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1980-84 Transportation Improvement Program Twin Cities Metropolitan Area

December 1979



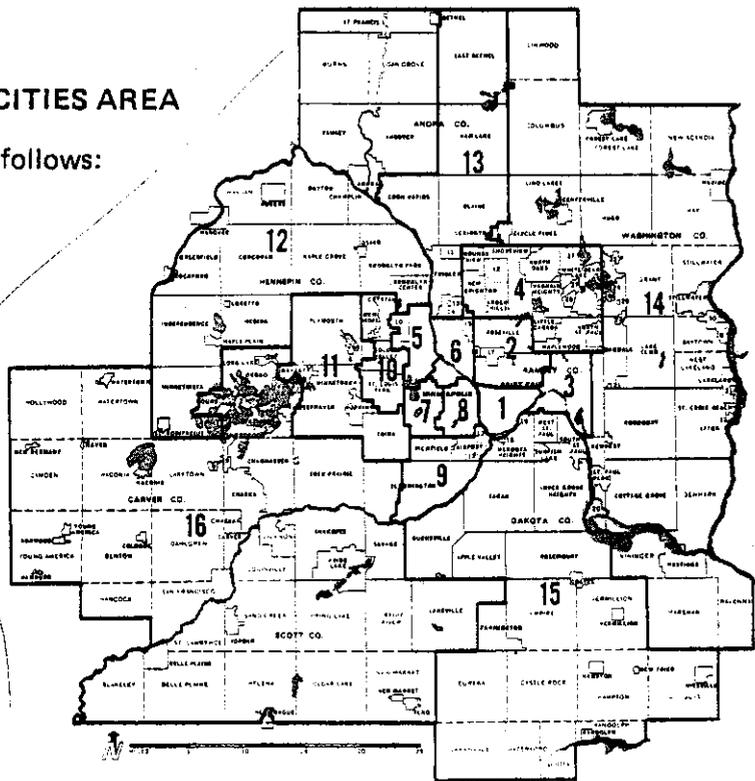
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1980 - 1984

TRANSPORTATION IMPROVEMENT PROGRAM

Adopted by the Metropolitan Council
December 20, 1979

METROPOLITAN COUNCIL
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St. Paul, Minnesota 55101
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1. INTRODUCTION

The Twin Cities Metropolitan Area Transportation Improvement Program (TIP) describes programs that implement the Region's transportation plan and priorities. The report is directed to the Federal Highway Administration (FHWA), the Urban Mass Transportation Administration (UMTA), and interested local officials and citizens. It covers projects proposed for federal fund participation that will begin in the next three to five years. Projects scheduled for construction in the next 12 months receive special emphasis and are referred to as the "annual element" of the TIP.

FEDERAL REQUIREMENTS

This program has been prepared in response to the federal requirement for a Transportation Improvement Program, which is defined as a "staged multi-year program of transportation improvements including an annual element." The program, to be developed and updated annually, is to cover a period of not less than three years, and is required to:

- . Identify transportation improvements recommended for advancement during the program period;
- . Indicate the priorities in the Seven County Metropolitan Area;
- . Group improvements of similar urgency and anticipated staging into appropriate staging periods;
- . Include realistic estimates of total costs and revenues for the program period; and
- . Include a discussion of how improvements recommended from the long-range element and the transportation systems management element were merged in the program.

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

- . Sufficient descriptive material (i.e., type of work, termini, length, etc.);
- . 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.

REGIONAL PLANNING

The Transportation Improvement Program is based on the ongoing transportation planning process of the Twin Cities Metropolitan Area, as defined in the Prospectus for the Twin Cities Metropolitan Area. Administered and coordinated by the Metropolitan Council, this planning process is a continuing, comprehensive and cooperative effort, involving municipal and county governments, the Metropolitan Airports Commission (MAC), the Metropolitan Transit Commission (MTC), the Minnesota Department of Transportation (Mn/DOT) and the Minnesota Pollution Control Agency (PCA). Elected officials of local government are ensured participation in the process through the 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 and transit commission. The participation of responsible local elected officials of general purpose government in this process is being reviewed and will be addressed in the Prospectus.

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 circumstances.

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

- . The 1990 Transportation Development Guide/Policy Plan sets overall regional transportation policy and details the major proposals of the long-range element for transportation.
- . The Transportation Systems Management Plan covers a short-range program for optimum operation of the Region's existing transportation system.
- . The Transportation Development Program (TDP) is a state mandated program which covers transportation improvement proposals. The TDP is prepared by the Metropolitan Transit Commission.
- . The Transportation Air Quality Control Plan sets objectives and implementation strategies for transportation improvements in direct response to air quality improvement.
- . Transit Service Plan for the Elderly and Handicapped provides policy direction for the implementation of transit for the Area's elderly and handicapped population.
- . State Transportation Plan - Mn/DOT Plan provides the framework for making transportation decisions in the state.

Except for the Transportation Development Program, the above documents (in most cases) do not provide projects for inclusion in the TIP. The Transportation Development Guide/Policy Plan and other plan documents provide a framework for the facility and implementation programming that is provided by governmental units and agencies. These governmental units and agencies are responsible for construction and operation of transportation facilities and services. Their programs result in the development of projects included in the 1980-84 TIP.

The majority of the highway construction projects included in this TIP are under Mn/DOT jurisdiction. As such, they originate from ongoing Mn/DOT programming activities and are a response to the Region's transportation plan. The projects that lead to the completion of the interstate system, along with projects on other principal and intermediate arterials, are based on the long-range system plan of the Metropolitan Council and on the decision-making transportation planning and programming process developed by Mn/DOT in the Mn/DOT Plan.

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

The MTC program included in this TIP is based on an updating of the program contained in the 1978 Transportation Development Program (TDP). The planning base for the MTC projects is detailed in the TDP.

City and county federal aid projects are most apt to appear in the Federal Aid Urban (FAU) System fund category. These projects are products of local comprehensive and transportation planning programs, and reflect local and regional priorities. These projects have been determined to be consistent with regional plans before being included in the TIP.

While detailed project planning and programming is undertaken by the implementing agencies, conformance with the Transportation Policy Plan is achieved through Metropolitan Council review and approval of: the TIP, TDP, plans for controlled-access highways, and the MTC's capital budget. In addition, under the provisions of the Metropolitan Land Planning Act, the Metropolitan Council reviews city and county comprehensive plans, including transportation elements, which are to be prepared by each local unit of government on the basis of "metropolitan system statements" prepared by the Council.

PROGRAM AREAS

The following program areas are included in the 1980-1984 Transportation Improvement Program:

- . Interstate construction;
- . Regular trunk highway construction;
- . Safety improvement;
- . Resurfacing and minor improvements;
- . Bridge improvement and replacements;
- . Miscellaneous activities
 - (1) Preliminary engineering
 - (2) Right-of-way acquisition;
- . Federal Aid Urban (FAU) projects;
- . Interstate substitution;
- . Transit capital improvements (UMTA Section 3 and 5);
- . Transit operating assistance (UMTA Section 5);
- . Transit demonstrations (UMTA Section 6); and
- . Transit private nonprofit organizations (UMTA Section 16(b) 2).

Highway and transit projects are discussed separately due to the separate program funding categories used in Sections 4 and 5. In fact, the Twin Cities transportation planning process is multi-modal. It integrates transit and highway concerns, for example, the use of FAU funds for transit improvements and pedestrian facilities, and the use of interstate substitution funds for the University Area Transit Corridor (see Section 3).

The program years covered in this TIP vary by category. Mn/DOT annually prepares three-year programs, and the interstate program covers three years. However, Mn/DOT was recently forced by funding constraints to cut back a portion of the 1980 program and most years after that in categories other than interstate. The FAU program this year contains only 1980-1981 projects. Project solicitation (for 1980-1982) was delayed this year because of the question regarding "fair and equitable" distribution of funds to the central cities. Since the amount of FAU funds required for projects already approved through 1981 is greater than the amount of FAU funds available to the Area for the same time period, the next project solicitation (for 1981-1983 projects) will not occur until March 1980.

The MTC prepares five-year capital programs so its Section 3 and 5 capital programs cover 1980-1984, while its other categories cover one or two years.

2. SUMMARY OF REGIONAL PLANS AND PRIORITIES

The Metropolitan Council is responsible for preparing a policy plan for transportation facilities and services in the Metropolitan Area. The policy plan includes a statement of needs, a general description of the nature and location of required facilities and services, and general statements on timing, priorities, and the level of public expenditures for both capital and operating costs. In response to this requirement, the Council adopted a Transportation Development Guide/Policy Plan as a part of its Metropolitan Development Guide in January 1976. The Transportation Development Guide/Policy Plan is the basis for the TIP.

Since 1976, regional transportation plans and programs have been kept up-to-date through the transportation planning process.

The Council has:

- . Adopted the Prospectus for the Transportation Planning Process in the Twin Cities Metropolitan Area (November 1977);
- . Amended the policy plan to withdraw Interstate Route I-335 (March 1978) and to clarify transportation interchange policies (May 1979);
- . Adopted the Transportation Systems Management Plan as a supplement to the policy plan (April 1978);
- . Adopted the Major River Crossings Report (November 1978) and the Interstate Substitution Report (October 1978);
- . Approved a Transportation Development Program prepared by the Metropolitan Transit Commission (November 1978);
- . Adopted the Transportation Air Quality Control Plan (June 1979) as a supplement to the policy plan and submitted it to EPA;
- . Adopted a Transit Service Plan for the Elderly and Handicapped (October 1979) as a supplement to the policy plan; and
- . Participated in development of Mn/DOT PLAN through review and advice to Mn/DOT. (MnDOT/PLAN is currently in the promulgation process mandated by the State Legislature although Mn/DOT is using the plan).

PROCESS

The current structure of the transportation planning process in the Twin Cities Region is based on the Metropolitan Reorganization Act of 1974 and the requirements of the revised federal rules and regulations on urban transportation planning which became effective October 17, 1975.¹ The Metropolitan Council is the agency designated as the 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 overall process for transportation plan development leading to the Transportation Improvement Program is shown in Figure 1. The TIP is an integral part of the overall transportation process, which is a cooperative effort among local units of government, and metropolitan and state agencies. It makes use of the technical skills and resources of these agencies, and avoids duplication by the participants.

THE TRANSPORTATION DEVELOPMENT GUIDE/POLICY PLAN

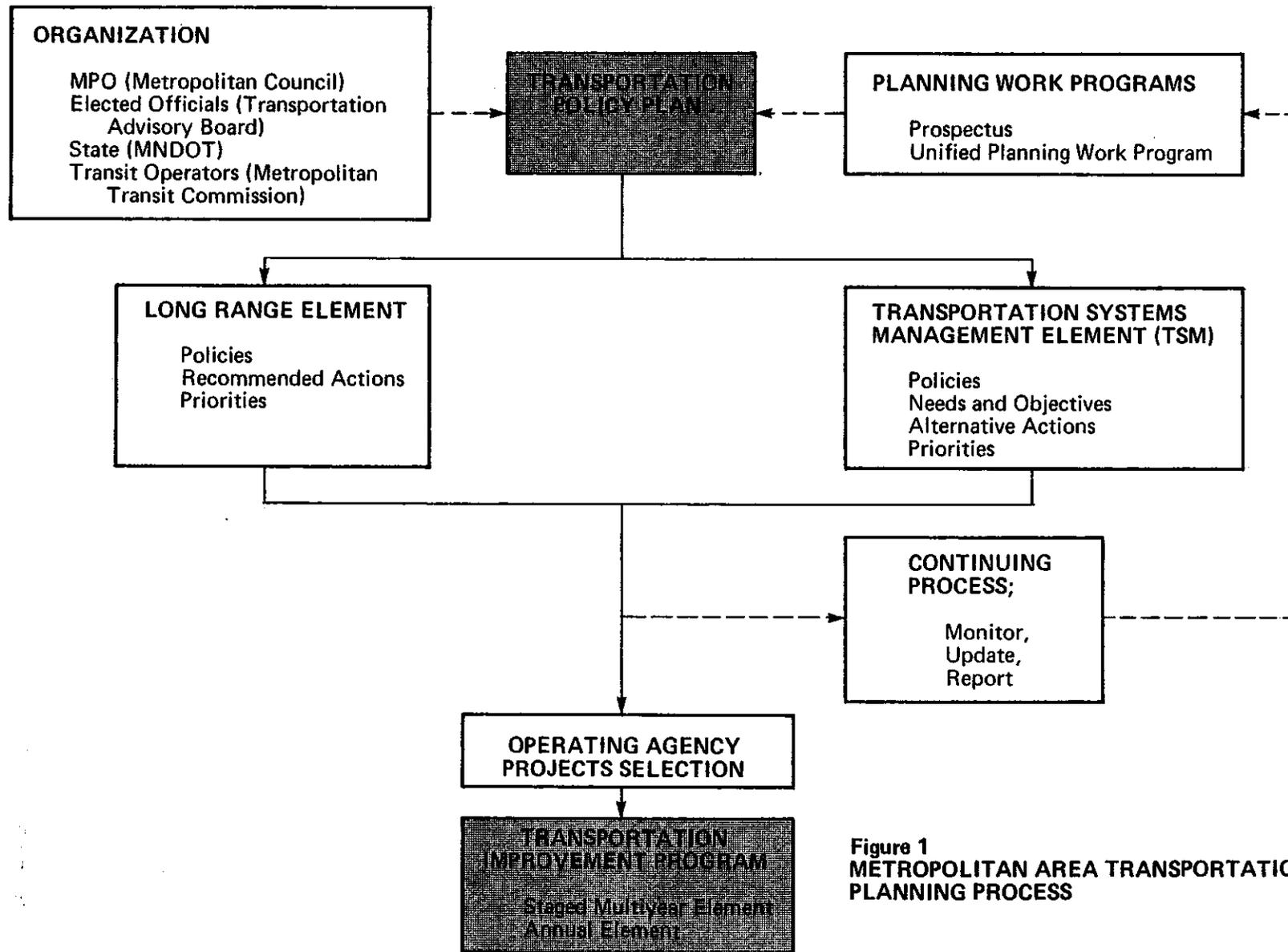
The Transportation Development Guide/Policy Plan provides the framework for facility and implementation planning by the governmental units and agencies responsible for the construction and operation of transportation facilities and services. The plan has 61 policies that state direction for metropolitan transportation investments between now and 1990. The policies were developed both for the Region as a whole and for the individual planning areas of the Development Framework.²

The plan includes a Metropolitan Highway System Plan intended for implementation by 1990. The plan also includes a 1990 Transit Plan, which is the general framework for the Transportation Development Program, as well as a framework for Mn/DOT, the private sector and semi-public providers of shared-ride services. The 1990 Transit Plan encourages ride-sharing through regular bus service and alternatives such as para-transit options and carpooling. The metropolitan highway and transit system plans are shown in Figures 2 and 3.

The Transportation Development Guide/Policy Plan lists 30 major construction projects needed to complete the metropolitan highway system (Table 1). The plan also specifies transportation planning subregions to guide the organization and

¹ Federal Register, September 17, 1975.

² The Development Framework Chapter of the Metropolitan Development Guide sets the overall policies for the direction and nature of land development actions in the Region.



**Figure 1
METROPOLITAN AREA TRANSPORTATION
PLANNING PROCESS**

Figure 2. 1990 Highway System

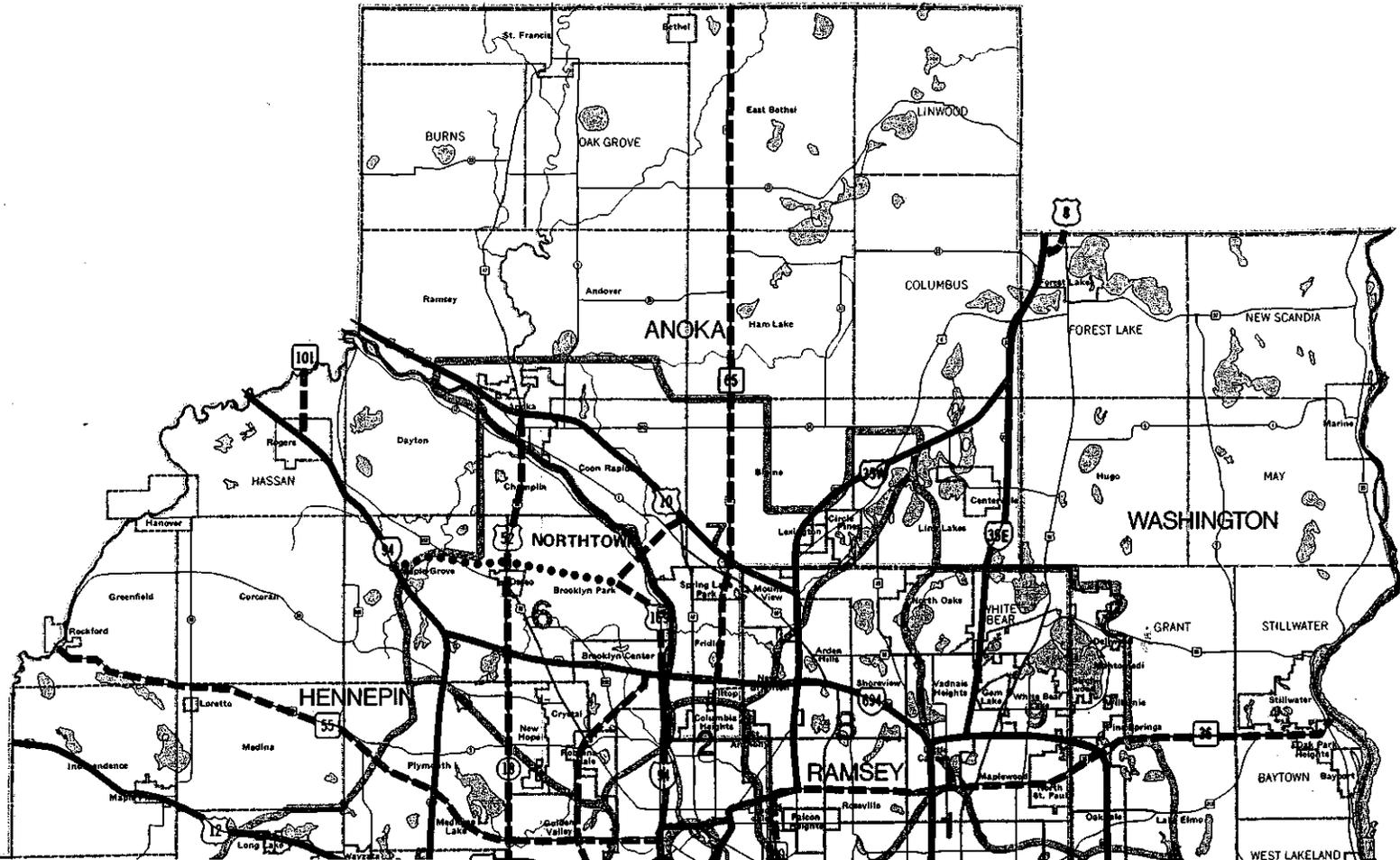
1990 Metropolitan Highway System Plan

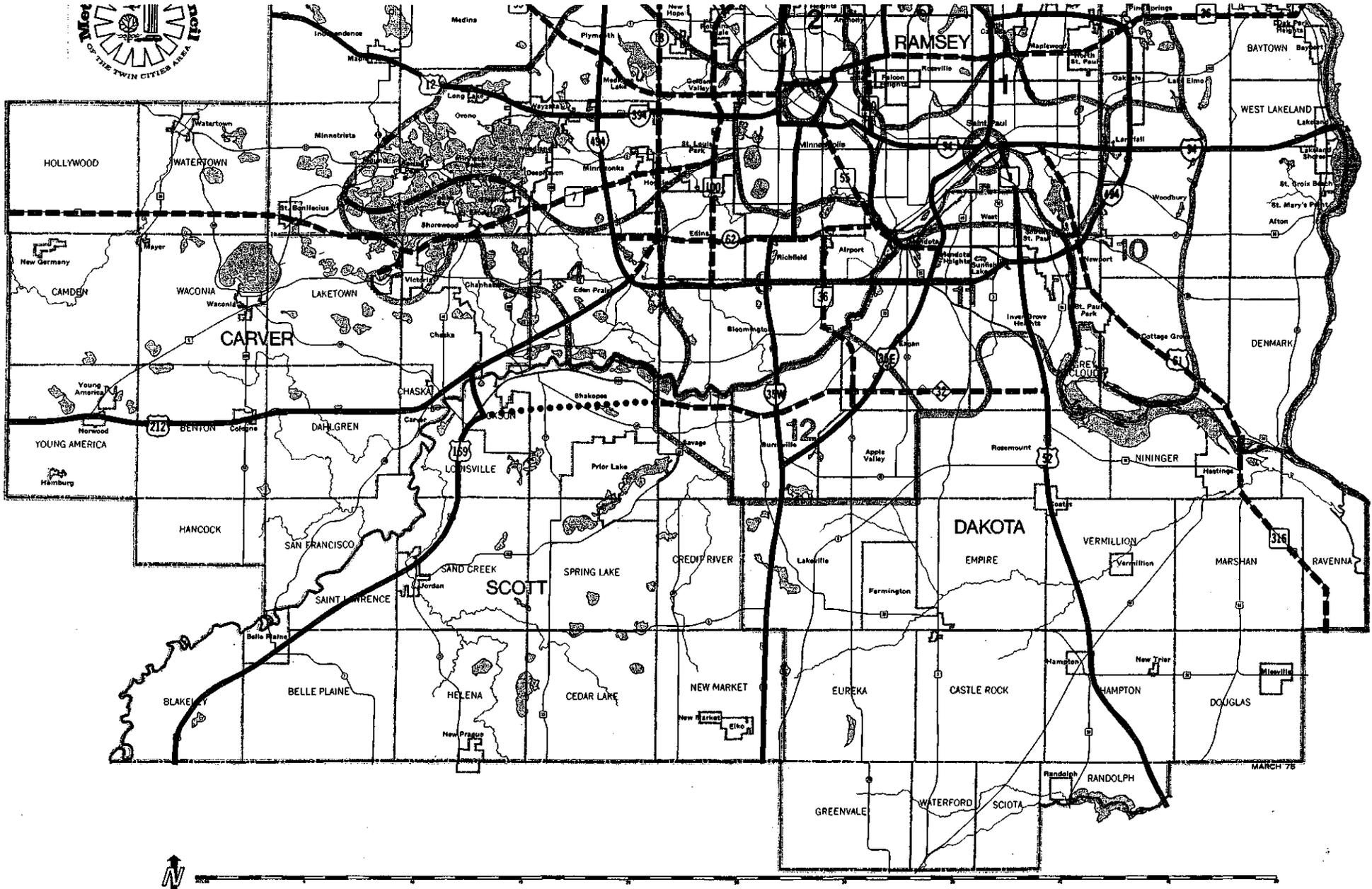
Principal and Intermediate Arterial General Alignments



