TRANSPORTATION

1989-1991 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE TWIN CITIES METROPOLITAN AREA

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

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1989-1991

TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE

TWIN CITIES METROPOLITAN AREA

December, 1988

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

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SUMMARY

The Transportation Improvement Program (TIP) for 1989 through 1991 is a program of highway and transit projects proposed for federal funding for the Twin Cities Metropolitan Area. Federal regulations require that a TIP be developed annually. While two federal agencies, the Federal Highway Administration and the Urban Mass Transportation Administration must formally approve the program, most of the federal funds already have been earmarked for the Twin Cities Area. Almost all the projects, which involve construction, reconstruction and equipment purchases, are proposed to begin in the next three years.

The 1989-1991 TIP for the Twin Cities Metropolitan Area is a proposed $867 million program of highway and transit projects, of which approximately $613 million is requested of the federal government if projects are maintained and funds are available. Not all of the proposed projects will actually be implemented within this three-year period. In reviewing actual highway and transit expenditures with federal participation over the last three years, only about two-thirds of the funds for projects proposed in the three year TIP were actually spent.

The projects proposed for 1989 (the "Annual Element") total approximately $526 million with the federal portion being approximately $376 million. The remaining $150 million in 1989 will come from state gas tax revenues, the motor vehicle excise tax, vehicle registration fees, property taxes, farebox revenues and other local and state funds. The Annual Element slates about 75 percent of the dollars for roadway related projects and 25 percent for transit projects.

The improvement program, annually adopted by the Transportation Advisory Board and approved by the Council, is based on the regional Transportation Development Guide/Policy Plan, the Transportation Air Quality Plan, the Regional Transit Board's (RTB) Implementation and Financial Plan, and the Minnesota Department of Transportation Districts 5 and 9 20-year plans and highway improvement work program.

The major highway and transit projects planned in 1989 are:

- Continued construction of I-394 at total 1989 cost of $125 million, which includes the parking garage at 4th St. No. in Minneapolis.
- Construction and reconstruction of I-94 and the common section of I-94 and I-35E between Minneapolis and St. Paul to provide three continuous lanes, and Lowry Tunnel equipment at a total cost of $73.5 million.
- Construction of one additional lane in each direction of I-694 from TH 65 to I-35W at a 1989 total cost of $13.3 million.
- Auxiliary lanes, ramps and signals on I-494 from Carlson Parkway to TH 55 and metering and installation of a traffic management system at a 1989 total cost of $10 million.
- Surfacing of TH 3 in Dakota County from Co. Rd. 28 to Co. Rd. 18 at a cost of $12.1 million.
- University Transitway grading, surfacing, and right-of-way at a cost of $15 million in 1989.
- Replacement of the Lake Street (TH 212) bridge over the Mississippi River at a cost of $17.5 million.

- Construction of a four-lane expressway on Shepard Road costing a total of $14,049,000.
- Replacement of transit vehicles totaling $43 million.
- Replacement of the transit system's Nicollet Garage at $11.2 million.
- HCRRA grant application for $99.2 million to purchase LRT vehicles and maintenance facilities.

1. INTRODUCTION

The 1989-91 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area (shown in Figure 1) is a program of highway and transit projects proposed for federal funding throughout the seven-county metropolitan area in the next three years. The TIP is prepared jointly by the Metropolitan Council, the Minnesota Department of Transportation (Mn/DOT), and the Regional Transit Board (RTB) and the projects contained in the TIP reflect these agencies' priorities. Projects scheduled for construction in 1989 receive special emphasis and are referred to as the "annual element" of the TIP. The projects included in the TIP implement the Region's transportation plan and priorities. Projects include federally funded transit and highway projects (both metropolitan highway system and non-metro system) throughout the seven-county area.

FEDERAL REQUIREMENTS

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

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

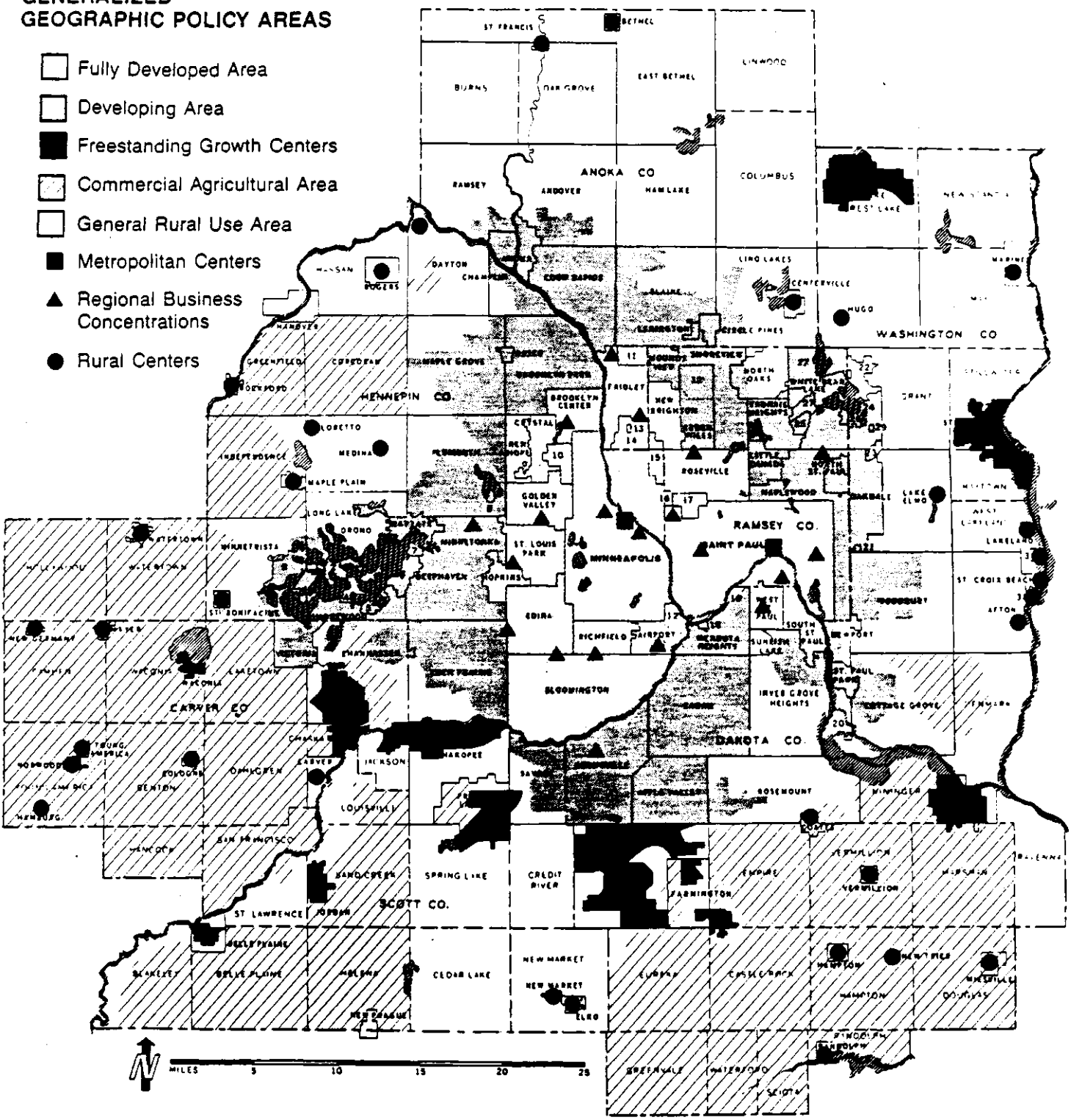
The annual element describes all projects contained in the approved Transportation Improvement Program proposed for implementation during 1989, the first program year. For each project, the annual element is to include:

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

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

*Federal regulations 23 CFR 450, 23 USC 134; Federal Register, Vol. 48, No. 127, 1981

Figure 1



Note: Areas are shown as of Dec. 18, 1986. A precise location of the urban service area for any community is available from the Metropolitan Council Data Center, (612) 291-6464. 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, the Minnesota Department of Transportation, the Regional Transit Board (RTB) and the Minnesota Pollution Control Agency (PCA). Elected local government officials are ensured participation in the process through the Metropolitan Council's Transportation Advisory Board (TAB). The TAB provides a forum for the cooperative deliberation of state, regional and local officials, and private citizens appointed by the Council.

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

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

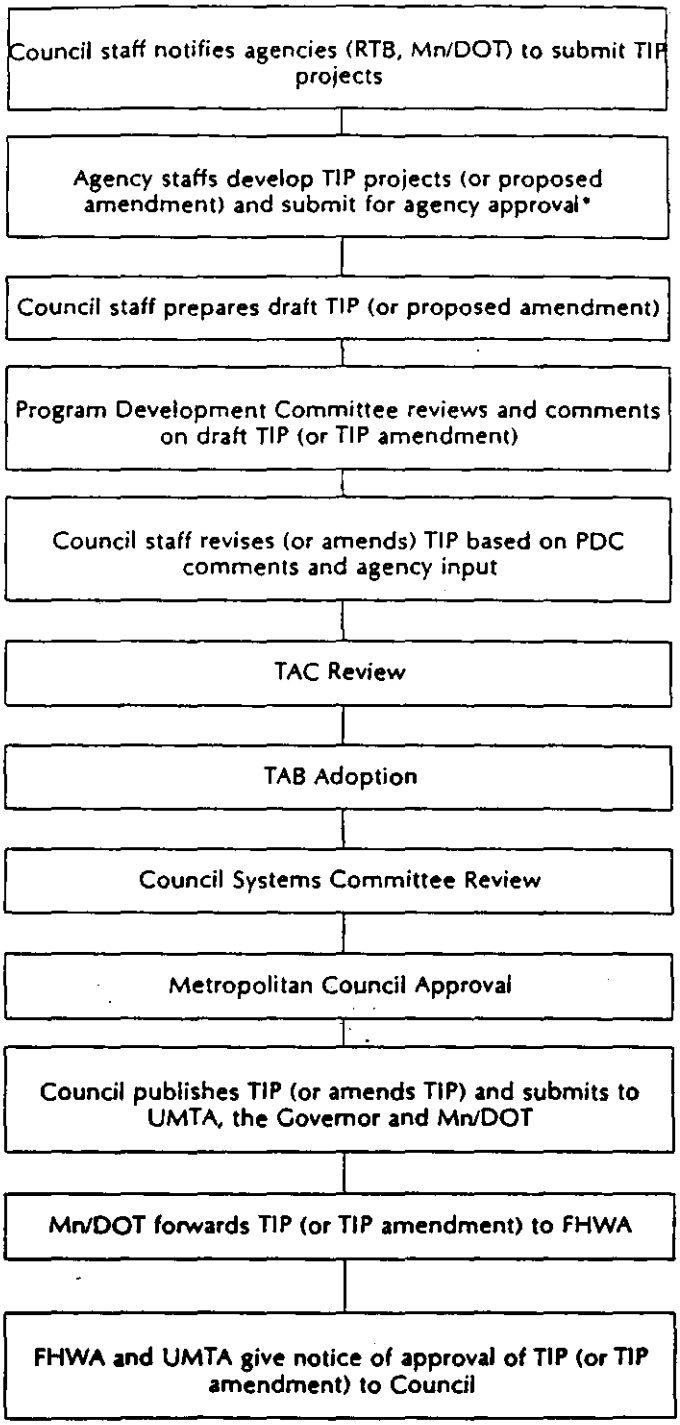
DEVELOPMENT AND CONTENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM

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 transportation planning documents:

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

TRANSPORTATION IMPROVEMENT PROGRAM-TIP



*RTB solicits private transit operator input on transit annual element prior to Board approval.

Source: **TRANSPORTATION PROSPECTUS 1986**

- The Implementation and Financial Plan, prepared by the RTB, is a five year program for implementing the transit and paratransit elements of the Metropolitan Council's Transportation 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 Districts 5 and 9 20-year plans and Highway Improvement Work Program

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

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

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

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

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

PROGRAM AREAS IN THE TRANSPORTATION IMPROVEMENT PROGRAM

Federal regulations require that projects funded under the following programs be included in the 1989-1991 TIP:

- Interstate Projects. This category includes the Federal Aid Interstate Construction, Federal Aid Interstate Preservation, and Interstate Right-of-Way Programs.
- Bridge Repair and Replacement Program.
- Federal Aid Primary System Projects.
- Urban System Projects. The Federal Aid Urban (FAU) Program and the outstate FAU Fund Transfer are included in this category.
- Interstate Substitution Program (including the Interstate Substitution Right-of-Way Program).
- Hazard Elimination Safety Program
- Transit Capital and Operating Assistance Programs (UMTA Sections 3, 6, 9 and 9A).
- UMTA Section 16(b)2 Program. This program funds the purchase of lift-equipped vehicles by nonprofit organizations which provide transportation for the elderly and handicapped.
- UMTA Section 18 Program. This program is available for operating and capital assistance to areas with less than 50,000 population (small urban and rural programs).

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

2. SUMMARY OF REGIONAL PLANS AND PRIORITIES

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

TRANSPORTATION DEVELOPMENT GUIDE/POLICY PLAN

By state law, the Metropolitan Council is responsible for preparing a comprehensive development guide for the Twin Cities Area which includes a multimodal surface transportation chapter and an aviation chapter. The transportation chapter, the Transportation Development Guide/Policy Plan, provides policy direction for planning by government agencies, counties, municipalities and private sector participants involved in the construction and operation of transportation facilities and services in the Region. This plan guides metropolitan transportation investments between now and 2010.

The Metropolitan Council uses the Transportation Development Guide/Policy Plan to review referrals and development proposals submitted to the Council. The transportation plan provides direction to the Regional Transit Board (RTB) in the preparation of the Implementation and Financial 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 System 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 term "transportation" refers to the broad spectrum of surface transportation modes, i.e., highways, transit, rail and water. "Transit" is viewed as a service provided for people traveling as passengers to their destinations, regardless of the type of vehicle (fixed route public bus, minibus, shared ride taxi, etc.) or of who provides the service (public or private sector). Major highways and thoroughfares are viewed as travel routes rather than auto and truck routes. These routes are to be designed and managed to encourage people to ride together rather than drive individually to their destinations.

