
Annual Reductions Due to"Build" Scenario	15,115	6,077

III. EXPEDITIOUS IMPLEMENTATION OF THE TRANSPORTATION CONTROL PLAN

Pursuant to Section 5.3.1 of the Guidance, the Council reviewed the 1993-95 TIP and certifies that the TIP conforms to the requirement to expedite implementation of the Transportation System Management (TSM) strategies. Table B2 is a summary of the TSM's found in the Transportation Control Plan that describes the status of each TSM. Except for TSM's not completed for the reasons cited, the majority of the TSM's are completed or in the final stages of completion. Implementation of the TIP will not affect the schedules for completing the remaining TSM projects.

There are no fully adopted regulatory TCM's or fully funded nonregulatory TCMS that will be implemented as part of the TIP over the course of the TIP period. There are no prior TCMS that were adopted since November 15, 1990, nor any prior TCMS that have been amended since that date

TABLE B2
STATUS OF TWIN CITIES AREA TSM STRATEGIES

TWIN CITIES AREA TSM STRATEGIES	STATUS
Vehicle Inspection/Maintenance (Listed in Transportation Control Plan as a TSM Strategy) • Establish VIM program	Program became operational in July, 1991
Improved Public Transit	
• Reduced MTC Fares	• Super Savers and other marketing concepts were introduced by the MTC
• MTC Downtown Fare Zone	• Special reduce fares for Mpls. and St. Paul downtowns introduced
• Community Centered Transit	• "Opt Out" provisions now allow communities to develop local service
' Flexible Transit	• Alternative modes introduced to provide specialized transit services
• Total Commuter Service demonstration, Elderly, Handicapped Service	• Implementing accessible route service in addition to metro mobility service
• Responsiveness in Routing and Scheduling	• Transit agencies have active planning and communication program with communities
• CBD Parking Shuttle	• Parking shuttles found not feasible
• Simplified Fare Structure	• Difficult to implement due to economic conditions
• Bus Shelters	• Established ongoing program of installing and maintaining bus shelters
• Rider Information	• Region wide transit information is available through CBD Transit Sotres and a computerized phone system
• Transit Marketing	• Transit marketing remains an integral part of transit planning
• Cost Accounting, Transit Performance Funding	• Developed computer models to assess transit costs and establish performance measures
• Transit Maintenance Program	• Construction of new maintenance garages and bus overhaul facilities.
• "Real-time" monitoring	• Planning of IVHS "real time" programs implemented
• Park and Ride	• Joint program with Mn/DOT for the planning and construction of park-and-ride facilities

Exclusive Bus/Car Pool Lane • I-35W Bus/Metered Freeway Project • Reserved transit Lanes on I-35W in St. Paul and 3rd Ave. distributor in Minneapolis	• Metered freeway access locations have bus and carpool bypass lanes at strategic intersection on I-35W and I-394. • 3rd Ave. Distributor project includes exclusive bus/carpool lanes available for use in 1992
Area-wideCar Pool Programs • Expand existing Area-wide shared-ride programs	• Minnesota Rideshare program is actively marketed and continues to expand its computerized match list each year
On-street Parking Controls • Enforcement of parking, idling and traffic ordinances	• Ongoing enforcement aggressively pursued by Minneapolis and St. Paul.
Park and Ride/Fringe Parking • CBD Fringe Parking Programs in Minneapolis and St. Paul	• Minneapolis and St. Paul developed and are implementing programs for fringe parking and incentives to encourage carpooling
Pedestrian Malls • Nicollet Mall (Minneapolis) • Pedestrian facilities • Skyway systems • CBD housing and related pedestrian way	• Nicollet Mall renovations and extension completed • Extension of Mpls. skyway system to the fringe parking in the 3rd Ave. Distributor is under construction • Mpls. and St. Paul encourage the expansion of their skyway system as part of the CBD development process
Employer Programs for Transit, Paratransit and Bicycles • Shared-ride programs implemented and underway in the Metropolitan Area	• A number of Twin Cities employers have van and car pool programs and participate in Minnesota Rideshare program. • Transportation Management Organizations established in downtown Minneapolis and I-494 strip in Bloomington.
Bicycle Lanes and Storage • Bicycles facilities implemented by various cities in Metropolitan Area.	• Provisions for Bicycle parking are included in fringe parking facilities for downtown Minneapolis.
Staggered Work Hours • Variable work hours-implemented by various agencies	• City, county and state employees have flex time programs available. • Some employers allow flextime and help support van and car pooling programs.
Traffic Flow Improvements • Minneapolis Computerized Traffic Management System • St. Paul Computerized Traffic Management System • New Construction - Mpls., 3rd Ave. Distributor; I-35E, St. Paul • University and Snelling Aves.- St. Paul; traffic flow improvements	• Mpls. system installed. New hardware and software installation to be completed in late 1992. • St. Paul system completed in 1991. • 3rd Ave. Distributor signals computerized. • Improvements completed in 1990