- Principal Arterial
- Intermediate Arterial
- Reserved Right-of-Way
(Final location not determined)
- Subregions

January 8, 1976





Twin Cities Metropolitan Area

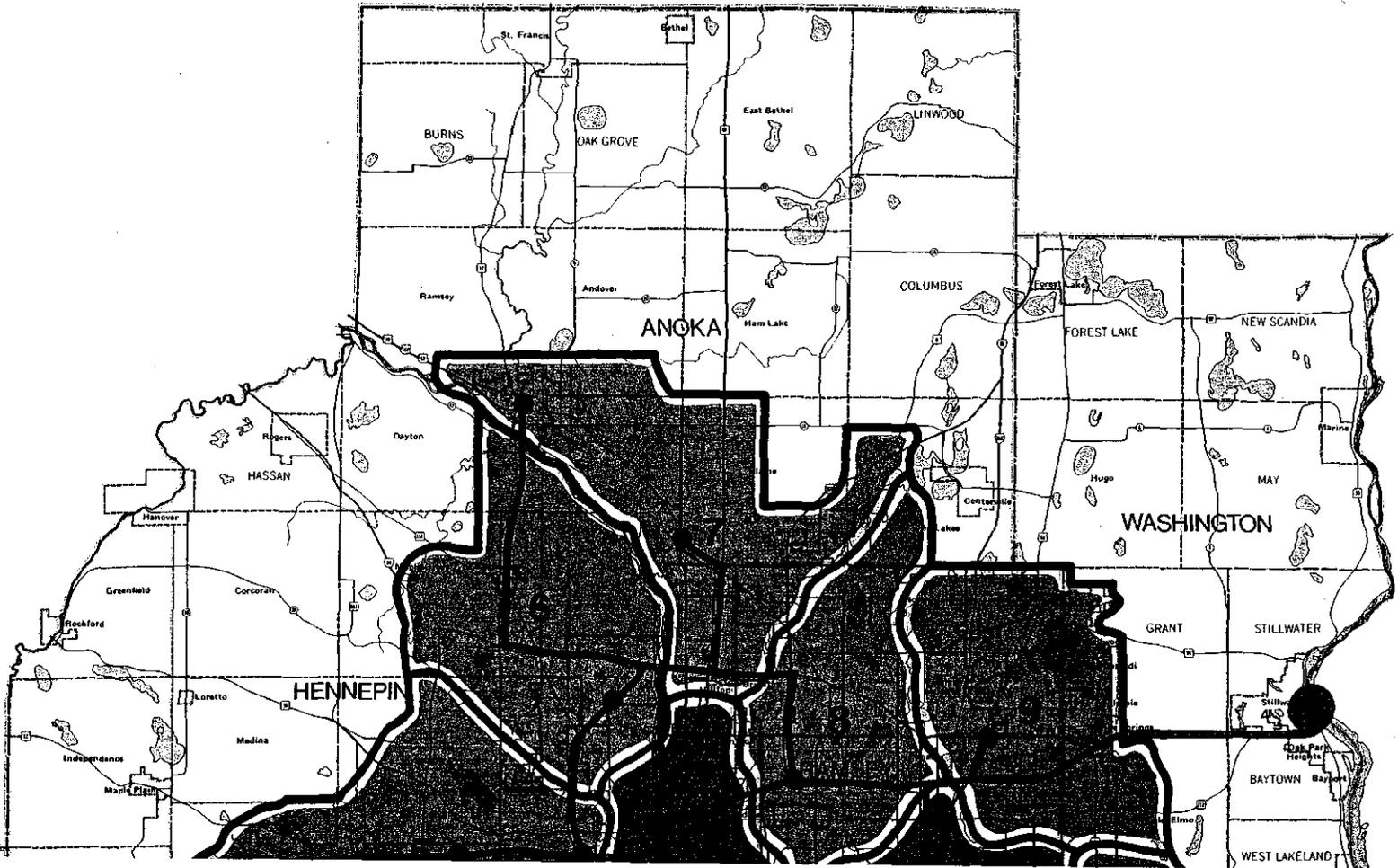
- County Boundary
- - - Municipal Boundary
- · · Township Boundary
- Freeway or Expressway
- - - Proposed Interstate Freeway
- Arterial
- Water Body

1990 Transit Plan

- Express Service to Metro Centers
- Freestanding Growth Centers
- Subregional Transit Service Areas:
 - Predominantly Demand-Responsive Transit
 - Predominantly Fixed-Route Transit
 - Intermodal Transfer Terminal (Conceptual)
- Subregions



January 8, 1976



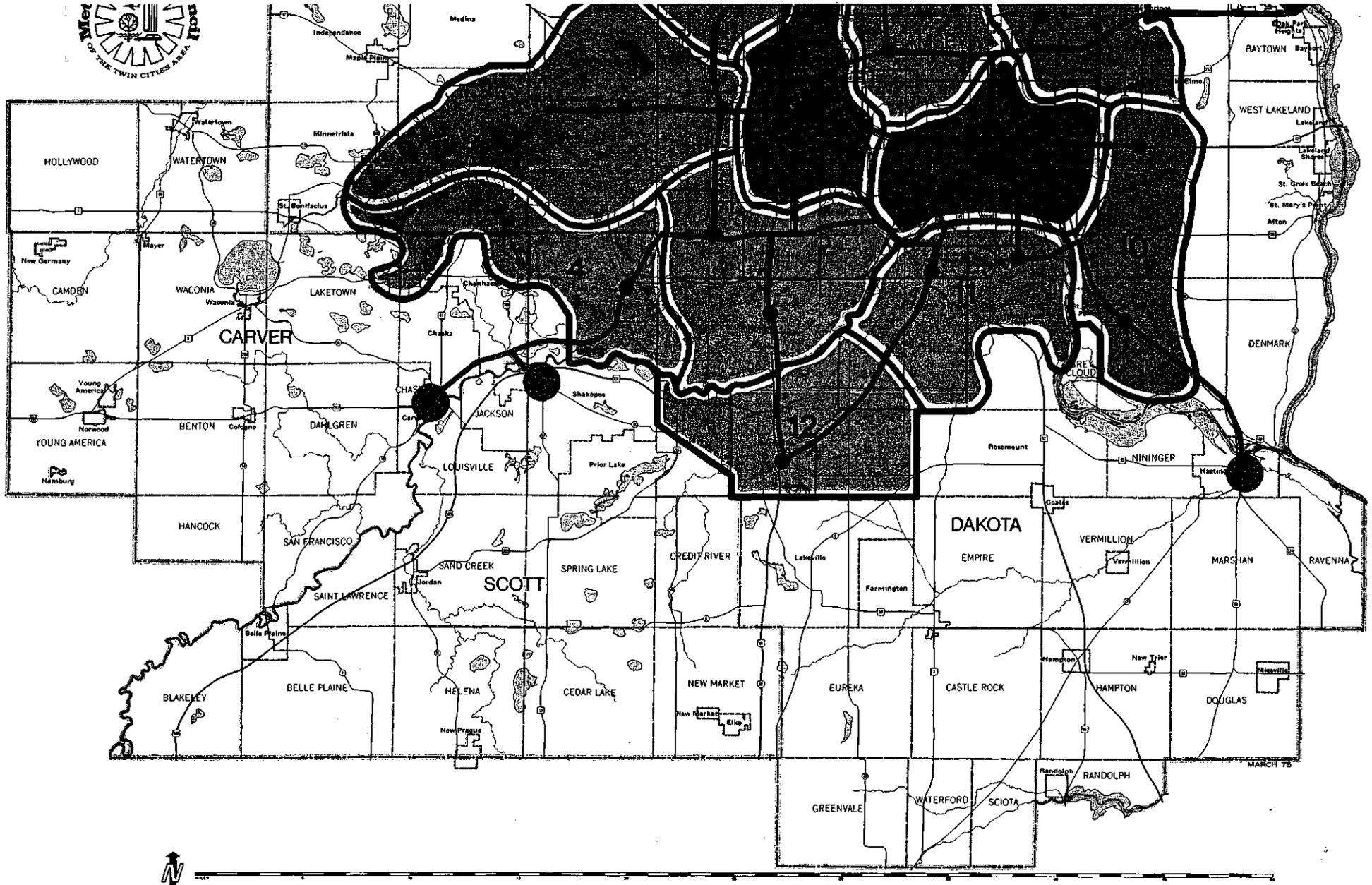


Figure 3

Figure 3. 1990 Transit System

Table 1
 MAJOR CONSTRUCTION NEEDED TO COMPLETE THE 1990
 METROPOLITAN HIGHWAY SYSTEM

Designation of Route	From	To
<u>New Facilities</u> (Routes on new alignment)		
1. I-35E	W. Seventh St.	I-94
2. I-35E*	I-35	State Hwy. 110
3. I-94 (Minneapolis)*	U.S. 12	57th Av. N.
4. I-494	State Hwy. 5	I-494
5. U.S. 10	Ramsey Co. Rd. J	State Hwy 47
6. U.S. 169/212	I-494	State Hwy. 41
7. State Hwy. 252 (W. River Rd.)	86th Av. N.	Northtown Corridor
8. U.S. 169/State 101 (Shakopee Bypass)	U.S. 169	State Hwy. 13
9. Co. Rd. 18 (Hennepin)*	5th St. S.	Minnetonka Blvd.
10. Co. Rd. 62 (Hennepin)	Co. Rd. 18	I-494
11. Northtown Corridor	State Hwy. 252	I-94
12. Northtown River Crossing	U.S. 10	State Hwy. 252
13. Lafayette Expressway	State Hwy. 110	State Hwy. 52
14. I-335*	I-94	I-35W
<u>Existing Facilities</u> (Routes primarily on existing alignments)		
15. I-35W/Co. Rd. 62	Lyndale Av.	2nd Av. S.
16. I-94	Lafayette	Mounds Blvd.
17. I-94 (Dartmouth area)	W. River Rd.	Franklin
18. I-694	I-35W	State Hwy. 100
19. U.S. 12 (I-394)	Washington Av. N.	I-494
20. U.S. 12 (I-94)	I-494/I-694	State Hwy. 95
21. U.S. 52	State Hwy. 152 (Osseo)	Anoka
22. U.S. 169 River Crossing	U.S. 169	U.S. 212
23. U.S. 212	State Hwy. 41	Norwood
24. State Hwy. 77 (Cedar Av.)*	86th St. S.	Zoo Rd.
25. State Hwy. 77 (Cedar Bridge)*		(River Crossing)
26. State Hwy. 55 (Hiawatha Av.)	I-94	Co. Rd. 62
27. State Hwy. 100	34th Av. N.	U.S. 152
28. State Hwy. 100	Excelsior Blvd.	State Hwy. 7
29. Co. Rd. 18	I-94	U.S. 52 (Osseo)
30. Dakota Co. 32	State Hwy. 13	U.S. 52

SOURCE: 1976 Transportation Development Guide/Policy Plan

*Status 12-1-79:	<u>Withdrawn</u>	<u>Under Construction</u>
	14. I-335	2. I-35E
		3. I-94 (Minneapolis)
		9. Co. Rd. 18
		25. Cedar Av.
		26. Cedar Av. Bridge

Table 2
TRANSPORTATION PLAN PRIORITIES

A. Metropolitan Highway System

<u>Designation of Route</u>	<u>From</u>	<u>To</u>
<u>New Facilities</u> (Routes on new alignments)		
I-35E	W. Seventh St.	I-94
I-35E*	I-35	State Hwy. 110
I-94 (Minneapolis)*	U.S. 12	57th Av. N.
I-494	State Hwy. 5	I-494
Co. Rd. 18 (Hennepin)*	5th St. S.	Minnetonka Blvd.
Northtown River Crossing**	U.S. 10	State Hwy. 252
<u>Existing Facilities</u> (Routes primarily on existing alignments)		
I-35W/Co. Rd. 62	Lyndale Av.	2nd Av. S.
I-94 (Dartmouth area)	W. River Rd.	Franklin Av.
I-694	I-35W	State Hwy. 100
U.S. 12 (I-394)	Washington Av. N.	I-494
State Hwy. 77 (Cedar Av.)*	86th St. S.	Zoo Rd.
State Hwy. 77 (Cedar Av. Bridge)*		(River Crossing)
State Hwy. 55 (Hiawatha Av.)	I-94	Co. Rd. 62
State Hwy. 100	34th Av. N.	U.S. 152
State Hwy. 100	Excelsior Blvd.	State Hwy. 7

B. Subregional Linkages to Metro Centers via Express Transit Service

<u>From Subregion</u>	<u>To</u>	<u>Metro Center</u>
3		Minneapolis
6		Minneapolis
5		Minneapolis
8		St. Paul
7		Minneapolis
11		St. Paul***

C. Subregional Service within Subregions

<u>Subregion</u>	<u>General Area</u>
1	Minneapolis
2	St. Paul
3	Edina, Bloomington, Richfield
5	Golden Valley, St. Louis Park, Minnetonka, Plymouth and abutting suburbs.
6	Crystal, Brooklyn Center, Brooklyn Park, Robbinsdale.
7	Fridley, Spring Lake Park, Coon Rapids, Blaine.

* Under construction in 1979.

** Implies reconstruction of TH 169 from Northtown to I-694. This change will be formally made during 1979-80 revisions to the Policy Plan.

*** By special consideration, the Council determined to propose express service improvements from Subregion 11 assuming I-35E is built in the 1975-1980 period.

SOURCE: 1976 Transportation Development Guide/Policy Plan.

structure of shared-ride transit service planning (Figure 3). The plan includes a statement of priorities for the major construction projects, and for express transit and subregional transit development. Priorities are indicated in Table 2. Priorities for the metropolitan highway system are shown in Figure 4.

The basic underlying philosophy of the Transportation Development Guide/Policy Plan is to make efficient use of the transportation investments, both public and private, within the Metropolitan Area. Major highways and thoroughfares are viewed as transportation routes rather than as auto and truck routes. These routes are to be designed and managed to encourage people to ride rather than drive to their destinations. The policy plan promotes strategies such as ramp metering and other preferential access for public transit, carpools and vanpools.

HIGHWAY PLAN SUMMARY

The 1990 Metropolitan Highway System Plan is shown in Figure 2. The system is comprised of two types of roadways--principal arterials and intermediate arterials.

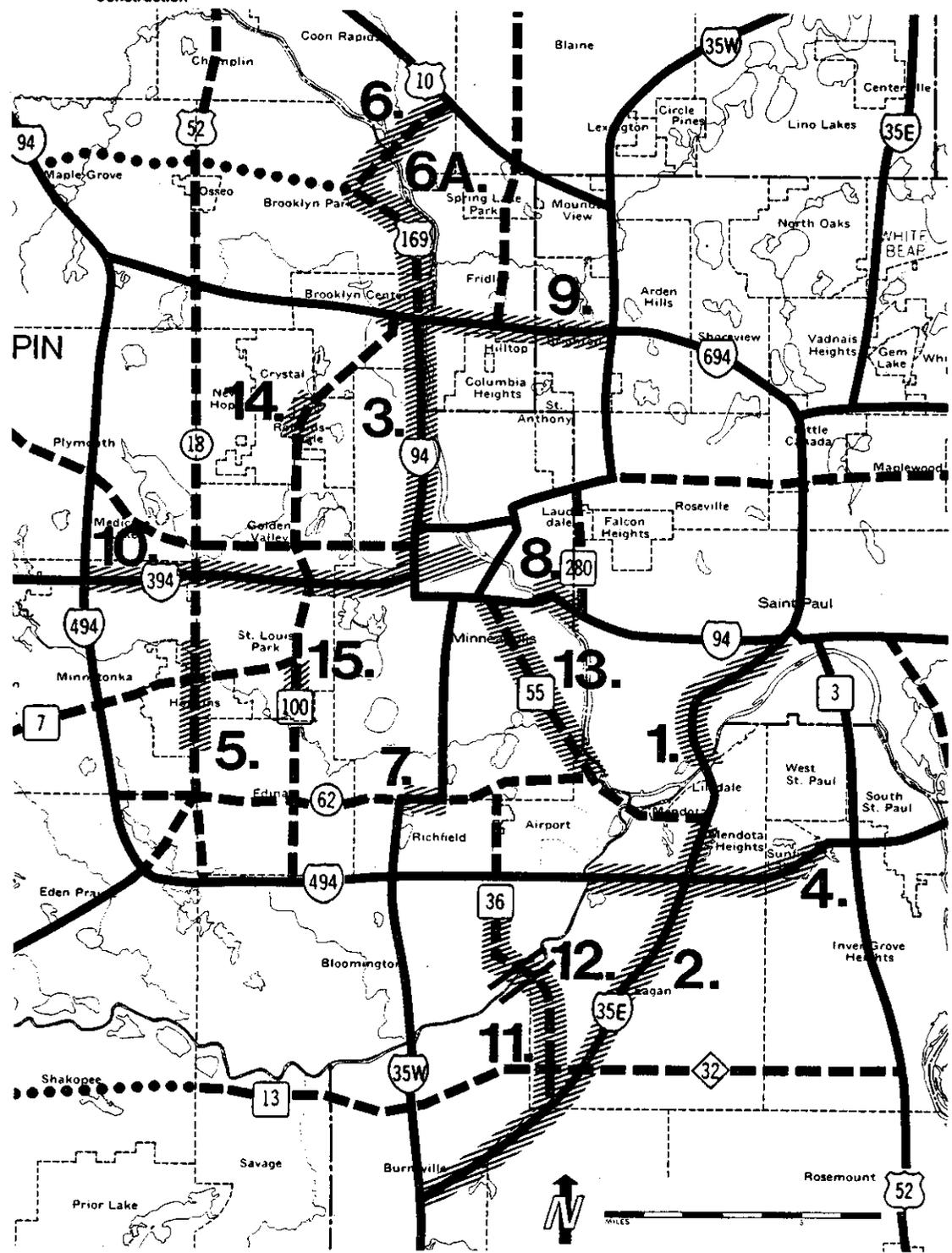
A principal arterial accommodates long trips at relatively high speed. It provides regional and state accessibility by connecting subregions with each other and the Metro Centers, the urban area with the rural area, and the Metropolitan Area with other major cities of the state and nation. Within the urbanized area, a principal arterial is a fully-controlled access roadway that does not provide direct access to adjacent development--in other words, a freeway.