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

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Figure 3

RECOMMENDED METROPOLITAN HIGHWAY SYSTEM BY 2010

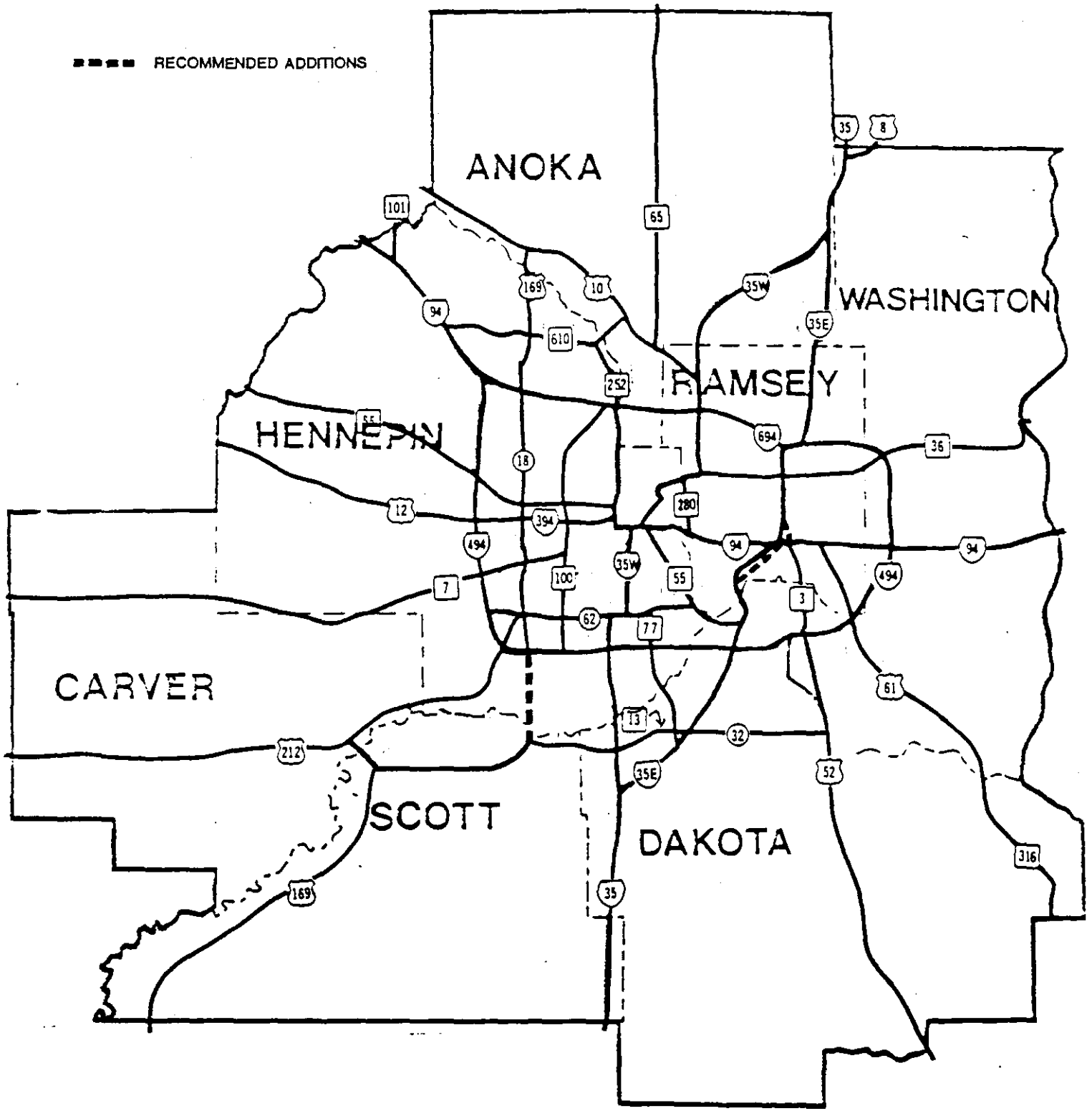
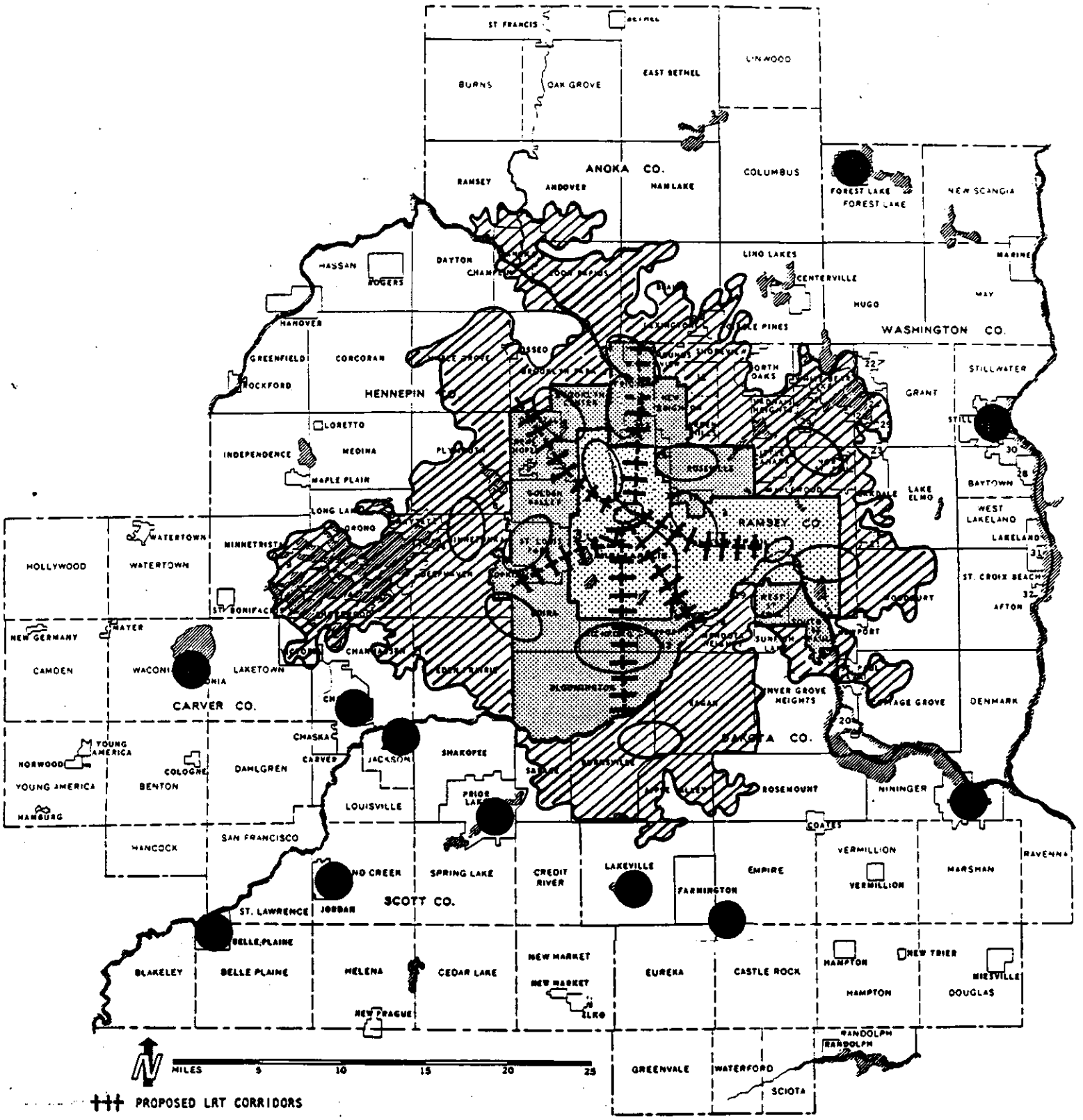


Figure 4

2010 TRANSIT SYSTEM



HIGH OCCUPANCY VEHICLE LANES ARE RECOMMENDED IN FIG. 7
RIDESHARING AND SERVICES FOR ELDERLY AND DISABLED PEOPLE ARE APPROPRIATE THROUGHOUT THE REGION.

REFER TO POLICY 5 AND TRANSIT SYSTEM PLAN FOR MORE DETAIL

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.

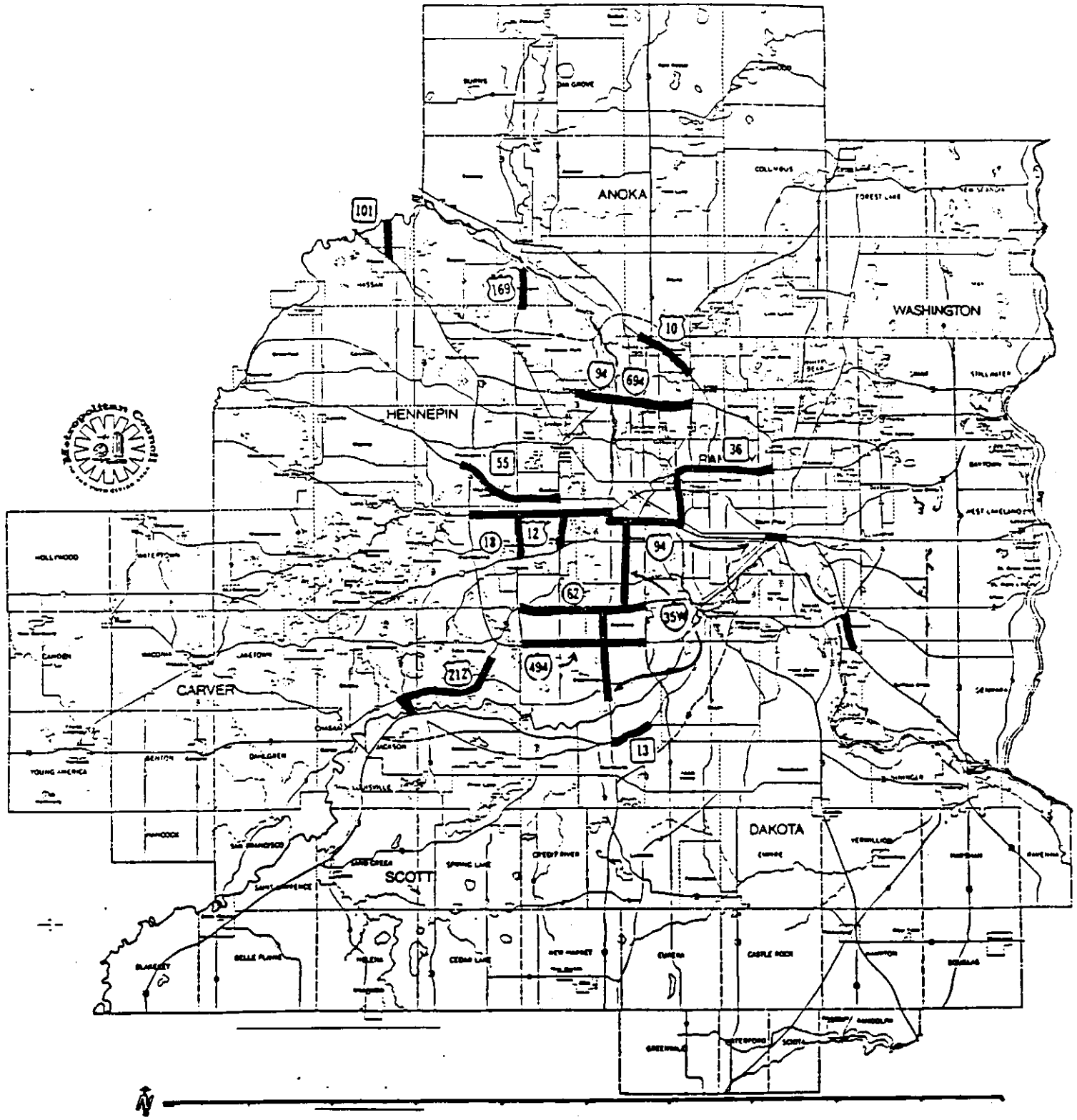
These traffic increases will undoubtedly cause increased congestion and delays. Between 1972 and 1984, 59 miles of freeways and expressways were built, yet severe congestion on the regional system increased from 24 miles to 72 miles and moderate congestion levels developed on an additional 60 miles. 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.

Figure 5 HIGHLY CONGESTED CORRIDORS AS OF 1986-1987



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.

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.

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 for safe, efficient movement of people and good 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 7;
- adequately serving travel demand to the extent possible through the metropolitan highway system and its supporting roadway system, while providing for user safety and minimizing negative environmental impacts.

METROPOLITAN TRANSIT SYSTEM PLAN

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

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

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

The plan sets priorities for transit resource allocation based on concentrations of transit-depenent people, employment and population (first priority-central cities; second priority-fully developed suburb; third priority-developing area and free-standing growth centers) (see Figure 4). Special consideration should be given to serving the transportation of transit-dependent people and others with special needs throughout the entire region.

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

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

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

Regular Route Transit - The transit plan envisions an increase in regular-route services and ridership increases from 74 million in 1988 to 94 million in 2010. This service is important to provide basic mobility for transit-dependent people, most of whom live in the central cities. It is also important as an attractive alternative to the automobile in highly congested radial corridors, serving suburban commuters and reverse-commuting central city residents destined for suburban employment locations. The transit plan foresees light rail transit services as a viable option in the corridors pictured in Figure 4. Light rail transit can help achieve regional objectives more effectively than buses in certain corridors. These objectives include cost-effectiveness, reducing congestion and the need for additional highway facilities, providing better services to transit dependent people, and allowing for intensification of development. Engineering and design studies are needed in each of the six corridors shown in Figure 4 to refine intitial analyses performed and to further ascertain the cost-effectiveness of LRT on specific alignments. Annual operating expenditures for regular-route transit area anticipated to increase from $102 million in 1989 to $117.3 million in 2010. About $23 million per year in capital improvements are required for an all-bus system, and a six-corridor light rail system would require estimated capital expenditures of $725 million.

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

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

METROPOLITAN HIGHWAY SYSTEM PLAN

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

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

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

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

Figure 6 RECOMMENDED METERING AND HOV BY-PASS RAMPS

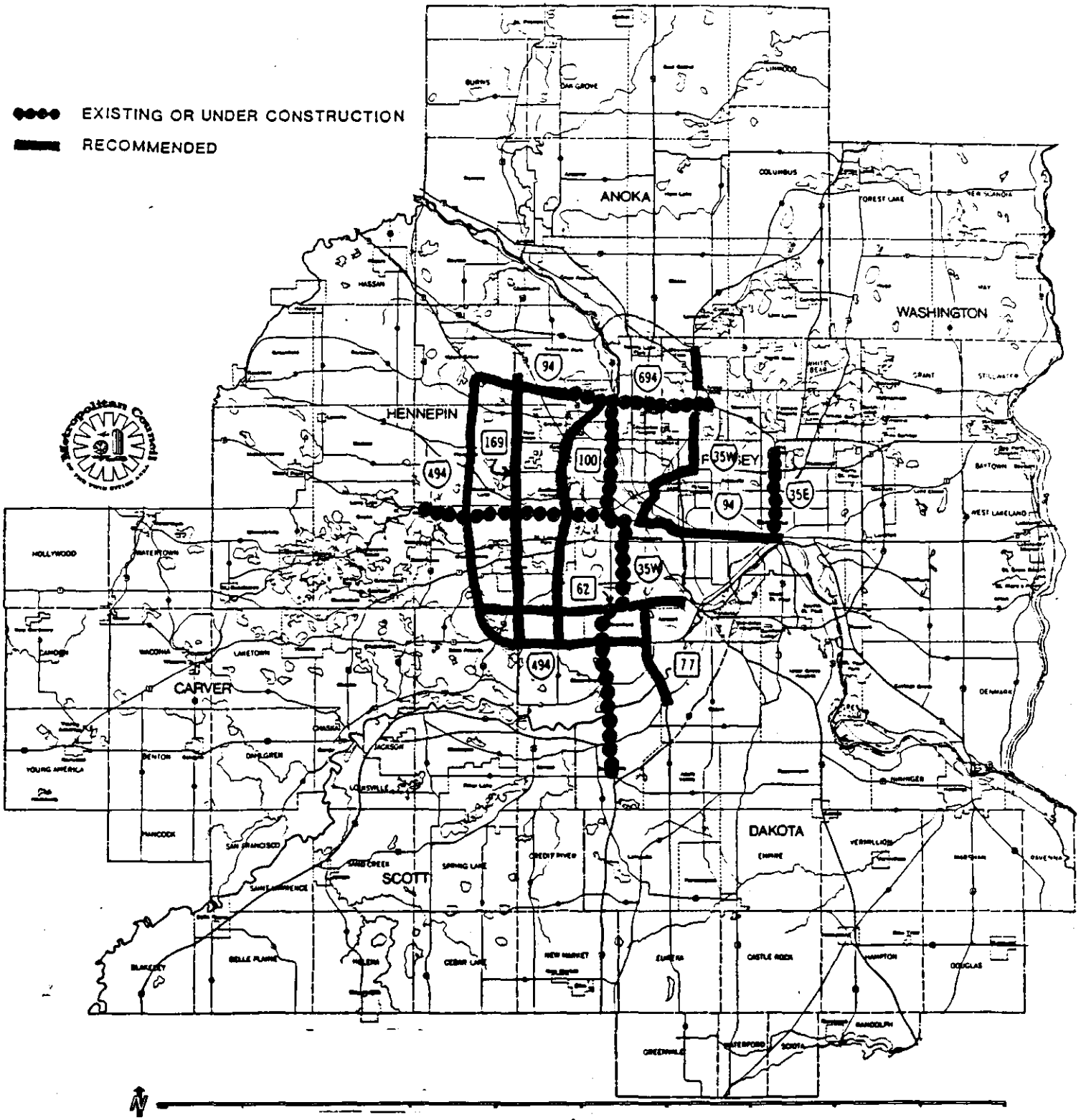
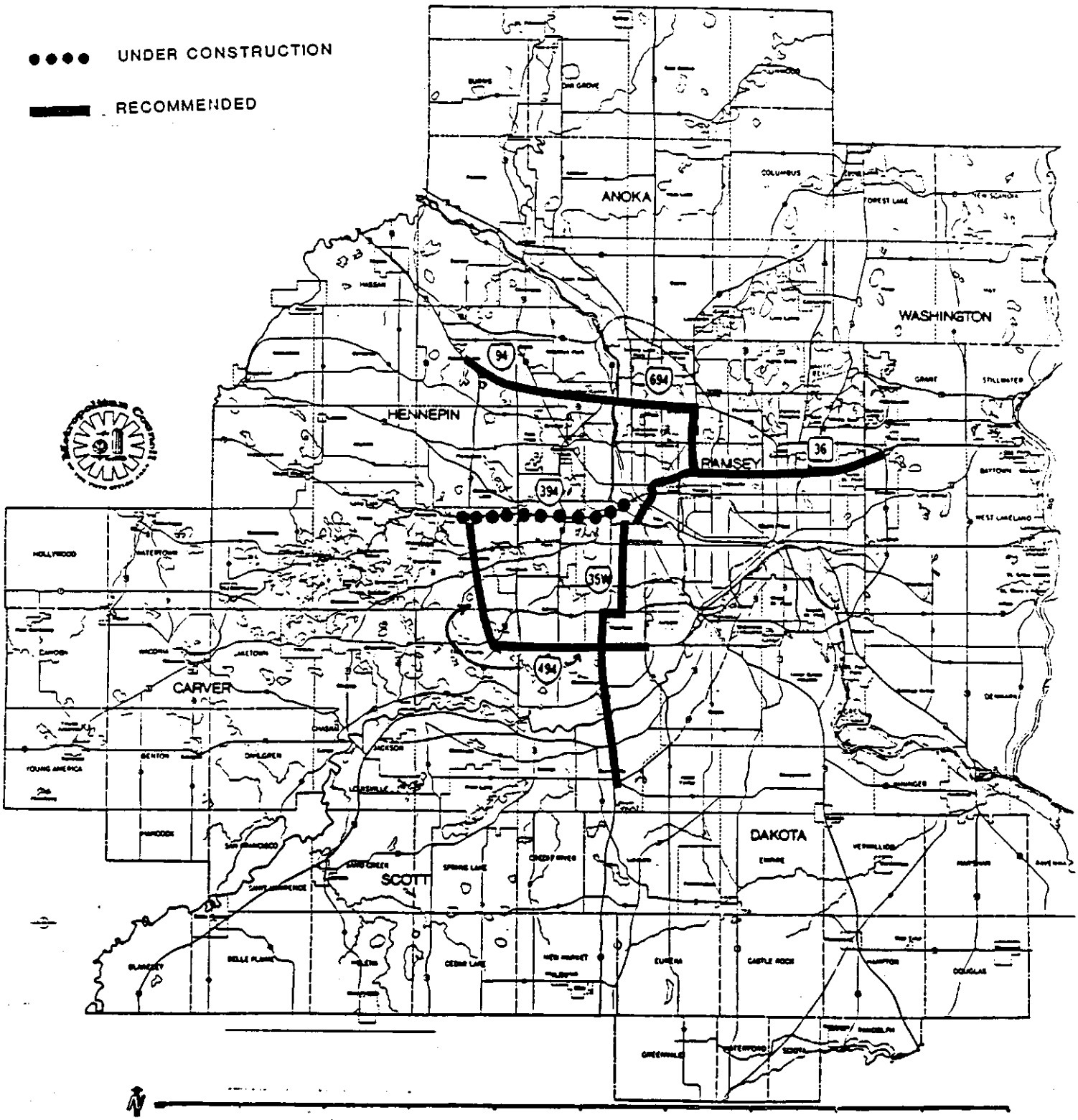