Alternative Fuels or Engines • Gasohol demonstration project	• MTC is implementing alternatives fuel testing program for buses in 1992; Mpls. is testing its fleet & vehicles.
Cold Start Emissions Reductions • Auto plug-in program for cold-start reductions	• Strategy found not to be feasible

IV. CONFORMITY OF 1993-95 TRANSPORTATION IMPROVEMENT PROGRAM

Pursuant to Section 5.3.1 of the Guidance, the Council reviewed the 1993-95 TIP document and TIP certifies that the TIP conforms to the recent estimates of mobile source emissions based on the most current population, employment, travel, and congestion forecasts:

A. The Council is required by Minnesota statute to prepare regional population and employment forecasts for the Seven County Twin Cities Metropolitan Area and the air quality analysis for Wright County as part of the region's CO nonattainment area.

B. The published source of socioeconomic data is the Metropolitan Investment Guide Plan. This is the planning document used by the Council to develop long range forecasts of highway and transit facilities needs.

C. A quantitative analysis of the emissions impact of the TIP projects listed in Table C7 to account for the emissions impact of all transportation projects, was conducted using the MOBILE 4.1 and SAPOLLUT mobile source emissions models in October, 1992. The analysis estimates an annual reduction of 4996 tons/year of CO in 1995 if the "New TIP Scenario" (build) is implemented.

D. The CO reductions are estimated to be sustained for a reasonable period beyond the design year of 1995. Estimates of CO emissions for the years 2000 and 2005 were included in the analysis and the results are shown in Table B3 and includes the Wright County CO emissions.

In the air quality analysis of the 1993-1995 TIP, MOBILE 4.1 was used. The air quality analysis software will be used in the amendment process to analyze projects to be part of the regional highway system. An earlier version, MOBILE 4.0, was used in the analysis of the 1992-1994 TIP document submitted to FHWA and EPA in November, 1991. In Appendix C of the 1992-1994 TIP document, it was noted that MOBILE 4.1 would be used to analyze future TIP's.

The result of using MOBILE 4.1, increases the 1990 baseline emissions and for the 1995 attainment year, and subsequent periods (years 2000, 2005) due to changes in the method for calculating freeway traffic emissions and the ambient temperature values (see Exhibt B1). The amount of emission increases are reduced by the implementation of the oxygenated fuels and vehicle inspection maintenance programs.

TABLE B3

TIP SCENARIOS ANNUAL CARBON MONOXIDE EMISSIONS FOR YEARS *1995, 2000, AND 2005* (TONS/YEAR)

NETWORK	1990	1995	2000	2005
BASELINE TIP SCENARIO	661,279	269,882	200,348	178,279
NEW TIP SCENARIO (BUILD)	-	264,886	193,866	171,587
TIP CO Reduction	-	*4996*	*6482*	*6692*

V. 1993-95 TIP CONTRIBUTIONS TO ANNUAL EMISSIONS REDUCTIONS

A. TIP ANALYSIS

Pursuant to Section 5.3.3 of the Guidance, the Council has reviewed the 1992-94 TIP document. Based on this review, the Council finds that the TIP contributes to annual emissions reductions consistent with sections 182(b)(1) and 187(a)(7). The following is the description of the scenarios used in the emissions impact analysis as required by the Guidance.

1990 Baseline TIP Scenario is the highway network open to traffic at the end of calendar year 1990 and all highway projects for which construction funds are expected to be obligated by November 15, 1991, and includes projects grandfathered in the 1991-93 TIP adopted prior to November 15, 1990.

New TIP (Build) Scenario is the 1993-95 TIP highway system, the "Baseline Scenario" as defined above and additional projects included in the 1993-95 TIP found not to be exempt or "neutral" as defined in the "Appendix" of the Guidance.

The Council has determined that the "New TIP (Build) Scenario" contributes to emissions reductions by 4996 tons less than the "baseline" scenario for the 1995 attainment year. The Council believes that the intervening years are likely to be less than for the following reasons:

1. Continued improvement in auto emissions controls as required by the CAAA.

2. Commitment to continued capital investments to improve the operation efficiencies of the highway and transit systems.

3. Greater willingness of local governmental units to address local congestion problems through use of transportation control measures.