Intermediate arterials accommodate medium-to-long trips at medium speed. They provide subregional accessibility by connecting two or more subregions as well as by connecting the urban area with the rural area. They further provide a secondary connection between the Metropolitan Area and other portions of the state. Intermediate arterials complement principal arterials in high volume corridors. Their access is controlled by intersections that have grade-separation or signals. Direct access to development should be limited to major traffic generators. Intermediate arterials are called expressways. Their design is determined by the projected traffic.

The principal and intermediate arterials shown in Figure 2 have been selected to satisfy the transportation and Development Framework policies and projections of the Metropolitan Development Guide. The completion of this system will provide the Area with good accessibility during off-peak hours of travel. The metropolitan highway system is also the system of express routes for express transit services to the Metro Centers.

-  Principal Arterial
-  Intermediate Arterial
-  Reserved Right-of-Way (Final location not determined)
-  Priority Major Construction

Figure 4. TRANSPORTATION PLAN PRIORITIES



TRANSPORTATION PLAN PRIORITIES

Metropolitan Highway System

	Designation of Route	From	To
New Facilities			
1.	I-35E	West Seventh St.	I-94
2.	I-35E	I-35	State Hwy. 110
3.	I-94 (Mpls.)	U.S. 12	57th Av. N.
4.	I-494	State Hwy. 5	I-494
5.	Co. Rd. 18 (Hennepin)	5th St. S.	Minnetonka Blvd.
6.	Northtown River Crossing	U.S. 10	State Hwy. 252
6A.	State Hwy. 252	Northtown	I-94
Existing Facilities			
7.	I-35W/Co. Rd. 62	Lyndale Av.	2nd Av. S.
8.	I-94 (Dartmouth Area)	West River Rd.	Franklin Av.
9.	I-694	I-35W	State Hwy. 100
10.	U.S. 12 (I-394)	Wash. Av. N.	I-494
11.	State Hwy. 36 (Cedar Av.)	86th St. S.	Zoo Rd.
12.	State Hwy. 36 (Cedar Av. Bridge)		(River Crossing)
13.	State Hwy. 55 (Hiawatha Av.)	I-94	Co. Rd. 62
14.	State Hwy. 100	34th Av. N.	U.S. 152
15.	State Hwy. 100	Excelsior Blvd.	State Hwy. 7

*Not originally priority in the TPP, this route is now considered priority in association with the Northtown Bridge.

The selected principal and intermediate arterials are to be designed and managed to give multi-passenger vehicles (transit) priority access and movement along the roadway during peak travel periods. Metropolitan highways are to be designed for autos to have an occupancy of 1.6 persons during the peak period.

When completed, the metropolitan highway system will consist of about 346 miles of principal arterials and 245 miles of intermediate arterials in the Seven-County Area, compared with over 12,000 miles of all other types of roadways, local streets, collectors, and minor arterials in the Area.

TRANSIT PLAN SUMMARY

The 1990 Metropolitan Transit System Plan is shown in Figure 3. The system consists of two distinct parts: service within subregions and service to the Metro Centers. The 12 subregions within the urban service area are approximate service areas for transit. Transit service in each subregion is to be provided for the residents of the subregion, and focus on the activities and opportunities located in that subregion.

Express service is to be provided to the Metro Centers of St. Paul and Minneapolis from each subregion. Metro Center service is also to be provided from the Freestanding Growth Centers, with Anoka³, Stillwater, Hastings, Shakopee and Chaska identified as the high priority cities before 1990. The metro express service would operate from attractive, climatized transit terminals strategically and conveniently located at centers of high activity in each subregion.

The subregional transit service is to perform two functions: to move people from their homes to destinations within their subregion, and to move people to the transit terminals for transfer to the metro express service.

The subregional transit service is to be determined by the particular needs of each subregion: population, employment, density, centers of activity, etc. The all-day service would be a combination of dial-a-ride, fixed route with standard buses or minibuses, shared-ride taxi and route-deviation. Route-deviation refers to routes that are fixed but, for an additional fee, drivers will deviate from the route to take passengers closer to their destination.

The service to the Metro Centers generally would be provided all day by standard public buses between 1976 and 1990. In the high volume corridors, express transit is to receive priority treatment ranging from metering with special access ramps to reserved lanes during peak flow periods. The high volume corridors are I-394 and I-35W, west and south of Minneapolis, respectively; I-94 and I-35E, east and north of St. Paul, respectively; and I-94 between St. Paul and Minneapolis.

³ Anoka becomes a part of the urban service area by 1990.

Several other corridors are appropriate for priority treatment of express transit in the form of metering with special access ramps.

The transit services discussed here are appropriate for all types of trips, for instance, work, shopping, health care, social-recreation, personal business. Of these, the work trip is to be served in other significant ways. Because it has the same daily origin and destination, the work trip can be accommodated more personally, efficiently and economically. Carpools and vanpools are attractive transit services because they are door-to-door and may not require a public subsidy for operation. Subscription buses or vans, which people subscribe to weekly or monthly and which pick up passengers at predetermined locations, are also appropriate. These multi-passenger transit services are to be given priority.

PLAN PRIORITIES

The policy plan indicates a high probability that revenues will fall short of costs for construction, maintenance and operation of the total metropolitan highway and transit systems. Therefore, it is necessary to establish priorities to resolve the critical needs and deficiencies first.

The projects and service areas determined to have the highest priority in the metropolitan highway and transit system plans are listed in Table 2. According to the 1976 policy plan, they are to be accomplished during 1975 to 1980. It is recognized, however, that the availability of funds and the completion of acceptable environmental impact statements could extend this time.

The high priority actions in Table 2 were selected from an analysis of the transit and highway system plans according to how well they achieve transportation and Development Framework policies. The highest priority was given to actions that would correct the most serious transportation deficiencies in areas most prepared to accommodate planned development or redevelopment. A detailed description of this analysis is given in the policy plan.

TSM PLAN SUMMARY

Six objectives form the basis for the TSM plan adopted in 1978. These six objectives respond to the Transportation Policy Plan and the Metropolitan Development Framework. The six objectives and related transportation policies are:

⁴ The Transportation Development Guide/Policy Plan is to be reviewed and revised every four years under Minnesota State Law. This process began in 1979 and will be completed in 1980. A review of the priorities will be included.

1. Provide elderly and handicapped people (especially those who use wheelchairs and those who are semi-ambulatory) with adequate access to transportation services (Policy 5).
2. Reduce roadway traffic hazards for both vehicles and pedestrians (Policies 8, 9, 26, 33, 36, 37, 41, 42).
3. Improve metropolitan transit services generally (Policies 1, 2, 3, 21, 30, 39, 40).
4. Improve vehicle flow on the metropolitan highway system, i.e., principal and intermediate arterials (Policies 3, 4, 6, 21, 89).
5. Improve internal transit orientation and service in metropolitan subregions (Policies 1, 4, 27, 40).
6. Improve express transit service between the Minneapolis/St. Paul downtowns and metropolitan subregions (Policies 20, 22, 30, 39).

The TSM plan does not identify all individual transportation deficiencies and needs in the Area that might be responsive to TSM actions. The plan focuses on problems of the metropolitan transportation system, but is not solely a metropolitan-level transportation strategy. Local units of government are encouraged to continue to develop TSM strategies on roadways under their jurisdiction.

Based on the six transportation system objectives identified above, specific high-priority TSM target groups, programs and areas have been identified for the Metropolitan Area. They form the basis for TSM project funding and implementation decisions to be made through 1983. A TSM project list has been prepared for the years 1979-1983. On the program sheets in chapters IV and V, the TSM projects are indicated in the last two columns.

TRANSPORTATION DEVELOPMENT PROGRAM SUMMARY

The 1974 Metropolitan Reorganization Act passed by the Minnesota Legislature requires that the Metropolitan Transit Commission (MTC) prepare a Transportation Development Program (TDP) as a companion to the Metropolitan Council's Transportation Policy Plan. The first TDP was completed in 1978. The policy plan is concerned primarily with metropolitan scale facilities. The TDP focuses on the MTC's transit and paratransit plans and projects.

A major element in the 1978 TDP is the MTC's transit service plan, prepared in response to legislative directives and regional transportation policies. The service plan was developed to meet the diverse needs of the Region. It focuses on a family of services including both regular route transit and paratransit services. Services include:

- . Express and limited stop bus service between subregions and the two downtown areas and the University of Minnesota;
- . Local bus service within subregions;
- . Activity center circulation services within major activity areas such as the two downtowns; and
- . Paratransit services in the outlying areas.

In preparing the plan, several options were developed based on different sets of assumptions for several levels of regular route transit service, and analyzed within the context of policy and financial constraints. The options were as follows:

1. Maintain currently authorized subsidy levels and fares;
2. Minimally increase subsidies and moderately increase fares;
3. Maintain existing service and increase subsidies and fares;
- 3a. Maintain existing service but without increasing fares;
4. Continue service improvements and increase fares and subsidies;
- 4a. Continue service improvement but without increasing fares; and
5. Improve service and establish new urban development policies.

The fourth option was recommended. It calls for a small increase in miles of bus service (14 percent over five years), continued and expanded demonstrations of various types of paratransit service, and some increase in activity center circulation services. Using this option, the recommended level of regular route transit service would require an increase in total subsidy.

Major services to the elderly will continue to be provided through reduced off-peak fares on regular route service. The cost of providing special paratransit services to the handicapped unable to use regular route service will be determined in 1980 when a plan to provide these services is completed.

Fare increases for regular route transit service, at a rate consistent with increases in the Consumer Price Index, can maintain the total subsidy requirements at a reasonable level. Therefore, the recommended plan proposed that the base fare be increased by 10 cents in mid-1979 and 10 cents in 1983. The 1979 fare increase was implemented. Because of rapidly

increasing operating costs, however, it appears likely that the MTC will need to implement another fare increase in 1980.

It was also suggested that the fare premium for express bus service, now 10 cents regardless of trip length, reflect the basic zone fare structure. Proposed is a fare premium of 10 cents for trips in one zone, 15 cents for two zones, 20 cents for three zones and 25 cents for trips in four zones. Thus, the advantages of higher speed service on freeways and major arterials with a policy of providing comfortable seating for all passengers would be reflected in the pricing of the service. This proposal has not been implemented.

During 1980-1984, the major capital improvements needed for the transit system include:

- . Bus overhaul and maintenance facility;
- . South garage in southern Hennepin County;
- . Additional 300-bus service garage;
- . Layover facility in downtown Minneapolis;
- . Renovation of four existing garages: Nicollet, Northdale, Shingle Creek and Snelling; and
- . Bus replacement and fleet expansion.

The majority of the nonlocal costs of these improvements will be met with UMTA Section 3 and Section 5 funds, with federal highway funds used for some park-ride projects.

TRANSPORTATION AIR QUALITY PLAN SUMMARY

New provisions of the Federal Clean Air Act enacted in 1977 require each state to revise its State Implementation Plan (SIP) for air quality for all areas that have not attained National Ambient Air Quality Standards (NAAQS). The Minnesota Pollution Control Agency (MPCA) is currently revising most of the SIP. However, the governor designated the Metropolitan Council to prepare the transportation control plan for the Twin Cities Area. The revised SIP, which is to include an overall strategy for meeting the standards, was to be submitted to the Environmental Protection Agency (EPA) by July 1979. A draft was submitted to EPA January 1, 1979, and a complete transportation control plan was submitted after Council hearings and adoption in June 1979. The policy aspects of this transportation control plan were adopted as amendments to the Transportation Policy Plan, while the entire control plan was adopted as a supplement to the policy plan.

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

Four pollutants exceed air quality standards in the Twin Cities. Transportation controls can be effective in reducing pollutant levels of two of those carbon monoxide (CO) and photochemical oxidants (Ox). Oxidants are not a direct emission. They are formed by the chemical reaction of nitrogen oxide (NOx) and hydro carbons (HC) in the presence of sunlight. Reduction of oxidants is thus tied to the reduction of these precursor emissions, primarily HC.

The transportation control plan shows actual monitored emissions in the Area, current emission estimates, and projections of emissions if no additional transportation controls are adopted. The problem areas identified are downtown Minneapolis for carbon monoxide (CO) emissions, and the entire Seven-County Area for hydro carbons (HC) emissions. Since the initial analysis revealed that additional control strategies would be necessary to meet HC and CO emissions standards by 1982, the plan then evaluates strategies from the Transportation Systems Management Plan (adopted by the Council in 1978) for their impact in reducing emissions. These measures closely match the transportation control strategies outlined in the 1977 Clean Air Act Amendments. Some of these strategies directly reduce emissions, while others restrict or discourage auto use and encourage increased use of transit.

The analysis shows that CO standards can be met in downtown Minneapolis by 1982 by implementing certain transportation strategies, primarily the construction of the 3rd Avenue Distributor. Since this facility will not be completed by 1982, implementing a one-way pair on 1st Av. N./Hennepin is recommended. CO standards can be met in downtown St. Paul by 1982 with no further controls. In contrast, the TSM strategies have almost no effect on HC emissions.

Due to the lack of ozone monitoring data it is difficult to assess whether the Twin Cities will meet the new NAAQS for photochemical oxidants by 1982. Extensive monitoring was done in the summer of 1979 and will continue at least two more summers. The monitoring to date has shown no violations of the .12 ppm standard for oxidants. A new design value will be calculated based on the new monitoring, and it appears the Area may meet the standard by 1982.

The plan sets forth three principal objectives:

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

TRANSIT SERVICE PLAN FOR THE ELDERLY AND HANDICAPPED

Two significant programs currently exist for specialized services to the elderly and handicapped.

1. A social fare policy ensures regular transit service at reduced cost to the elderly during off-peak hours. Fares are reduced for handicapped people at all hours.
2. Metro Mobility is a door-to-door service to handicapped persons within the cities of Minneapolis, St. Paul and some suburbs. Smaller buses containing lift equipment and taxicabs are available for wheelchair and other mobility handicapped people upon two hours reservation for 35 cents.

A transit service plan for the elderly and handicapped was adopted by the Metropolitan Council in October 1979. A task force of users and industry personnel assisted in developing goals and evaluating needs. A summary of the plan indicated how service will be expanded.

Transit services provided to elderly and handicapped people are to include a variety of options ranging from the structured fixed-route system to more flexible demand-responsive paratransit solutions.

In the urban service area, the fixed-route transit system should be supplemented by a demand-responsive system composed of dial-a-ride service, shared-ride taxi, volunteer drivers, etc. Special emphasis is to be placed on the provision of adequate service and access for nonambulatory and semi-ambulatory handicapped persons who cannot use nonaccessible vehicles. The coverage and level of service of the demand-responsive system is to be based on demonstrated needs and the ability of the Metropolitan Area to support its capital, maintenance and operating costs. In addition, the removal of barriers from the fixed-route transit system will reduce the need for demand-responsive options. The subregional concept contained in the Transportation Policy Plan is also to be encouraged in providing service to the elderly and handicapped in the urban service area.

In the rural service area, a minimum level of mobility is to be provided for the elderly and handicapped. Priority is to be placed on the provision of accessible service oriented toward the two Metro Centers and unique regional facilities (e.g., University Hospital).

Demand-responsive transit service within Freestanding Growth Centers is also to be provided where need and the ability to adequately support it are demonstrated.

The participation and support of both the public and private sectors are necessary to ensure that the elderly and handicapped have adequate access and service to living/working/shopping opportunities in the Metropolitan Area. Based upon cost-effectiveness and their ability to provide special assistance to the elderly and handicapped transit user, social service agencies and other nonprofit organizations are to be encouraged to supplement the public system. Coordination of resources and services between and within the public and private sectors is to be aggressively promoted. Federal, state and local sources of funds are also to be coordinated to ensure optimum use of limited resources.

In addition, planning activities have been initiated to prepare the transition plan to comply with the federal mandate in the Section 504 regulations.

Mn/DOT/PLAN

In 1976 the Minnesota Legislature created a State Department of Transportation (Mn/DOT) which consolidated all transportation functions and duties into a single agency. The legislation creating Mn/DOT also charged the agency with preparing a multi-modal state transportation plan. The law specifically states that no Minnesota agency or political subdivision may make any transportation decision which is inconsistent with the plan.

Mn/DOT/PLAN is a management document providing data and procedures for transportation decision-making. It focuses on the role of the state and its relationship to other levels of government. It is "process oriented" in that it describes how decisions will be made in typical situations. In most cases, it does not dictate the decision but rather describes the process for making decisions, who should be involved and what should be considered. Mn/DOT/PLAN was published in July 1978 and is currently in a promulgation process mandated by the State Legislature. However, Mn/DOT is using the plan currently. Mn/DOT's transportation planning and programming process as proposed in Mn/DOT/PLAN is intended to reflect the following considerations.

GENERAL

Unless otherwise directed by the Legislature, all federal transportation funds that are available to the state should be fully used.

HIGHWAY DEVELOPMENT

1. A high priority in the highway development program is the completion of the interstate system or the withdrawal of interstate segments and development of substitute projects.
2. All new highway development projects, or major reconstruction in metropolitan areas, will include careful evaluation of exclusive lanes for high occupancy vehicles, as well as other preferential treatment alternatives. Priority in highway development will be given to projects that especially provide for these items.
3. Emphasize modernization and preventive maintenance of important highway facilities already in place rather than focus on new construction. Re-evaluate proposed four-lane facilities against the needs for safe, efficient, all-weather two-lane roads in every region of the state. Focus on projects which reduce routine maintenance costs by including such things as joint resealing narrow pavement, widening and overlays in capital improvement program. (Subject to completion of Maintenance Needs Study.)
4. Continue to emphasize the reconstruction and replacement of important bridges.
5. Emphasize reserving rights-of-way for future transportation purposes to meet clearly demonstrated needs in developing areas of the state.

TRANSIT

1. In administering state or federal funds, evaluate and give priority to transportation projects which are well coordinated with the existing system.
2. Require that any transit system receiving state financial assistance show that provisions have been made for persons with limited mobility to effectively use the systems service.
3. Develop demonstration programs that will indicate the effectiveness and efficiency of a wide range of services.

SUMMARY

This chapter provided a brief summary of the transportation planning process and of the regional transportation plan as background for the project profiles and evaluation in Chapter 3.

Persons wanting more detail should consult the Prospectus, Transportation Policy Plan, TSM, TDP, the Air Quality and Elderly and Handicapped plans, or the public hearing draft of the Mn/DOT/PLAN (July 1, 1978).

3. PROJECT PROFILES AND EVALUATION

This section provides brief summaries of the major improvements (over \$1,000,000) scheduled in the 1980 annual element and 1981-1984 program of this TIP. Included in each project description is the relationship of the improvement to the plans of the Twin Cities Area, such as the Transportation Policy Plan (the long-range plan), the Transportation Systems Management (TSM) plan, the Transit Service Plan for the Elderly and Handicapped, and the Transportation Air Quality Control Plan. Figure 5 shows the relationship between the major TIP highway projects and these plans.