Figure 7 **RECOMMENDED HOV LANES BY 2010**



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 the region will need to resolve in future years. The Council's guide identifies principles that should guide selection of funding sources. These principles include jointly addressing highway and transit needs, generating funds from those who use and/or benefit directly from transportation facilities and services, using federal funds to advance regional priorities, and obtaining adequate, predictable and stable funding.

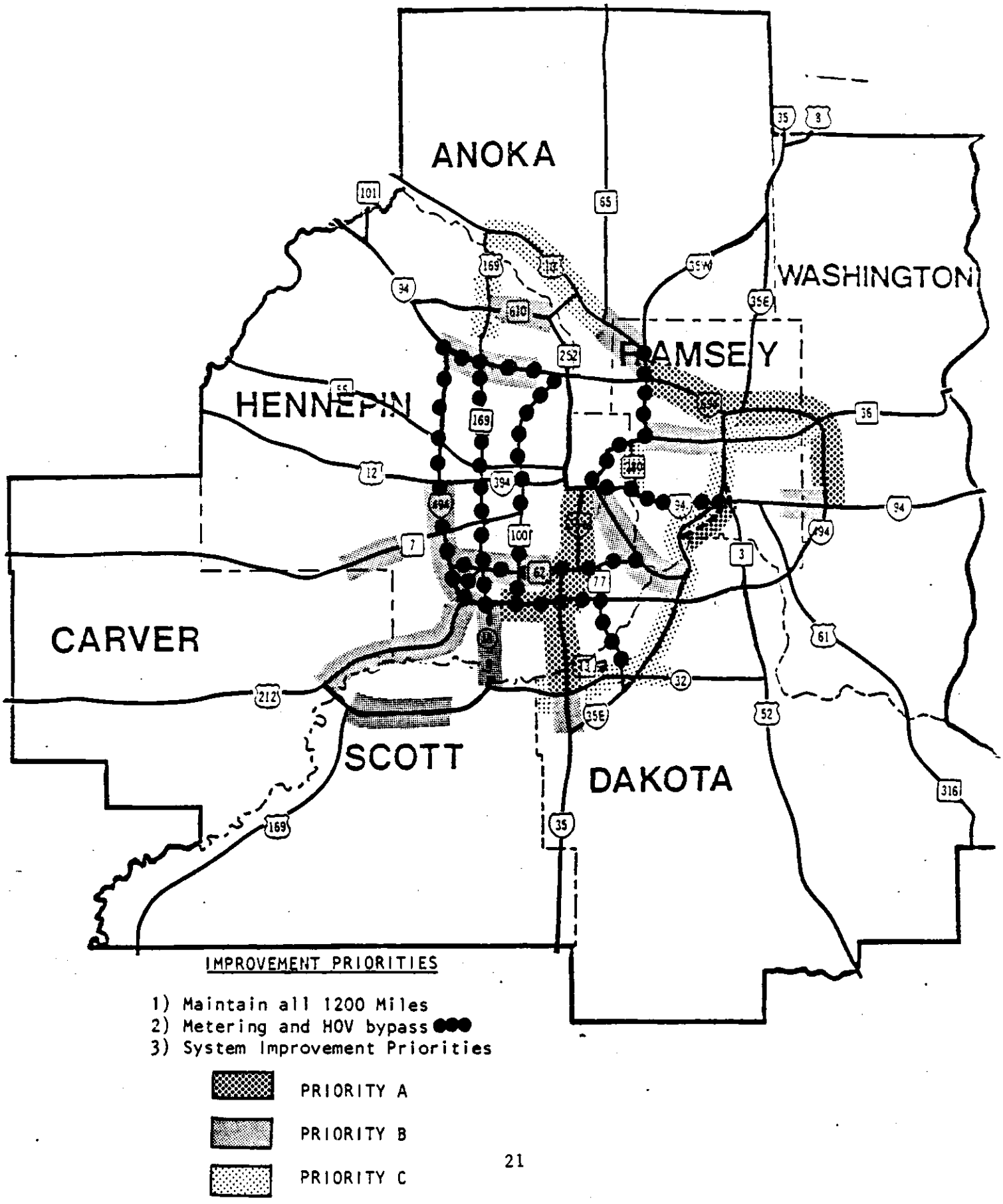
The Transportation Development Guide/Policy Plan sets regional priorities for highway expenditures through 2010. Figure 8 shows these priorities. Three TIP projects not reflected in the guide, nor in Figure 8, are also assumed to be of regional priority as identified in the 1984 Transportation Development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

TRANSPORTATION AIR QUALITY CONTROL PLAN

The Federal Clean Air Act requires a State Implementation Plan (SIP) for air quality for all areas that have not attained National Ambient Air Quality Standards. Planning for control of pollution caused by transportation sources is a responsibility of the Metropolitan Planning Organization. The Transportation Air Quality Control Plan for the Twin Cities area was submitted to the Environmental Protection Agency (EPA) after Council hearings and adoption in June of 1979 and amended in 1981 and 1985. The EPA approved the plan and amendments.

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

Figure 8
METROPOLITAN HIGHWAY SYSTEM IMPROVEMENT PRIORITIES



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

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

One of the major problem areas for CO has been the University Av./Snelling area in St. Paul. Federal Aid Urban funds were approved and included in the Annual Element of the 1988-90 TIP to design and install a signal timing project in the University Av./Snelling area during 1988. Recently it became evident that CO problems are not confined to the Snelling/University area. Due to violations of the CO standard in several areas of the Twin Cities in 1987, and because roadway congested 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 1988 state legislative enactment of a region-wide vehicle emissions inspection and maintenace program that must be implemented by 1991. Post-1976 vehicles registered in the seven-county area will undergo annual inspection of their exhaust systems. The Minnesota Pollution Control Agency is preparing rules to govern the vehicle inspection program.

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

"The Council supports funding priorities for transportation projects that help correct violations of federal air quality standards should the regionwide inspection and maintenance program not resolve air quality problems.

.....If such a situation occurs, then the Minnesota Department of Transportation, Regional Transit Board, Transportation Advisory Board, and the Council should give priority to implementing such improvements."

3. MAJOR PROJECTS IN THE TRANSPORTATION IMPROVEMENT PROGRAM

Projects in the 1989-91 TIP that involve the metropolitan highway and transit systems as well as major bridge repair and replacement projects are summarized in this section.

I-35E and I-94, St. Paul in Ramsey County. S.P. 6280, 6282, & 6283 and I-94, Minneapolis in Hennepin County. S.P. 2780, 2781, & 2786

Construction and reconstruction of the common section of I-35E and I-94, and on I-94 to provide three continuous lanes will take place in 1989 with provision of auxiliary lanes, grading, surfacing, lighting, signing, signals, traffic management, bypasses, Lowry Tunnel equipment, and construction, repair and replacement of 37 bridges and approach work at a total cost of $73.5 million ($7.9 million through the Interstate Construction Program, and $59 million through the Interstate Preservation Program). Work will continue in 1990 and 1991 with grading, surfacing, overlaying, construction of three lanes on I-94, installation of traffic signals at 11 locations in the common section, reconstruction of 28 bridges, lighting, signing, signals and traffic management at a total cost of $95 million ($11 million from Interstate Construction and $74.3 million through Interstate Preservation). (Total three-year cost of $168.5 million.)

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

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

Construction of I-394 in 1989 will provide two mixed traffic lanes in each direction, two barrier-separated reversible express lanes for buses and pools east of T.H. 100, and one "diamond" lane in each direction west of T.H. 100 that will be reserved for buses and pools during peak periods. Work done in 1989 will include grading, surfacing, fencing, 11 signal systems, traffic management system, lighting, and construction of 28 bridges and approaches, landscaping, along with a transit transfer station (including park and ride facilities) at Louisiana Ave. and construction of a parking garage at 4th St. No. in Minneapolis. 1989 construction will amount to a total of $125 million ($93 million in Interstate Construction funds, $7.5 million in Interstate Preservation funds, and $1.8 million in Interstate right-of-way funds). Signing and landscaping will complete the project in 1990 and 1991 at a total cost of $1.6 million ($360,000 from Interstate Construction and $1,062,000 in Interstate Preservation funds).

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

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

Metering and installation of a traffic management system on I-494 will occur in 1989 from Portland Ave. to T.H. 5 at a total cost of $5 million ($4.5 million in Interstate Preservation funds). Auxiliary lanes, ramps and signals will be constructed on I-494 in 1989 from Carlson Parkway to T.H. 55 at a total cost of $5 million ($3.87 million in Interstate Preservation funds). Work to I-494 in 1990 and 1991 will include a bituminous overlay from 24th Ave. So. to CSAH 18, pavement and joint repair from T.H. 7 to CSAH 18, a traffic management system from 34th Ave. to T.H. 5, bridge widening over T.H. 5 in Eden Prairie, and reconstruction of 1.7 miles of I-494 from T.H. 7 to Carlson Parkway; these improvements will total $12.25 million ($11,025,000 from Interstate Preservation Program).

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

I-35, I35W, and I-35E, Dakota County, Scott County. S.P. 1980, 1981, 1982, 1901, & 7080

Work on I-35, I-35W, and I-35E in 1989 will consist of reconstruction of northbound I-35 in Dakota County about 4 miles northbound from Scott County CSAH 2 to just south of T.H. 50, redecking of the CSAH 2 bridge at I-35, and two bridge replacements under Crystal Lake Rd. and over the Soo Line Railroad. Joint repair and surface planing will be done to I-35W from I-35E to T.H. 13. 1989 work will total $7.7 million ($6.9 million with Interstate Preservation funds). In 1990 and 1991, about $3 million ($2.5 million Interstate Preservation funds) will be spent to provide an overlay on I-35W from Cliff Rd. to just north of the Minnesota River, for grading, surfacing and signals on I-35E at T.H. 13, and to widen, redeck and paint the bridges on I-35W at T.H. 13.

I-35E and I-35W. Anoka County, Ramsey County. S.P. 0280, 0282, 0283, & 6284

An overlay on I-35E from T.H. 96 to the I-35W/I35E junction and call boxes on I-35W from I-35E to the Mississippi River in Minneapolis will total $3.3 million in 1989 ($3 million in Interstate Preservation funds). Work in 1990 will cost a total of $1.37 million ($1.24 million in Interstate Preservation funds) and will include I-35W bridge improvements at County Rd. E-2 and T.H. 96 and landscaping to I-35 from the junction of I-35E/I-35W to the north Chisago County line.

I-35W. Hennepin County. S.P. 2782 & 2783

I-35W bridge work to I-94 ramps on 5th and 6th Sts. and between 8th St. and Johnson will total $525,000 in 1989 ($473,000 in Interstate Preservation funds). In 1990 and 1991, overlay to I-35W from Lake to University and from 66th Street south to the Minnesota River bridge will cost approximately $2.8 million ($2.6 million from Interstate Preservation).

I-694. Anoka County, Ramsey County, Washington County. S.P. 0285, 6285, 6286, & 8286

I-694 traffic management systems from Brooklyn Blvd. to I-35W, grading and surfacing of one additional lane in each direction of I-694 from T.H. 65 to I-35W, lighting, signing, and widening and replacing the superstructure over I-35W will total $13.3 million ($12 million Interstate Preservation). In 1990 and 1991 an overlay in the vicinity of I-35W and from T.H. 120 to I-94 on I-694, as well as bridge work at Long Lake Road and Victoria, will cost about $5.5 million ($4.9 in Interstate Preservation funs).

Metering and high-occupancy vehicle bypasses are recommended as part of the Transportation Development Guide/Policy Plan on I-694.

T.H. 100. Hennepin County. S.P. 2789, 2735

Federal Aid Urban (FAU) funds will be used for grading, surfacing, signals, and lighting of T.H. 100 from Minnetonka Blvd. to Glenwood in 1989 at a total cost of $5.62 million ($4.31 federal). In 1990/91 an interchange at 36th Ave. No. costing about $7 million will be built with $5.34 million in FAU funds to service T.H. 100 from 29th Ave. No. to 39th Ave. No.

Shepard Road. Ramsey County. S.P. 164-020-57

A four-lane expressway will be built on Shepard Road with $8.93 million in FAU funds beginning in 1989 costing a total of $14,049,000. This project is a high priority capital improvement project in the Transportation Development Guide/Policy Plan.

Major Transit Projects

Federal participation in transit in 1989 includes:

- The University of Minnesota Transit Corridor using $11.9 million in Interstate Substitution and Right-of-Way funds for grading, surfacing, and right-of-way, for a total cost of $15 million in 1989;
- Replacement of transit vehicles totalling $43 million in Urban Mass Transportation Administration (UMTA) funds;
- The St. Paul Lowertown bus layover facility near downtown St. Paul costing $529,000 ($423,000 UMTA);
- Replacement of the Nicollet Garage for $11.2 million ($8.4 million UMTA);
- Installation of bus shelters and park-and-ride facilities costing $2.5 million ($2 million UMTA);
- $7.4 million from UMTA in regular route operating assistance;
- $472,000 in regional ridesharing program assistance ($362,000 from UMTA).
- and HCRRA grant application for $99.2 million to purchase LRT vehicles and maintenance facilities.

Bridge Repair and Replacements

Four bridges identified as priority for reconstruction in the 1978 Major River Crossings report are scheduled for construction in 1989 through the Bridge Repair and Replacement Program:

- the T.H. 10 bridge over the St. Croix at Prescott ($7.8 million total; $6.2 million federal);
- the T.H. 169 bridge over the Minnesota River in Shakopee ($8 million total; $6.33 million federal);
- the T.H. 212 bridge (Lake St.) over the Mississippi River ($17.5 million total; $12.8 million federal); and
- the T.H. 52 (Robert St.) bridge over the Mississippi River ($5.5 total; $4.4 million federal).