B. AIR QUALITY CONFORMITY DETERMINATIONS FOR TRANSIT PROJECTS

The Transit Section projects in the TIP are organized into four sections. Transit projects in the annual element are listed in Table 8A. Multiple year projects are in Table 8B, FTA funded projects in Tables 8C through 8E. The projects support ongoing operations and maintenance of the region's transit systems and not require National Environmental Protection Act (NEPA) reviews. Grandfathered projects are those found in the 1991-93 TIP and received funding commitments from FTA. Neutral projects fall within the "Mass Transit" category listed in the APPENDIX of the GUIDANCE. A determination for each of the sections are as follows:

TABLE B4
1993 ELEMENT BY FEDERAL FUNDING SOURCES FROM TIP TABLE 6A

FLEET IMPROVEMENT

Grant I.D.	Project Description	Neutral	Comment
FTA-1993-94 Section 9 (MTC)	Purchase 97 40-foot buses	C11	Mass Transit - Replacement of older buses to reduce average fleet age to six years and equipment to maintain current levels of service.
FTA - 1993 Section 9 to be assigned (MTC)	Purchase up to 25 articulated buses	C11	Same as above.
to be assigned	Purchase of trolley vehicles	C11	Replacement of buses on the Hennepin Mall by CNG powered vehicles
to be assigned	Leasing of bus tires	C2	

FACILITY IMPROVEMENTS

Grant I.D.	Project Description	Neutral	Comment
MN-90-X057(MTC)	energy link between MTC amd Hennepin Co. Energy Reclaimation Center	C1	
MN-90-X057(MTC)	Park-and -ride lot	No	
Subgrant from Mn/DOT of STP grant funds	Park-and-ride lot for up to 700 autos in the vicinity of Hwy. 610 and Foley Blvd.	No	

Subgrant from(MTC) Mn/DOT of CMAQ program funds	Construction of 4 heated/air conditioned shelters either within or adjacent to the existing office buildign	C7	
Same as above	System-wide bus stop sign system	C3	
Same as above	Lighting of major bus stops	C6	
Same as above	Bus shelters	C7	
FTA-Sec.6 (City of Mpls.)	Downtown Minneapolis Transporation Management Organization	D1	
1992 CMAQ Funds (RTB)	Minnesota Rideshare Program	D1	
Same as above	Travel Demand Management Program	D1	
MN-90-X057(MTC)	Metro Mobility Upgrade	D1	
Same as above	Computer-related acquisition	C1	
MN-06-0023 (MTC)	Metro Mobility Smart Card	C1	
MN-90-X057 (MTC)	HRIS	C1	
MN-90-X053 (MTC)	Timeroll system	C1	
MN-90-057 (MTC)	Revenue/Ridership	C4	
MN-90-X057	Telephone System	C1	
Same as above	Equipment	C2	
Same as above	Electronic farebox	C2	

TABLE B5
1994-1995 TIP MULTIPLE YEAR ELEMENT - TOTAL ESTIMATED CAPTIAL PROJECT COST FOR NEW PROJECTS FROM TIP TABLE 6B

Grant I.D.	Project Description	Neutral	Comment
Item 1	Bus Purchase Schedule	C11	Bus replacement as per MTC fleet modernization plan.
Item 2	MTC Buildings and Facilities	C1	Used in the operation of existing fleet.
Item 3	Public Facilities	C1	Facilities for passenger convenience and to encourage transit ridership.
Item 4	Computerization	C1	Improvements to operations through automation.
Item 5	Other Capital Improvements	C1	Equipment purchases not included in other category.

TABLE B6_
1993-95 BIENNIAL ELEMENT
FTA SECTION 9 CAPITAL AND OPERATING ASSISTANCE FROM TIP TABLE 6C

OPERATING ASSISTANCE

Grant I.D.	Project Description	Neutral	Comment
Fall '92 FTA Application	Operating Assistance FFY 1993 (MTC CY-1992)	C4	Operation Assistance for Current Level of Service.
Fall '93 FTA Application	Operating Assistance FFY 1994 (MTC CY-1993)	C4	Same as above.
Fall '94 FTA Application	Capital Assistance FFY 1995 (MTC CY-1994)	C4	Same as above

Capital Assistance

Grant I.D.	Project Description	Neutral	Comment
Fall 1992 Application to FTA	Capital Assistance FFY 1993 (MTC CY-1993)	C11	Replacement of existing buses
Fall 1993 Application to FTA	Capital Assistance FFY 1994 (MTC CY-1994)	C11	Same as above
Fall 1994 Application to FTA	Capital Assistance FFY 1995 (MTC CY-1995)	C11	Same as above

FTA SECTION 18 FY 1992 FUNDS AVAILABLE ANNUALLY TO LOCAL TRANSIT PROVIDERS TO ASSIST IN THE COST OF OPERATING SERVICES.
The projects receiving these funds are neutral.

METROPOLITAN TRANSIT COMMISSION FTA CAPITAL GRANTS IN PROGRESS TABLE 8D
These initiated projects are funded by FTA and are grandfathered.

FTA SECTION 16 (b)(2) TRANSPORTATION SERVICES FOR THE ELDERLY AND HANDICAPPED - TIP TABLE 6D
Annual funding required by Mn/DOT for the purchase of vehicles for providers of transit services to the elderly and disabled. Programs receiving funds are neutral.