Nine major highway projects are contained in the Interstate and Regular Trunk Highway Program. Eight of these are identified in the policy plan as necessary to complete the 1990 Highway System. Five of the eight are high priority in the policy plan. One of the nine projects, I-694 at the Burlington Northern bridge, would improve a "target area" identified in the TSM plan. Two other projects would implement various TSM objectives although the particular projects are not specifically listed in the TSM plan. One of the nine projects, the Third Av. Distributor portion of I-394, is a strategy of the Air Quality Control Plan to control carbon monoxide (CO) in downtown Minneapolis.

The Right-Of-Way (ROW) acquisition program for Interstate Trunk highways contains several projects over \$1 million, but they are not discussed as ROW acquisition projects since they are self-explanatory. In addition, most of the projects are also described here as construction projects. All of them would implement the policy plan.

None of the projects listed under the Safety Improvement or Resurfacing and Minor Improvement Programs are major projects (over \$1,000,000). Two projects in the Bridge Improvement and Replacement Program are over \$1,000,000. However, all of these projects implement the TSM objective to "Reduce roadway traffic hazards for both vehicles and pedestrians" or "Improve vehicle flow on the metropolitan highway system."

There are eight major projects identified in the Federal Aid Urban (FAU) programs for 1980-1981 that have been previously approved. One of these would implement the Transportation Policy Plan, five would implement TSM objectives and one would implement the TSM directly. There are several smaller projects in the FAU programs which also would implement TSM objectives. Almost all of the projects in the safety capacity and bikeway/walkway categories would implement the TSM objective of increasing roadway safety for vehicles and pedestrians.

Figure 5.

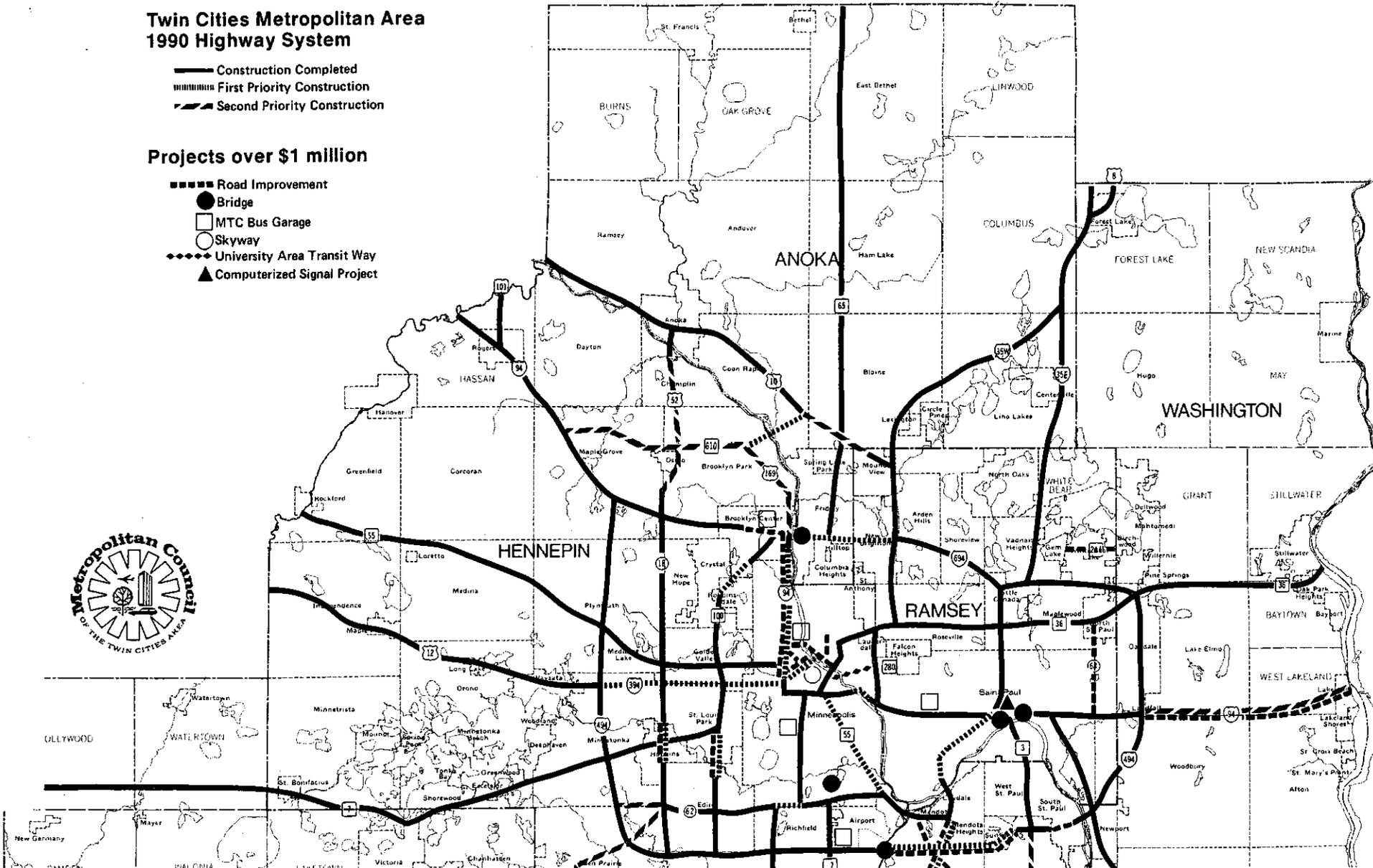
1980-1984 TRANSPORTATION IMPROVEMENT PROGRAM MAJOR PROJECTS

Twin Cities Metropolitan Area 1990 Highway System

- Construction Completed
- ▤ First Priority Construction
- ▨ Second Priority Construction

Projects over \$1 million

- Road Improvement
- Bridge
- MTC Bus Garage
- Skyway
- ◆◆◆ University Area Transit Way
- ▲ Computerized Signal Project



The Interstate Substitution Program includes five major projects, two of which are local projects. Two of the projects are identified as high priority in the policy plan. The remaining major project, the University Area Transit Corridor, would implement one of the transit service concepts of the policy plan. As in the FAU program, several of the smaller substitution projects increase roadway safety and, therefore, would implement one of the TSM objectives.

There are 12 major transit projects identified in the UMTA Section 3 and 5 (capital) programs for 1980, all of which would implement the policy plan.

Tables 3 and 4, on page 38, summarize all project proposals detailed in Section 4 and 5, not just the major projects in these sections. These tables show that federally funded transportation projects for 1980-1984 total \$607,061,000, 41 percent of which are transit-related and 59 percent are highway-related projects. This reveals a high commitment of federal transportation resources to transit.

The commitment of this TIP to TSM projects is also shown in Sections IV and V. Projects which implement objectives of the Twin Cities TSM plan and are consistent with federal TSM guidelines are identified on the program sheets by an asterisk after the state project number.

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

INTERSTATE PROGRAM

1980 ANNUAL ELEMENT

I-94 - STATE PROJECT (S.P.) #2781-86-87

Construction of new I-94 from the Hawthorne Interchange to I-694 (6.4 miles) and the associated remodeling of the existing I-94 from I-694 to TH 152 (2.2 miles) comprise a major portion of the annual element of the Interstate Program. The work scheduled for 1980 includes construction of the 3rd/4th St. connector into downtown Minneapolis, new and remodeled bridges, grading and surfacing, fencing, signing, lighting, noise abatement and surveillance control at a total cost of \$30,532,000. Remodeling work totaling \$3,100,000 on I-94 is also shown in the annual element of the regular TH program. This facility is given priority in the Transportation Policy Plan.

I-35E IN DAKOTA COUNTY - S.P. #1982

The annual element includes construction of bridges, grading and surfacing, fencing, signing, lighting and noise abatement of

this new facility between I-35 and Blackhawk Road at a cost of \$12,776,000. Most of the remaining projects necessary to complete this facility from I-35W to TH 110 are programmed for 1980-1981. This facility is given priority in the Transportation Policy Plan.

I-494 - S.P. #1986/2785

Completion of the Minnesota River Bridge and construction of bypasses and bridges at TH 55 and I-494 are shown in the annual element at a cost of \$31,500,000. Completion of this facility has a high priority in the Transportation Policy Plan.

1981-1982 PROGRAM

I-494 - S.P. #1985/1986/2785

The 1981 and 1982 programs include completion of I-494 from TH 5 in Hennepin County to South St. Paul, including the Minnesota River Bridge. The work includes bridge construction, grading, surfacing, fencing, signing and lighting at a two-year total cost of \$89,000,000. Completion of this facility has a high priority in the Transportation Policy Plan.

I-394 - THIRD AVENUE DISTRIBUTOR - S.P. #2789

The 1982 program includes construction of 12 bridges, fencing, signing, lighting, grading and surfacing for the Third Avenue Distributor in downtown Minneapolis at a cost of \$40,000,000. This facility is given priority in the Transportation Policy Plan. This project is also an essential element of the Transportation Air Quality Control Plan. Completion of the Third Avenue Distributor will assure downtown Minneapolis of attaining NAAQS for carbon monoxide.

I-35E - S.P. #1982

Completion of the 11.5-mile stretch of I-35E from I-35 to TH 110 is shown in the 1982 program. Individual projects include bridges, grading, surfacing, lighting, signing, fencing and noise abatement at a cost of \$37,510,000. Construction of this facility has a high priority in the Transportation Policy Plan.

I-694 - S.P. #0285

Replacement of the Burlington Northern Bridge over I-694 in Fridley (\$5,000,000) is shown in the 1981 program. The narrow clearance on I-694 by this bridge has been a barrier to widening I-694 and its Mississippi River crossing in this area. This area is shown as congested in the Transportation Policy Plan and the TSM Plan. The policy plan also states that reconstruction of this section of I-694 is needed to complete

the 1990 highway system. This area is identified as a specific TSM target area to reduce vehicular congestion (Table 4 of the TSM Plan).

I-94 - ST. PAUL - S.P. #6283

Reconstruction (widening and deck replacement) of the 6th St. Bridges on I-94 in St. Paul at a cost of \$5,900,000 is shown in the 1981 program. These bridges are within the portion of I-94 from Lafayette to Mounds Blvd. Reconstruction of this portion is shown in the Transportation Policy Plan as necessary for completion of the 1990 highway system.

I-94 - S.P. #8282

Construction of nine miles of I-94 from I-494/694 to the St. Croix River in Washington County is scheduled in the 1981 program at a cost of \$29,600,000. This includes grading and surfacing, bridges, fencing, signing, and lighting. The Transportation Policy Plan states that this project is necessary for the completion of the 1990 Highway System.

REGULAR TRUNK HIGHWAY PROGRAM

1980 ANNUAL ELEMENT

I-94 - S.P. #3786

See I-94 under annual element of the Interstate Program.

TH 7 - S.P. #2706

Construction of the first stage of the CSAH 18/TH 7 interchange is programmed for 1980 at a cost of \$3,000,000 for grading and surfacing. Completion of CSAH 18 is given a high priority in the Transportation Policy Plan.

1981 PROGRAM

TH 55 - S.P. #1909

The 1981 program contains grading and surfacing 1.5 miles of TH 55 between Blue Gentian Rd. and the south junction of TH 49 at a cost of \$1,500,000. This is in conjunction with the I-494 construction.

BRIDGE IMPROVEMENT AND REPLACEMENT PROGRAM

1980 ANNUAL ELEMENT

TH 36 - S.P. #2716

The 1980 program includes replacement of the Cedar Avenue bridge

over Lake Nokomis at a cost of \$3,400,000. This is a TSM project.

TH 169 - S.P. #1011-18

A bridge carrying TH 169 over a stream in Carver County is scheduled for replacement in 1980 at a cost of \$1,400,000. This project fulfills TSM objectives.

FAU PROGRAM

1980 ANNUAL ELEMENT

TH 77 - S.P. #1929-M5405 and S.P. #1925-2758-M5405

Construction of 2.8 miles of TH 77 as a four-lane divided road from I-35E to the entrance of the Minnesota Zoological Garden in Apple Valley is scheduled in the 1980 and 1981 elements of the FAU Program at a total two-year cost of \$1,870,000. Construction of TH 77 is shown in the Transportation Policy Plan as a high priority.

PLYMOUTH AVENUE - S.P. #141-197-09 M5248

Replacement of the approaches to the Plymouth Avenue bridge over the Mississippi River in Minneapolis is scheduled in the 1980 element of the FAU program at a cost of \$1,170,000.

Since Plymouth Avenue is not part of the metropolitan highway system, replacement of this bridge is not identified in the policy plan or TSM Plan. However, it will carry traffic in the corridor of the proposed I-335 (now withdrawn). The Major River Crossings Study conducted by the Transportation Advisory Board in 1978 identified this bridge as having serious structural deficiencies that pose a safety hazard. Thus, replacement of the bridge would implement the TSM objective of "reducing roadway traffic hazards for both vehicles and pedestrians."

TH 5 - KELLOGG BOULEVARD S.P. #6218 M5408

The Kellogg Boulevard bridge (.5 miles) over I-94 and the adjacent railroads will be replaced at a cost of \$3,258,000. Replacement of this structurally deficient bridge would implement the TSM objective of "reducing roadway traffic hazards for both vehicles and pedestrians."

GOVERNMENT CENTER SKYWAY - S.P. #42-218 - 06-5241

A skyway will be constructed across 4th Av. at the Hennepin County Government Center at a cost of \$1,265,000. Skyways are identified in the TSM as strategies for pedestrian/vehicular separation which can increase roadway safety.

CSAH 23 - CEDAR AVENUE - S.P. #19-623-12 M5049

Four lanes of 2.2 miles of Cedar Avenue (CSAH 23) from CSAH 42 to 132nd St. in Apple Valley will be reconstructed. This project is not identified in the policy plan or TSM Plan, but will fulfill the TSM objective regarding improvement of roadway safety. This is similar to many projects of the metropolitan highway system that are FAU funded. By FAU criteria, they are priority urban system improvements to fulfill specific pressing needs.

CSAH 68 - McKNIGHT ROAD -S.P. #62-668-13

Reconstruction of McKnight Road from I-94 to TH 36 at a cost of \$1,900,000 is programmed for 1980. This is not shown in the Transportation Policy Plan or TSM Plan.

ST. PAUL COMPUTERIZED SIGNAL PROJECT - S.P. #164-070 M. SIGS

Implementation of a computerized signal system at a cost of \$1,522,000 in St. Paul is scheduled for 1980. This project fulfills TSM objectives regarding improved roadway safety and vehicle flow.

1981 PROGRAM

TH 244 - S.P. 6232-09 M5412

Reconstruction is scheduled for 2.5 miles of TH 244 from TH 61 to TH 120 from a two-lane road to a four-lane divided road at a cost of \$1,750,000. This project is not part of the policy plan or TSM Plan, but will fulfill the TSM objective regarding improvement of roadway safety.

INTERSTATE SUBSTITUTION PROGRAM

1980 ANNUAL ELEMENT

CSAH 18 - S.P. #27-618

Completion of CSAH 18 from 2nd St. NE. in Hopkins to Minnehaha Creek in St. Louis Park (1.1 mile) is scheduled in the 1980 through 1982 Interstate Substitution Programs. Work to be completed includes preliminary engineering, grading, surfacing, bridges and storm sewer. This section includes an interchange with TH 7 so related improvements to TH 7 (\$3,000,000) were also scheduled under the 1980 Regular Trunk Highway Program for the first stage of the interchange. Total costs of the Interstate programs for 1980-1982 are \$10,288,000. Completion of CSAH 18 has a high priority in the policy plan.

UNIVERSITY AREA TRANSIT CORRIDOR (no S.P.)

The 1980-1981 elements of the Interstate Substitution Program include construction of the University Area Transit Corridor between the St. Paul and Minneapolis campuses of the University of Minnesota. This project includes preliminary engineering, right-of-way, grading, surfacing, signals and bridges for an estimated total cost of \$10,304,000.

Although not specifically mentioned in the policy plan, the University Area Transit Corridor is an example of limited stop service described in the policy plan under Metropolitan Transit System Concepts (pp. 60-61).

TH 47 (UNIVERSITY AVENUE) - S.P. #2726

University Avenue will be upgraded from 9th Av. NE. to 8th Av. SE. since it is a local street that will carry traffic that would have otherwise used I-335. The project includes grading, surfacing and bridges at a total cost of \$2,400,000 in 1980-1982.

TH 65 (CENTRAL AVENUE) - S.P. #2710

The annual element includes grading, surfacing and bridges on Central Avenue between the Mississippi River and Broadway NE. at a cost of \$1,150,000. This is a local street that will carry traffic that otherwise would have used I-335.

1981-1982 PROGRAM

TH 100 FROM EXCELSIOR BOULEVARD TO TH 7 (S.P. #2734)

Right-of-way for reconstruction of .75 miles of TH 100, including an interchange at W. 36th St., is scheduled on the 1981 and 1982 Interstate programs at a two-year cost of \$1,000,000. The policy plan assigns a high priority to this project.

URBAN MASS TRANSPORTATION ADMINISTRATION
SECTION 3 AND SECTION 5 (CAPITAL)

1980 ANNUAL ELEMENT

Capital improvement projects not already included in an approved Section 3 grant will be funded through use of Section 5 "bus capital" funds to the extent available, supplemented by Section 3 funds.

FIVE-YEAR IMPROVEMENT PROGRAM: MN-03-0005

This project includes the expansion and modernization of the bus transit system following acquisition of Twin City Lines, Inc. Expenditures in 1980 will be primarily for the purchase and installation of special downtown passenger waiting shelters,

development of a print shop at the new overhaul facility, installation of new equipment in 11 Metro Mobility buses, and rehabilitation of buses currently stored. (Amendment of the grant budget to move funds to the necessary line items will be accomplished by MTC staff.)

BUS SERVICE EXPANSION PROGRAM: MN-03-0012

This project was initiated to expand the bus service at legislative direction between 1975 and 1977. The majority of funds provided through this grant have been spent on bus purchases, including 338 regular transit buses, 20 articulated buses and 10 vehicles for elderly and handicapped. Only minor activities remain in this project. Activity in 1980 will concentrate on the conversion of five standard buses to handicapped accessible vehicles.

SOUTH GARAGE: MN-03-0013

The South Garage will be a new service garage in the MTC system built to accommodate 200 full-size buses. The garage's function will be to house, service and dispatch the buses assigned to it and provide facilities for drivers and mechanics. The servicing includes: fare removal, fueling, washing, tire work, routine inspections and maintenance work, and small component replacement. A long-term lease with the Metropolitan Airports Commission was negotiated in 1979. The construction contract was awarded in 1979, with construction to be completed by 10/30/80. The project includes the purchase of related capital equipment for service and maintenance of the bus fleet during 1979 and 1980.

BUS-RELATED ROAD IMPROVEMENTS: MN-03-0021

This project includes the design, site acquisition, and contract administration for four park/ride facilities and one transit pulse center to be constructed in 1980, using Federal Aid Urban funds for the actual construction. The park/ride facilities will provide formal, identifiable locations for people to park their automobiles and transfer to buses or carpools and van pools, thus encouraging the use of transit and paratransit services. The pulse center will provide centralized transfer areas for transit patrons and a layover area for buses. The facilities and their locations are:

Park/Ride Facilities:

Roseville P/R, Co. Rd. C and Lexington Av.
Burnsville P/R, Cliff Rd.
Hopkins P/R, Co. Rd. 3 and 8th Av.
Wayzata P/R, Wayzata Blvd. and Barry Av.

Transit Pulse Center:

Golden Valley Transit Pulse Center.
Golden Valley Rd. and Rhode Island Av.