Another bridge identified as priority in the 1978 report, scheduled for construction in 1991, is the T.H. 169 bridge over the Mississippi River in Anoka ($6 million total; $4.8 million federal).

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

		(In Millions) Total	Federal
1989	T.H. 7 Lake St. over railroad & Excelsior to France	$4	$3.2
1990	T.H. 100 Under CSAH 8 (Broadway Ave.)	$1.1	$ .7
1991	T.H. 55 Over railroad & relocated T.H. 13	$1.1	$ .9
1991	T.H. 55 Over Minnesota River (Mendota Bridge)	$12	$9.6
1991	T.H. 100 Frontage rd. and over railroad near T.H.55	$2.9	$2.3

4. HIGHWAY PROJECTS

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

1989 ANNUAL ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

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

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

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

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

1989 ANNUAL ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
6280-232	Ramsey	35E	Marion St. to Cedar St. in St. Paul	Gr., Surf., Lt., Tm., Signing,	.30	3,500	3,150	2-24-89
6280-62817	Ramsey	35E	Proposed I35E & Ramp under EB I94	Replace Br. 9645	.00	1,230	1,107	2-24-89
6280-62888	Ramsey	35E	Wabasha St. over I35E	Br. 62888 (Repl. Br. 9647)	.00	1,150	1,035	2-24-89
6280-62894	Ramsey	35E	Robert St. over TH 35E	Br. 62894 (Repl. Br. 9649)	.00	1,280	1,152	2-24-89
6280-62897	Ramsey	35E	St. Peter St. over TH 35E-Br. 62897	Repl. Br. 9646	.00	1,600	1,440	2-24-89
2789-12	Hennepin	394	TH 94 to Wash. Ave. N.	(TAD Stage 3) Mis. Grade, Surf. & Fence	.50	4,300	3,870	10-27-89
2789-17	Hennepin	394	0.2 Mi. E. Boone Ave. to 0.3 Mi. W. TH 100	Grade, Surf., Fence, Sig.	.95	18,900	17,010	10-28-88
2789-18	Hennepin	394	0.3 Mi. W. TH 100 to W. Lim. Mpls., C. Lk. Rd.-Glwd. Ave. (on 100)	Grade, Surf., & Bridges	.45	34,608	31,147	4-28-89
2789-27705	Hennepin	394	TH 394 under 7th St.	Br. 27705	.00	1,650	1,485	2-24-89
2789-27708	Hennepin	394	3rd St. N. to TH 394 WB over Wash. Ave. Conn.	Br. 27708	.00	435	392	2-24-89
2789-27710	Hennepin	394	Ped. Br. over TH 394 at Pennsylvania	Br. 27710	.00	450	405	10-27-89

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TABLE 1A

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

1989 ANNUAL ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2789-27711	Hennepin	394	Ped. Br. over TH 394 at Florida Ave.	Br. 27711	.00	460	414	10-27-89
2789-27716	Hennepin	394	10th St. N. over BN RR	Br. 27716	.00	2,000	1,800	2-24-89
2789-27720	Hennepin	394	TH 394 EB over Wash. Ave. Conn.	Br. 27720	.00	625	563	2-24-89
2789-27744	Hennepin	394	Winnetka Ave. (Co. Rd. 156) over TH 394	Br. 27744	.00	700	630	10-28-88
2789-27745	Hennepin	394	Louisiana Ave. over TH 394	Br. 27745	.00	1,000	900	10-28-88
2789-27746	Hennepin	394	MN&S over TH 394	Br. 27746 Inplace Br. 5529	.00	2,200	1,980	10-28-88
2789-27747	Hennepin	394	Vernon, Xenia Ave. over TH 394	Br. 27747	.00	1,600	1,440	10-28-88
2789-27748	Hennepin	394	SW TH 100/TH 394 Ramp over Fd. Rd. Conn.	Br. 27748	.00	425	383	4-28-89
2789-27749	Hennepin	394	TH 100 over Fr. Rd. Conn.	Br. 27749	.00	1,300	1,170	4-28-89
2789-27750	Hennepin	394	SE TH 100/394 Ramp over Fr. Rd. Conn.	Br. 27750	.00	500	450	4-28-89
2789-27751	Hennepin	394	West Hov. Ramp over TH 394	Br. 27751	.00	1,400	1,260	4-28-89
2789-27752	Hennepin	394	TH 100 over TH 394	Br. 27752	.00	3,900	3,510	4-28-89

HP21.PP

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

1989 ANNUAL ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2789-27753	Hennepin	394	East Hov. Ramp over TH 394	Br. 27753	.00	1,800	1,620	4-28-89
2789-27754	Hennepin	394	NW TH 100/TH 394 Ramp over Pond	Br. 27754	.00	1,460	1,314	4-28-89
2789-27755	Hennepin	394	At June Ave.-Ped. Br. over TH 394	Br. 27755	.00	200	180	4-28-89
2789-27786	Hennepin	394	TH 100 W. Fr. Rd. over BN Inc. R.R. & Cedar Lk. Rd.	Br. 27786	.00	485	437	4-28-89
2789-27787	Hennepin	394	TH 100 E. Fr. Rd. over BN Inc. R.R. & cedar Lk. Rd.	Br. 27787	.00	470	423	4-28-89
2789-27789	Hennepin	394	SW TH 100/TH 394 Ramp & TH 100 SB	Br. 27789	.00	3,300	2,970	4-28-89
2789-27790	Hennepin	394	TH 100 SB C/D over Fr. Rd. Conn.	Br. 27790	.00	400	360	4-28-89
2789-37	Hennepin	394	From 12th St. to Wash. Ave.	11 Sig. Systems	.00	610	549	10-27-89
2789-43	Hennepin	394	W. Lim. Mpls. to TH 94	Traffic Mgmt. System	2.10	1,070	963	11-17-89
2789-5310	Hennepin	394	TH 100 over Cedar Lk. Rd. & BN Inc. R.R.	Br. 5310	.00	720	648	4-28-89
2789-65	Hennepin	394	4th St. to 3rd St. N.	(TAD Stage 2C) G&S Br. Apprs., Lighting	.05	300	270	2-24-89
2789-67	Hennepin	394	On Hiawatha Ave. & 9th fr. 10th to 2nd Ave.	G&S F. Rds., Lts., Sigs.	.10	600	540	5-26-89

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

1989 ANNUAL ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2789-68	Hennepin	394	0.2 Mi. E. of Boone Ave. to 0.3 Mi. W. of TH 100	Signing	.95	600	540	6-23-89
2789-70	Hennepin	394	0.2 Mi. E. of Boone Ave. to 0.3 Mi. W. of TH 100	Lighting	.95	200	180	10-28-88
2789-8808	Hennepin	394	TH 94 to Wash. Ave. (3rd Ave. Dist.)	Signing	.50	385	347	10-27-89
2789-8809	Hennepin	394	TH 94 to Wash. Ave. (3rd Ave. Dist.)	Lighting-Stage 3	.50	80	72	10-27-89
2789-8816	Hennepin	394	0.3 Mi. W. of TH 10 to W. Lim. Mpls. & on TH 100	Lighting	.45	150	135	9-22-89
2789-99131	Hennepin	394	TH 100 Bypass 1 over TH 12 Bypass	Br. 99131	.00	535	482	4-28-89
2789-99132	Hennepin	394	TH 100 Bypass 2 over TH 12 Bypass	Br. 99132	.00	720	648	4-28-89
2789-95894	Hennepin	394	At 4th St. No.	Parking Garage	.00	20,000	10,000	2-24-89
2789-27732	Hennepin	394	7th St. No. over BN RR	Br. 27732	.00	2,360	1,811	2-24-89
				1989 TOTALS		121,658	101,182	

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TABLE 1B
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1990 MULTI-YEAR ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
6280-245	Ramsey	35E	At 11 Locations in the Common Section of I94 & I35E	Traffic Signals	.00	1,300	1,170	6-22-90
6280-271	Ramsey	35E	John Ireland to Minnesota	Gr., Surf., Lighting, TM, Signing of Br. Approach	.25	100	90	6-26-90
6280-62884	Ramsey	35E	SB TH 35E Ramp over TH 94 WB Off Ramp	Br. 62884	.00	500	450	6-22-90
6280-62889	Ramsey	35E	Cedar St. over TH 35E	Brs. 62889 & 69890	.00	2,100	1,890	1-26-90
6280-62891	Ramsey	35E	Minnesota St. over I35E	Br. 62891 (Repl. Br. 9681)	.00	1,000	900	1-26-90
6280-62893	Ramsey	35E	Jackson St. over TH 35E	Br. 62893 (Repl. Br. 9650	.00	1,800	1,620	6-22-90
6283-132	Ramsey	94	Louis/Marion to Mounds Blvd. (6th St. Brs.)-	Br. Reconst. 3 Lane Const., Br. Recon.	.00	5,440	4,896	6-22-90
2789-69	Hennepin	394	0.3 Mi. W. of TH 100 to W. Lim. Mpls. & on TH 100	Signing	.45	400	360	6-22-90
				1990 TOTALS		12,640	11,376	

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

1989 ANNUAL ELEMENT FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

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

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

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
1980-19803	Dakota	35	Over Soo Line RR 0.2 Mi. S. of TH 50-Br. 19803	Repl. Br. 6410; Widen & Red.	.00	840	756	2-24-89
1980-49	Dakota	35	Under Crystal Lk. Rd.-Br. 19804	Repl. Br. 19806 & Approaches	.00	1,500	1,350	11-18-88
1980-53	Dakota	35	0.4 Mi. N. of Scott CASH 2 to 0.6 Mi. S. of TH 50	Reconst. NB	3.85	4,500	4,050	2-24-89
7080-70801	Scott	35	Scott CSAH 2 over I35	Redeck Br. 70801	.00	200	180	11-18-88
0282-24	Anoka	35E	From TH 96 to N. Jct. I35W/ I35E	Bit. Overlay	5.07	2,400	2,160	3-24-89
1982-106	Dakota	35E	TH 110 to TH 5-Exit	Nos., Sign Refurbishing, Guardrail, Etc.	.00	145	131	8-25-89
6280-232	Ramsey	35E	Marion St. to Cedar St. in St. Paul	Grade, Surf., Lt. Tm. Signing, Signals	.30	4,020	3,618	2-24-89

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TABLE 2A

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

1989 ANNUAL ELEMENT FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
6280-270	Ramsey	35E	Jackson to Pennsylvania	Grade, Surf., Lt., Tm. Signing, Signals	.25	3,900	3,510	5-26-89
6280-62810	Ramsey	35E	NB TH 35E over University Ave.- Br. 62810	Repl. Br. 9656	.00	950	855	5-26-89
6280-62858	Ramsey	35E	NB 35E over WB I94 & 3 Ramps- Br. 62858	Repl. Br. 9808	.00	2,750	2,475	5-26-89
2783-27876	Hennepin	35W	Under Ramp 6th St. to TH 94 EB	Reconst. Railing Br. 27876	.00	30	27	11-17-89
2783-27877	Hennepin	35W	Ramp to WB 5th St. over TH 35W	Overlay Br. 27877	.00	80	72	11-17-89
2783-27885A	Hennepin	35W	Btwn. 8th St. & Johnson St.	Pnt. Brs. 27885, 886, 999, 985, 994, 989, 990	.00	415	374	3-24-89
0280-882	Anoka	35W	N. Jct. I35E to Miss. River in Mpls.	Install Callboxes	.00	870	783	11-18-88
1981-83	Dakota	35W	S. Jct. I35E to TH 13	Joint Repair & Surface Planing	1.15	500	450	4-28-89
2780-41	Hennepin	94	C.R. 109 to Bklyn Blvd.	Traffic Mgmt. System	.00	1,500	1,350	8-25-89
2780-39	Hennepin	94	Crow River Brs. to TH 494	Jct. Repair	5.43	1,080	972	1-26-90
2781-27099	Hennepin	94	Lyn Ave. SB/ Henn. Ave. NB	Repl. Deck, Repl. Substr. Widen Br. 27099	.00	200	180	2-24-89

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TABLE 2A

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

1989 ANNUAL ELEMENT FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2781-27793	Hennepin	94	NB Off-Ramp TH 94 to TH 12 WB	Repl. Rails Br. 27793	.00	75	68	2-24-89
2781-27799A	Hennepin	94	TH 94 over Henn. Ave.	Repl. Med. Barr., Abut. Repair Br. 27799	.00	100	90	2-24-89
2781-27836	Hennepin	94	LaSalle Ave. over TH 94	Repl. Deck, Repl. Substr. Br. 27836	.00	415	374	12-15-89
2781-27837A	Hennepin	94	Nicollet Ave. over TH 94	Repair Substr. Br. 27837	.00	2	2	2-24-89
2781-27838A	Hennepin	94	1st Ave. S. over TH 94	Repair Substr.- Signs, Br. 27038	.00	2	2	2-24-89
2781-27909	Hennepin	94	TH 94 EB over Shingle Creek	Widen Br. 27909	.00	150	135	2-24-89
2781-27910	Hennepin	94	EB und. Shingle Brs. Creek Pkwy. & under TH 100	Rev. Slope Pave- Brs. 27910, 27962, 27982	.00	50	45	2-24-89
2781-27961	Hennepin	94	Ramp C over Lyn. Ave.	Repl. Deck Repr. Substr. Appr. Taper- Br. 27961	.00	415	374	2-24-89
2781-27963	Hennepin	94	Ramp E over Lyn. Ave.	Repl. Deck Repr. Substr. Appr. Taper- Br. 27963	.00	290	261	2-24-89
2781-27965	Hennepin	94	Ramp B over Lyn. Ave.	Repl. Deck, Repr. Substr. Appr. Taper- Br. 27965	.00	265	239	2-24-89

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

1989 ANNUAL ELEMENT FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2781-27966	Hennepin	94	Groveland Ave. over TH 94	Repl. Deck, Repr. Substr. Appr. Tapers-Br. 27966	.00	610	549	12-15-89
2781-336	Hennepin	94	0.5 Mi. N. of Lowry Hill Tunnel to 1st Ave. S.	Reconst. Sign. & Lighting	.64	4,950	4,455	2-24-89
2781-337	Hennepin	94	Lowry Hill Tunnel	Tunnel Equipment Moderization	.00	1,100	900	6-23-89
2781-340	Hennepin	94	Xerxes Ave. to Dupont Ave.	Grade, Surf., Aux. Lane & Lighting	.71	2,450	2,205	2-24-89
2781-349	Hennepin	94	TH 169 to TH 252	Signing	.00	400	360	2-24-89
2781-350	Hennepin	94	TH 169 to Miss. River	Lighting	.00	80	72	2-24-89
2786-27964	Hennepin	94	Xerxes Ave. over TH 94	Repl. Br. 27927	.00	625	563	2-24-89
2786-85	Hennepin	94	800' W. of TH 169 to TH 252	Grade, Surf., Aux. Lane EB	.16	4,350	3,915	2-24-89
2781-27848	Hennepin	94	WB TH 94 over TH 35W	Paint, Redeck, Widen Br. 27848	.00	731	568	8-25-89
2781-27850	Hennepin	94	Ramp to WB TH 94 over TH 35W	Redeck Br. 27850	.00	560	504	11-27-89
2781-27855	Hennepin	94	TH 94 over TH 55	Renovate Br. 27855	.00	2,750	2,475	8-25-89
2781-27859	Hennepin	94	TH 94 over Milw. RR/17th Ave. S.	Widen & Redeck Br. 27859	.00	1,250	1,125	8-25-89
2781-27861	Hennepin	94	WB TH 94 Ramp to 5th St. over Milw. RR	Widen, Redeck Br. 27861	.00	280	252	8-25-89

