

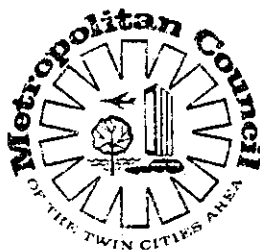


820127

Not filmed

NOT FILMED

1981-1983
Transportation Improvement Program
For The Twin Cities Metropolitan Area



December 1980

HE
310
.T85
M47ax
1981/83

1981-1983

TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE TWIN CITIES METROPOLITAN AREA

December 1980

Metropolitan Council
300 Metro Square Bldg., 7th and Robert Sts.
St. Paul, Minnesota 55101 Tel. 612-291-6359
Publication No. 26-80-090

LEGISLATIVE REFERENCE LIBRARY
STATE OF MINNESOTA

TABLE OF CONTENTS

	Page
SUMMARY.....	1
1. INTRODUCTION.....	1
Federal Requirements.....	1
Regional Planning Process.....	2
Program Areas in the Transportation Improvement Program.....	4
2. SUMMARY OF REGIONAL PLANS AND PRIORITIES.....	7
Transportation Planning Process.....	8
Transportation Development Guide/Policy Plan.....	8
Metropolitan Highway System Plan.....	10
Metropolitan Transit System Plan.....	16
Highway and Transit Plan Priorities.....	17
Transportation Systems Management Plan.....	18
Transportation Development Program.....	19
Transportation Air Quality Plan.....	21
Transit Service Plan for Elderly and Handicapped People.....	22
MN/DOT/Plan.....	24
Summary.....	27
3. MAJOR PROJECT PROFILES AND EVALUATION.....	27
Interstate Program.....	29
Regular Trunk Highway Program.....	32
Interstate Substitution Program.....	33
Federal Aid Urban Program.....	34
Urban Mass Transportation Administration Section 3 and Section 5 (Capital) Program.....	38
Urban Mass Transportation Administration Section 5 (Operating Assistance) Program.....	39
4. HIGHWAY PROJECTS.....	41
Explanation of TSM Codes used in Sections 4 & 5.....	42
5. TRANSIT PROJECTS.....	79
APPENDIX.....	97
FIGURES AND TABLES	
Figure 1 Metropolitan Area Transportation Planning Process.....	9
Figure 2 Map of 1990 Metropolitan Highway System....	13
Figure 3 Map of 1990 Metropolitan Transit System....	14
Figure 4 Transportation PlanPriorities.....	15

Figure 5	Major Projects in the 1981-1983 Transportation Improvement.....	28
Table 1	Major Construction Needed to Complete the 1990 Metropolitan Highway System.....	11
Table 2	Transportation Plan Priorities.....	12
Table 3	1981-1983 TIP Highway Related Projects....	30
Table 4	1981-1983 TIP Transit Related Projects....	30
Table 5	1981 Annual Element Federal Aid Interstate Construction Program.....	43
Table 6	1982 Annual Element Interstate Construction Program.....	45
Table 7	1983 Annual Element Interstate Construction Program.....	47
Table 8	1981 Annual Element Interstate Right of Way Acquisition Program.....	49
Table 9	1981 Annual Element Regular Trunk Highway Construction Program.....	50
Table 10	1982 Multi-Year element Regular Trunk Highway Construction Program.....	51
Table 11	1983 Annual Element Regular Trunk Highway Construction Program.....	52
Table 12	1981 Annual Element Resurfacing and Minor Improvement Program.....	53
Table 13	1982 Multi-Year Element Resurfacing and Minor Improvement Program.....	55
Table 14	1983 Multi-Year Element Resurfacing and Minor Improvement Program.....	56
Table 15	1981 Annual Element Bridge Improvement and Replacement Program.....	57
Table 16	1981 Annual Element Interstate Substitution Program.....	60
Table 17	1982 Multi-Year Element Interstate Substitution Program.....	61

Table 18	1983 Multi-Year Element Interstate Substitution Program.....	63
Table 19	1981 Annual Element Federal Aid Urban Construction Program.....	65
Table 20	1982 Multi-Year Element Federal Aid Urban Construction Program.....	74
Table 21	1983 Multi-Year Element Federal Aid Urban Construction Program.....	76
Table 22	Transit TSM Projects in 1981 Annual Element.....	81
Table 23	1981 Annual Element UMTA Section 3 and Section 5 (Capital).....	82
Table 24	1982-85 Multi-Year Element UMTA Section 3 and Section 5 (Capital).....	88
Table 25	1981 Annual Element (Minneapolis and St. Paul) UMTA Section 3.....	91
Table 26	1981 Annual Element UMTA Section 5 (Operating Assistance).....	93
Table 27	1981 Annual Element UMTA Section 6.....	95

SUMMARY

The Metropolitan Council voted December 4 to approve this \$556 million program for improving the highway and transit systems in the Twin Cities Area over the next three years.

About 80 percent of the costs, or \$426 million, would be paid by the federal government. While two federal agencies, the Federal Highway Administration and Urban Mass Transportation Administration, must formally approve the program, most of the federal funds already have been earmarked for the Twin Cities Area. The other \$129 million is to come from state and local sources.