OVERHAUL FACILITY: MN-03-0022

This project is concerned with the design, site acquisition, construction and contract administration for a major overhaul facility. The facility will house maintenance functions not routinely carried out in service garages or those that require a vehicle to be substantially disassembled. The facility will consist of a building of 260,000 square feet, providing space for all necessary work areas, personnel areas, equipment and supply storage offices, and circulation and holding areas. It will be designed to serve a fleet of 1,200 buses with an expansion capability to 1,800 buses. The construction contract was awarded in 1979, with completion scheduled for December 1980. Equipment will be purchased in 1979 and 1980.

SHINGLE CREEK RENOVATION: MN-03-0023

Although it is the newest, the Shingle Creek Garage is the most energy inefficient and expensive garage currently being used by the MTC. It was leased by the MTC to meet an urgent need for a bus storage facility. It was purchased with the intention of converting it to a permanent bus garage. Much of the inefficiency is due to its heating and ventilation system and temporary layout of facilities. The project provides for renovations and additions to the present facility and includes: new drivers and dispatch facility, new storage area, new heating plant with heat recovery units, new service facilities, and blacktopping for additional parking required by the City of Brooklyn Center. The contract was awarded in September 1979, with completion scheduled for April 1981.

TRANSIT SYSTEM IMPROVEMENTS (1978 GRANT): MN-03-0024

This project includes a variety of needed transit system capital improvement items not previously funded under other capital grant applications. Expenditures in 1980 will be primarily for the rehabilitation of existing shelters and the purchase and installation of bus stop signs.

MANAGEMENT INFORMATION SYSTEMS: MN-03-0025

The purpose of this project is to improve the MTC's information system and to provide accurate and timely information to assist the commission and management personnel in making decisions and setting policy. This will be accomplished by conducting a detailed subsystem design, programming and/or the purchase of software, and by implementing those subsystems identified in the needs analysis and detailed design. This grant will assist in meeting UMTA's Section 15 requirements for a Financial

Accounting Reporting Elements (F.A.R.E.) uniform accounting system. The present \$1,155,000 project budget is proposed to be increased by \$500,000 in 1980.

TRANSIT SYSTEM IMPROVEMENTS (1979 GRANT): MN-05-0003

This project includes a variety of needed transit system capital improvement items not previously funded from other capital grant applications. Included in this grant are improvements to the Telephone Information Center including installation of automated equipment, the design of four bus turnaround facilities scheduled for construction in 1980, and the purchase of service and maintenance equipment and support equipment necessary to maintain the MTC's fleet and facilities.

SNELLING RENOVATION: MN-03-0027 and MN-05-0005

This project is concerned with the renovation and repair of the Snelling Garage. The changes and repairs necessary to provide safe, efficient facilities for the storage and maintenance of the bus fleet were determined through a renovation analysis and safety inspection completed in 1977. This construction will begin after completion of the Overhaul Facility (Item 5) and will convert overhaul facility space to bus service garage use.

TRANSIT SYSTEM IMPROVEMENTS (1980 GRANT)

A variety of needed transit system capital improvement items not previously funded from other capital grant applications are included in this project. Major items are: additional radio sets, fare boxes, stands and vaults to equip additional vehicles, radio system computer expansion, shelters (including downtown shelters), turnarounds, and other service and maintenance equipment.

BUS FLEET EXPANSION (UMTA)

This project is concerned with the purchase of full-sized or articulated transit coaches to expand the MTC fleet based on projected ridership increases and increased levels of service. In 1980, the MTC expects to contract for the purchase of approximately 20-30 articulated buses (depending upon price per bus and funding available) equipped with wheelchair lifts (approximately 10 from FAU funds and 15 from UMTA funds).

RELATED FEDERAL AID URBAN (FAU) PROJECTS

Bus Fleet Expansion (FAU)

This project is concerned with the purchase of full-sized or articulated transit coaches to expand the MTC fleet based on projected ridership increases and increased levels of service. In 1979, as part of this project, the MTC will have taken delivery of two Metro Mobility vehicles (1978 Coach and Equipment contract). In 1980, as part of this project, the MTC expects to contract for the purchase of approximately ten articulated buses equipped with wheelchair lifts.

Bus-Related Road Improvements (FAU)

This project includes construction of four park/ride facilities which will provide formal, identifiable locations for people to park their automobiles and transfer to a bus or form car pools and van pools, thus encouraging the use of transit and paratransit services. Four park/ride facilities will be constructed in 1980 in Hopkins, Burnsville, Wayzata and Roseville. This grant also provides for the construction of a transit pulse center in Golden Valley which will provide a central transfer area for transit patrons and a layover area for buses.

1981-1984 PROGRAM

VEHICLES

Both buses and paratransit vehicles are programmed in the 1981-1984 period.

Based on a six percent projected system growth, the following bus purchases are programmed through 1984:

<u>Number of Buses</u>	<u>Year Contract Encumbered</u>	<u>Year Delivered</u>
20-30 articulated	1980	1981
104	1981	1982
10 (Project Mobility)	1981	1981
200	1982	1983
10 (Project Mobility)	1982	1982
93	1983	1984

These projections entail replacing buses when they're 12 years old, but keeping them until they are 17 years old. This would allow maximum flexibility for the uncertain ridership growth.

BUILDINGS

The MTC is currently carrying out some long-range capital improvements to its existing facilities. A new full-service garage (South Garage) and a new facility for overhauling buses are scheduled to be operating in late 1980. In addition, each of the four existing garages will be renovated. Another new service garage for 300 buses is projected for construction in 1981.

SYSTEM MAINTENANCE AND IMPROVEMENT

This is a continuation of the type of program identified in the narrative in the 1980 Annual Element, with specific activities varying from year to year.

MANAGEMENT INFORMATION SYSTEMS

This is a continuation of the project outlined in the narrative in the 1980 Annual Element.

URBAN MASS TRANSIT ADMINISTRATION SECTION 5 (OPERATING ASSISTANCE)

1980 ANNUAL ELEMENT (METROPOLITAN TRANSIT COMMISSION)

OPERATING ASSISTANCE - FY 1980 (FOR CY 1979)

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 (\$12,500,000) shown in the 1980 Annual Element represent the entire allocation of apportioned Section 5 funds available for operating assistance, including the supplemental apportionment to large areas. An application for the FY 1980 funds will be submitted in late 1979.

OPERATING ASSISTANCE - FY 1981 (FOR CY 1980)

An application for the 1981 funds will be submitted towards the end of 1980. Total operating assistance is estimated at \$51,800,000 with a federal share of \$13,800,000.

Table 3
SUMMARY OF 1980-1982 TIP - HIGHWAY RELATED PROJECTS
(in thousands of dollars)*

December 1979

<u>Project Category</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>Total</u>	<u>Federal</u>	<u>Other</u>
Interstate Construction	\$ 77,179	\$ 64,570	\$151,096	\$292,845	\$263,571	\$ 29,274
Interstate R/W	45,700	--	--	45,700	41,130	4,570
Regular T.H. Construction	7,110	1,500	--	8,610	6,939	1,671
Safety Improvement (FAP)	5,155	765	988	6,908	5,298	1,610
Bridge Improvement and Replacement	5,682	--	1,050	6,732	5,386	1,346
Resurfacing and Minor Improvement	100	--	--	100	77	23
Federal Aid Urban (Roadway Related)	18,418	6,559	--	24,977	19,165	5,812
Interstate Substitution	5,714	18,010	6,502	30,226	25,691	4,535
Subtotal	\$165,058	\$ 91,404	\$159,636	\$416,098	\$367,257	\$ 48,841

*Title II Safety Projects and preliminary engineering not included.

Table 4
SUMMARY OF 1980-1982 TIP - TRANSIT RELATED PROJECTS
(in thousands of dollars)

<u>Project Category</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>Total</u>	<u>Federal</u>	<u>Other</u>
Capital (UMTA Sections 3 and 5)	\$ 4,730	\$41,288	\$49,178	\$ 95,196	\$ 76,157 (assumes 80%)	\$19,039
Operating Assistance (UMTA Section 5)	41,000	51,800	--	92,800	26,300	66,500
Demonstration (UMTA Section 6)	257	209	112	578	539	39
UMTA Section 16(b)2 ¹	--	--	--	--	--	--
FAU (Transit)	2,171	569	--	2,740	2,201	539
Subtotal	\$ 48,158	\$93,866	\$49,290	\$191,314	\$105,197	\$ 86,117
Total All Projects (Highway and Transit)	\$213,216	\$185,270	\$208,926	\$607,061	\$472,454	\$134,958

¹State total is \$348,000 but metro share has not yet been determined.

4. HIGHWAY, ROADWAY AND BRIDGE PROJECTS

The following pages contain detailed project lists for highway, roadway and bridge improvements during 1980-1984, including the major projects described in Section 3. The FAU program also includes transit projects.

An asterisk (*) after the state project number on Tables 5 through 23 indicates that the project fulfills TSM objectives.

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

1980 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 requires all major construction to be under contract by 1980 in order to be eligible for FAI funding. In addition to initial construction this program contains reconstruction, upgrading, noise abatement and surveillance control. Due to the Federal completion mandate and time limit, project selection and scheduling is a matter of satisfying local and environmental concerns rather than one of addressing a fixed priority and funding criteria. Manpower availability within Mn/DOT, as it applies to project advancement, is also recognized during project selection.

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2786-54 2781-207 2787-09	94 694	Hennepin	TH 152 to TH 252	Remodeling (Grading & Surfacing)	---	5,000	4,500	4-25-80
2786	94	Hennepin	TH 94 (E.B. & W.B.) over TH 152, TH 169 & Shingle Creek	Redeck & Widen Bridges 27803, 04, 27923, 24, 25 & 26	---	1,970	1,773	4-25-80
2786	94	Hennepin	TH 94 (E.B.) over Shingle Creek	Bridge 27909	---	150	135	4-25-80
2786	94	Hennepin	Pedestrian Bridge over TH 94 & 694 (E.B.)	Bridge 27864	---	200	180	4-25-80
2786	94	Hennepin	Humboldt Ave. S.B. over TH 94 & 694 (E.B.)	Bridge 27913	---	1,090	981	4-25-80
2786	94	Hennepin	Humboldt Ave. N.B. over TH 94 & 694 (E.B.)	Bridge 27914	---	1,525	1,373	4-25-80

Table 5 (page 2)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 ANNUAL ELEMENT

1980 MULTI-YEAR ELEMENT
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2786	94	Hennepin	TH 694 (W.B.) to TH 100 (S.B.) over TH 94, & TH 694 (E.B.)	Bridge 27962	---	2,230	2,007	4-25-80
2786	94	Hennepin	TH 100 (N.B.) to TH 694 (E.B.) over TH 94 (E.B.)	Bridge 27982	---	800	720	4-25-80
2786	94	Hennepin	Dupont Ave. N. over TH 94 & TH 694	Bridge 27929 (Remove Bridge 27928)	---	1,400	1,260	4-25-80
2781	94	Hennepin	TH 694 (E.B.) over TH 94 (W.B.)	Bridge 27734 & Remove Bridge 27802	---	500	450	4-25-80
2786-69	94	Hennepin	0.7 Mi. W. of Xerxes Av. to Signing TH 252 in Brooklyn Center	Signing	2.0	500	450	4-25-80
2786	94	Hennepin	0.7 Mi. W. of Xerxes Av. to Lighting TH 252 in Brooklyn Center	Lighting	2.0	350	315	4-25-80
2781	94	Hennepin	53rd Ave. N. to 41st Ave. N.	Traffic Signals	---	335	302	1-25-80
2781	94	Hennepin	Dowling to 17th Ave. N.	Traffic Signals (5)	---	255	230	2-22-80
2781-270	94	Hennepin	40th Ave. N. to 12th Ave. N.	Signing	2.7	560	504	9-26-80

Table 5 (page 3)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 ANNUAL ELEMENT

1980 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2781	94	Hennepin	40th Ave. N. to 12th Ave. N.	Fencing	2.7	160	144	3-28-80
2781-280 2781-282	94	Hennepin	12th Ave. N. to Hawthorne interchange	Fencing	1.1	80	72	3-28-80
2781	94	Hennepin	12th Ave. N. to Hawthorne interchange	Signing	1.1	750	675	4-25-80
2781	94	Hennepin	12th Ave. N. to Hawthorne interchange	Lighting	1.1	375	338	4-25-80
2781	94	Hennepin	Lowry Hill Tunnel	Tunnel Lighting System	---	500	450	3-28-80
2781	94	Hennepin	WB over TH 169 SB at TH 169	Replace Rail & Overlay Bridge 27805	---	93	84	4-25-80
2781	94	Hennepin	TH 94 W.B. over TH 169 W.B.	Overlay Bridge 27805	---	100	90	4-25-80
2781	94	Hennepin	3rd & 4th St. Conn- ector from 10th Ave. N. to 2nd Ave. N.	Bridge 27816 (Ramps on Trestle), Fencing, Signing & Traffic Management	0.6	10,400	9,360	12-19-80
2785 *	494	Hennepin	Under TH 7 WB-EB at TH 7	Replace Rail & Overlay Bridges 9753 & 9754	---	172	155	1-25-80
2785-190 *	494	Hennepin	At CSAH 18	Channelization & Signals	---	250	225	4-25-80

Table 5 (page 4)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 ANNUAL ELEMENT

1980 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROGRAM NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATE LETTING DATE
						TOTAL	FEDERAL	
2785 1986	494	Hennepin Dakota	TH 494 over Minnesota River	Bridge 9217 (Piers 11-36 & East Abutements)	---	9,100	8,190	5-23-80
2785 1986	494	Hennepin Dakota	TH 494 over Minnesota River	Bridge 9217 (W.B. Piers 2-6; E.B. Piers 1-6 & West Abutments)	---	2,330	2,097	9-26-80
2785 1986	494	Hennepin Dakota	TH 494 over Minnesota River	Bridge 9217 (Piers 7-10 Segmental)	---	7,220	6,498	9-26-80
2781-232 2781-277	94	Hennepin	34th Ave. N. to 12th Ave. N. & 40th Ave. N. to 34th Ave. N.	Surveillance Control	---	309	278	9-26-80
2786	94	Hennepin	TH 152 to Xerxes Ave.	Noise Abatement & Landscaping	---	900	810	4-25-80
1980 * 7080	35	Dakota Scott	Over TH 50 & over City St. 3.5 Mi. N. of Dakota Co. L. & over C.M. St. P&P Ry. 3.5 Mi. S. of Lakeville & under Crystal Lake Road	Overlay Brs. 19806, 19807, 19808, 19845, 19846, 70803, & 70804	---	374	337	1-25-80

Table 5 (page 5)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 ANNUAL ELEMENT

1980 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
1980*	35	Dakota	Over C.M. St. P&P R.R. & CSAH 64 1.5 MI. N. of County Line	Reconstruct Deck Bridges 19843 & 19844	---	272	245	1-25-80
0283-13	35	Anoka	TH 35W & 35E of Lino Lakes to Anoka - Wash. Co. Line	Landscaping	2.5	120	108	8-22-80
8280-20	35	Washington	Anoka-Washington Co. line to Washington- Chisago Co. Line	Landscaping	2.9	125	113	8-22-80
1981	35W	Dakota	TH 35E (S.B.) over TH 35W	Remodel Bridge 19809	---	190	171	1-25-80
1982 1981 1980	35E 35W 35	Dakota	S. Jct. TH 35 to N. of Co. Rd. 11	Surfacing & By- passes for Bridges 19891 & 19892	2.6	4,200	3,786	1-25-80
1982	35E	Dakota	At 138th Street in Burnsville	Grading & Surfacing	---	100	90	4-25-80
1982 1981	35E 35W	Dakota	S. Jct. TH 35 & 35W to 0.3 Mi. E. of CSAH 23 (Cedar Ave.)	Signing	3.7	350	315	7-25-80
1982 1981	35E 35W	Dakota	S. Jct TH 35 & 35W to 0.3 Mi. E. of CSAH 23 (Cedar Ave.)	Lighting	3.7	100	90	7-25-80
1982	35E	Dakota	On TH 35E from S. Jct. TH 35 & 35W to Cedar Ave.	Noise Abatement & Fencing	3.7	1,000	900	8-22-80

Table 5 (page 6)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 ANNUAL ELEMENT

1980 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
1982	35E	Dakota	South Jct. TH 35 & 35W to Cedar Avenue	Landscaping	3.7	300	270	8-22-80
1982-14	35E	Dakota	0.3 Mi. E. of CSAH 23 (Cedar Ave.) to Blackhawk Rd.	Grading & Misc. Surfacing	0.9	3,930	3,537	6-27-80
1982	35E	Dakota	0.3 Mi. E. of CSAH 23 to Blackhawk Rd.	Mainline Surfacing	0.9	1,075	968	6-27-80
1982	35E	Dakota	TH 35E under Cliff Rd. (Co. Rd. 32)	Bridge 19816	---	968	871	6-27-80
1982	35E	Dakota	TH 35E under Blackhawk Road	Bridge 19882	---	753	678	6-27-80
0282-40 *	35	Anoka	Districtwide	Guard Rail	---	300	270	4-25-80
0285-40	35E							
1380-45	94	Chisago						
1981-66	694	Dakota						
etc.	etc.							
3282	94	Washington	St. Croix Information Center	Waterwells	---	8	7	6-27-80
2780	94	Hennepin	Elm Creek Rest Area	Reconstruct Sewage System	---	100	90	2-22-80

Table 5 (page 7)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 ANNUAL ELEMENT

1980 ANNUAL ELEMENT FEDERAL AID
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
1986	494	Dakota	On TH 55 from Mendota Heights road to Blue Gentian Road (Stage 1)	Grading, Surfacing, Temporary By-pass, Shoo-fly	0.8	400	360	3-28-80
1986	494	Dakota	On TH 55 from Mendota Heights to Blue Gentian Road (Stage 2)	Remove Temp. By-Pass & Shoo-fly, Grade, Surf. (Permanent Roadway)	0.8	1,300	1,170	8-22-80
1986	494	Dakota	TH 55 over TH 35E	Bridge 19819	---	2,400	2,160	8-22-80
1986	494	Dakota	C.M. St. P&P RR Over TH 35E	Bridge 19821	---	4,100	3,690	8-22-80
1986	494	Dakota	TH 55 over TH 494	Bridge 19827	---	2,200	1,980	8-22-80
1986	494	Dakota	C.M. St. P&P RR over 494	Bridge 19829	---	2,500	2,250	8-22-80
1985*	494	Dakota	At TH 56 (Concord St.)	Traffic Signal	---	110	99	11-21-80
8286-24	694	Washington	TH 94 to Wash.-Ramsey Co. Line (TH 120)	Landscaping	6.0	<u>300</u>	<u>270</u>	8-22-80
						77,179	69,471	

Table 6
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

1981 MULTI-YEAR ELEMENT
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
0285 * 1981 2781 2785	35W	Anoka Dakota Hennepin	In Anoka, Dakota & Hennepin Counties	Guardrail	---	200	180	5-22-81
2782-169*	35W	Hennepin	TH 494 to TH 94	Traffic Signs & Devices (Safety Betterment)	---	400	360	4-24-81
2783*	35W	Hennepin	Under Ramp to TH 94 WB At TH 94	Overlay Bridges 27885 & 27850	---	160	144	1-23-81
2781	94	Hennepin	TH 694 in Brooklyn Center to Hennepin Av. in Minneapolis	Planting	7.2	600	540	12-18-81
2781	94	Hennepin	59th Ave. N. to 40th Ave. N.	Signing	2.6	350	315	4-24-81
2781	94	Hennepin	59th Ave. N. to 40th Ave. N.	Lighting	2.6	200	180	4-24-81
2781-126	94	Hennepin	59th Ave. N. to 40th Ave. N.	Fencing	2.6	122	110	3-27-81
2781	94	Hennepin	21st to 23rd Ave. N.	Detached Frontage Rd. & Noise Abatement	---	200	180	6-26-81
2781-264	94	Hennepin	40th Ave. N. to 12th Ave. North	Lighting	2.7	480	432	3-27-81