VI. HIGHWAY PROJECTS

A. ASSIGNING PROJECTS TO TIP CATEGORIES

Pursuant to Section 6.3.1 of the Guidance, the projects in the TIP were reviewed and categorized using the following determinations:

1. The project is found in a TIP that received the necessary approval by the Federal Highway Administration and/or that the self-certification on conformity by the Council and approval by Mn/DOT is valid during the period of November 15, 1987 - November 15, 1990; and

2. The project is segmented for purposes of funding or construction and received all required environmental approvals from the lead agency under the National Environmental Protection Act (NEPA), including:

    a. A determination of categorical exclusion: or

b. A finding of not significant impact: or

c. A final Environmental impact statement for which a record of decision has been issued.

3. The project is exempt or "neutral" as defined in the Appendix of the Guidance. Project listed as "neutral" in the 1993-95 TIP by their nature will not affect the outcome of any regional emissions analyses and add no substance to the analyses. These projects are determined to be within the four major categories described in the Appendix. A copy of the "Appendix" is in the TIP Appendix C along with a list of the coding used to classify the type of neutral project. Although "signalization" and "channelization" projects are neutral, a "hotspot" analysis may be required as part of the project design phase. These projects are identified with a "T-2" code.

   a. Safety projects that eliminated hazards or improved traffic flows.

   b. Mass Transit projects maintained or improved the efficiency of transit operations.

   c. Air quality related projects that provided opportunities to use alternative modes of transportation such as ride-sharing, van-pooling, bicycling, and pedestrian facilities.

   d. Other projects such as environmental reviews, engineering, land acquisition and highway beautification.

A description of the classification given to the TIP projects was provided to the Minnesota Pollution Control Agency, Air Quality Division.

Table B8 lists the TIP projects included in the air quality analysis as part of the "New TIP Scenario". These are projects scheduled to be completed by the end of the 1995 attainment year.

B. WRIGHT COUNTY PROJECTS

Wright County projects are listed as part of the State TIP prepared by Mn/DOT and listed in Table B7 for information purposes only. All the projects are consistent with the County's adopted transporation improvement program.

TABLE B7
WRIGHT COUNTY PROJECTS PROPOSED FOR FEDERAL FUNDING

T.H.	STATE PROJECT	DESCRIPTION	NEUTRAL
12	8601-40 8601-42	Western limits of Cokato to Bridege Ave. at Delano; Grade, surface, replace bridge	A12
25	8605-36	T.H. 55 to County 138 in Buffalo; channelization	T-2
101	8603-13 8608-14 8608-15	From Hennepin/Wright County line to Wright/Sherburne County line; reconstruct 4-lane arterial wiith signalized intersections	NO
CSAH 37		CSAH 4 to CSAH 11; overlay, safety improvement	A12,A8
CSAH 9		0.5 Mile north of County 107, bridge #4931; bridge replacement	A13
CSAH 75		East bound lane, T.H. 25 to Washington Ave.; mill and surface	A12
N/A		Annandale; operating subsidy for transit service within Annandale's service area for 1993	C4

TABLE B8

TIP PROJECTS INCLUDED IN THE AIR QUALITY ANALYSIS

T.H.	DESCRIPTION	COUNTY	TIP TABLE
10	• Prescott River crossing over the St. Croix	WASHINGTON	3D
I-35W	• Temporary 3rd Lane	HENNEPIN	3D
36/TH5	• Stillwater/Houghton River Crossing over the St. Croix	WASHINGTON	3C
55	• Mendota Interchange	DAKOTA	3E
100	• 29th to 39th Avenues	HENNEPIN	3E
101	• Shakopee Bypass	SCOTT	3C
212	• Construct new TH 212 from Cologne to Eden Prarie	CARVER/HENN.	3C
610	• TH 10 to I-94	HENNEPIN	3F
101	• Hennepin/Wright County line to Wright/Sherbourne County Line	WRIGHT	See Section VI.B

VII. DESCRIPTION OF MOBILE SOURCES EMISSIONS IMPACT ANALYSIS

A. Twin Cities Seven County Area Regional Analysis

The approach used in the air quality analysis of the Plan and the TIP is intended for application only to the 1993 calendar year TIP submittal and may be revised for future TIP submittals as required by the EPA conformance regulations.

The Council may also revise the approach to effectively use data gathered in a major study of travel behavior in the region. The 1990 Travel Behavior Inventory (TBI) provides the Council with a sophisticated data base that includes 1990 Census socioeconomic data, and state gathered employment data. Data collected in the TBI was used to develop new regional highway and transit forecast models. By 1993, the models should be available to assist in the analysis of the region's air quality and may be used in the preparation of the 1994-1996 TIP.

The emissions inventory was produced using three computer models. The metropolitan network travel demand model jointly developed by the Council and Mn/DOT, the EPA MOBILE 4.1 emissions model, and the regional emissions model, SAPOLLUT.