The program, prepared by the Council's Transportation Advisory Board, slates about 62 percent of the money for highway projects and 38 percent for transit projects. There are more than 250 projects in the program. Almost all the projects, which involve construction, reconstruction or equipment purchases, are to begin in the next three years.

The improvement program, which the Council updates annually, is based on the Council's regional policy plan for transportation and several other, more detailed, plans for the Region's transportation system.

Most funds will be used for 39 multimillion-dollar highway and transit projects. The largest ones planned in 1981 are:

- Building the superstructure of the Interstate-494 bridge over the Minnesota River between Bloomington and Eagan, \$14.5 million.

- Rehabilitating Interstate-94 between the Lowry Tunnel in Minneapolis and Snelling Av. in St. Paul, \$30 million.

- Completing I-94 from downtown Minneapolis north into Brooklyn Center, \$31 million.

- Building County Rd. 18 between Hopkins and St. Louis Park, \$15.8 million.

- Building a busway north of University Av. connecting the University of Minnesota's Minneapolis and St. Paul campuses, \$14.9 million.

- Building a bus layover facility on the fringe of downtown Minneapolis to house Metropolitan Transit Commission (MTC) buses and dispatch them during rush hours, \$14 million.

- Providing a \$12.6 million subsidy to allow the MTC to continue the current level of bus service.

The new program is similar to one adopted by the Council last year. The only major changes in projects are:

- The St. Paul "downtown people mover" was deleted after St. Paul voters passed a referendum last month that prevents the city from seeking federal funds for the project.

- The 3rd Av. distributor extending the proposed I-394 (Hwy. 12) from the Hawthorne interchange to Washington Av. in downtown Minneapolis was deleted because construction won't start until after 1983.

- Four interchanges dropped from the program last year because the state was short of matching funds were reinstated. Two are interchanges of Hwy. 61 at Jamaca Av. and Grange Blvd. in Cottage Grove; the others are I-494 interchanges at Hwy. 169/212 and the so-called "ring-road" in Eden Prairie.

Section 3 of the program gives details of all the \$1 million-plus projects and explains how they support regional transportation plans. All projects are listed in tables in Section 4 (highway, road and bridge projects) and Section 5 (transit projects).

1. INTRODUCTION

The 1981-1983 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area describes programs that implement the Region's transportation plan and priorities. The TIP 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 years (as well as UMTA Section 3 & 5 Capital Projects that will begin in the next five years). Projects scheduled for construction in calendar year 1981 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 is to 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 PROCESS

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 Transportation Planning Process in 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 governmental units are ensured participation in the process through the Metropolitan Council's Transportation Advisory Board (TAB). The TAB provides a forum for the cooperative deliberation of state, regional and local officials, and private citizens appointed by the Council and MTC.

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, which are prepared by the Metropolitan Council unless noted otherwise:

- . 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 that 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.

. Transition Transit Plan for Elderly and Handicapped People complies with the federal mandate set forth in the Section 504 regulations regarding the accessibility of transit systems for the handicapped.

. 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 1981-83 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 that 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 and Interstate Substitution fund categories. These projects are products of local comprehensive and transportation planning programs, and reflect local and regional priorities. These projects have been determined to be consistent with regional plans before being included in the TIP.

While detailed project planning and programming is undertaken by the implementing agencies, conformance with the Transportation 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 IN THE TIP

The following program areas are required by federal regulations to be included in the 1981-1983 Transportation Improvement Program:

- . Interstate construction;
- . Regular trunk highway construction;
- . Resurfacing and minor improvements;
- . Bridge improvement;
- . 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, bus purchases, park-ride facilities and the Hennepin Avenue Transit Mall.

The program years covered in this TIP vary by category. Mn/DOT annually prepares three-year programs. The MTC prepares five-year capital programs, so its Section 3 and 5 capital programs cover 1981-1985, while its other categories cover one or two years.

2. SUMMARY OF REGIONAL PLANS AND PRIORITIES

By state law, 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. The Council adopted a Transportation Development Guide/Policy Plan as a part of its Metropolitan Development Guide in January 1976. The 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) which is currently being updated;
- . Amended the policy plan to include a bicycle system plan (October 1977), withdraw Interstate Route I-335 (March 1978) and clarify transit and highway 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);
- . Approved the Recommended Substitution Projects for Interstate-335 report (October 1978) and an updated report and Concept Program (November 1980);
- . 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 the U.S. Environmental Protection Agency;
- . Adopted a Transit Service Plan for the Elderly and Handicapped (October 1979) as a supplement to the policy plan;

- . Endorsed a Transition Transit Plan for Elderly and Handicapped People (July 1980), which complies with the federal mandate set forth in the Section 504 regulations;
- . 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).

TRANSPORTATION PLANNING PROCESS

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 that became effective October 17, 1975.¹ The Metropolitan Council is the designated Metropolitan Planning Organization (MPO) and is responsible for continuing comprehensive and cooperative transportation planning in the Metropolitan Area. Since transportation planning cannot be separated from land use and development planning, the transportation planning process is integrated with the total comprehensive planning program of the Metropolitan Council. The 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 uses technical skills and resources of these agencies, and avoids duplication by the participants.

TRANSPORTATION DEVELOPMENT GUIDE/POLICY PLAN

The Metropolitan Council's 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 in the Region. The plan has 61 policies that direct metropolitan transportation investments between now and 1990. The policies were developed both for the Region and for the individual planning areas of the Council's 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 transit plan encourages ride-sharing through

¹ Federal Register, September 17, 1975.