Table 6 (page 2)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

1981 MULTI-YEAR ELEMENT
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2781	94	Hennepin	TH 12 (Lowry Hill) to Hennepin - Ramsey Co. Line	Traffic Signs & Devices (Safety Betterment)	---	100	90	1-23-81
2781	94	Hennepin	On Ramp under Ramp at TH 169 & Ov. TH 169 NB & CSAH 20 NB & Ramp at TH 169 & to TH 94 EB Ov. TH 169 & Ramp at TH 169	Overlay Bridges 27961, 27963, 27965	---	197	177	1-23-81
2785 1986	494	Hennepin Dakota	TH 494 over Minnesota River	Bridge 9217 (Beam Span Superstructure & Deck Overlay)	---	14,350	12,915	1-23-81
0285	694	Anoka	B.N. Inc. Over TH 694 & Main St. (E. of Mississippi River)	Bridge 02807 & 02808 (Replaces Bridges 6493 & 9860)	---	5,000	4,500	11-20-81
2786 2781	94	Hennepin	TH 152 to TH 252 In Brooklyn Center (1st Stage)	Surveillance Control	---	340	306	5-21-81
2781-230 2781-231	94	Hennepin	TH 694 to 53rd Ave. N. & 53rd Ave. N. to 40th Ave. N.	Surveillance Control	---	284	256	4-24-81
2786 2781	94	Hennepin	TH 152 to Hawthorne Interchange (2nd Stage)	Surveillance Control	---	1,400	1,260	11-20-81

Table 6 (page 3)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

1981 MULTI-YEAR ELEMENT
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
0283-16 * 1380-46 8280-27	35	Anoka Chisago Washington	TH 35W & 35E to Chisago-Pine Co. Line	Traffic Signs & Devices (Safety Betterment)	---	80	72	10-23-81
1982	35E	Dakota	0.3 Mi. E. of CSAH 23 (Cedar Avenue) to Co. Rd. 32 (Cliff Road)	Signing	0.7	60	54	3-27-81
1982	35E	Dakota	0.3 Mi. E. of CSAH 23 (Cedar Ave.) to County Road 32 (Cliff Road)	Lighting	0.7	40	36	3-27-81
6282 *	94	Ramsey	Hennepin-Ramsey Co. Line to I 494 & 694	Traffic Signs & Devices (Safety Betterment)	---	200	180	1-23-81
6283 *	94	Ramsey	6th St. Bridges in St. Paul	Widen & Replace Decks on Br. 6755A&B, & Br. 6756A&B	---	5,900	5,310	12-18-81
8282-06	94	Washington	0.2 Mi. E. of TH 494 & TH 694 to TH 95 (S. Alternate)	Grading & Surfacing	9.0	21,420	19,278	12-18-81
8282	94	Washington	Co. Rd. 13 over TH 94	Bridge 82843	---	1,000	900	12-18-81
8282	94	Washington	CSAH 19 over TH 94	Bridge 82844	---	1,100	990	12-18-81
8282	94	Washington	CSAH 17 over TH 94	Bridge 82845	---	600	540	12-18-81
8282	94	Washington	CSAH 15 over TH 94	Bridge 82846	---	1,100	990	12-18-81

Table 6 (page 4)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

1981 MULTI-YEAR ELEMENT
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
8282	94	Washington	Co. Rd. 71 (Neal Av.) over TH 94	Bridge 82847	---	600	540	12-18-81
8282	94	Washington	CSAH 21 (Stagecoach Trail) over TH 94	Bridge 82848	---	650	585	12-18-81
8282	94	Washington	TH 95 Interchange	Grading & Surfacing	0.5	2,000	1,800	12-18-81
8282	94	Washington	TH 94 over TH 95	Bridges 82849 & 82850	---	1,000	900	12-18-81
8282	94	Washington	TH 95 Interchange	Lighting	0.5	50	45	12-18-81
8282	94	Washington	TH 95 Interchange	Fencing	0.5	30	27	12-18-81
8282	94	Washington	TH 95 Interchange	Signing	0.5	50	45	12-18-81
1986	494	Dakota	E. End of Minnesota River Bridge 9217 to TH 55	Partial Grading, Surfacing (Inc. Temp. Conn. to TH 55)	2.0	3,000	2,700	7-24-81
1986	494	Dakota	E. End of Minnesota River Bridge 9217 to TH 55	Fencing	2.0	100	90	7-24-81
1986	494	Dakota	E. End of Minnesota River Bridge 9217 to TH 55	Signing	2.0	150	135	10-23-81

Table 6 (page 5)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

1981 MULTI-YEAR ELEMENT
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
1986	494	Dakota	E. End of Minnesota River Bridge 9217 to TH 55	Lighting	2.0	749	674	10-23-81
6286 8286	694	Ramsey Washington	Over TH 94 & Service Roads	Redeck, Widen, Paint Steel on Bridges 82831 & 82832	---	<u>308</u>	<u>277</u>	6-26-81
						64,570	58,113	

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

1982 MULTI-YEAR ELEMENT
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2789	394	Hennepin	E. of Hawthorne Interchange to Wash. Ave. (3rd Ave. Distributor)	Grading & Surfacing	1.0	27,500	24,750	10-22-82
2789	394	Hennepin	TH 394 under 11th St. N., 12th St. N., Linden Ave. & Wash. Ave. Connection over 5th St. N.	Bridges 27701, 27703, 27706 & Approaches	---	2,000	1,800	10-22-82
2789	394	Hennepin	TH 394 under 12th St. & Glenwood Ave. N.	Bridges 27702 & 27704	---	1,800	1,620	10-22-82
2789	394	Hennepin	TH 394 under 7th St.	Bridge 27705	---	1,000	900	10-22-82
2789	394	Hennepin	10th St. N. over TH 394 & L30 Ramp over TH 394 (From 9th St. Garage)	Bridge 27730 & 27731	---	1,400	1,260	10-22-82
2789	394	Hennepin	TH 394 (E.B.) over Wash. Ave. Conn. (N.B.)	Bridge 27720	---	600	540	10-22-82
2789	394	Hennepin	3rd St. N. to TH 394 W.B. over Wash. Ave. Conn.	Bridge 27708	---	700	630	10-22-82
2789	394	Hennepin	7th St. N. over B.N. Inc. (Y-Bridge) & L26 Ramp over 3rd Ave. N.	Bridges 27732 & 27733	---	4,500	4,050	10-22-82

Table 7 (page 2)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

1982 MULTI-YEAR ELEMENT
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2789	394	Hennepin	E. of Hawthorne Interchange to Wash. Ave. (3rd Ave. Dist.)	Fencing	1.0	50	45	10-22-82
2789	394	Hennepin	E. of Hawthorne Interchange to Wash. Ave. (3rd Ave. Dist.)	Signing	1.0	350	315	10-22-82
2789	394	Hennepin	E. of Hawthorne Interchange to Wash. Ave. (3rd Ave. Dist.)	Lighting	1.0	100	90	10-22-82
2785-116	494	Hennepin	Near 24th Ave. S. to W. End of Minnesota River Bridge	Grading & Surfacing	1.5	4,200	3,780	2-26-82
2785	494	Hennepin	TH 494 over 34th Ave. S.	Bridge 27765 (Remove Bridge 9084)	---	690	621	2-26-82
2785	494	Hennepin	34th Ave. to TH 5 (E.B.) over TH 494 & TH 5 Loops	Bridge 27764	---	210	189	2-26-82
2785	494	Hennepin	TH 5 (E.B.) & Ramp over inverted loops	Bridge 27766	---	290	261	2-26-82
2785	494	Hennepin	TH 494 & TH 5 (W.B.) over inverted loops	Bridge 27767	---	1,000	900	2-26-82
2785	494	Hennepin	TH 494 (W.B.) to 34th Ave. over inverted loops	Bridge 27769	---	250	225	2-26-82
2785	494	Hennepin	TH 5 (W.B.) over loop TH 494 (W.B.) & Ramp to 34th Ave.	Bridge 27983	---	600	540	2-26-82

Table 7 (page 3)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

1982 MULTI-YEAR ELEMENT
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2785	494	Hennepin	TH 5 (E.B.) & In- verted Loops over TH 494	Bridge 27984 (Remove inplace bridge 9216)	---	700	630	2-26-82
2785	494	Hennepin	34th Ave. Ramp - TH 5 (E.B.) & loop (TH 494 W.B. to TH 5) over TH 494 & Ramps	Bridge 27763	---	900	810	2-26-82
2785	494	Hennepin	Near 34th Ave. S. to W. end of Minnesota River Bridge	Fencing	0.8	51	46	2-26-82
2785	494	Hennepin	Near TH 35W to W. end of Bridge over Minnesota River	Signing	4.8	300	270	2-26-82
2785	494	Hennepin	Near 24th Ave. S. to W. end of Bridge over Mn. River	Lighting	1.5	220	198	2-26-82
2785	494	Hennepin	Near 24th Ave. S. to W. end of Bridge over Mn. River	Traffic Signals	---	100	90	2-26-82

Table 7 (page 4)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

1982 MULTI-YEAR ELEMENT
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
1982	35E	Dakota	TH 35E under CSAH 30	Bridge 19817	---	968	871	3-26-82
1982	35E	Dakota	Blackhawk Rd. to S. of CSAH 26	Grading & Surfacing	4.1	19,500	17,550	3-26-82
1982	35E	Dakota	TH 35E under Deerwood Rd.	Bridge 19883	---	700	630	3-26-82
1982	35E	Dakota	TH 35E over Blackhawk Lk.	Bridge 19885 & 19886	---	2,212	1,991	3-26-82
1982	35E	Dakota	TH 35E under CSAH 31	Bridge 19818	---	1,600	1,440	3-26-82
1982	35E	Dakota	TH 35E under Yankee Doodle Rd.	Bridge 19864	---	1,100	990	3-26-82
1982	35E	Dakota	TH 35E under CSAH 26	Bridge 19836	---	1,600	1,440	3-26-82
1982	35E	Dakota	CSAH 23 (Cedar Ave.) to CSAH 26	Noise Abatement & Fencing	5.8	700	630	3-26-82
1982	35E	Dakota	S. of CSAH 26 to 0.6 Mi. N. of CSAH 26	Grading, Surfacing & Noise Abatement	0.9	5,000	4,500	3-26-82
1982	35E	Dakota	CSAH 26 to 0.6 Mi. N. of CSAH Fencing 26	Fencing	0.6	80	72	3-26-82
1982	354	Dakota	0.4 Mi. N. of Mendota Heights Fencing Road to TH 110	Fencing	1.0	50	45	3-26-82
1982	35E	Dakota	0.4 Mi. N. of Mendota Heights Road to TH 110	Grading, Surfacing & Noise Abatement	1.0	4,000	3,600	3-26-82

Table 7 (page 5)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

1982 MULTI-YEAR ELEMENT
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
1985	494	Dakota	0.5 Mi. E. of TH 49 to Salem Church Road	Grading & Surfacing	2.0	7,300	6,570	10-22-82
1985	494	Dakota	CSAH 63 (Delaware Av.) over TH 494	Bridge 19831	---	1,100	990	10-22-82
1985	494	Dakota	Piper Road over TH 494	Bridge 19835	---	800	720	10-22-82
1985	494	Dakota	Salem Church Road over TH 494	Bridge 19852	---	800	720	10-22-82
1985	494	Dakota	0.5 Mi. E. of TH 49 to Salem Church Road	Fencing	2.0	100	90	10-22-82
1985	494	Dakota	Salem Church Road to 0.2 Mi. W. of CSAH 73 (Babcock Trail)	Grading, Surfacing	1.0	4,800	4,320	7-23-82
1985	494	Dakota	W.B. TH 110 over TH 52 (Robert Street)	Bridge 19887 (Replaces Bridge 5996)	---	600	540	7-23-82
1985	494	Dakota	E.B. TH 110 over TH 52 (Robert Street)	Bridge 19888 (Replaces Bridge 5996)	---	600	540	7-23-82
1985	494	Dakota	TH 52 (Robert Street) over TH 494	Bridge 19832	---	2,300	2,070	7-23-82
1985	494	Dakota	Westwood TH 494 over TH 35E	Bridge 19823	---	1,200	1,080	4-23-82
1985	494	Dakota	TH 494 Eastbound C-D Road over TH 35E	Bridge 19878	---	1,000	900	4-23-82

Table 7 (page 6)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

1982 MULTI-YEAR ELEMENT
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
1985	494	Dakota	Westbound TH 494 to Southbound TH 35E Ramp over TH 35E	Bridge 19899	---	600	540	4-23-82
1985	494	Dakota	Eastbound TH 494 over Westbound TH 494 to Southbound TH 35E Ramp	Bridge 19898	---	500	450	4-23-82
1985	494	Dakota	TH 494 Eastbound C-D Road over Westbound TH 494 to Southbound TH 35E Ramp	Bridge 19900	---	250	225	4-23-82
1985	494	Dakota	TH 55 to 0.5 Mi. E. of TH 49	Fencing (Includes Interchange with TH 35E	---	200	180	4-23-82
1985	494	Dakota	0.2 Mi. W. of CSAH 73 (Babcock Trail to 5th Ave. in S. St. Paul)	Grading, Surfacing	1.5	7,300	6,570	7-23-82
1985	494	Dakota	CSAH 73 (Babcock Trail) over TH 494	Bridge 19854	---	1,300	1,170	7-23-82
1985	494	Dakota	Southbound TH 3 over TH 494	Bridge 19855	---	800	720	7-23-82
1985	494	Dakota	Northbound TH 3 over TH 494	Bridge 19856	---	800	720	7-23-82
1985	494	Dakota	Proposed Booth Avenue over TH 494	Bridge 19837	---	800	720	7-23-82

Table 7 (page 8)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

1982 MULTI-YEAR ELEMENT
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
1985	494	Dakota	7th Avenue in S. St. Paul over TH 494	Bridge 19894 (Replaces Bridge 9274)	---	500	450	7-23-82
1985	494	Dakota	5th Avenue in S. St. Paul over TH 494	Bridge 19895 (Replaces Bridge 9275)	---	500	450	7-23-82
1985	494	Dakota	0.2 Mi. W. of CSAH 73 (Babcock Trail) to 5th Avenue in S. St. Paul	Fencing	1.5	100	90	7-23-82
1985	494	Dakota	TH 110 to 5th Ave. in S. St. Paul	Grading, Surfacing & Bridges	2.1	7,000	6,300	3-26-82
1985	494	Dakota	Concord St. to W. end of Mississippi River Bridge (Hartman Interchange)	Remodel Intchg. - Grade, Surf., Br. Widen. & Misc. (Interim Stage)	1.3	7,900	7,110	7-23-82
1985	494	Dakota	TH 55 to 0.5 Mi. E. of TH 49	Grade & Surfacing (Includes Inter- change with I-35E)	1.5	8,400	7,560	4-23-82
1985	494	Dakota	Mendota Heights Rd. over I-35E	Br. 19861	---	1,800	1,620	4-23-82
1985	494	Dakota	E.B. TH 494 over I-35E	Br. 19824	---	1,200	1,080	4-23-82
1985	494	Dakota	TH 49 over I-494	Br. 19857	---	1,300	1,170	4-23-82
1985	494	Dakota	W.B. I-94 to S.B. I-35E ramp	Br. 19897	---	425	383	4-23-82

Table 7 (page 9)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

1982 MULTI-YEAR ELEMENT
 INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
1985	494	Dakota	E.B. TH 110 over I-494	Br. 19853	---	1,100	990	7-23-82
1985	494	Dakota	W.B. TH 110 over TH 3 to W.B. I-494 ramp	Br. 19884	---	600	540	7-23-82
1985	494	Dakota	Salem Church Rd. to 0.2 Mi. W. of CSAH 73 (Babcock trail)	Fencing	1.0	100	90	7-23-82
						151,096	135,987	

Table 8
 TRANSPORTATION IMPROVEMENT PROGRAM -- TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 ANNUAL ELEMENT

1980 ANNUAL ELEMENT
 INTERSTATE RIGHT OF WAY ACQUISITION

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	ESTIMATED COST \$1,000's	
				TOTAL	FEDERAL
1982	I-35E	Dakota	C.S.A.H. 23 to I-494	7,900	7,110
1982	I-35E	Dakota	I-494 to T.H. 110	3,000	2,700
1985	I-494	Dakota	I-35E to South St. Paul	8,500	7,650
1986	I-494	Dakota	Minn. River to I-35E	1,000	900
2785	I-494	Hennepin	34th Ave. S. to Minn. River	3,000	2,700
2785	I-494	Hennepin	24th Ave. S. to 34th Ave. S.	2,000	1,800
2789	I-394	Hennepin	I-94 to Washington Ave. S.	3,000	2,700
2789	I-394	Hennepin	I-94 to I-494	5,000	4,500
8282	I-94	Washington	W. Washington Co. Line to E. State Line	12,300	11,070
INTERSTATE TOTALS				45,700	41,130

Table 9
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

1980 ANNUAL ELEMENT
 REGULAR TRUNK HIGHWAY CONSTRUCTION PROGRAM

This program consists of improvements or stages of improvements which involve 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 NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2706	7	Hennepin	At CSAH 18	Grading, Surfacing, Signals & Lighting (Interchange-1st Stage)	---	2,000	1,700	8-22-80
2706	7	Hennepin	Over CSAH 18	Bridge 27033	---	950	808	8-22-80
2706	7	Hennepin	Over B.N. Inc.	Bridge 27068	---	830	706	8-22-80
2706	7	Hennepin	Over Minnehaha Creek	Bridge 27193	---	230	196	8-22-80
2786-63	94	Hennepin	Brooklyn Dr. to Fremont Ave.	Grading & Surfacing	0.9	2,250	1,726	4-25-80
2786	94	Hennepin	TH 694 (E.B.) over TH 94 (E.B.)	Bridge 27960	---	520	399	4-25-80
2786	94	Hennepin	N.W. Ramp over Shingle Creek	Bridge 27904	---	130	100	4-25-80
2786	94	Hennepin	Shingle Creek Parkway at TH 94 Ramps	Traffic Signals & Lighting	---	200	153	5-23-80
						7,110	5,788	

Table 10
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

1981 MULTI-YEAR ELEMENT
 REGULAR TRUNK HIGHWAY CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
1909	55	Dakota	Blue Gentian Road to S. Jct. TH 49	Grading & Surfacing (2-Rdwys.)	1.5	1,500	1,151	6-26-81

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

1980 ANNUAL ELEMENT
 RESURFACING AND MINOR IMPROVEMENT

Project selection for this program was developed on the basis of statewide district recommendations reconciled with Condition Ratings.

The condition Rating System is composed of two parts: a Present Serviceability Rating and a Structural Rating. These ratings are given a numerical value between 0.0 and 5.0. The two ratings are averaged to get a Condition Rating. Only those projects with Condition Ratings of 2.8 or less were included in the Program.

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
1909*	55	Dakota	0.1 Mi. S. of TH 110 to Mendota Heights Road	Resurfacing & Misc.	1.1	100	77	3-28-80

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

1980 ANNUAL ELEMENT
 BRIDGE IMPROVEMENT & REPLACEMENT PROGRAM

This program includes bridge replacements and bridge rehabilitation. These projects will qualify for Federal Special Bridge Replacement funds based on sufficiency ratings and priority list established by the Federal Highway Administration.