The FHWA-PLANPAC network travel demand model was used to predict vehicle miles of travel (VMT). Trips were interpolated between the analysis years of 1988 and 2010 to produce trip tables for the other years used in the analysis. A 1990 roadway network was developed to use as the baseline scenario network for the analysis of TIP and Plan scenarios. The TIP projects listed in Table B8 were added to the baseline network to produce the TIP scenario network. The trip data was loaded on the two networks for the an analysis of each year.

The region-wide CO emissions were calculated with the SAPOLLUT model. The model uses the data generated by the PLANPAC network travel demand model. The following default values found in the SAPOLLUT manual, consist of hourly percentages tables were used as input data: 1)ADT, 2)Directional split, 3)light-duty, heavy gas, and heavy diesel vehicle mix, and 4) volume to capacity (V/C) to speed conversion. Emissions and speed adjustment tables were then produced for SAPOLLUT using MOBILE4.1 emissions data calculated in 5mph increments.

B. Wright County Air Quality Analysis

The project analyzed for CO emissions is the T.H. 101 from the Hennepin/Wright County line to the Sherburne/Wright County line listed in Table B7. Two scenarios were analyzed. A "no-build scenario" was to maintain the 2-lane roadway at current capacity with no further improvements. The "TIP build scenario" is the reconstruction of the facility to a 4-lane arterial with some intersections signalized.

The CO emissions were calculated using the following method:

1. Total vehicles speeds were calculated by using the volume to capacity rations based on SAPOLLUT tables (see Section VII.C).

2. CO emissions derived from vehicle speeds were calculated based on Mobile 4.1 values listed in Exhibit C1.

3. The county CO emission values were added to the Twin Cities Seven County CO emissions totals for the "TIP build" scenario.

C. Description of the SAPOLLUT Air Qualtiy Analysis Model

The SAPOLLUT program calculates air pollution emissions using "link volumes" on the 1990, and 2010 highway networks. Seven separate operations are followed to develop emissions data for each highway link in the year 1990 and 2010 network analyzed.

1. Each link is classified as to one of 3 area types:

   1 = CBD
   2 = Central City

3 = Suburbs
4 = Rural

2. Each link is classified as to one of two functional types:

   1 = Freeway
   2 = Arterial

3. Each link daily volume is split into 24 hourly non-directional volumes according to a direction split.

4. Each hourly volume is split into directional volumes according to the direction split table.

5. A directional speed is determined for each hourly volume depending upon the Volume/Capacity Ratio (V/C Speed table).

6. Each hourly volume is further split into three vehicle types (light duty vehicle-auto, heavy duty vehicle-diesel, heavy duty-non-diesel) according to percentage vehicle (pctveh) Table Exhibit B2.

7. Emissions from MOBILE 4.1 are multiplied by vehicle mile traveled VMT to obtain final results.

Exhibit B1

MOBILE 4.1 INPUT VALUES

The EPA-MOBILE 4.1 model produced the vehicular CO emissions for the inventory using the following input values:

Auto Registration..... 1990 7-county area
Gasoline volatility..... 13.4 RVP
Ambient Temperature..... 31 degree F.
  Minimum temperature..... 16 degree F.
  Maximum temperature..... 38 degree F.
Coldstarts..... 20.6% (default)
Hotstarts..... 27.3% (default)
Altitude..... Low altitude
Vehicle mix..... MOBILE4.1 - default for light duty vehicles

Inspection/Maintenance - anti tampering program factors
  Start year..... 1991
  Pre-1981 stringency..... 20%
  First model year covered..... 1976
  Waiver rates..... 5%
  Compliance rates..... 85%
  Inspection types covered..... Centralized
  Vehicle types covered..... LDGV, LDGT1, LDGT2
  Frequency..... Annual
Anti- tampering inspection - Catalyst, inlet-restrictor, gas cap
Oxygenated Fuels Factors
  Oxygen content..... 2.7%
  Market share..... 90%
  Alcohol blend RVP waiver..... Yes

Note that the MOBILE 4.1 default values were used for the remaining input factors

Exhibit B2
HOURLY DISTRIBUTION OF VEHICLE TYPES BY FACILITY TYPES BASED ON PERCENTAGE OF TOTAL VEHICLES

Hour	FREEWAYS		ARTERIALS	
	Diesel	Nondiesel	Diesel	Nondiesel
0	13.1	1.2	4.7	0.4
1	20.7	2.5	7.9	1.0
2	33.2	2.4	12.2	0.9
3	32.0	1.1	14.0	0.5
4	33.1	4.4	14.0	1.9
5	19.2	3.2	9.4	1.7
6	9.2	2.5	4.3	1.2
7	4.9	3.2	3.1	2.0
8	5.5	4.4	4.2	3.4
9	6.6	5.1	5.2	4.1
10	6.6	4.9	5.0	3.7
11	6.7	4.7	4.7	3.2
12	6.6	4.4	4.1	2.7
13	6.5	4.7	4.2	3.0
14	5.7	4.2	4.1	3.0
15	5.3	3.8	3.6	2.6
16	4.4	2.8	2.8	1.8
17	3.7	2.1	2.3	1.3
18	4.8	2.0	2.8	1.1
19	5.2	1.6	2.7	1.2
20	6.0	1.4	2.5	0.6
21	6.4	2.2	2.5	0.5
22	9.0	0.5	3.2	0.2
23	8.9	0.9	3.3	0.3

Source: Special Area Analysis Manual, U.S. Department of Transportation, 1973.