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

1989 ANNUAL ELEMENT FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2781-27862	Hennepin	94	EB on Ramp over City St. & CMSTP&P RR	Redeck, Widen Br. 27862	.00	1,150	1,035	2-24-89
2781-27863B	Hennepin	94	EB I94 over Cedar Ave.	Redeck, Widen, Paint Br. 27863	.00	430	387	2-24-89
2781-27863C	Hennepin	94	WB TH 94 over Cedar Ave.	Renovate Br. 27863	.00	764	688	8-25-89
2781-352	Hennepin	94	11th Ave. to 19th Ave. in Mpls.	Grade, Surf., Lt., TM	.00	1,560	1,404	2-24-89
2781-354	Hennepin	94	TH 94 under 27th Ave. SE-Br. 27856	(Rep. Br. 27954) & Approaches	.00	1,090	981	2-22-89
2781-355	Ramsey	94	Missi. River to Marion St.	Temp. Widening, Bypasses, etc.	.00	1,185	1,067	11-17-89
2781-361	Hennepin	94	11th Ave. to 19th Ave. in Mpls.	Gr., Surf., Lt., Signing, Tm.	.30	3,615	3,254	8-25-89
2781-99137	Hennepin	94	EB I94 Temp Trestle over TH 55	Br. 99137	.00	775	698	2-24-89
6283-137	Ramsey	94	TH 3 to 1000' E. of Mounds Blvd.	Grade, Surf., Lighting, TM., Signing, Signals	.45	7,700	6,930	1-27-89
6283-143	Ramsey	94	TH 3 to Kellogg Blvd.	Grade, Surf., Lighting, TM, Signing	.30	1,440	1,296	6-23-89
6283-62701	Ramsey	94	Ramp to Wacouta over I94	Br. 62701 (Repl. Br. 9806)	.00	475	428	5-26-89
6283-62830	Ramsey	94	WB I94 under Ramps	Br. 62830 (Repl. Br. 9809	.00	730	657	5-26-89

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

1989 ANNUAL ELEMENT FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
6283-62874	Ramsey	94	NB Ramp from 11th	Br. 62874 (Repl. Br. 9651)	.00	780	702	5-26-89
6283-62875	Ramsey	94	WB I94 over BN, Inc.	Br. 62875 (Repl. Br. 6755)	.00	3,500	3,150	1-27-89
6283-62876	Ramsey	94	EB I94 over BN, Inc.	Br. 62876 (Repl. Br. 6756)	.00	3,500	3,150	6-23-89
6283-62882	Ramsey	94	EB I94 Conn. to E. 6th over WB I94	Br. 62882	.00	660	594	6-23-89
8282-77	Washington	94	TH 494/694 to the St. Croix River	Landscaping	4.90	450	405	2-24-89
2789-12	Hennepin	394	TH 94 to Wash. Ave. N. (TAD Stage 3)	Misc. Grade, Surf., Fence	.50	1,700	1,530	10-27-89
2789-17	Hennepin	394	0.2 Mi. E. Boone Ave. to 0.3 Mi. W. TH 100	Grade, Signing, Fencing & Signal	.95	1,500	1,350	10-28-88
2789-27733	Hennepin	394	L26 Ramp (Ramp J-1) over 3rd Ave. N. Parking Lot	Br. 27733	.00	300	270	2-24-89
2789-44	Hennepin	394	TH 94 to Wash. Ave. (3rd Ave. Dist.)	Traffic Mgmt. System	.50	530	477	11-17-89
2789-64	Hennepin	394	7th St. N. (TH 55) from 2nd Ave. to 6th Ave. (TAD Stage 2B)	Grade, Surf., Light, Signals	.20	1,000	900	2-24-89

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

1989 ANNUAL ELEMENT FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2789-8817	Hennepin	394	Ferndale to Crosby (Wayzata Bypass) & TH 494 to Ply. Rd.	Landscape	1.50	370	333	7-28-89
2789-8831	Hennepin	394	At Louisiana Ave. -Transit Transfer Station	Bldg. & Pk. & Ride	.00	750	675	10-28-88
2785-247	Hennepin	494	TH 169 to France	Traffic Signs & Devices	.00	250	225	2-24-89
2785-248	Hennepin	494	TH 7 to TH 169	Traffic Signs & Devices	.00	250	225	10-27-89
2785-250	Hennepin	494	Portland Ave. to TH 5	Traffic Mgmt. System, Stage 1	.00	4,500	4,050	2-24-89
2785-254	Hennepin	494	Carlson Pkway. to TH 55	Recon., Add Aux. Lanes & CSAH 6 Ramps, Sig., Signs.	.00	5,000	3,870	1-27-89
0285-54	Anoka	694	From Brooklyn Blvd. to TH 35W	Traffic Mgmt. System	.00	910	820	8-25-89
0285-56	Anoka	694	Miss. River to 35W	Lighting	.00	700	630	2-24-89
0285-59	Anoka	694	TH 65 to 35W	Signing	.00	260	234	2-24-89
0285-55	Anoka	694	TH 65 to I35W	Grade, Surf. & TMS	1.45	10,000	9,000	2-24-89
6285-9601	Ramsey	694	Over I35W	Widen & Replace Superstructure on Brs. 9601, 9602	.00	1,460	1,314	12-15-89

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

1989 ANNUAL ELEMENT FEDERAL AID
INTERSTATE PRESERVATION (IR) PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL-FEDERAL	ESTIMATED LETTING DATE
Misc. Undesignated	Any	Any	Miscellaneous Undesignated	Any project costing less than $1,000,000 which will not alter the functional traffic capacity or capability of the facility being improved as determined by FHWA	Misc. Undes.		Miscellaneous Undesignated
				1989 TOTALS		107,064 95,555	

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

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

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
1982-112	Dakota	35E	Under TH 13-Br. 19820 (Repl. Br. 9535)	Misc. Grade, Surf., & Signals	.00	1,500	1,125	4-27-90
6280-271	Ramsey	35E	John Ireland to Minn.	Grade, Surf., Lt., Tm., Signing of Br. Approach	.25	530	477	1-26-90
6280-62857	Ramsey	35E	SB I35E over WB I94 & Ramp	Br. 62857 (Repl. Br 9807)	.00	850	765	6-22-90
1981-8870	Dakota	35W	Cliff Rd. to 0.24 Mi. N. of Minn. River	Repl. Br. 5983-Thin Overlay	1.07	750	675	1-26-90
2782-244	Hennepin	35W	Ramp from WB TH 494 to 66th St.	Thin Overlay	.70	308	277	6-22-90
2782-8873	Hennepin	35W	Lake St. to Univ. Ave. (1st. Fix)	Thin Overlay	1.60	1,600	1,440	3-23-90
6284-108	Ramsey	35W	At Co. Rd. E2	Widen & Redeck Br. 9570 & Approaches	.00	350	315	3-23-90
6284-9577	Ramsey	35W	Under TH 96 in New Brighton/ Arden Hills	Rep. Superstru.-Br. 9577	.00	530	477	2-23-90
2786-88	Hennepin	94	Under CSAH 18	Widen & Repl. Deck on SB 27979 & NB 27980	.00	1,000	900	12-28-90
2781-27860	Hennepin	94	Lov Br.-Ramp D over TH 94 at U of M Interchange	Br. 27860	.00	1,200	1,080	11-16-90
2781-27865	Hennepin	94	20th Ave. S. over TH 94	Replace Br. 27858	.00	1,500	1,350	10-26-90

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

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

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2781-27981	Hennepin	94	East River Road over TH 94	Br. 27981 (Rep. Br. 27951)	.00	775	698	11-16-90
2781-289	Hennepin	94	Miss. River to 1000' E. of Franklin Ave.	Grade, Surf., Lighting, TM, Signing	.26	3,500	3,150	11-16-90
2781-353	Hennepin	94	Riverside to E. End Miss. River Br.	Grade, Surf., Lighting, TM, Signing, Sign.	.86	2,000	1,800	2-23-90
2781-356	Hennepin	94	EB TH 94 to U of M Ramp over TH 94	Br. 27998 (Repl. Br. 27953)	.00	1,060	954	4-27-90
2781-362	Hennepin	94	19th Ave. to Riverside in Mpls.	Grade, Surf., Signing, Lighting, Signals, TM	.30	3,775	3,398	10-26-90
2781-9350	Hennepin	94	TH 94 over W. River Rd./Miss. River	Paint, Redeck, Widen Br. 9350	.00	7,800	7,020	2-23-90
2781-9420	Hennepin	94	Under 25th Ave. & Under Riverside	Redeck, Paint Brs. 9420, 9421	.00	1,080	972	10-26-90
2781-9892	Hennepin	94	Under Ped. Wlkway. near 22nd in Mpls.	Paint, Repair Br. 9892	.00	20	18	10-26-90
2781-9893	Hennepin	94	TH 94 over Franklin Terrace	Redeck, Widen Br. 9893	.00	840	756	2-23-90
6282-154	Ramsey	94	Cretin to Marion (EB) Western to Marion (WB)	Grade, Surface, Lighting, TM, Signing	2.75	9,865	8,879	10-26-90
6282-155	Ramsey	94	Cretin to Western on WB	Grade, Surface, Lighting, TM, Signing, Signals	1.90	7,565	6,809	10-26-90

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

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

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
6282-62832	Ramsey	94	Under Pedestrian Walkway at Griggs	Br. 62832 (Repl. Br. 9382	.00	220	198	10-26-90
6282-62847	Ramsey	94	TH 94 over Fairview Ave.	Overlay Br. 62847	.00	225	203	10-26-90
6282-62878	Ramsey	94	Under Marion St.	Br. 62878 (Repl. 9628)	.00	2,180	1,962	10-26-90
6282-62879	Ramsey	94	9th St. Conn. over I94	Br. 62879 (Repl. 9629)	.00	2,190	1,971	10-26-90
6282-62880	Ramsey	94	EB I94 over 9th St. Conn. at Marion	Br. 62880	.00	400	360	10-26-90
6282-9379	Ramsey	94	Under Pasc., Haml., West, Cleve, Victor	Redeck Brs. 9379, 9381, 9388, 945	.00	2,310	2,079	10-26-90
6283-132	Ramsey	94	Louis/Marion to Mounds Blvd. (6th St. Brs.)	3-Lane Cont., Br. Recon.	.00	14,425	12,983	6-22-90
6283-62702	Ramsey	94	E. 9th St. over EB I94	Br. 62702 (Repl. Br. 9658	.00	1,100	990	6-22-90
6283-62704	Ramsey	94	Ramp over EB I94 0.1 Mi. SE of Jct. TH 5	Br. 62704 (Repl. Br.	.00	1,300	1,170	6-22-90
6283-62705	Ramsey	94	WB I94 under WB I94 Off Ramp	Br. 62705 (Repl. Br. 62816)	.00	315	284	6-22-90
6283-62707	Ramsey	94	SB I35E to SB TH 3 over EB I94	Bridge 62707	.00	420	378	6-22-90
6283-62831	Ramsey	94	WB I94 Under Ramps	Br. 62831 (Repl. Br. 9810)	.00	650	585	6-22-90

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TABLE 2B

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

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

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
6283-62838	Ramsey	94	At TH 61, Earl, Johnson Pkwy.	Rep. Joints Br. 62838; Overlay Br. 62861, 62	.00	600	540	11-16-90
6283-882	Ramsey	94	Mounds Blvd. to White Bear Ave.	Joint Rehabilitation	.00	700	630	11-16-90
6283-9800	Ramsey	94	TH 3 over Missi. River, Etc. (LaFayette Br.)	Widen Br. 9800	.00	2,000	1,800	6-22-90
2789-8818	Hennepin	394	W. Limits Mpls. to Washington Ave.	Landscaping	1.55	430	387	7-27-90
2789-69	Hennepin	394	0.3 Mi. W. TH 100 to W. Lim. Mpls.	Signing	.90	200	180	6-22-90
2785-245	Hennepin	494	24th Ave. So. to CSAH 18	Bit. Overlay, 1st Fix	3.85	3,000	2,700	3-23-90
2785-246	Hennepin	494	TH 7 to CSAH 18	Pavement & Joint Repair	3.06	2,500	2,250	4-27-90
2785-251	Hennepin	494	34th Ave. to TH 5	Traffic Mgmt. System	.00	2,600	2,340	11-16-90
2785-9741	Hennepin	494	Over TH 5 in Eden Prairie	Widen & Replace Deck on SB 9741 & 9742	.00	750	675	4-27-90
6285-100	Ramsey	694	At Long Lake Rd.	Br. 62828 (Repl. Br. 9870 & Apprs.	.00	1,500	1,350	2-23-90
6285-881	Ramsey	694	On I694 Vicinity of I35W	Overlay	.30	240	216	2-23-90
				1990 TOTALS		88,653	79,566	

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

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

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
6280-883	Ramsey	35E	University Ave. to Arlington Ave.	Mill & Overlay	.80	576	518	1-25-91
6280-885	Ramsey	35E	W. Jct. I694 to E. Jct. I694	Overlay & Edge Drains	.45	540	486	2-22-91
1901-9779	Dakota	35W	Under TH 13	Repl. Deck, Widen & Paint Brs. EB 9779 & WB 9780	.00	720	648	12-20-91
2782-246	Hennepin	35W	0.24 Mi. N. of Minn. River Br. 5963 to Ramp from WB TH 494	Thin Overlay	2.05	902	812	2-25-91
2781-357	Hennepin	94	1000' E. of Franklin to Cretin on EB	Grade, Surf., Signing, Lighting, TM, Signals	.55	2,935	2,642	1-25-91
2781-358	Hennepin	94	1000' E. of Franklin to Cretin on WB	Grade, Surf., Lighting, TM, Signing, Signals	.55	5,420	4,878	4-26-91
6282-62807	Ramsey	94	WB TH 94 over TH 280	Br. 62807 (Repl. Br. 62808	.00	740	666	4-26-91
6282-62811	Ramsey	94	WB TH 94 over TH 280 Ramp	Br. 62811 (Repl. Br. 62812)	.00	690	621	4-26-91
6282-62844	Ramsey	94	EB TH 94 to NB TH 280 over 2 Ramps	Redeck & Paint Br. 62844	.00	325	293	4-26-91
2789-8819	Hennepin	394	Plymouth Rd. to General Mills Blvd.	Landscaping	1.50	600	540	7-26-91
2789-8820	Hennepin	394	At Ply. Rd., CSAH 73 & Gen. Mills Blvd.	(Tran. Sta. & P&R)-Landscaping	.00	150	135	10-25-91

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

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

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2989-49	Hennepin	394	W. Jct. TH 101 to Wash. Ave.	Traffic Mgmt. System	.00	2,730	2,457	11-22-91
2785-8873	Hennepin	494	TH 7 to Carlson Pkwy.	Recnstruct	1.70	3,400	3,060	1-25-91
6285-99	Ramsey	694	At Victoria	Redeck & Widen Bridge	.00	1,000	900	3-22-91
6286-881	Ramsey	694	TH 120 to I94	Overlay	3.20	2,560	2,304	2-22-91
8286-44	Washington	694	Jct. TH 94 to Wash.-Ramsey Co. Line (TH 120)	Landscaping	.00	165	149	11-22-91
				1991 TOTALS		23,453	21,109	

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

1989 ANNUAL ELEMENT FEDERAL AID
INTERSTATE SUBSTITUTION PROGRAM

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

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE	RESPONSIBLE AGENCY
97-100-01 2700-20	Ramsey		U of M Transit Corridor	Grade, Surf., Br. & R/W		4,000	2,500	3-24-89	U of M
				1989 TOTALS		4,000	2,500		

Table 4

PRELIMINARY ENGINEERING

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

RIGHT-OF-WAY

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

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

1989 ANNUAL ELEMENT
RIGHT OF WAY PROGRAM
INTERSTATE & INTERSTATE SUBSTITUTION

STATE PROJECT	COUNTY	T.H.	LOCATION	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED ACQUISITION DATE
2789	Hennepin	394	Jct. I-494 to Wash. Ave.	2,000	1,800	1989
97-100-01 2700-20	Ramsey		U of M Transit Corridor	11,000	9,350	1989
			1989 TOTALS	13,000	11,150	

HP34.PP

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

1989 FEDERAL AID
PRIMARY CONSTRUCTION PROGRAM

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

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
1928-19022	Dakota	3	TH 3 under CSAH 26 (70th St.)	Br. 19022	.00	830	637	11-17-89
1928-19041	Dakota	3	TH 3 under Co. Rd. 28	Br. 19041	.00	650	499	11-17-89
1928-19066	Dakota	3	Under Ped. Walkway at former Rod & Gun Club	Br. 19066	.00	225	173	11-17-89
1928-19083	Dakota	3	TH 3 under 65th St.	Br. 19083	.00	900	690	11-17-89
1928-19085	Dakota	3	TH 3 under 75th St.	Br. 19085	.00	700	537	11-17-89
1928-881	Dakota	3	Co. Rd. 28 to Co. Rd. 18	Grade, Surf.	.94	8,800	6,753	11-17-89
1002-51	Carver	5	From Co. Rd. 17 to CSAH 4	Grade, Surf., Sigs. Br. 10009 - 2nd Rdway	1.50	6,100	4,681	6-23-89
2701-25	Hennepin	5	0.6 Mi. W. of CSAH 4 to 0.4 Mi. W. of Mitc. Rd.	Widen Rdwy. Signals	.70	3,550	2,724	2-24-89
2707-9	Hennepin	7	Lake St. over CNW-CMSTP&P RR & Excel. to France Ave.	Repl. Br. 4235 & Grade & Surf.	.00	1,000	767	9-22-89