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
1007*	25	Carver	0.6 Mi. S. of Watertown over Luce Line Recreational Trail (Abandoned C. & N.W. R.R.)	Bridge 95154 (Replaces Bridge 5206) & Approaches	---	246	197	5-23-80
2716*	36	Hennepin	On Cedar Av. (Leg. Rt. 279) 3.0 Mi. S. of TH 212 over Lake Nokomis	Replace Bridge 6965 & Approaches	---	3,436	2,749	12-19-80
2710-20*	65	Hennepin	On Central Ave. 0.4 Mi. N.E. of T.H. 47 over B.N. Inc.	Bridge 27015 (Replaces Bridge 90432) & Approaches	---	600	480	7-25-80
1011-18*	169	Carver	0.5 Mi. S. of TH 212 over stream	Bridge 10007 (Replaces Bridge 2442) & Approaches	---	1,400	1,120	4-25-80
						5,682	4,546	

Table 13
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 ANNUAL ELEMENT

1982 MULTI-YEAR ELEMENT
 BRIDGE IMPROVEMENT & REPLACEMENT PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2736*	101	Hennepin	2.8 Mi. N. of T.H. 7 over Grays Bay Channel	Bridge 27017 (Replaces Bridge 3334) & Approaches	---	595	476	10-22-82
2736*	101	Hennepin	0.4 Mi. S. of T.H. 12 over B.N. Inc.	Bridge 27018 (Replaces Bridge 1947) & Approaches	---	255	204	10-22-82
6220*	61	Ramsey	1.5 Mi. S.E. of T.H. 94 over Battle Creek Park Rd.	Replace Bridge 5542 & Approaches	---	<u>200</u>	<u>160</u>	1-22-82
						1,050	840	

Table 14
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

TITLE II FEDERAL AID SAFETY IMPROVEMENT PROJECT TOTALS

For information purposes only, since Safety projects may be excluded under existing FHWA provisions, approximate numbers and estimates for various categories are given below.

	ESTIMATED COST \$1,000's	
	<u>TOTAL</u>	<u>FEDERAL</u>
 <u>CALENDAR YEAR 1980</u>		
7 Projects (HHS & ROS) *	895	806
 <u>CALENDAR YEAR 1981 *</u>		
6 Projects (HHS & ROS)	1,285	1,157

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

1980 ANNUAL ELEMENT
 SAFETY IMPROVEMENT PROGRAM
 (FEDERAL AID PRIMARY FUNDS)

Project selection for this program was developed from Statewide District recommendations. The primary intent of this program is to detect and correct specific highway locations and/or elements which have been identified as hazardous based on accident analysis and which promise the maximum potential for reducing the number and/or severity of accidents in relation to the cost of improvement.

Other projects to correct hazardous elements or roadway characteristics based on accident potential, or to improve serviceability, are also included in this program. These, however, are not required to meet the accident warrant process. They are evaluated separately on the strength that they meet manual warrants and/or desirable geometric standards and placed in a priority rank based upon a review by our traffic engineering and transportation programming personnel.

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
1011-13 * 1013-20	169	Carver	At Shakopee "Y" & 0.3 Mi. W. of E. Carver Co. Line (Qualifies for HHS)	Turn & Bypass Lanes, Signals, Lighting, Channelization & Resurfacing	---	1,800	1,381	4-25-80
2746 *	52 94	Hennepin	At S.W. & N.W. Ramps	Signal Revision	---	30	23	2-22-80
2721 *	52	Hennepin	At CSAH 8 (71st Ave. N.)	Signal Revision	---	30	23	2-22-80
2748 *	252	Hennepin	At TH 252	Signal Revision	---	30	23	2-22-80
2723-66 *	55	Hennepin	At CSAH 15 (In Plymouth)	Channelization	---	200	153	11-21-80
2722 *	55	Hennepin	At CSAH 116 in Medina	Signal Installation & Channelization	---	600	460	12-19-80

Table 15 (page 2)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 ANNUAL ELEMENT

1980 ANNUAL ELEMENT
 SAFETY IMPROVEMENT PROGRAM
 (FEDERAL AID PRIMARY FUNDS)

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
7008 *	169	Scott	At TH 282	Signal Installation	---	80	61	10-24-80
2744-30 *	169	Hennepin	At CSAH 1	Signal Installation, Channelization & Lighting	---	700	537	8-22-80
2744 *	169	Hennepin	N. Entrance Vo-Tech. School in Eden Prairie	Signal Installation, Channelization & Lighting	---	400	307	8-22-80
2785 *	494	Hennepin	At CSAH 18	Ramp Reconstruction	---	600	460	4-25-80
8202 *	10	Washington	W. of Norell Rd. M.P. to 301.40	Reconstr. Curve	---	275	211	1-25-80
8205-62 * 8202	61	Washington	At S. Jct. TH 10	Signal Installation & Reconstruct Intersection	---	210	161	6-27-80
1909 * 1910	55 55	Dakota	TH 52 to TH 61	Guardrail & Ditch Slopes	---	<u>200</u>	<u>153</u>	3-28-80
						5,155	3,953	

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

1981 ANNUAL ELEMENT
 SAFETY IMPROVEMENT PROGRAM
 (FEDERAL AID PRIMARY FUNDS)

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2748-27*	252	Hennepin	1.2 Mile S. of TH 52 to TH 52 in Champlin	Shoulders, Turn Lanes, Bypass Lane & Frontage Rd. Revision	---	350	269	3-27-81
0202*	10	Anoka	At CSAH 56 & at CSAH 57	Signal Installation (2 locations)	---	160	123	2-27-81
3602*	12	Wright	At CSAH 30 in Delano	Signal Installation	---	60	46	4-24-81
0207*	65	Anoka	At 50th Ave. N.E. in Columbia Heights	Signal Installation	---	80	61	1-23-81
0208*	65	Anoka	At CSAH 12 in Blaine	Signal Installation	---	80	61	1-23-81
3201*	97	Washington	At Forest Rd in Forest Lake Township	Revise Intersection	---	35	27	4-24-81
						765	587	

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

1982 ANNUAL ELEMENT
 SAFETY IMPROVEMENT PROGRAM
 (FEDERAL AID PRIMARY FUNDS)

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATE LETTING DATE
						TOTAL	FEDERAL	
2713-48*	12	Hennepin	At Crystal Bay Rd.	Turn & Bypass Lanes, Channelize, & Signals	---	700	537	8-27-82
1913*	61	Dakota	Vermillion River to TH 316	Channelization & Storm Sewer	---	288	221	2-26-82
						<u>988</u>	<u>758</u>	

Table 18
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

1980 ANNUAL ELEMENT
 INTERSTATE SUBSTITUTION PROGRAM

General revenue 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 NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
726*	47	Hennepin	University Ave.-9th Ave. N.E. to 1st Ave. N.E. & Hennepin Ave. to 8th Ave. S.E.	Grading, Surfacing, Bridge, etc.	1.3	540 (R/W & Constr.)	459	1980
*	-	Hennepin Ramsey	University Area Transit Corridor	Grading, Surfacing, Signals, Bridges, etc.	-	2764 (R/W)	2349	1980
710*	65	Hennepin	Miss. River to Broadway St.	Grading, Surfacing, & Bridges	1.5	1150 (R/W & Constr.)	978	1980
726*	47	Hennepin	4th St. S.E. - Central Ave. to 8th Ave. S.E.	Grading & Surfacing		112	95	+
41-080 *	-	Hennepin	3rd Ave. N.E. - Main St. to Central Ave.	Grading & Surfacing		87	70	+
41-333	-	Hennepin	Broadway St. NE Johnson to Taft	Grading & Surf.	.62	625	531	1980

+ Preliminary Engineering

Table 18 (page 2)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

1980 ANNUAL ELEMENT
 INTERSTATE SUBSTITUTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
141-080 *	-	Hennepin	5th St. N.E. over B.N. R.R.	Bridge & Approaches	-	70	60	+
27-652 * 27-627	CSAH 52 CSAH 27	Hennepin	Hennepin Ave.-17th Ave. S.E. to 19th Ave. S.E. Stinson Blvd.-Hennepin Ave. to 500' N.	Grading, Surfacing, & Bridges	0.33	26	22	+
141-19*	-	Hennepin	Monroe St. over B.N. R.R.	Bridge & Approaches	-	70	60	+
141-226 *	-	Hennepin	2nd N.E. over B.N. R.R.	Bridge & Approaches	-	60	51	+
27-618	CSAH 18	Hennepin	CSAH 18 & TH- Interchange Area	Grading, Surfacing Bridges, etc.	0.75	590 (R/W)	502	1980
27-666 *	CSAH 66	Hennepin	Broadway-Washington Ave. N. to Ramsey St. N.E.	Grading, Surfacing & Bridges	0.50	25 (R/W)	21	1980
27-618 *	CSAH 18	Hennepin	2nd St. N.E. to Minnehaha Creek	Grading, Surfacing, Bridges, etc.	0.5	220	187	+
					Totals	6,339	5,385	

+ Preliminary Engineering

Table 19
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

1981 MULTI-YEAR ELEMENT
 INTERSTATE SUBSTITUTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
- *	-	Hennepin Ramsey	University Area Transit Corridor	Grading, Surfacing, Signals, Bridges, etc.	-	7540	6409 (Constr.)	1981
141-080*	-	Hennepin	5th St. N.E. over B.N. R.R.	Bridge & approaches	-	755	642 (constr.)	1981
27-618	CSAH 18	Hennepin	CSAH 18 & TH 7 Interchange Area	Grading, Surfacing, Bridges, etc.	0.75	4726	4017 (constr. & R/W)	1981
2734 *	100	Hennepin	Excelsior Blvd. to TH 7	Grading, Surfacing, Bridges, etc.	0.75	500	425 (R/W)	1981
- *	-	Hennepin	Southdale Transit Center	Transit Center	-	802	682 (R/W & Constr.)	1981
27-666 *	CSAH 66	Hennepin	Washington St. N.E. to Jackson St. N.E.	Grading, Surfacing, etc.	0.50	250	213 (R/W)	1981
141-080*	-	Hennepin	3rd Ave. N.E.-Main St. to Central Ave.	Grading, Surfacing, etc.	0.75	544	462	1981
141-226 *	-	Hennepin	2nd St. N.E. over B.N. R.R.	Bridge & Approaches	-	205	174	1981

Table 19 (page 2)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

1981 MULTI-YEAR ELEMENT
 INTERSTATE SUBSTITUTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
141-191*	-	Hennepin	Monroe St. over B.N. R.R.	Bridge & Approaches	-	620	527	1981
2726*	47	Hennepin	University Ave. - 9th Ave. N.E. to 1st Ave. N.E. & Hennepin Ave. to 8th Ave. S.E.	Grading, Surfacing, Bridges, etc.	-	1260	1071	1981
Totals						17,385	14,778	

Table 20
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

1982 MULTI-YEAR ELEMENT
 INTERSTATE SUBSTITUTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE
						TOTAL	FEDERAL	
2734 *	100	Hennepin	Excelsior Blvd. to TH 7	Grading, Surfacing, Bridges, etc.	0.75	500	425 (R/W)	1982
2726 *	47	Hennepin	4th St. S.E.- Central Ave. to 8th Ave. S.E.	Grading, Surfacing, etc.	-	500	425 (constr.)	1982
2748	169	Hennepin	I-694 to TH 610	Grading, Surfacing, etc.	3.4	200	170 (R/W)	1982
2710 *	65	Hennepin	Miss. River to Broadway St.	Grading, Surfacing, Bridges, etc.	1.5	100	85 (R/W)	1982
27-618	CSAH 18	Hennepin	2nd St. N.E. to Minnehaha Creek	Grading, Surfacing, Bridges, etc.	0.5	4752	4039 (Constr.)	1982
27-652 *	CSAH 52	Hennepin	1st St. S. to Nicollet Island	Grading, Surfacing, Bridges, etc.	0.33	50	43 (R/W)	1982
27-652 *	CSAH 52	Hennepin	8th St. S.E. to Stinson Blvd.	Grading, Surfacing, etc.	0.8	150	128 (R/W)	1982
27-623 *	CSAH 23	Hennepin	Marshall/Main St. N.E.-Broadway St. N.E. to 1st Ave. N.E.	Grading, Surfacing, Bridge, etc.	-	100	85 (R/W)	1982
27-652 * 27-627 *	CSAH 52 CSAH 27	Hennepin	Hennepin Ave.-17th Ave. S.E. to 19th Ave. S.E. & Stinson Blvd.-Hennepin Ave. to 500' N.	Grading, Surfacing, Bridges, etc.	0.33	150	128	1982
					Totals	6502	5528	

PRELIMINARY ENGINEERING

Inasmuch as it is relatively impossible to assess preliminary engineering needs for any one of our construction program areas, since most previously authorized Interstate P.E. projects are often viable options for further work and Federal cost participation is seldom requested in other program categories, we would like to retain the option of requesting Federal participation on all projects in the State's long range transportation plan. Reasonable amounts to establish for categorical estimating would be \$1,000,000 per year (1980-1982) for FAI projects and \$100,000 per year for all other categories. This item is included to cover numerous small projects that can be anticipated to evolve on short notice. Typically, these are projects that are considered necessary after initial completion improvements and noise wall construction. In no case would this item be intended to seek 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 long range construction program. Since it is difficult to assess these requirements in advance, we would also like to retain the option of requesting Federal participation for right-of-way hardships in the amount of \$1,500,000 per year and right-of-way incidentals in the amount of \$1,500,000 per year. Most of this activity will be in the Interstate Category.

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

ANNUAL ELEMENT

1980 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

FEDERAL AID URBAN SYSTEM

Projects included in this program were selected through the Metropolitan Council's annual priority rating process with scheduling based upon the responsible Agency's ability to advance the project for contract letting.

The attached 1980 annual element includes those projects from the 1977, 1978 and 1979 priority lists approved by the Metropolitan Council except for those projects let or anticipated to be let prior to January 1, 1980. Included also is the 1981 element listing projects previously approved by the Metropolitan Council.

Table 21
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 MULTI-YEAR ELEMENT
ROADWAY CONSTRUCTION

1980 ANNUAL ELEMENT FEDERAL
AID URBAN CONSTRUCTION PROGRAM

S. P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST \$1,000's		SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
					TOTAL	FED.			
02-600-01* M 5142	Anoka	On County Road 51 (University Ave.) from TH 10 to 111th Avenue N. in Coon Rapids & Blaine	Widen, Channelization Signals	2.61	750	575	County Coon Rapids Blaine	County	County
02-601-23* M 5007(1)	Anoka	On CSAH 1 from 100' N. of Charles St. to 64th Way in Fridley	Channelization, Grading, Signaliza- tion, Drainage, Bit. Base & Surf., Curb & Gutter	0.53	595	456	County City	County	County
19-623-12 M 5049	Dakota	On CSAH 23 from .5 Mile South of CSAH 42 to 132nd Street in Apple Valley	Reconstruct to Four Lanes	2.2	1,254	962	County City	County	County
1929- M 5405	Dakota	On TH 77 from S. Ramps proposed 35E to MN Zoolo- gical Entrance in Apple Valley and Egan	1st Stage of a four lane divided roadway	2.8	700	537	State	Mn/DOT	Mn/DOT

Table 21 (page 2)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

ROADWAY CONSTRUCTION

1980 ANNUAL ELEMENT FEDERAL AID
 URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST \$1,000's		SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
					TOTAL	FED.			
19-642-11 M 5046	Dakota	CSAH 42 from Pen- nock Av. to CSAH 33 in Apple Valley	Reconstruct to four lanes	3.25	990	760	City County	County	County
27-602-08* M 5012	Hennepin	Hennepin Ave. (CSAH 20) from Lake St. to 28th St. in Minneapolis	Grading, Surfacing, C & G, Storm Sewer, & Traffic Control	0.17	170	130	County Mill Levy	County	County
27-640-01* M 5244	Hennepin	Glenwood Avenue (CSAH 40) from Border Avenue to 12th Street N. in Minneapolis	Grading, Surfacing, C & G, Storm Sewer, Reconst. Bridge	0.25	810	622	County Mill Levy	County	County
141-197-09 M 5248	Hennepin	Plymouth Avenue from CNWRR Bridge to Sibley Street N. in Minneapolis	Roadway Reconst. for Approaches to Bridge over Miss. River	0.37	1,170	898	Municipal State Aid	City	City
27-620-08* M 5012(2)	Hennepin	On CSAH 20 from Approx. 250 ft. S. to Approx. 250 ft. N. of the CM & St.P & P RR in Minneapolis	Const. Replacement bridge over CM & St.P. & P RR	0.1	520	400	County - State Aid	County	County

Table 21 (page 3)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

ROADWAY CONSTRUCTION

1980 ANNUAL ELEMENT FEDERAL AID
 URBAN CONSTRUCTION PROGRAM

S. P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST \$1,000's		SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
					TOTAL	FED.			
62-668-13 M 5081 M 5085	Ramsey	McKnight Rd. (CSAH 68): I-94 to TH 36	Roadway Reconstruction	4.37	713	547			
62-668-13 M 5081 M 5085	Ramsey	McKnight Rd. (CSAH 68): I-94 to TH 36	Roadway Reconstr.	4.37	208	160	County	County	County
6218- M 5408	Ramsey	TH 5 (Kellogg Blvd.) from Pine Street to Mounds Blvd. in St. Paul	Replace Bridge Over I-94 and RR	0.5	3,258	2,500	State	Mn/DOT	Mn/DOT
82-639- M 5044	Washington	CSAH 39 at TH 61	County portion of proposed inter- change		741	568	County	County	County
Total for 1980 Roadway Construction Projects									
					11,879	9,115			

Table 21 (page 4)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

SAFETY

1980 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S. P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST \$1,000's		SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
					TOTAL	FED.			
27-617-07*	Hennepin	CSAH 17 (France Avenue) from W. 70th in Edina to W. 102nd in Bloomington	Signal Interconnect	4.0	90	69	County	County	County
27-632-10* M 5206	Hennepin	CSAH 32 (Penn Avenue) from CSAH 62 to CSAH 53 and from 75th to 86th Streets in Richfield and Bloomington	Signal Interconnect	2.8	84	64	County	County	County
27-635-10* M 5006	Hennepin	CSAH 35 (Portland Avenue) from CSAH 62 in Richfield to W. 95th in Bloomington	Signal Interconnect	3.0	177	136	County	County	County
157-363-05* M 5205	Hennepin	Lyndale Avenue S. from I-35W to CSAH 53 in Richfield	Widening & Channel-ization	0.85	585	449	City	City	City
158-010-06* M 5428	Hennepin	TH 52 from 40th Ave. N. to 43rd Ave. N. in Robbinsdale	Intersection and Frontage Road improvements	---	200	153	State Aid C.D., Rev. Sharing	City	City

Table 21 (page 5)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

SAFETY

1980 ANNUAL ELEMENT FEDERAL AID
 URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST \$1,000's</u>		<u>SOURCES OF MATCHING FUNDS</u>	<u>RECIPIENT AGENCY</u>	<u>RESPONSIBLE AGENCY</u>
					<u>TOTAL</u>	<u>FED.</u>			
27-603-05 * M 5002(1)	Hennepin	On CSAH 3 from CSAH 20 to Louisiana Avenue in St. Louis Park.	Const. Bit. Overlay, Median Islands, Bus Bays and Signals at Meadowbrook Road.	.79	567	435	Mill Levy and City	County	County
82-616-07 * M 5037	Washington	Valley Creek Rd. (CSAH 16) & Woodlane Drive	Traffic Signal	-	87	67	County & Woodbury	Woodbury	County
62-665-17 * M 5037	Ramsey	C.R.B. to TH 36 White Bear Ave.	Channelization & Signals	-	425	326	Ramsey	Ramsey	Ramsey
			Totals for 1980 Safety Projects		2,215	1,699			

Table 21 (page 6)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

CAPACITY

1980 ANNUAL ELEMENT FEDERAL AID
 URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u> <u>\$1,000's</u>		<u>SOURCES</u> <u>OF</u> <u>MATCHING</u> <u>FUNDS</u>	<u>RECIPIENT</u> <u>AGENCY</u>	<u>RESPONSIBLE</u> <u>AGENCY</u>
					<u>TOTAL</u>	<u>FED.</u>			
27-617-05* M 5024	Hennepin	France Avenue (CSAH 17) at W. 98th Street in Bloomington	Widen, Turnlanes, channelization, up- grade signal system C & G, Sidewalk	---	282	216	County Mill Levy	County	County
27-635-09* M 5008	Hennepin	Portland Avenue (CSAH 35) at CSAH 62 in Rich- field	Const. Traffic signals at CSAH 62 ramps	---	98	75	County Mill Levy	County	County
164-070* M SIGS	Ramsey	St. Paul C.B.D.	Computerized Signal Project	---	1,522	1,168	St. Paul	St. Paul	St. Paul
Total for 1980 Capacity Projects					1,902	1,459			