Exhibit B3

HOURLY DISTRIBUTION OF AVERAGE DAILY TRAFFIC AS A PERCENTAGE OF THE TOTAL BY FACILITY TYPES AND BY AREA OF THE CITY

Hour	FREEWAYS				ARTERIALS			
	CBD	CC	Sub	Rural	CBD	CC	Sub	Rural
0	1.5	1.5	1.5	1.0	1.5	1.5	1.5	0.9
1	1.0	1.0	1.0	0.9	1.0	1.0	0.5	0.8
2	0.5	0.5	0.5	1.1	1.0	0.5	0.5	0.8
3	0.5	0.5	0.5	0.8	0.5	0.5	0.5	0.3
4	1.0	0.5	1.0	1.1	0.5	0.5	0.5	0.4
5	2.0	1.5	1.5	2.1	1.5	1.0	1.0	1.8
6	5.5	4.5	4.5	3.9	3.5	4.5	4.0	4.8
7	8.5	7.5	8.5	5.2	6.5	8.0	7.5	6.8
8	7.0	6.5	6.5	5.2	6.5	6.0	5.5	4.9
9	4.5	5.0	5.0	5.5	5.0	4.5	4.5	4.9
10	4.0	4.5	5.0	5.6	5.5	4.5	4.5	5.0
11	4.5	4.5	4.5	5.8	5.5	5.0	5.0	5.4
12	4.5	4.5	4.5	5.7	5.5	5.0	5.0	5.3
13	4.5	5.0	4.5	5.5	6.0	5.0	5.0	5.4
14	5.5	6.0	5.5	6.5	6.5	5.5	6.0	6.0
15	7.5	7.5	7.0	6.5	7.0	7.0	7.0	6.9
16	9.5	9.0	8.5	7.8	8.5	9.0	8.5	8.7
17	8.0	8.5	8.5	6.9	7.5	8.0	8.5	8.0
18	5.0	5.5	5.5	5.8	4.5	5.5	6.0	6.5
19	4.0	4.0	4.5	4.7	4.0	5.0	5.5	5.2
20	3.5	3.5	3.5	3.8	3.5	4.0	4.5	4.0
21	3.0	3.5	3.0	3.6	3.0	3.5	3.5	3.0
22	2.5	3.0	3.5	2.9	3.0	3.0	3.0	2.4
23	2.0	2.0	2.5	2.1	2.5	2.0	2.0	1.8

Source: Special Area Analysis Manual, U.S. Department of Transportation, 1973.

Exhibit B4

HOURLY DISTRIBUTIONS OF DIRECTIONAL SPLIT AS A PERCENTAGE OF HOURLY FACILITY TYPES AND BY AREA OF THE CITY

Hour	FREEWAYS				ARTERIALS			
	CBD	CC	Sub	Rural	CBD	CC	Sub	Rural
0	44	38	44	46	48	44	40	42
1	44	40	46	50	48	46	42	44
2	50	40	48	48	46	44	44	47
3	52	46	54	54	48	48	48	51
4	58	56	60	56	54	54	58	58
5	66	64	68	56	64	62	66	67
6	66	70	68	61	62	66	72	66
7	60	70	64	56	62	68	68	62
8	58	68	58	56	62	64	60	54
9	54	62	54	58	58	56	56	52
10	48	58	52	55	54	54	54	51
11	48	52	50	52	54	52	50	48
12	48	52	50	51	52	50	50	50
13	50	52	52	49	52	50	50	50
14	52	50	52	49	52	50	50	50
15	44	46	48	46	48	46	46	48
16	38	38	42	44	44	40	40	40
17	40	38	40	45	40	38	38	40
18	44	46	44	48	50	46	46	44
19	46	52	48	47	50	52	50	48
20	50	46	48	48	50	48	46	46
21	52	42	44	47	48	46	44	46
22	52	42	46	46	50	46	44	46
23	50	40	44	46	50	46	44	46

Source: Special Area Analysis Manual, U.S. Department of Transportation, 1973.