HP31.PP

Table 6A

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
8202-881	Washington	10	At St. Croix R. near Prescott	Temp. Conn. to Inpl. TH 10	.00	400	307	10-27-89
1910-29	Dakota	55	0.8 Mi. W. of W. Limits of Hastings to TH 61	Grade, Surf., Light, etc.	1.05	4,700	3,607	11-17-89
1910-33	Dakota	55	0.8 Mi. W. of W. Limits of Hastings to TH 61	Gr., Surf. Fr. Rds., etc.	1.05	970	744	6-23-89
2744-43	Hennepin	169	CSAH 1 to Praire Center Dr. in E.P.	Widen Rd., Signal, Repl. Br. 4376	.78	4,400	3,377	3-24-89
7009-52	Scott	169	Over Minn. R. & Indian Rd. in Shakopee	Repl. Br. 4175	.00	2,000	1,534	12-15-89
2724-27732	Hennepin	394	TH 55, 7th St. N. over BN RR	Br. 27732	.00	2,360	1,811	2-24-89
Misc. Undesig.	Any	Any	Misc. Undesig.	Any project costing less than $1,000,000 which will not alter the functional traffic capacity or capability of the route being improved as determined by FHWA	Misc. Undesig.			Misc. Undesig.
				1989 TOTALS		37,585	28,841	

HP31.PP

TABLE 6B

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

1990 FEDERAL AID
PRIMARY CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
1928-19023	Dakota	3	TH 3 under TH 52 & TH 55	Brs. 19023 & 19024	.00	1,000	767	8-24-90
1928-882	Dakota	3	TH 52 & 55 to TH Co. Rd. 28	Grading & Surf.	.41	2,000	1,535	8-24-90
2706-137	Hennepin	7	TH 7 at Vinehill Rd. in Shorewood	Sign. Rev. & Minor Channel.	.00	25	19	2-23-90
8202-24	Washington	10	From St. Croix R. to TH 61	Grading & Surf.	1.50	6,600	5,065	3-23-90
1901-113	Dakota	13	At Intersection of TH's 13, 55, 110	Mendota Interch. (Stage 1)	.00	4,800	3,683	10-26-90
1901-19057	Dakota	13	Over Soo Line RR	Const. Bridge 19057 & 19058	.00	500	384	10-26-90
8210-81	Washington	95	S. Limits Marine on St. Croix to TH 96	Recon., Widen, Shldrs., Land	4.72	5,100	3,914	2-23-90
7007-19	Scott	169	2.3 Mi. S. of Jct. TH 25 to 0.4 Mi. N. of S. Lim. Shak.	Crack & Overlay	8.19	3,600	2,763	10-26-90
				1990 TOTALS		23,625	18,130	

HP31.PP

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

1991 FEDERAL AID
PRIMARY CONSTRUCTION PROGRAM

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
1002-8805	Carver	5	0.2 Mi. E. of TH 284 to 0.3 Mi. W. of TH 41	Reconst.	4.90	3,900	2,992	11-22-91
0214-8801	Anoka	10	TH 65 to Co. Rd. J	Grade & Surf.	1.30	15,000	11,511	11-22-91
1902-37	Dakota	55	At Intersection of TH's 13, 55, 110	Mendota Interch. (Stage 2)	2.60	9,400	7,214	10-25-91
2750-8802	Hennepin	169	0.1 Mi. N. of 93rd Ave. N. to 0.1 Mi. N. of Hayden Lk. Rd.	(Stage 3)	2.00	4,000	3,070	11-22-91
				1991 TOTALS		32,300	24,787	

HP31.PP

TABLE 7

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

1989 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

FEDERAL AID URBAN SYSTEM

Projects included in this program were selected through the Transportation Advisory Board's and the Metropolitan Council's annual priority rating process with scheduling based upon the responsible agency's ability to advance the project for contract letting. Project approvals for projects in the 1989 FAU Annual Element are specifically limited to the federal fund amount identified here for purposes of plan specification and estimate approval as well as project authorization. The federal fund amount listed for each project may be used to fully fund any identifiable useable element of the project described or to fund the entire project with a flexible federal/nonfederal participation. The federal fund amont listed in this annual element is the total which may be authorized for all advertisements of the project described. Any federal fund amounts authorized or placed under agreement in years prior to 1989 should be deducted from the amount identified in this annual element.

TABLE 7A

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

ROADWAY CONSTRUCTION

1989 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	EST. COST DESCRIPTION	OF MILES	$1,000'S TOTAL	$1,000'S FED	SOURCES MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
27-601-16 M 5001	Hennepin	On CSAH 1 (24th Ave.) at I-494 in Bloomington	Interchange Revision	0.2	5,010	3,173	County	County	County
2789-18	Hennepin	TH 100 from Minnetonka Blvd. to Glenwood Ave.	Grading, Surf., Brs., Sign. & Lighting		5,419	4,159	Mn/DOT	Mn/DOT	Mn/DOT
164-020-57 M 5018( )	Ramsey	Shepard Rd. I-35E to Randolph Ave. in St. Paul	Reconst. (STAGES I, II & III)		14,049	8,930	City	City	City
164-020-40 M 5018( )	Ramsey	Warner Rd. from Jackson St. to Childs Rd.	Grade, Surf. 4-Lanes Divided (STAGES I & II)		5,789	5,500	City	City	City
62-668-13 25, 26 M 5081 M 5085	Ramsey	McKnight Rd. (CSAH 68): I-94 to TH 36	Roadway Reconstruction (STAGES I, II, & III)	4.37	7,596	5,518	County	County	County
19-623-14 M 5049( )	Dakota	CSAH 23 from CSAH 9 to Whitney Drive	Reconst. to 4 Lanes, Signals		3,128	2,400	County	County	County
164-159-26 M 5119( )	Ramsey	Lexington Pkwy., Lincoln to Univ.	Reconstruct		1,774	1,362	City	City	City
182-080-01 M6260( )	Hennepin	Co. Rd. 70 (Med. Lk. Rd.) CSAH 18 to Douglas Driver	Reconstruct		1,606	1,232	City	City	City
			1989 Roadway Construction Totals		44,371	32,274			

HP32.PP

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

CAPACITY

1989 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000'S TOTAL	EST. COST $1,000'S FED	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
19-642-20	Dakota	CSAH 42 from CSAH 5 to 750' W. of Portland	Widen from Exist. 4 Lanes Divided to 6 Lanes Divided		6,380	4,018	County	County	County
27-632-15 M 5206( )	Hennepin	CSAH 32 (Penn. Ave.) W. 80th St. to W. 75th St. in Bloom. & Richfield	Widen, Channelization, Sigs., Interconnect, Median (STAGES I & II)		4,459	3,422	County	County	County
27-617-16 M 5024	Hennepin	CSAH 17 (France Ave.) 70th Street to 78th Street	Widen		1,455	1,106	County	County	County
			1989 Capacity Total		12,294	8,546			

TABLE 7A

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

SAFETY

1989 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000'S TOTAL	FED	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
82-600-08 M 5038	Washington	Co. Rd. 70 at Hadley Ave.	Signals		140	107	County	County	County
			1989 Safety Total		140	107			

HP32.PP

TABLE 7A

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

BIKEWAY/WALKWAY

1989 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000'S TOTAL	FED	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
141-350-01 M 5245( )	Hennepin	Mid-block 5th St to 6th St. N & 1st Ave to 2nd Ave to E. R/W of Hennepin Ave. in Mpls.	Skyway (STAGES I & II)		3,426	444	City	City	City
62-668- M 5081( )	Ramsey	CSAH 68 from Lower Afton Rd. to I-94	Detached Bike/Ped. Facility		95	73	County	County	County
141-208-05 & 06 M 5245	Hennepin	4th to 7th St.	Skyway Conn. 4th St. Garage 7th St. Garage to 5th St. Skyway, Staged		5,118	3,928			
			1989 Bikeway Walkway Total		8,639	4,445			

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

TRANSIT

1989 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000'S TOTAL	EST. COST $1,000'S FED	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
90-099-M Ride( )	Metro Area	Metro Area	Rideshare Program		472	362	MTC	MTC	MTC
			1989 Transit Total		472	362			
			TOTAL 1989 FAU PROGRAM		65,916	45,734			

HP32.PP

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

ROADWAY CONSTRUCTION

OUTSTATE FAU/FAS FUND TRANSFER
1989 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000'S TOTAL	FED	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
62-630-21 BRM-M 5103( )	Ramsey	BN Larpenteur Av. at I-35E & Edgerton St.	Replace Br. 7231 over Abandoned Soo Line & Reconst. Roadway	0.6	902	420	County	County	County
1989 FAU/FAS Fund Transfer Totals					902	420			

HP32.PP

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

ROADWAY CONSTRUCTION

1990 MULTI-YEAR ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000'S TOTAL	EST. COST $1,000'S FED	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
2735-148 & 8806	Hennepin	TH 100 from 29th Ave. N. to 39th Ave. N.	Interchange at 36th Ave. N. (1990/91)		6,957	5,339	Mn/DOT	Mn/DOT	Mn/DOT
62-665 M 5022( )	Ramsey	CSAH 65 from Larpenteur to Frost Ave.	Rehabilitate & Resurface, Modify Medians Signal Work		924	710	County	County	County
M 5142	Anoka	CR 51 (Univ. Ave.) 106th to 96th	Reconstruct as Divided 4-Lane Urban Section with Channelization and Signals		2,007	1,525	County	County	County
			1990 Roadway Construction Totals		9,888	7,574			
			TOTAL 1990 FAU Program		9,888	7,574			

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

ROADWAY CONSTRUCTION

1991 MULTI-YEAR ELEMENT FEDERAL AID URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST $1,000'S TOTAL	FED	SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
62-644-13	Ramsey	CSAH 44 (Silver Lake Rd.) Silver Lane to I-694	Reconstruct as Divided 4 Lane Urban with Channel. & Intercon. Signals		3,011	2,288	County	County	County
02-601-35	Anoka	CSAH 1 (East River Rd.) TH 610 to Miss. Blvd.	Reconstuct as Divided 4 Lane with Channel. & Signals		2,007	1,525	County	County	County
02-601-36 M 5007	Anoka	CSAH 1 (East River Road) Hartman Circle to Glen Creek Rd.	Reconstruct as Divided 4 Lane with Channel. & Signals		1,505	1,144	County	County	County
			1991 Roadway Construction Totals		6,523	4,957			
			TOTAL 1991 FAU Program		6,523	4,957			

HP32.PP

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

1989 ANNUAL ELEMENT
BRIDGE REPAIR & REPLACEMENT

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2707-9	Hennepin	7	Lake St. over CNW-CMSTP&P R/R & Excel. to France	Repl. Br. 4235	.00	3,000	2,400	9-22-89
8202-881	Washington	10	At St. Croix River near Prescott	Temp. Conn. to Inpl. TH 10	.00	400	307	10-27-89
8216-82010	Washington	10	Over St. Croix at Prescott	Br. 82010 (Rep. Br. 6009) Wisc. Let	.00	7,400	5,920	12-15-88
1904-11	Dakota	50	Over S. Branch Vermillion River 4.5 Mi. E. of Farmington	Repl.	.20	300	240	2-24-89
6217-9036	Ramsey	52	TH 52 (Robert St.) over Missi. River	Repl. Deck, Misc. B	.14	5,500	4,400	2-24-89
8210-74	Washington	95	Under Soo Line RR 4.6 Mi. NE of TH 96	Br. 82013 (Repl. Br. 6267)	.00	850	850	11-17-89
7009-52	Scott	169	Over Minn. R. & Indian Rd. in Shakopee	Repl. Br. 4175	.00	8,000	6,334	12-15-89
2749-30	Hennepin	212	Lake St. over Miss. River	Repl. Br. 6520 & Apprch., Sigs., & Li.	.00	17,500	12,800	11-18-88

HP30.PP

TABLE 8A

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

1989 Annual Element
BRIDGE REPAIR & REPLACEMENT

STATE PROJECT	COUNTY	RT.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE	RESPONSIBLE AGENCY
Misc. Undesignated	Any	Any	Miscellaneous Undesignated	Any project costing less than $1,000,000 which will not alter the functional capacity or capability of the facility being improved as determined by FHWA				Miscellaneous Undesigned	
141-291-01 BR M5246( )	Hennepin	Royal-ston Ave.	Bet. Glenwood Ave. & Holden St. over BN & CNW RR	Replace Br. 92339 & Reconst. Approaches	0.25	1,557	464	1st Q 1989	City of Mpls.
141-197-15 BRM 5256( )	Hennepin	5th St. NE	Bet. 1st Ave. NE & 3rd Ave.	Replace Br. L 8925 & Reconst. Approaches	0.15	1,435	368	1st Q 1989	City of Mpls.
62-630-21	Ramsey	Larpen-teur Av.	Bet. I-35E & Edgerton St.	Replace Br. 7231 over Abandoned Soo Line & Reconstruct Roadway	0.6	181	145	1st Q 1989	Ramsey County
				1989 TOTALS		46,123	34,227		

TABLE 3B
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI YEAR ELEMENT

1990 MULTI-YEAR
BRIDGE REPAIR & REPLACEMENT ANNUAL ELEMENT

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
1909-19090	Dakota	55	CSAH 31	Construct Br. 19090	.00	600	480	10-26-90
2735-143	Hennepin	100	Under CSAH 8 (Bdway Ave.) Br. 27170	Repl. Br. 5885	.00	1,100	720	11-16-90
				1990 TOTALS		1,700	1,200	

TABLE 3C
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI YEAR ELEMENT

1991 MULTI-YEAR
BRIDGE REPAIR & REPLACEMENT ANNUAL ELEMENT

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2720-35	Hennepin	52	Wash. Ave. over BN RR	Repl. Br. 6992 & Apprs.	.00	1,320	1,056	3-22-91
1909-19087	Dakota	55	Over CMSTP&P RR & Relocated TH 13	Br. 19087 & & 19088 (Repl. 19029	.00	1,100	880	10-25-91
1909-67	Dakota	55	Over Minn. River, RR, & St.	Redeck & Widen Br. 4190 (Mendota Br.)	.39	12,000	9,600	10-25-91
2735-134	Hennepin	100	Fr. Rd. & Main-line over C&NW& RR, 0.1 Mi. N. of Jct. TH 55	Replace Br. 5400 & 90667, Grade and Surface	.00	2,900	2,320	9-27-91
0209-13	Anoka	169	TH 169 over Miss. R. in Anoka	Repl. Br. 4380 & Signals	.00	6,000	4,800	1-25-91
				1991 TOTALS		23,320	18,656	

HP30.PP

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

1989 ANNUAL ELEMENT FEDERAL AID
HAZARD ELIMINATION SAFETY (HES) PROGRAM

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

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

TABLE 10A
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1989 ANNUAL ELEMENT FEDERAL AID
INTERMODAL URBAN DEMONSTRATION AND DEMONSTRATION PROJECTS

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

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
27618-58 DE0102 (801)	Hennepin & Scott	CR18	At Minn. River	BR PE & ROW		2,000	1,600	Counties
				1989 TOTALS		2,000	1,600	

TABLE 10B
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1990 MULTI-YEAR ELEMENT FEDERAL AID
INTERMODAL URBAN DEMONSTRATION AND DEMONSTRATION PROJECTS

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

STATE PROJECT	COUNTY	T.H.	LOCATION	TYPE OF WORK	MI.	ESTIMATED COST($1000'S) TOTAL	FEDERAL	ESTIMATED LETTING DATE
2724-100	Hennepin	55	31st to I-94	Grade & Surface		20,056	18,050	Mn/DOT
27618-58 DE0102 (801)	Hennepin & Scott	CR18	At Minn. River	BR Final Design & ROW		5,000	4,000	Counties
				1990 TOTALS		25,056	22,050	

5. TRANSIT PROJECTS

Table 11A
TRANSIT PROJECTS
1989-1991
TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE TWIN CITIES METROPOLITAN AREA
ANNUAL ELEMENT

Recipient	Local Project No.	Project Description	Funding Source	Federal Share ($1,000's)	Total Cost ($1,000's)	Grant Status
FLEET IMPROVEMENTS						
MTC	3910	Purchase up to 48 40-foot buses to continue replacement of buses eligible for retirement.	1989 Section 9	$ 6,277	$ 7,847	Application to be made to UMTA
MTC	3810	Purchase up to 60 40-foot buses to replace buses eligible for retirement.	MN-90-X031	7,796	9,745	Approved
MTC	3811	Purchase up to 25 articulated buses.	MN-23-2005	2,786	5,572	Approved
			MN-23-9002	329	580	Approval pending
			MN-23-2002	75	290	Approved
			MN-23-2001	93	290	Approved
			MN-03-0028	252	580	Approved
MTC	3710	Purchase up to 113 40-foot buses to replace buses eligible for retirement.	MN-90-X026	8,438	11,496	Approved
			MN-23-2004	5,000	6,667	Approved
			Subtotal	$ 31,046	$ 43,067	

NOTE: In addition to federally funded buses listed above, MTC will purchase the following buses with local funds: Project #3910, approximately 60 locally funded buses; Project #3810, approximately 40 locally funded buses; and Project #3710, approximately 12 locally funded buses.