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

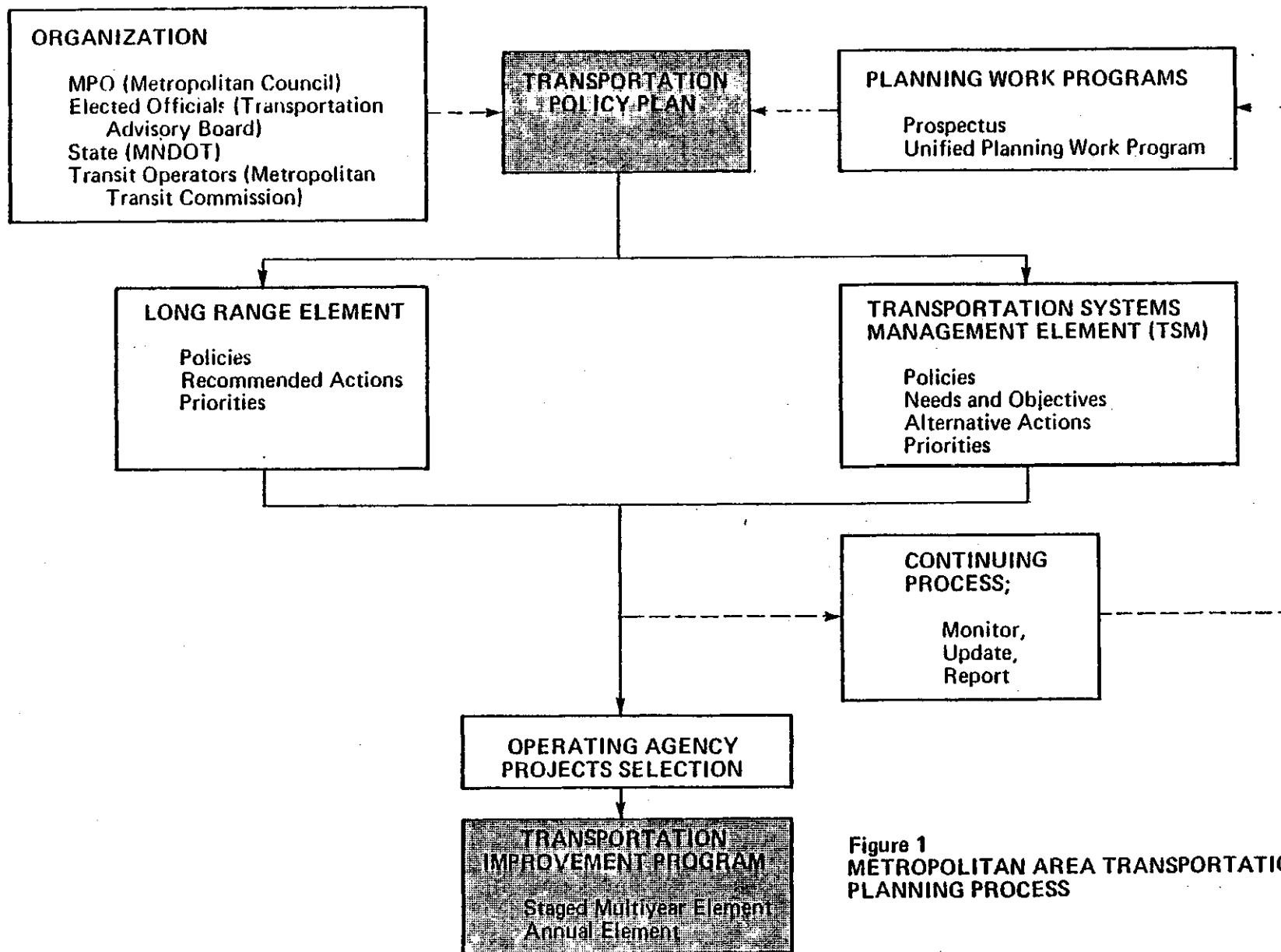


Figure 1
METROPOLITAN AREA TRANSPORTATION
PLANNING PROCESS

regular bus service and alternatives such as paratransit options and carpooling. The metropolitan highway and transit system plans are shown in Figures 2 and 3.

The Council is revising and updating its Transportation Development Guide/Policy Plan. It expects to adopt the revised version in 1981.

The current 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 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 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.

METROPOLITAN HIGHWAY SYSTEM PLAN

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

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 Street	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. 110	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 12-1-80: Withdrawn
14. I-335

Under Construction
2. I-335
3. I-94 (Minneapolis)
4. I-494
9. Co. Rd. 18
24. Cedar Av.