Exhibit B5
AVERAGE SPEED BASED ON VOLUME TO CAPACITY RATIOS
(V/C BY FACILITY TYPES AND BY AREA TYPE)

AVERAGE SPEED (MPH)

V/C	FREEWAYS		ARTERIALS		
	CBD/CC	Sub/Rural	CBD	CC	Sub/Rural
0.0	50.0	65.0	21.8	29.8	32.2
0.1	48.0	62.5	21.3	29.5	32.0
0.2	46.0	60.0	20.8	29.2	31.8
0.3	44.0	57.5	20.3	28.8	31.6
0.4	42.0	55.0	19.8	28.5	31.4
0.5	40.0	52.5	19.3	28.2	31.2
0.6	38.0	50.5	18.8	27.8	31.0
0.7	36.0	47.5	18.3	27.5	30.8
0.8	34.0	44.5	17.8	27.2	30.6
0.9	32.0	41.0	16.4	21.1	22.8
1.0	30.0	30.0	15.0	15.0	15.0
1.1	27.0	27.0	13.0	13.0	13.0
1.2	24.0	24.0	11.0	11.0	11.0
1.3	21.0	21.0	9.0	9.0	9.0
1.4	18.0	18.0	7.0	7.0	7.0
1.5	15.0	15.0	5.0	5.0	5.0
1.6	15.0	15.0	3.0	3.0	3.0

Source: Special Area Analysis Manual, U.S. Department of Transportation, 1973.

Exhibit B6
VARIATIONS OF AVERAGE SPEED WITH VOLUME TO CAPACITY RATIOS (V/C) BY FUNCTIONAL CLASS BY AREA TYPE

AVERAGE SPEED (MPH)

V/C	FREEWAYS		ARTERIALS		
	CBD/CC	Sub	CBD	CC	Sub
0.0	50.0	65.0	21.8	29.8	32.2
0.1	48.0	62.5	21.3	29.5	32.0
0.2	46.0	60.0	20.8	29.2	31.8
0.3	44.0	57.5	20.3	28.8	31.6
0.4	42.0	55.0	19.8	28.5	31.4
0.5	40.0	52.5	19.3	28.2	31.2
0.6	38.0	50.5	18.8	27.8	31.0
0.7	36.0	47.5	18.3	27.5	30.8
0.8	34.0	44.5	17.8	27.2	30.6
0.9	32.0	41.0	16.4	21.1	22.8
1.0	30.0	30.0	15.0	15.0	15.0
1.1	27.0	27.0	13.0	13.0	13.0
1.2	24.0	24.0	11.0	11.0	11.0
1.3	21.0	21.0	9.0	9.0	9.0
1.4	18.0	18.0	7.0	7.0	7.0
1.5	15.0	15.0	5.0	5.0	5.0
1.6	15.0	15.0	3.0	3.0	3.0

Source: Special Area Analysis Manual, U.S. Department of Transportation, 1973.

Exhibit B7
HOURLY DISTRIBUTION OF AVERAGE DAILY TRAFFIC FOR LARGE CITIES AS A PERCENTAGE OF TOTAL
PERCENT ADT FOR LARGE CITIES (> 500,000 POPULATION)

Hour	FREEWAYS			ARTERIALS		
	CBD	CC	Sub	CBD	CC	Sub
0	1.5	1.5	1.5	1.5	1.5	1.5
1	1.0	1.0	1.0	1.0	1.0	0.5
2	0.5	0.5	0.5	1.0	0.5	0.5
3	0.5	0.5	0.5	0.5	0.5	0.5
4	1.0	0.5	1.0	0.5	0.5	0.5
5	2.0	1.5	1.5	1.5	1.0	1.0
6	5.5	4.5	4.5	3.5	4.5	4.0
7	8.5	7.5	8.5	6.5	8.0	7.5
8	7.0	6.5	6.5	6.5	6.0	5.5
9	4.5	5.0	5.0	5.0	4.5	4.5
10	4.0	4.5	5.0	5.5	4.5	4.5
11	4.5	4.5	4.5	5.5	5.0	5.0
12	4.5	4.5	4.5	5.5	5.0	5.0
13	4.5	5.0	4.5	6.0	5.0	5.0
14	5.5	6.0	5.5	6.5	5.5	6.0
15	7.5	7.5	7.0	7.0	7.0	7.0
16	9.5	9.0	8.5	8.5	9.0	8.5
17	8.0	8.5	8.5	7.5	8.0	8.5
18	5.0	5.5	5.5	4.5	5.5	6.0
19	4.0	4.0	4.5	4.0	5.0	5.5
20	3.5	3.5	3.5	3.5	4.0	4.5
21	3.0	3.5	3.0	3.0	3.5	3.5
22	2.5	3.0	2.5	3.0	3.0	3.0
23	2.0	2.0	2.5	2.5	2.0	2.0

Source: Special Area Analysis Manual, U.S. Department of Transportation, 1973.