Table 21 (page 7)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

BIKEWAY/WALKWAY

1980 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST \$1,000's		SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
					TOTAL	FED.			
141-010-02* 5403	Hennepin	Kenwood Parkway & Loring Park Area in Minnea- polis	Const. Pedestrian/ Bikeway bridge over Lyndale Ave. (TH 169) Hennepin Ave. & I-94	---	864	663	City Bonding	City	City
141-218-06* 5241	Hennepin	4th Avenue in Minneapolis	Government Center Skyway	---	1,265	970	City	City	City
141-218 * M 5237	Hennepin	Minneapolis Gov't Center to Pillsbury Center	Skyway	---	293	225	County	City	County
Total for 1980 Bikeway/ Walkway Projects					2,422	1,858			

Table 21 (page 8)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

TRANSIT

1980 ANNUAL ELEMENT FEDERAL AID
URBAN CONSTRUCTION PROGRAM

<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES</u> <u>OF</u> <u>MATCHING</u>	<u>RECIPIENT</u> <u>AGENCY</u>	<u>RESPONSIBLE</u> <u>AGENCY</u>
					<u>TOTAL</u>	<u>FED.</u>			
90-179-01 * M 5407	Dakota	Vicinity of Cliff Road (CSAH 32) Approx. .5 Mile E. of I-35W in Burns- ville	Park/Ride Facility	---	87	67	MTC	MTC	MTC

Table 21 (page 9)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

TRANSIT

1980 ANNUAL ELEMENT FEDERAL AID
 URBAN CONSTRUCTION PROGRAM

S. P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST \$1,000's		SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
					TOTAL	FED.			
90-000-01 * M PARK	Hennepin	Vicinity of Wayzata Blvd. and Barry Avenue in Wayzata	Park/Ride Facility	---	125	96	MTC	MTC	MTC
90-128-01 * M BUS S(2)	Hennepin	On Golden Valley road at intersection with Rhode Island Avenue in Golden Valley	Bus Layover area and transfer facility	---	46	35	City MTC	MTC	MTC
90-132-01* M 5002	Hennepin	Vicinity of CSAH 3 & 8th Ave. in Hopkins	Park/Ride Facility	---	85	65	MTC	MTC	MTC
141-080-01* M 5430(1)	Hennepin	On Nicollet Ave. from 10th St. S. to Grant St. S. in Minneapolis	Const. Transit Way for buses & taxis to extension of Nicollet Mall	.33	900	690	Assessment	City	City
141-070-03* M SIGS	Hennepin	21 Intersections in Minneapolis	BUS Priority feature of the Computerized Traffic Control System	---	168	129	Municipal State Aid	City	City

Table 21 (page 10)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 MULTI-YEAR ELEMENT

1980 ANNUAL ELEMENT FEDERAL
 AID URBAN CONSTRUCTION PROGRAM

S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST \$1,000's		SOURCE OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
					TOTAL	FED.			
M VAN P *	METRO AREA	7 County Metro Area	Vanpool Abort. Pro- gram	---	100	90	State	Mn/DOT	Mn/DOT
M CAR P *	Metro Area	7 County Metro Area	Car and Vanpool Promotion Program	---	108	97	State	Mn/DOT	Mn/DOT
M CAR P *	Metro Area	7 County Metro Area	Para. Transit Services	---	365	328	MTC	MTC	MTC
M CAR P *	Metro Area	7 County Metro Area	Car & Vanpool Promotion Program		85	76	Mn/DOT	Mn/DOT	Mn/DOT
90-160-01* M 5013	Ramsey	Vicinity of Co. Rd. 51 & Co. Rd. C. in Roseville	Park/Ride Facility	---	102	78	MTC	MTC	MTC
Total for 1980 Transit Projects					2,171	1,751			
Grand Total for 1980 All Project Categories					20,589	15,882			

Table 22
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 MULTI-YEAR ELEMENT

ROADWAY CONSTRUCTION

1981 MULTI-YEAR ELEMENT FEDERAL
 AID URBAN CONSTRUCTION PROGRAM

<u>S. P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>EST. COST</u>		<u>SOURCES OF MATCHING FUNDS</u>	<u>RECIPIENT AGENCY</u>	<u>RESPONSIBLE AGENCY</u>
					<u>\$1,000's</u>	<u>TOTAL FED.</u>			
1929- M 5405	Dakota	On TH 77 from S. ramps proposed 35E to MN Zoological Entrance in Apple Valley and Eagan	2nd stage of a four lane divided roadway	1,170	898		State	Mn/DOT	Mn/DOT
1901- 1902- 1903- 1918-	Dakota	Junction TH 13, 55 & 110 in Men- dota & Mendota Heights	1st stage - construct bridge for 2nd stage of interchange const.	1,850	1,420		State	Mn/DOT	Mn/DOT
6232-09 M 5412	Ramsey	On TH 244 from TH 61 to TH 120	Reconstruct to four lane divided	2.5	1,750	1,343	State	Mn/DOT	Mn/DOT
62-668-13 M 5061 M 5085	Ramsey	McKnight Rd. (CSAH 68); I-94 to TH 36.	Roadway Reconstr.	4.37	975	748	County	County	County
164-020 M 5022	Ramsey	White Bear Ave: C.N.W, R.R. to Arlington Ave.	Roadway Reconstr. Widen to 44'	0.78	632	485	City	City	City
Total for 1981 Roadway Construction Projects									
					6,377	4,894			

Table 22 (page 2)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION

CAPACITY

1981 MULTI-YEAR ELEMENT FEDERAL AID URBAN CONSTR. PROGRAM					EST. COST \$1,000's		SOURCE OF MATCHING	RECIPIENT	RESPONSIBLE
<u>S. P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>TOTAL</u>	<u>FED.</u>	<u>FUNDS</u>	<u>AGENCY</u>	<u>AGENCY</u>
6215 M 5421	Ramsey	St. Paul Jct. Snelling (TH 51) & Marshall	Widen roadways & modify grades	0.5	182	140	Mn/DOT	Mn/DOT	Mn/DOT
Total for 1981 Capacity Projects					182	140			

Table 22 (page 3)
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
 MULTI-YEAR ELEMENT

TRANSIT

1981 MULTI-YEAR ELEMENT FEDERAL
 AID URBAN CONSTRUCTION PROGRAM

S. P.	COUNTY	LOCATION	DESCRIPTION	MILES	EST. COST \$1,000's		SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY
					TOTAL	FED.			
M CAR P	Metro Area	7 County Metro Area	Car & Vanpool Promotion Program		100	90	Mn/DOT	Mn/DOT	Mn/DOT
M CAR P	Metro Area	7 County Metro Area	Shared Ride	---	469	360	MTC	MTC	MTC
Total for 1981 Transit Projects					569	450			
Grand Total for 1981 All Project Categories					7,128	5,484			

5. TRANSIT PROJECTS

The following pages contain tables of most federally-funded transit improvement projects to be carried out during 1980-1984. The FAU transit projects are listed along with other FAU projects in Chapter 4. In addition, projects in this chapter are described in detail, except for UMTA Section 3 and 5 projects which are described in Chapter 3.

Table 23

Transportation Improvement Program 1980 Annual Element (MTC) UMTA- Section 3 & Section 5 (Capital)		TOTAL NET PROJECT COST \$1000's	FEDERAL SHARE \$1000's	ESTIMATED EXPENDITURES AS OF 12/31/79 \$1000's	APPROVED 1980 BUDGET \$1000's
ITEM	GRANT NUMBER AND PROJECT DESCRIPTION				
1	MN-03-0005 System Improvement Program	\$27,000	\$17,982	\$25,852	\$ 564
2	MN-03-0012 Bus Service Expansion Program	28,345	22,676	27,972	149
3	MN-03-0013 South Garage	11,541	9,233	9,579	229
4	MN-03-0021 Bus Related Road Improvements	237	190	177	22
5	MN-03-0022 Overhaul Facility	17,127	13,702	14,352	968
6	MN-03-0023 Shingle Creek Renovation	4,211	3,369	3,716	227
7	MN-03-0024 Transit System Improvements (1978 Grant)	1,950	1,560	1,268	411
8	MN-03-0025 Management Information Systems	1,155 *	924	195	530
9	MN-05-0003 Transit System Improvements (1979 Grant)	2,068	1,655	390	84
10	MN-03-0027 and MN-05-0005 Snelling Renovation	5,522	4,418	--	468
11	Transit System Improvements (1980 Grant)	1,092	874	--	1,078
12	Bus Fleet Expansion - UMTA**	4,049	3,239	0	0**
<u>Related FAU Projects</u>					
A	Bus Fleet Expansion-FAU***	\$ 2,550	\$ 1,785	\$ 50****	\$ 0***
B	Bus Related Road Improvements-FAU	597	477	44	553

* Total cost proposed to be increased in 1980 by \$500,000 grant amendment.

** This project has been removed from the MTC's 1980 Capital Budget pending completion of a report evaluating articulated buses. It is proposed to amend the budget, adding up to \$4,049,000 for 1980, upon approval by the Metropolitan Council at that time.

*** This projects has been removed from the MTC's 1980 Capital Budget pending completion of a report evaluating articulated buses. It is proposed to amend the budget, adding \$2,500,000 for 1980, in concert with UMTA-funded Item 12, upon approval by the Metropolitan Council at that time.

**** Two Metro Mobility vehicles have been purchased as part of this project.

For project descriptions, see Chapter 3.

ADDENDUM TO TABLE 23

In previous years, the Urban Mass Transportation Administration has requested planning documentation of Section 3 and Section 5 projects. The source of projects listed in Table 23 follows:

ITEM 3: SOUTH GARAGE AND GARAGE PURCHASE

"Services Planning Location Study," MTC, April 1974

ITEM 4 and B: PARK-RIDE FACILITIES

"Route-Ridership Improvement Projects"*

"Regional Express Bus Network Study," MTC, June 1976

ITEM 5: OVERHAUL FACILITY

"Capital Facility Needs Study," MTC, Sept. 8, 1975

ITEMS 6 and 10: GARAGE RENOVATION AND EXPANSION

"Renovation Analysis and Safety Inspection Report," MTC, March 13, 1977

ITEMS 7, 9 and 11: TRANSIT SYSTEM IMPROVEMENTS

"Route-Ridership Improvement Projects"

"Long-Range Capital Item Inventory," MTC, 1977

* The eleven subregional Route-Ridership projects, covering the majority of the Metropolitan Area, were initiated in 1972 and completed in 1977. Recommendations from these Section 9-funded projects are contained in the following MTC reports: 74-6, 74-7, 74-8, 74-17, 75-02, 75-11, 76-02, 76-04, 77-03 and 77-12.

TRANSPORTATION IMPROVEMENT PROGRAM 1981-1984 (MTC)
 UMTA - Section 3 and Section 5 (Capital)

Table 24

Total Estimated Project Cost (Federal & Local)

NEW FUNDING: AMOUNT AND YEAR OF ENCUMBRANCE OF FEDERAL FUNDS*

<u>Item</u>	<u>Project Description</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>
<u>Vehicles</u>	Full-Sized or Articulated	\$16,182,400	\$34,234,000	\$17,634,000	\$ 35,000
	Metro Mobility	414,000	489,000	-0-	-0-
<u>Buildings</u>	Additional Garage (300 bus)	14,805,400	110,700	110,700	-0-
	Garage Renovations				
	- Shingle Creek	157,900	-0-	-0-	-0-
	- Snelling	4,594,700	459,000	-0-	-0-
	- Northside	630,200	8,468,900	467,600	-0-
	- Nicollet	-0-	674,700	8,312,800	439,400
<u>System Maintenance & Improvements</u>	Signs	76,400	243,500	98,500	79,700
	Shelters				
	- Standard Downtown	1,608,500	-0-	-0-	-0-
	- Special Downtown	336,600	364,900	396,000	430,800
	- Regular	127,000	210,000	230,000	254,000
	- Retrofit	394,000	448,000	-0-	-0-
	Support Equipment	250,500	301,100	331,200	364,300
Service & Maintenance Equipment	240,000	311,800	343,000	377,300	
<u>Parking & Driving Facilities</u>	Park/Ride Lots	-0-	2,250,000	-0-	-0-
	Pulse Centers & Transportation Centers	802,000	20,000	-0-	-0-
	University Busway	2,000	2,200	2,400	-0-
	Bus Turnarounds	125,000	140,000	155,000	170,000
<u>Other</u>	Management Information Systems	511,200	420,000	-0-	-0-
	Capital Grant Applications	30,000	30,000	30,000	30,000
Totals		<u>\$41,287,800</u>	<u>\$49,177,800</u>	<u>\$28,111,200</u>	<u>\$ 2,180,500</u>

* Based on 6% growth

PROJECTS CARRIED OVER FROM 1979

Three projects in the 1979 MTC capital improvement budget may be carried over into 1980, but are not listed in the 1980 budget. They are as follows:

Table 25

Potential Carryovers from 1979 Budget

<u>Project Description</u>	<u>Federal/Local Source of Funds (%)</u>	<u>Total Net Project \$1,000s</u>
Management Information Systems	80/20	\$ 54
Downtown Minneapolis Layover Facility	0/100	150
Equipment for Automating Telephone Information Centers (MN-05-0003)	80/20	<u>204</u>
	Total	\$ 408

URBAN MASS TRANSPORTATION ADMINISTRATION
SECTION 5 OPERATING ASSISTANCE

The 1977 Minnesota Legislature provided the MTC with a level of funding adequate to permit the MTC to maintain its basic fare structure and increase ridership moderately. This required a major cut in services in November 1977, and smaller cuts since then, to bring the cost of providing service into line with funds available for operating subsidies.

State funding of regular route service is now based on the "performance funding" concept, which limits the per passenger subsidy the MTC can receive from state appropriations. This requires the MTC to concentrate on the most cost effective and productive services, and to generate additional ridership.

In addition to performance funding of regular route service, the state provides additional special funds for administration, "social fare" reimbursements (the difference between regular adult fares and legislatively-mandated reduced fares for elderly, handicapped and minors), special services for the handicapped, and paratransit service demonstrations.

The state also funded a regular route demonstration program which provided funds to offset the operating losses of new routes considered to be unique and innovative or demonstrations of different types of service. Through this program, the MTC initiated in 1978 two routes to the new Minnesota Zoological Gardens from Minneapolis and St. Paul, midday express service between downtown Minneapolis and Southdale, a second QT route in Minneapolis, a Vikings game express bus network from selected park-ride facilities, and "culture routes" in the two downtown areas. Several of these routes did not attract the anticipated ridership, and it has since been necessary to drop some completely and cut back service on others. This program was modified in 1979 to provide funds with which to extend regular route service into new areas or otherwise expand regular service in a manner where high start-up costs are involved, but there is potential for adequate ridership levels in the future.

The Metropolitan Transit Commission's 1980 legislative program calls for an increase in regular route service to over 890 buses in the peak hours by early 1981. This increase in service and the impact of inflation on service costs will require an additional \$20 million in revenues and subsidies for the last 18 months of the 1979-81 biennium. Finally, the Commission will request authority to sell \$9 million in bonds. The proceeds will be used to finance the local share of capital projects in 1981 and 1982.

Table 26

1980 ANNUAL ELEMENT (MTC)
 UMTA-Section 5 (Operating Assistance)

<u>Item</u>	<u>Project Description</u>	<u>Total \$1,000s</u>	<u>Federal \$1,000s</u>	<u>Source Of Federal Funds</u>
1	Operating Assistance-- FY 1980	\$41,000	\$12,500	UMTA Section 5 Apportionment, including supplemental funds.
2	Operating Assistance-- FY 1981	51,800*	13,800*	UMTA Section 5 Apportionment, including supplemental funds.

* These funds will be applied to the latter part of 1980. The estimated total cost shown is for CY 1980. The estimated FY 1981 Federal funds available to the MTC are based on the increase in total authorization for Section 5 funds over FY 1980 and do not represent a specific allocation of funds to this area.

URBAN MASS TRANSPORTATION ADMINISTRATION
SECTION 5 DEMONSTRATION FUNDS

1980 ANNUAL ELEMENT (METROPOLITAN TRANSIT COMMISSION)

Item 1. Variations on Free Transit

Six experiments will be conducted to test the effect of free rides on increasing transit ridership, shifting ridership to off-peak hours, promoting use of park/ride lots, and encouraging patronage of downtown merchants. Data gathered will also allow evaluation of the most effective method of distributing information on free transit.

Item 2. Service Reliability Demonstration

This project is designed to demonstrate existing and innovative technology directed at improving "on street" reliability of transit service, and the subsequent application of proven principles to other transit properties.

Table 27

1980 ANNUAL ELEMENT (MTC)
UMTA-Section 6

<u>Item</u>	<u>Project Description</u>	<u>Total Net Project Cost \$1,000s</u>	<u>Federal Share \$1,000s</u>	<u>Estimated 1980 Expenditures \$1,000s</u>	<u>Source of Federal Funds</u>
1	MN-06-0014 Variations on Free Transit	338	299	113	Demonstration Grant has been submitted in 1979.
2	MN-06-0011 Service Reliability Demonstration	240	240	144	

URBAN MASS TRANSPORTATION ADMINISTRATION
Section 16(b)2

1980 ANNUAL ELEMENT (Mn/DOT)

The Minnesota Department of Transportation will submit in 1980 an application to the Urban Mass Transportation for \$348,000 in Section 16(b)2 funds on behalf of private nonprofit organizations throughout the state. These funds are to be used for 80 percent of the purchase price of vehicles equipped for the transportation of the elderly and handicapped under the provisions of Section 16(b)2 of the UMTA Act. The vehicles to be acquired in this project will be recommended for funding applications after they are reviewed by a committee composed of persons representing the interests of the elderly and handicapped people.

Requests for applications were sent out in September 1979, and the recommended program for the Metropolitan Area will not be developed until December 1979.

APPENDIX

SPECIAL EFFORTS IN PROGRAMMING AND
IMPLEMENTING IMPROVEMENTS FOR ELDERLY AND HANDICAPPED (E & H)

A. E & H PROGRAMMING REVIEW

The Metropolitan Transit Commission has determined that an effective and efficient system should be developed for the Twin Cities area to fulfill the travel needs of handicapped persons. This system would use a combination of services including publicly operated lift-equipped vehicles, taxicabs and private providers' vans and autos.

To serve these needs, the Commission has established the following goals:

- . Serve 75% of unmet transportation needs by February 1, 1980.
- . Serve 100% of unmet transportation needs by February 1, 1981.

A transition plan describing the implementation of these goals will be developed by the Metropolitan Council with extensive participation of the MTC. This plan is required for compliance with Section 504 of the 1973 Rehabilitation Act.

Item 1. E & H Planning

Budget \$50,000	Source of Funds:	80% Section 9 20% Local
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The purpose of this project is to develop an implementation plan that will provide for the unmet local transportation needs of 100% of the elderly and handicapped persons in the Twin Cities Metropolitan Area. MTC and Mn/DOT activities providing this service will be monitored, and the collected data will be used to evaluate the service. The effectiveness of the implemented service will be evaluated to assess its compliance with 504 regulations.

Item 2. E & H Community Involvement

Budget \$11,600	Source of Funds:	80% Section 9 20% Local
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The Metropolitan Transit Committee for the Elderly and Handicapped advises the Commission and the community on matters relating to transportation for elderly and handicapped individuals, as required by the Section 504 regulations. This project provides staff support to the E & H Committee and travel expenses for committee members.

LEGISLATIVE REFERENCE LIBRARY
STATE OF MINNESOTA

HE 310 .T85 M47ax 1980/84
Metropolitan Council of the
Twin Cities Area.
Transportation improvement
program.

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- Twin Cities Area.
- Transportation improvement
- program.

Jul 30 ~~Bill Dercks~~
~~Sen Humphrey~~
~~Sen Finance Comm.~~
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