Completed
25. Cedar Av. Bridge

Table 2
TRANSPORTATION PLAN PRIORITIES

A. Metropolitan Highway System

Designation of Route	From	To
<u>New Facilities (Routes on new Alignments)</u>		
1. I-35E	W. Seventh St.	I-94
2. I-35E*	I-35E	State Hwy. 110
3. I-94 (Minneapolis)*	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
<u>Existing Facilities (Routes primarily on existing alignments)</u>		
7. I-35W/Co. Rd. 62	Lyndale Av.	2nd Av. S.
8. I-94 (Dartmouth Area)	W. River Rd.	Franklin Av.
9. I-694	I-35W	State Hwy. 100
10. U.S. 12 (I-394)	Washington Av. N.	I-494
11. State Hwy. 77 (Cedar Av.)	86th St. S.	Zoo Rd.
12. State Hwy. 77 (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

B. Subregional Linkages to Metro Centers via Express Transit Service

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

C. Subregional Service within Subregions

Subregion	General Area
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 1980

**Implies reconstruction of TH 169 from Northtown to I-694. This change will be formally made during 1981 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

Figure 2. 1990 Metropolitan Highway System

—Express Service to Metro Centers

● Freestanding Growth Centers

Subregional Transit Service Area

Subregional Transit Service Areas:

Predominantly Demand-Responsive Transit

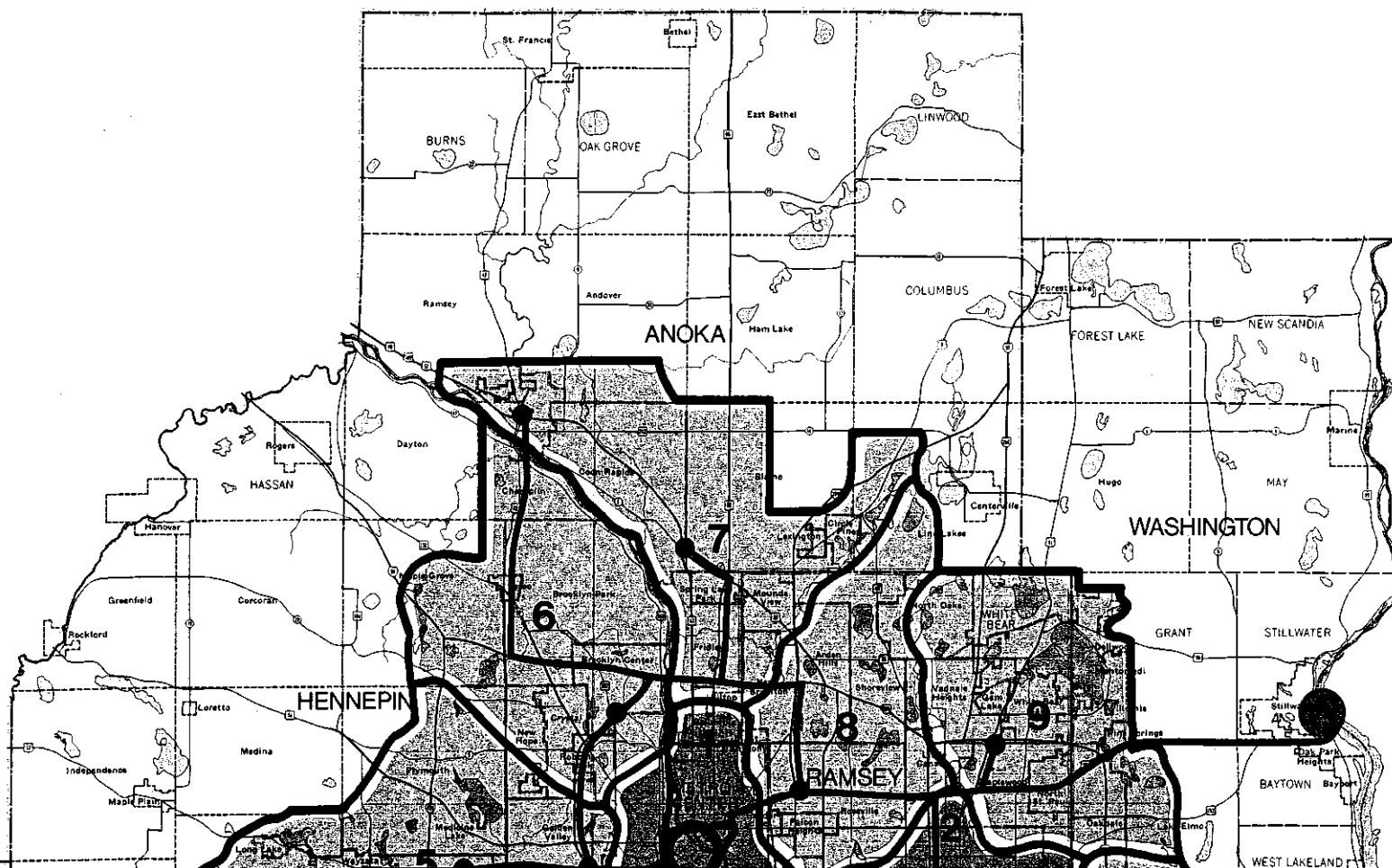
Predominantly Fixed-Route Transit

- **Intermodal Transfer Terminal (Conceptual)**

Subregions



January 8, 1976



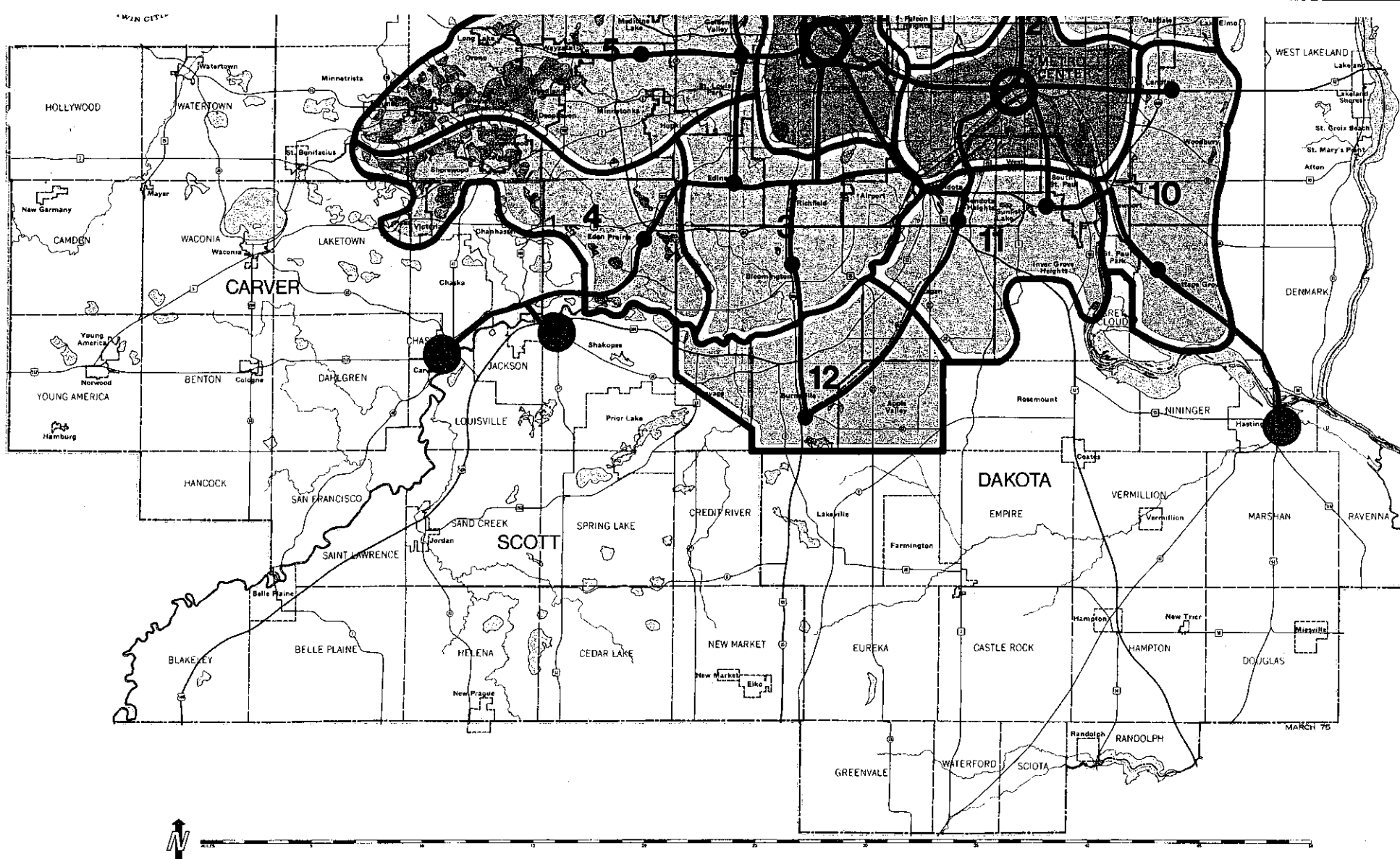