APPENDIX C

PROJECTS THAT DO NOT IMPACT REGIONAL EMISSIONS, AND PROJECTS THAT ALSO DO NOT REQUIRE LOCAL CO IMPACT ANALYSIS

Certain transportation projects eligible for funding under Title 23 U.S.C. or the Urban Mass Transportation Act have no impact on regional emissions. These are 'neutral' projects that, because of their nature, will not affect the outcome of any regional emissions analyses and add no substance to those analyses. As a result, DOT and EPA agree that, during Phase 1, such projects may be excluded from the regional emissions analyses required in order to determine conformity of TIPs (as described in section 5.3.3 of this guidance). With the exception of those projects marked with an asterisk on the following list, DOT and EPA also agree that project level analysis of local CO impacts is not necessary. Projects eligible for this treatment include:

SAFETY

Railroad/highway crossing
Pavement marking demonstration
Hazard elimination program
Safer off-system roads (non-Federal-aid system)
Emergency relief (23 U.S.C. 125)
Also specific projects for:

- *intersection channelization projects**
- shoulder improvements
- truck size and weight inspection stations
- safety improvement program
- *intersection signalization projects**
- railroad/highway crossing warning devices
- *changes in vertical and horizontal alignment**
- increasing sight distance
- guardrails, median barriers, crash cushions
- pavement resurfacing and/or rehabilitation
- widening narrow pavements or reconstructing bridges (less than one travel lane)
- noise attenuation
- fencing
- skid treatments
- safety roadside rest areas
- other traffic control devices
- truck climbing lanes
- lighting improvements
- adding medians

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* These project types require consideration of possible new local CO violations.

MASS TRANSIT

Purchase of office, shop, and operating equipment for existing facilities
Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)
Construction or renovation of power, signal, and communications systems
Operating assistance
Rehabilitation of transit vehicles
Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
Construction of small passenger shelters and information kiosks
Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way
Noise attenuation
Purchase of support vehicles (e.g., autos, vans)
Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet to provide new service
Construction of new bus and rail storage and maintenance facilities which meet the conditions for categorical exclusion specified in 23 CFR 771

AIR QUALITY

Continuation of ride-sharing and van-pooling promotion activities at current levels
Bicycle projects
Pedestrian facilities

OTHER

Engineering to define elements of proposed action or alternatives to assess social, economic, and environmental effects
Advance land acquisitions as prescribed in 23 CFR 771
Acquisition of scenic easements
Plantings, landscaping, etc.
Sign removal

CAAA INTERIM CONFORMITY GUIDELINES
APPENDIX SUMMARY

A. SAFETY PROJECTS WHICH DO NOT IMPACT REGIONAL EMISSIONS AND DO NOT REQUIRE LOCAL CARBON MONOXIDE IMPACT ANALYSIS

1. railroad/highway crossing
2. pavement marking demonstration
3. hazard elimination program
4. safer off-system road (non-federal-aid-system)
5. emergency relief (23 U.S.C. 125)
6. Shoulder improvements
7. truck size and weight inspection program
8. safety improvement program
9. railroad/highway warning device
10. increase sight distance
11. guardrail, median barrier, crash cushions
12. pavement resurfacing and/or rehabilitation
13. widening narrow pavements or reconstructing bridges (less than one mile)
14. noise attenuation
15. fencing
16. skid treatment
17. safety roadside rest areas
18. other traffic control devices
19 truck climbing lanes
20. lighting improvements
21. adding medians

C. MASS TRANSIT PROJECTS WHICH DO NOT IMPACT REGIONAL EMISSIONS AND DO NOT REQUIRE LOCAL CARBON MONOXIDE IMPACT ANALYSIS

1. purchase of office, shop and operating equipment for exiting facilities
2. purchase of operating equipment for vehicles (e.g.radios, fareboxes, lifts, etc.)
3. construction or renovation of power, signal, and communications systems.
4. operating assistance
5. rehabilitation of transit vehicles
6. reconstruction or renovation of transit buildings and structures (e.g. rail bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures)
7. construction of small passenger shelters and information kiosk
8. rehabilitation or reconstruction of track structures, track, and trackbed in existing right-of-way
9. noise attenuation
10. purchase of support vehicles (e.g. autos, vans)
11. purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet to provide new service
12. construction of new bus and rail storage and maintenance facilities which meet the conditions for categorical exclusion specified in 23 CPR 771

D. AIR QUALITY PROJECTS WHICH DO NOT IMPACT REGIONAL EMISSIONS AND DON NOT REQUIRE LOCAL CARBON MONOXIDE IMPACT ANALYSIS

1. continuation of ride-sharing and van-pooling promotion activities at current levels
2. bicycle projects
3. pedestrian facilities

F. OTHER PROJECTS WHICH DO NOT IMPACT REGIONAL EMISSIONS AND DO NOT REQUIRE LOCAL CARBON MONOXIDE IMPACT ANALYSIS

1. engineering to define elements of proposed action of alternatives to assess social, economic, and environmental effects
2. advance land acquisitions as prescribed in 23 CFR 771
3. acquisition of scenic easements
4. planting, landscaping, etc.
5. sign removal

HE 310 .T85 M47ax 1993/95
Metropolitan Council of the Twin Cities Area.
Transportation improvement program.

DATE	ISSUED TO
MAY 11 '94	[redacted]