Table 11A

Recipient	Local Project No.	Project Description	Funding Source	Federal Share ($1,000's)	Total Cost ($1,000's)	Grant Status
MTC FACILITY IMPROVEMENTS						
MTC	3460	St. Paul Lowertown CBD Layover Facility. Acquire site, design & construction of a bus layover facility near downtown St. Paul.	MN-90-X020-01	$ 423	$ 529	Approved
MTC	3540	Nicollet Garage (construct a new 175 bus service and maintenance facility to replace the current Nicollet Garage).	MN-03-0037	8,397	11,197	Approved
MTC	3560	Bus Turnarounds (construct two turnarounds in Mpls. at 58th & Longfellow and at 56th & Chicago).	MN-90-X020	145	182	Approved
			Subtotal	$ 8,965	$ 11,908	
PUBLIC FACILITY IMPROVEMENTS						
MTC	3450	Park and Ride Facility. Construct park and ride facility in Brooklyn Park.	MN-90-X008-01	$ 231	$ 288	Approved
MTC	3690	Bus Shelters. Purchase and install up to 125 passenger shelters.	MN-05-0003	1,150	1,437	Approved
MTC	3752	Park-and-Ride Facilities (Design, site acquisition, contract administration and construction of park-and-ride facilities at four sites located in Burnsville, Newport, Moundsview, and Eden Prairie).	MN-05-0011	201	252	Approved
			FAU	618	824	Approved
			Subtotal	$ 2,200	$ 2,801	

Table 11A

Recipient	Local Project No.	Project Description	Funding Source	Federal Share ($1,000's)	Total Cost ($1,000's)	Grant Status
COMPUTERIZATION						
MTC	3320	Computer Acquisitions (acquire hardware, software and accessories to support the operation enhancement or development of automated systems).	MN-05-0011	$ 874	$ 1,092	Approved
			MN-90-X007	356	446	Approved
			MN-90-X008-01	528	660	Approved
			MN-90-X013	134	167	Approved
			MN-90-X026	168	229	Approved
MTC	3575	Development of an automated Payroll/Personnel System.	MN-90-X013	400	500	Approved
MTC	3981	Development of an automated Employee Work History System.	MN-90-X013	284	355	Approved
			Subtotal	$ 2,744	$ 3,449	
OTHER CAPITAL IMPROVEMENTS						
MTC	3823	Capital Equipment (Purchase of I-394 corridor shelter maintenance equipment, originally scheduled in 1987, delayed to 1989).	MN-90-X020	$ 85	$ 106	Approved
MTC	3723	Capital Equipment (Purchase of tools and equipment necessary for bus and facility operation and maintenance).	MN-90-X026	$ 1,113	$ 1,517	Approved
			Subtotal	$ 1,198	$ 1,623	
			Grand Total	$ 46,153	$ 62,848	

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TABLE 11B

1990 THROUGH 1993 MULTIPLE YEAR ELEMENT
NEW FUNDING
CAPITAL PROJCTS

AMOUNT AND YEAR OF UMTA ENCUMBRANCE OF NEW FEDERAL FUNDS*
Total Estimated Project Cost

	1990 ($1,000s)	1991 ($1,000s)	1992 ($1,000s)	1993 ($1,000s)
MTC Projects				
1. 40-Foot or Articulated Buses	$ 9,800**	$ 8,563	$ 911	$17,086
2. MTC Facilities	540	380	500	500
3. Public Facilities	750	1,200	800	800
4. Computerization	200	700	800	800
5. Other	1,462	3,341	3,089	1,500
SUBTOTAL - MTC	$12,752	$14,184	$ 7,600	$20,686
6. Hennepin County Regional Railroad LRT Facilities	20,000	40,000	40,000	---
TOTAL	$32,752	$54,184	$47,600	$20,686

**$6 million in UMTA Seciton 9 funds is requested for fleet improvements in 1990.

PROJECT DESCRIPTIONS

Item 1. Buses

The projects above are based on the MTC's 1988 Bus Fleet Modernization Plan which includes the following schedule for bus purchases:

Number and Type of Buses	Contract Encumbered	Delivered
55 40-foot	1990	1991
24 Articulated	1991	1992
5 40-foot	1992	1993
91 40-foot	1993	1994

Item 2. MTC Facilities

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

Item 3. Public Facilities

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

Item 4. Computerization

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

Item 5. Other

This item includes projects not included in other categories. In 1992, the majority of funds fall in this category. This is due to the decreased funding requirements for buses, making more available for facility improvements on other projects.

Item 6. Hennepin County Regional Railroad Authority

Construct/purchase regional resource elements of light rail transit system, including maintenance and storage facilities and 44 light rail vehicles necessary regardless of location of lines.

KLTIP

Table 11C
1989-90 BIENNIAL ELEMENT
UMTA SECTION 9 OPERATING ASSISTANCE

UMTA Section 9 - FY 1989 for (CY 1988) MTC - This project 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. The federal funds shown in the 1989 annual element represent the entire allocation of Section 9 funds available for operating assistance.

Recipient	Project Description	Total[1] ($1,000s)	Requested Federal Funding ($1,000s)	Source of Federal Funds	Grant
1. MTC	Operating Asst. FY 1989	$ 63,000	$ 7,435	UMTA Section 9	Application To Be Made To UMTA
2. MTC	Est. Operating Asst. FY 1990	$ 64,890	$ 7,400	UMTA Section 9	

Item 1. Operating Assistance - FY 1989 (for CY 1988) - MTC

This project consists of operating assistance for the bus system owned and operated by the Metropolitan Transit Commission. The purpose of the project is to provide financial assistance to allow the MTC to continue the present quality of bus service. The federal funds shown in the 1989 Annual Element represent the entire allocation of Section 9 funds available for operating assistance.

Item 2. Operating Assistance - FY 1990 (for CY 1989) - MTC

An application for the FY 1990 funds will be submitted towards the end of 1989.

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

UMTA Section 18 - FY 1989 for (CY 1988) - The UMTA Section 18 program makes funding available to providers of public transportation in areas of less than 50,000 population. The Minnesota Department of Transportation (Mn/DOT) is the designated recipient of Section 18 funds within the state. Mn/DOT makes available Section 18 funding to Small Urban and Rural providers within the Twin Cities Metropolitan Area.

Recipient	Project Description	Total ($1,000s)	Requested Federal Funding ($1,000s)	Source of Federal Funds	Grant Status
City of Hastings	Operating Assistance FY 1989	$146	$ 38	UMTA Section 18	Application To Be Made To UMTA
Carver County	Operating Assistance FY 1989	$206	$ 69	UMTA Section 18	"
Scott County	Operating Assistance FY 1989	$158	$ 64	UMTA Section 18	"

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

Federal Aid Urban (FAU)

Recipient	Project Description	Requested Federal Funding ($1,000s)	Source of Federal Funds	Grant Status
RTB	Minnesota Rideshare (reflected under FAU program)	$ 361	FAU	Application Approved

TABLE 110

UMTA GRANTS IN PROGRESS

(Project by Grant #)

Federal Grant	Year of Approval	Description	Total Project Cost $1,000's	Federal Share $1,000's
MN-90-X031	1988	Buses	$ 9,745	$ 7,796
MN-23-2005	1988	Buses	5,572	2,786
MN-03-0037	1987	Construction (Nicollet Garage)	11,196	8,397
MN-23-2004	1987	Buses	6,666	5,000
MN-90-X026	1987	Buses, Maintenance Equipment and MIS	16,614	11,706
MN-90-X020	1986	Buses, Bus Turnarounds/ Layover & Maintenance Equipment	13,348	10,698
MN-90-X013	1985	Buses, MIS, Maintenance Equipment, Central Money Counting Facility and Computers	10,923	8,73[illegible]
MN-90-X008-1	1984	Buses, MIS, Maintenance Equipment, Park/Ride	11,655	9,323
MN-90-X007	1984	MIS, Maintenance/Support Equipment	1,259	1,007
MN-05-0011	1983	MIS, Bus Rehabilitation, Park/Ride, Bus Turnaround	4,451	3,561
MN-05-0003	1979	Bus Shelters, Maintenance/ Support Equipment	2,068	1,654

ADDITIONAL UMTA GRANTS WITH REMAINING FUNDS

Federal Grant	Year of Approval	Project Description	Total Project Cost $1,000's	Federal Share $1,000's
MN-03-0028	1981	Buses	580	252
MN-23-2001	1976	Buses	290	92
MN-23-2002	1981	Buses	290	75
MN-23-9002*	1982	Buses	580	329

* The grant amendment is pending.

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10/24/88

Table IIE

URBAN MASS TRANSPORTATION ADMINISTRATION
SECTION 16(b)(2)
TRANSPORTATION SERVICES FOR THE ELDERLY AND HANDICAPPED

FISCAL YEAR 1988 PROJECT

The Minnesota Department of Transportation submitted on July 15, 1988, an application to the Urban Mass Transportation Administration for Fiscal Year 1988 Section 16(b)(2) funds in the amount of $629,179 on behalf of thirty private nonprofit organizations throughout the state. These funds are to be used as 80% of the purchase price of thirty vehicles equipped for the transportation of elderly and handicapped persons under the provisions of Section 16(b)(2) of the UMTA Act. The vehicles to be acquired in this project were recommended for funding after review by a committee composed of members representing urban and rural coordinated transportation and elderly and handicapped persons.

Ten 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 $259,375 for which $207,500 in federal funds were requested to assist in the acquisition of ten vehicles and related equipment.

The thirty Section 16(b)(2) grant funded vehicles will be procured, including the payment of federal grant funds therefor, in Calendar Year 1989.

TRANSPORTATION IMPROVEMENT PROGRAM 1989 ANNUAL ELEMENT (MN/DOT)

1989 ANNUAL ELEMENT (MN/DOT)
UMTA - Section 16(b)(2)

ITEM	PROJECT DESCRIPTION			ESTIMATED TOTAL	1988 COST FEDERAL	SOURCE OF FEDERAL FU
1.	Vehicles as described for the following private, nonprofit organizations:					Applicatio for 16(b)(funds for statewide program submitted 1988.
	Organizations	No. of Vehicles	No. of Passengers			
a.	Carver Co., Coord. Services	1	17-24	$ 30,875	$ 24,700	
b.	Dakota, Inc.	1	10-16	26,625	21,300	
c.	East Side Neighborhood Service	1	7	21,000	16,800	

Table 11E (Cont.)

	Organizations	No. of Vehicles	No. of Passengers	Estimated Total	1988 Cost Federal	Source of Federal Fun
d.	Ebenezer Society	1	10-16	$ 26,625	$ 21,300	
e.	Human Services, Inc.	1	17-24	30,875	24,700	
f.	Presbyterian Homes	1	11-15	23,375	18,700	
g.	Rakhma, Inc.	1	11-15	23,375	18,700	
h.	Rise, Incorp.	1	11-15	23,375	18,700	
i.	Sister Kenny Institute	1	10-16	26,625	21,300	
j.	Walker Health Center	1	10-16	26,625	21,300	
	TOTALS	10		$259,375	$207,500	

6. SUMMARY OF 1989-91 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT COSTS

Table 12
SUMMARY OF 1989-91 TRANSPORTATION IMPROVEMENT PROGRAM PROJECT COSTS
(IN THOUSANDS OF DOLLARS)

Project Category	1989 Annual Element	1990	1991	Total	Federal	Other
Interstate Construction	121,658	12,640	0	134,298	112,558	21,740
Interstate Preservation (IR) Program	107,064	88,653	23,453	219,170	196,230	22,940
Interstate Substitution (Roadway)	4,000	0	0	4,000	2,500	1,500
Interstate & Interstate Substitution Right-of-Way	13,000	0	0	13,000	11,150	1,850
Primary Construction Program	37,585	23,625	32,300	93,510	71,758	21,752
Federal Aid Urban	65,916	9,888	6,523	82,327	58,685	23,642
Bridge Repair & Replacement	46,123	1,700	23,320	71,143	54,133	17,010
Hazard Elimination Safety	0	0	0	0	0	0
Intermodal Urban Demonstration	2,000	25,056	0	27,056	23,650	3,406
Transit Capital (MTC) Improvements	62,848	32,752	54,184	149,784	125,005	24,779
Transit Operating Assistance (Section 9)	63,000	64,890	0	127,890	14,835	113,055
Section 18 (UMTA)	510	510	510	1,530	513	1,017
Section 16 (b)(2)(UMTA)	259	300*	300*	859	688	171
TOTAL	$523,963	$260,014	$140,590	$924,567	$671,705	$252,862

*No projects have as yet been specifically identified for funding.

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REGIONAL TRANSIT BOARD

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

PRIVATE SECTOR INVOLVEMENT IN TRANSPORTATION IMPROVEMENT PROGRAM

As required by the Urban Mass Transportation Administration (UMTA) Circular 7005.1, the following describes the process by which private transit providers were involved in developing the Annual Element of the 1989-1991 Transportation Improvement Program (TIP).

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

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

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

d) The RTB is currently conducting a competitive transit demonstration study. This two-year project is being funded by the UMTA Section 6 grant program. One of the project work tasks is the evaluation of barriers to competitively bidding all types of transit services and the identification of solutions to the barriers. As part of this study, the RTB has developed and adopted standards, procedures and guidelines for competitively bidding transit services.

e) To allow area transit providers an opportunity to review and comment on projects proposed for inclusion in the TIP, a list of the proposed projects was distributed to over 100 area transit providers on July 5, 1988. Providers were asked to submit comments and concerns in writing by July 22, 1988. 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 recently enacted Private Sector Participation Process. This process, a description of which is attached, has been approved by the RTB and Metropolitan Council. The key elements of this process are the RTB's Providers' Advisory Committee and the dispute resolution process.

Twin Cities Area's Transit Operater Dispute Resolution Process

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

General Process

Step

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

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

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

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

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

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

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

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

This completes the local process.