Figure 3

Figure 3. 1990 Metropolitan Transit System

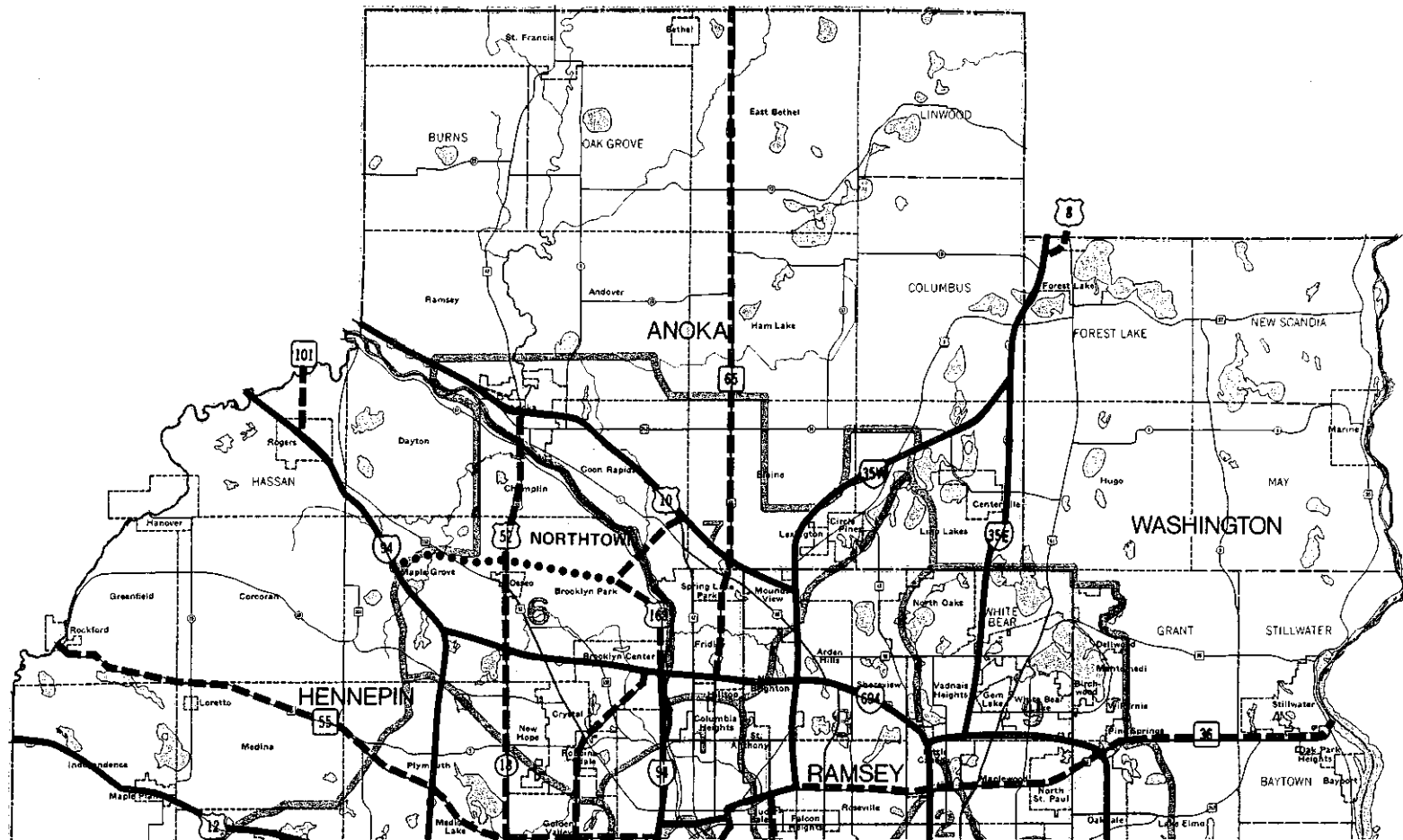
1990 Metropolitan Highway System Plan

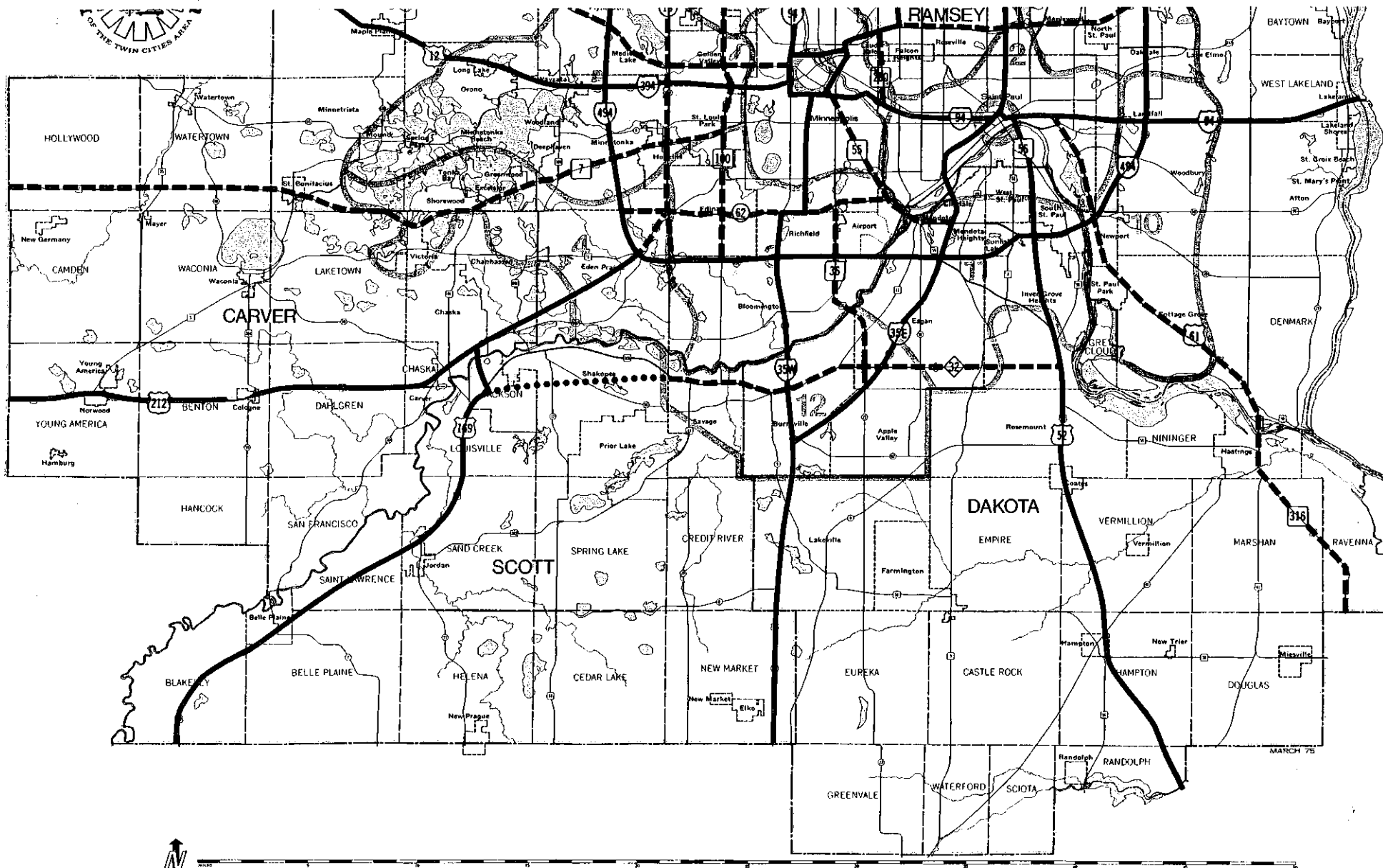
Principal and Intermediate Arterial General Alignments



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

January 8, 1976





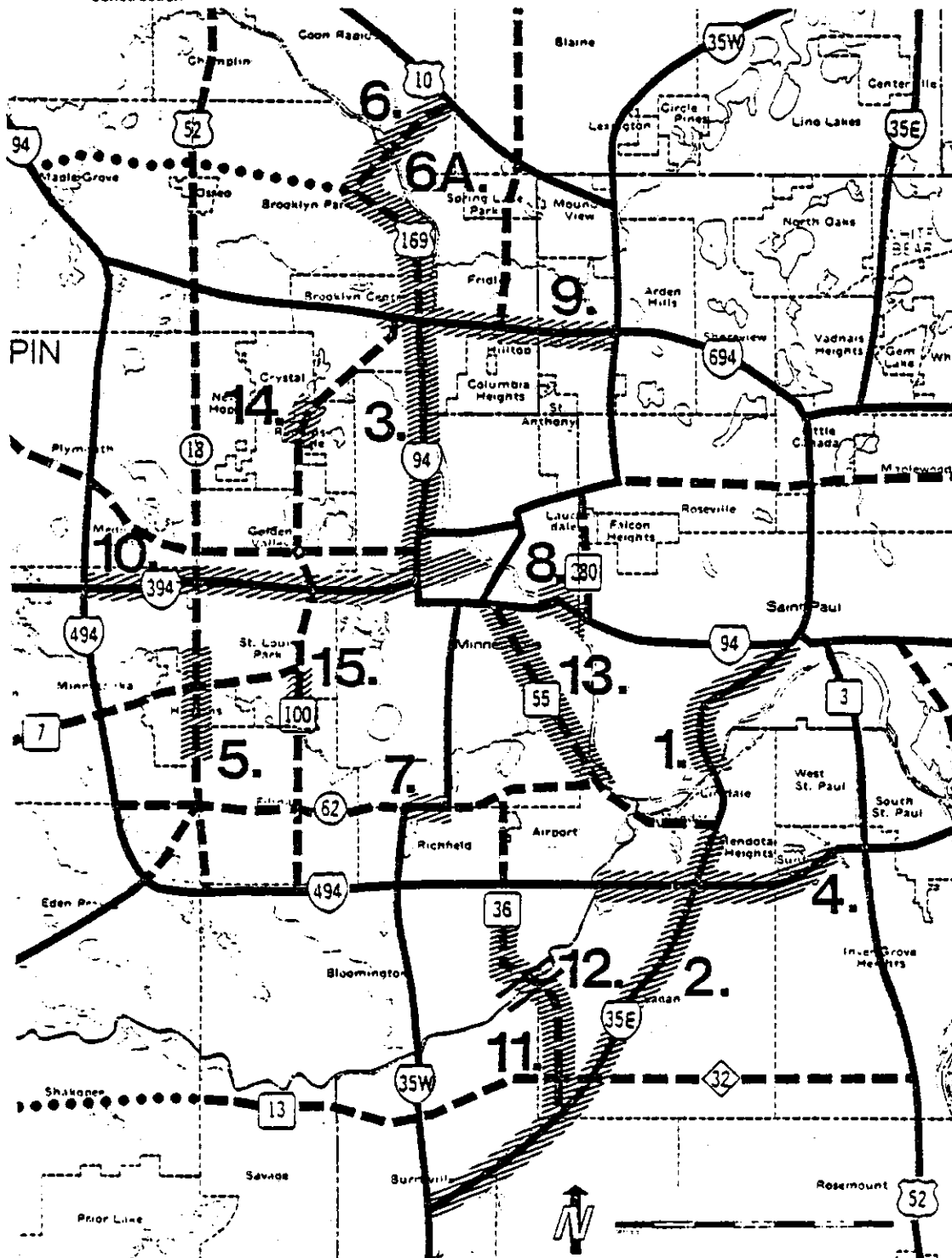
Twin Cities Metropolitan Area

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

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

Figure 4. TRANSPORTATION PLAN PRIORITIES

Project numbers relate to descriptions in Table 2



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.

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.

METROPOLITAN TRANSIT SYSTEM PLAN

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 Anoka,³ 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.

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

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.

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

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.

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.

HIGHWAY AND TRANSIT 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 were to have been accomplished during 1975 to 1980. However, the lack of funds and the need to complete acceptable environmental impact statements has caused this time period to be extended. The only projects on this list actually completed by 1980 were the Cedar Av. Bridge and a portion of Project 11, Cedar Av., associated with the bridge.