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

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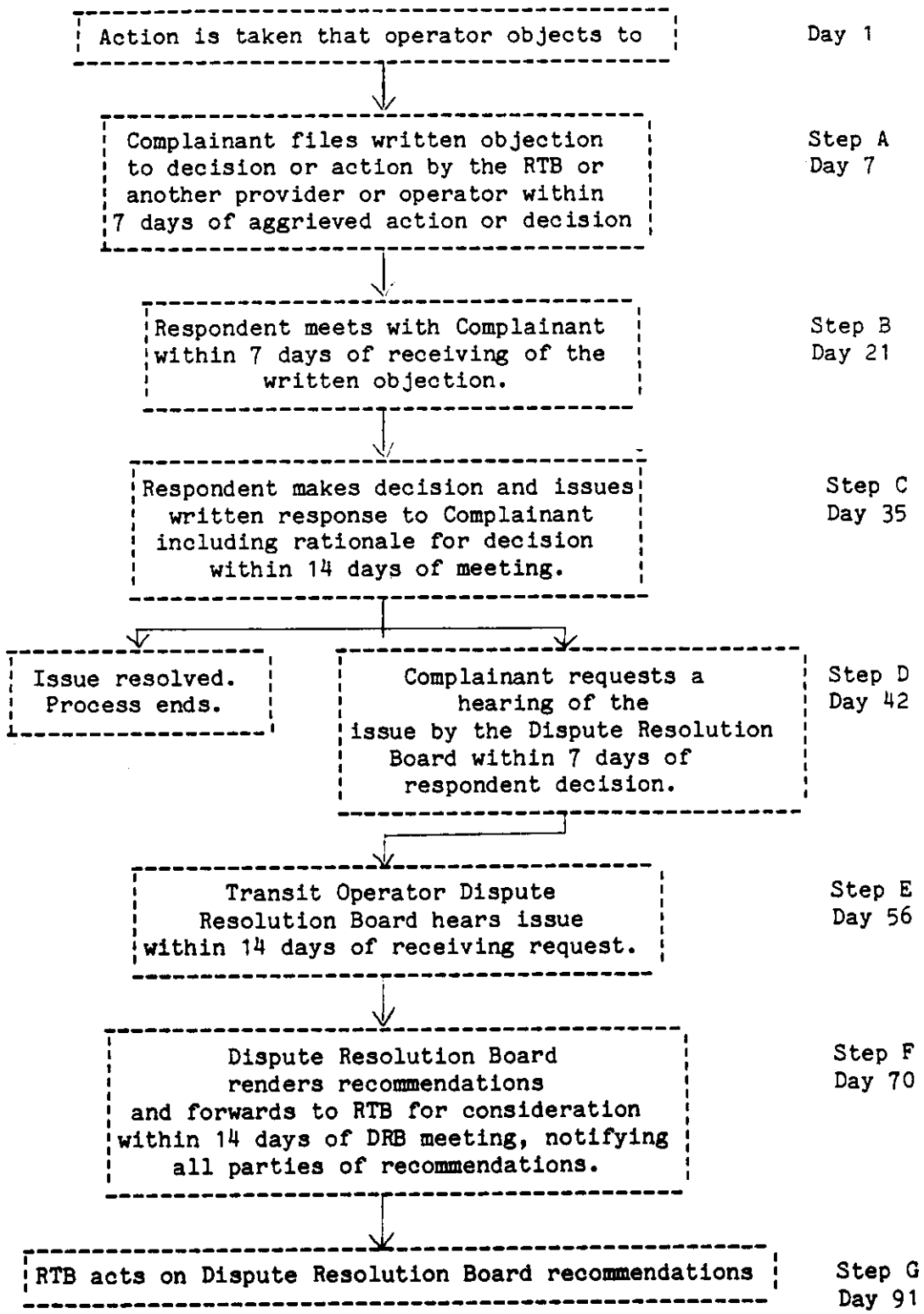
TWIN CITIES AREA TRANSIT OPERATOR DISPUTE RESOLUTION PROCESS



KL086A/Revised 6/14/88

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

Year (Underline When Actual)	1984 Actual	1985 Actual	1986 Actual	1987 Actual	1988 Est. Actual	1989 Projected	1990 Projected	1991 Projected	1992 Projected	1993 Projected
A. $ Change in Net Quick Assets	(1,905,231)	3,864,577	(22,384,133)	17,694,075	11,291,666	(11,584,000)	993,000	(3,741,000)	(1,715,000)	6,341,000
B. % Change in Net Quick Assets	-5%	11%	-57%	105%	33%	-25%	3%	-11%	-5%	21%
C. Ratio of Annual Op Cost to Net Quick Assets	36.18%	39.90%	16.96%	34.69%	45.37%	32.10%	31.76%	27.50%	25.00%	29.17%
D. % Change in Ratio	-9.63%	10.28%	-57.50%	104.60%	30.77%	-29.25%	-1.05%	-13.40%	-9.09%	16.66%
E. Average Passenger Fare	$0.43	$0.43	$0.44	$0.43	$0.44	$0.44	$0.44	$0.44	$0.44	$0.44
F. % Change in Passenger Fare	2%	0%	1%	-1%	2%	-1%	0%	0%	0%	0%
G. Change in Ridership (000s)	(949,897)	(967,354)	(935,946)	(2,172,497)	721,496	845,200	0	0	0	0
H. % Change in Ridership	-1%	-1%	-1%	-3%	1%	1%	0%	0%	0%	0%
I. Federal Operating										
1. $ Change	283,139	(1,025,359)	120,579	(974,620)	(6,725)	32,000	(117,000)	(100,000)	(100,000)	(100,000)
2. % Change	3%	-11%	1%	-12%	0%	0%	-2%	-1%	-1%	-1%
J. State General Funds										
1. $ Change	1,807,140	(3,361,305)	NA	NA	NA	NA	NA	NA	NA	NA
2. % Change	20%	-31%	NA	NA	NA	NA	NA	NA	NA	NA
K. Local General Funds										
1. $ Change	4,222,565	1,166,362	8,356,558	12,674,830	(7,055,476)	5,209,000	4,256,000	3,521,000	6,142,000	4,720,000
2. % Change	11%	3%	19%	24%	-11%	9%	7%	5%	9%	6%
L. State Dedicated Funds										
1. $ Change	585,265	563,220	NA	89,965	NA	NA	NA	NA	NA	NA
2. % Change	17%	15%	NA	NA	NA	NA	NA	NA	NA	NA
M. Local Dedicated Funding										
1. $ Change	NA	NA	3,821,438	(2,620,218)	20,023,780	(7,807,000)	3,892,000	(11,111,000)	0	0
2. % Change	NA	NA	NA	-69%	1667%	-37%	29%	-64%	0%	0%
N. Other										
1. $ Change	665,830	(499,550)	(885,141)	907,754	284,996	497,000	608,000	(473,000)	(65,000)	237,000
2. % Change	104%	-38%	-109%	-1183%	34%	45%	38%	-21%	-4%	14%
O. Total Non-Op Revenue										
1. $ Change	7,483,939	(3,176,632)	(238,885)	10,077,711	13,156,610	(2,069,000)	8,639,000	(8,163,000)	5,977,000	4,857,000
2. % Change	12%	-5%	0%	16%	18%	-2%	10%	-9%	7%	5%
P. Major Cost Element % Change										
1. Labor	4%	5%	0%	-1%	3%	4%	4%	3%	4%	4%
2. Fringe Benefits	8%	-6%	14%	1%	3%	5%	4%	4%	4%	4%
3. Services	20%	-16%	-9%	18%	14%	27%	4%	4%	4%	4%
4. Materials & Supplies	0%	-7%	-17%	2%	1%	6%	4%	3%	4%	4%
5. Utilities	16%	-11%	-9%	-15%	14%	-2%	4%	8%	4%	4%
6. Casualty & Liability	114%	35%	10%	2%	-49%	17%	4%	4%	4%	4%
7. Purchased Transportation	38%	14%	-62%	-1%	-16%	55%	4%	4%	4%	4%
8. Other (Taxes & Misc)	-45%	-11%	2%	13%	14%	13%	4%	4%	4%	4%
Total	5%	1%	1%	0%	2%	6%	4%	3%	4%	4%
Q. Cost/Mile	$3.90	$3.96	$4.17	$4.41	$4.63	$4.84	$5.03	$5.19	$5.40	$5.62
R. % Change	2%	2%	5%	6%	5%	4%	4%	3%	4%	4%

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

Year (Underline When Actual)	1984 Actual	1985 Actual	1986 Actual	1987 Actual	1988 Est. Actual	1989 Projected	1990 Projected	1991 Projected	1992 Projected	1993 Projected
S. Cost/Hour	$55.93	$56.33	$59.86	$63.06	$66.26	$69.19	$71.96	$74.26	$77.23	$80.32
T. % Change	1%	1%	6%	5%	5%	4%	4%	3%	4%	4%
U. Cost/Passenger	$1.30	$1.32	$1.35	$1.40	$1.40	$1.46	$1.52	$1.57	$1.63	$1.70
V. % Change	6%	2%	2%	3%	0%	4%	4%	3%	4%	4%
W. Cost/Passenger Mile	$0.34	$0.29	$0.38	$0.36	$0.40	$0.38	$0.39	$0.40	$0.42	$0.44
X. % Change	-10%	-15%	33%	-6%	11%	-5%	4%	3%	4%	4%
Y. Change in Revenue Miles	647,284	(271,044)	(1,008,321)	(1,226,669)	(764,054)	240,000	0	0	0	0
Z. % Change in Revenue Miles	3%	-1%	-4%	-5%	-3%	1%	0%	0%	0%	0%
AA. Change in Revenue Hours	59,494	(1,910)	(89,006)	(78,111)	(53,424)	16,781	0	0	0	0
AB. % Change in Revenue Hours	4%	0%	-11%	102%	-6%	2%	0%	0%	0%	0%
AC. Operating Ratio	33.24%	32.57%	32.34%	31.00%	31.39%	29.77%	28.63%	27.74%	26.67%	25.65%
AD. % Change	-4%	-2%	-1%	-4%	1%	-5%	-4%	-3%	-4%	-4%
AE. Subsidy/Passenger	$0.87	$0.89	$0.91	$0.96	$0.96	$1.03	$1.09	$1.14	$1.20	$1.26
AF. % Change	9%	3%	2%	5%	0%	7%	6%	4%	6%	5%
AG. Subsidy/Passenger Mile	$0.23	$0.19	$0.26	$0.25	$0.27	$0.26	$0.28	$0.29	$0.31	$0.32
AH. % Change	-8%	-16%	33%	-4%	10%	-3%	6%	4%	6%	5%
AI. Revenue Miles/Employee	10,682,340	10,589,335	10,513,367	9,953,225	9,343,629	9,306,847	9,306,847	9,306,847	9,306,847	9,306,847
AJ. % Change	-3%	-1%	-1%	-5%	-6%	0%	0%	0%	0%	0%

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

Year (Underline When Actual)	1984 Actual	1985 Actual	1986 Actual	1987 Actual	1988 Est. Actual	1989 Projected	1990 Projected	1991 Projected	1992 Projected	1993 Projected
Data Element										
Net Quick Assets:										
1. Cash and Cash Items	42,056,437	35,574,464	37,306,012	21,958,924	33,277,000	28,541,000	21,521,000	17,820,000	16,015,000	22,446,000
2. Receivables	17,338,057	17,101,108	13,411,208	26,129,469	26,122,744	26,154,744	26,037,744	25,937,744	25,837,744	25,737,744
3. Trade Payables	(3,651,976)	(2,716,541)	(5,449,890)	(3,547,583)	(3,547,583)	(3,547,583)	(3,547,583)	(3,547,583)	(3,547,583)	(3,547,583)
4. Accrued Payroll Liabilities	(6,521,726)	(6,899,275)	(6,263,275)	(5,758,014)	(5,758,014)	(5,758,014)	(5,758,014)	(5,758,014)	(5,758,014)	(5,758,014)
5. Accrued Tax Liabilities	0	0	(461,062)	(413,315)	(413,315)	(413,315)	(413,315)	(413,315)	(413,315)	(413,315)
6. Short-Term Debt	(13,687,399)	(3,525,670)	(21,140,982)	(3,360,315)	(3,360,000)	(2,220,000)	(2,090,000)	(2,030,000)	(1,840,000)	(1,830,000)
7. Other Current Liabilities	(220,272)	(356,388)	(608,446)	(561,526)	(561,526)	(561,526)	(561,526)	(561,526)	(561,526)	(561,526)
8. Total Net Quick Assets	35,313,121	39,177,698	16,793,565	34,487,640	45,779,306	34,195,306	35,188,306	31,447,306	29,732,306	36,073,306
Operating Expenses:										
9. Labor	51,888,028	54,718,783	54,858,277	54,527,723	56,132,000	58,562,000	60,904,000	62,571,000	65,074,000	67,677,000
10. Fringe Benefits	23,716,225	22,296,388	25,399,980	25,593,841	26,337,000	27,703,000	28,811,000	29,848,000	31,042,000	32,284,000
11. Services	2,552,491	2,134,002	1,932,940	2,275,013	2,599,000	3,295,000	3,427,000	3,562,000	3,704,000	3,852,000
12. Materials and Supplies	13,232,287	12,348,576	10,193,434	10,374,364	10,516,000	11,098,000	11,542,000	11,939,000	12,417,000	12,914,000
13. Utilities	2,122,524	1,894,734	1,723,641	1,460,265	1,664,000	1,637,000	1,702,000	1,835,000	1,908,000	1,984,000
14. Casualty and Liability	2,318,903	3,139,774	3,441,582	3,509,935	1,800,000	2,100,000	2,184,000	2,271,000	2,362,000	2,456,000
15. Purchase Transportation	286,679	327,966	124,605	122,962	103,000	160,000	166,000	173,000	180,000	187,000
16. Other (Taxes and Misc.)	1,497,822	1,339,060	1,365,759	1,544,814	1,755,000	1,977,000	2,056,000	2,138,000	2,224,000	2,313,000
17. Total Operating Expenses	97,614,959	98,199,283	99,040,218	99,408,917	100,906,000	106,532,000	110,792,000	114,337,000	118,911,000	123,667,000
Operating Revenue:										
18. Pass Fares-Transit	32,443,910	31,981,892	32,031,674	30,812,390	31,670,000	31,717,000	31,717,000	31,717,000	31,717,000	31,717,000
19. Other Transp. Revenue	974,149	965,067	1,150,661	2,004,696	2,230,000	2,165,000	2,252,000	2,342,000	2,436,000	2,533,000
20. Total Operating Revenue	33,418,059	32,946,959	33,182,335	32,817,086	33,900,000	33,882,000	33,969,000	34,059,000	34,153,000	34,250,000
Non-Operating Revenues:										
21. Federal Operating Assistance	9,371,125	8,345,766	8,466,345	7,491,725	7,485,000	7,517,000	7,400,000	7,300,000	7,200,000	7,100,000
22. State General Funds	10,909,735	7,548,430	0	0	0	0	0	0	0	0
23. Local General Funds	43,138,726	44,305,088	52,661,646	65,336,476	58,281,000	63,490,000	67,746,000	71,267,000	77,409,000	82,129,000
24. State Dedicated Funds	3,560,669	4,103,889	0	89,965	0	0	0	0	0	0
25. Local Dedicated Funds	0	0	3,821,438	1,201,220	21,225,000	13,418,000	17,310,000	6,199,000	6,199,000	6,199,000
26. Other	1,307,941	808,391	(76,750)	831,004	1,116,000	1,613,000	2,221,000	1,748,000	1,683,000	1,920,000
27. Total Non-Op Revenue	68,288,196	65,111,564	64,872,679	74,950,390	88,107,000	86,038,000	94,677,000	86,514,000	92,491,000	97,348,000
Capital Investment:										
28. (a) Fleet Projects	10,967,000	17,281,000	10,257,000	13,701,000	15,974,000	43,977,000	18,262,000	8,565,000	9,368,000	1,000,000
28. (b) MIC Facility Projects	5,946,000	1,086,000	502,000	385,000	2,700,000	5,004,000	6,768,000	1,583,000	695,000	788,000
28. (c) Public Facility Projects	67,000	160,000	475,000	32,000	331,000	1,053,000	527,000	981,000	1,061,000	803,000
28. (d) Computerization Projects	514,000	1,332,000	940,000	485,000	1,534,000	1,041,000	482,000	796,000	1,145,000	569,000
28. (e) Miscellaneous Projects	1,121,000	811,000	477,000	929,000	2,558,000	1,487,000	612,000	2,740,000	2,230,000	3,110,000
30. Total Capital Investment	18,615,000	20,670,000	12,651,000	15,532,000	23,097,000	52,562,000	26,651,000	14,665,000	14,499,000	6,270,000
Operating Statistics:										
31. Passengers (000s)	75,263,301	74,295,947	73,360,001	71,187,504	71,909,000	72,754,200	72,754,200	72,754,200	72,754,200	72,754,200
32. Passenger-Miles (000s)	287,944,963	341,775,730	259,134,021	277,271,043	254,010,000	283,370,000	283,370,000	283,370,000	283,370,000	283,370,000
33. Revenue Vehicle Miles (000s)	25,050,088	24,779,044	23,770,723	22,544,054	21,780,000	22,020,000	22,020,000	22,020,000	22,020,000	22,020,000
34. Revenue Vehicle Hours (000s)	1,745,347	1,743,437	1,654,431	1,576,320	1,522,896	1,539,677	1,539,677	1,539,677	1,539,677	1,539,677
35. Employees	2,345	2,340	2,261	2,265	2,331	2,366	2,366	2,366	2,366	2,366

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Metropolitan Council of the
Twin Cities Area.
Transportation improvement

DATE	ISSUED TO