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.

TRANSPORTATION SYSTEMS MANAGEMENT

The Transportation Systems Management Plan (TSM Plan) establishes (1) objectives, (2) priorities and, (3) a strategy for implementing, monitoring and refining transportation systems management in the Twin Cities Metropolitan Area. The TSM Plan was adopted by the Metropolitan Council as a supplement to its Transportation Policy Plan in September, 1978.

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.

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 the numbers of the related transportation policies are:

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).

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 1981. A review of the priorities will be included.

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 1984. On the program sheets in Section 4 the TSM projects are indicated in the last two columns. The first of these columns shows which of the metropolitan objectives (given above) are fulfilled by the project. The second column shows into which of the federal TSM categories the project falls. In Chapter V Transit TSM projects are shown on a separate table with the metropolitan and federal TSM projects identified.

The 1981 annual element contains 80 highway related TSM projects with a total cost of \$33,488,000, and transit TSM projects at a cost of \$125,095,000. This represents 67 percent of the total annual element of the TIP.

TRANSPORTATION DEVELOPMENT PROGRAM

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 contains Mn/DOT's 1978-83 program of projects for metropolitan highway facilities, and the MTC's transit and paratransit plans and projects for the same time period.

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 increased 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, it was necessary to implement another 10 cent 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 1980-1983, the TDP identified the following major capital improvements needed for the transit system:

- . 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, Northside, 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 supplemented by FAU and Interstate Substitution funds. The status of these improvements is indicated in Chapters 3 and 5.

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) has revised most of the SIP. However, the governor designated the Metropolitan Council to prepare the transportation control plan for the Twin Cities Area. A transportation control plan, submitted to EPA after Council hearings and adoption in June 1979, has received EPA approval. 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.

The Twin Cities region is officially recognized as not attaining air quality standards for three pollutants: particulates, sulfur dioxide, and carbon monoxide. The Region's status for ozone is Unclassified. Transportation controls can be effective in reducing levels of two of the pollutants--carbon monoxide (CO) and ozone (O3). Ozone is not a direct emission. It is formed by the chemical reaction of nitrogen oxide (NOx) and hydrocarbons (HC) in the presence of sunlight. Reduction of ozone 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 hydrocarbon (HC) emissions. Since the initial analysis revealed that additional control strategies would be necessary to meet CO 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 was recommended. This one-way pair was implemented in September 1980. 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.

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 Plan (TSM) strategies that effectively contribute to air quality attainment and maintenance.
- . Meet federal/state air quality standards in the most economical and equitable manner.

During 1980 a newly located MPCA monitor sited at the Snelling and University intersection in St. Paul's Midway District has shown violations of the CO standard. The first revision to the Transportation Control Plan will be completed by July 1981, identifying strategies to deal with this problem.

TRANSIT SERVICE PLAN FOR ELDERLY AND HANDICAPPED PEOPLE

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 elderly and handicapped people 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 and shopping opportunities in the Metropolitan Area. Based upon cost-effectiveness and their ability to provide special assistance to elderly and handicapped transit users, 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 an optimum use of limited resources.

During 1980 a Transition Transit Plan was prepared. The plan is required by regulations issued by the U.S. Department of Transportation in 1979 to implement Section 504 of the 1973 Rehabilitation Act. Under the Section 504 regulations, transit agencies that receive federal funds are required to provide "program accessibility" within 10 years. This means that one-half of the buses operating during peak traffic periods must be accessible to handicapped people, and accessible buses must be used before nonaccessible buses during off-peak periods. The regulations further require that, if accessibility cannot be provided within three years, transit agencies must provide interim accessible service that is comparable to mainline mass transit service.

The plan describes the specific steps that are needed to make half of the peak-hour buses in the Region's public transit system accessible to elderly and handicapped people by 1989. In addition, it describes the measures the Metropolitan Area will take to provide accessible transportation on an interim basis to elderly and handicapped people between now and 1989.

The plan contains five main sections. The first provides background information about the Region's public transit system operated by the Metropolitan Transit Commission (MTC). It also contains a summary of the document. The second section describes the process followed and the agencies and groups involved in preparing the transition plan. The third section is an evaluation of how accessible the existing MTC transit system is for elderly and handicapped people. The fourth examines alternative ways of achieving accessibility. The fifth describes the preferred alternative for meeting "program accessibility" for both MTC buses and fixed facilities (for example, offices, garages, information centers, bus shelters), and describes interim service to be provided to elderly and handicapped people between now and 1989.

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 that is inconsistent with the plan.

The 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. The 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 the 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 use the systems service effectively.
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, Air Quality Plan, Transition Transit and Elderly and Handicapped plans, or the public hearing draft of the Mn/DOT/PLAN (July 1, 1978).

3. MAJOR PROJECT PROFILES AND EVALUATION

This section provides brief summaries of the major improvements (over \$1,000,000) scheduled in the 1981 annual element and 1982-1983 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 Plan (TSM), 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 Program. Six of these are identified in the policy plan as necessary to complete the 1990 highway system; three of the six are high priority in the policy plan. Two of the eight projects, I-694 at the Burlington Northern bridge and I-94 between the Mississippi River and Snelling Av., 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.

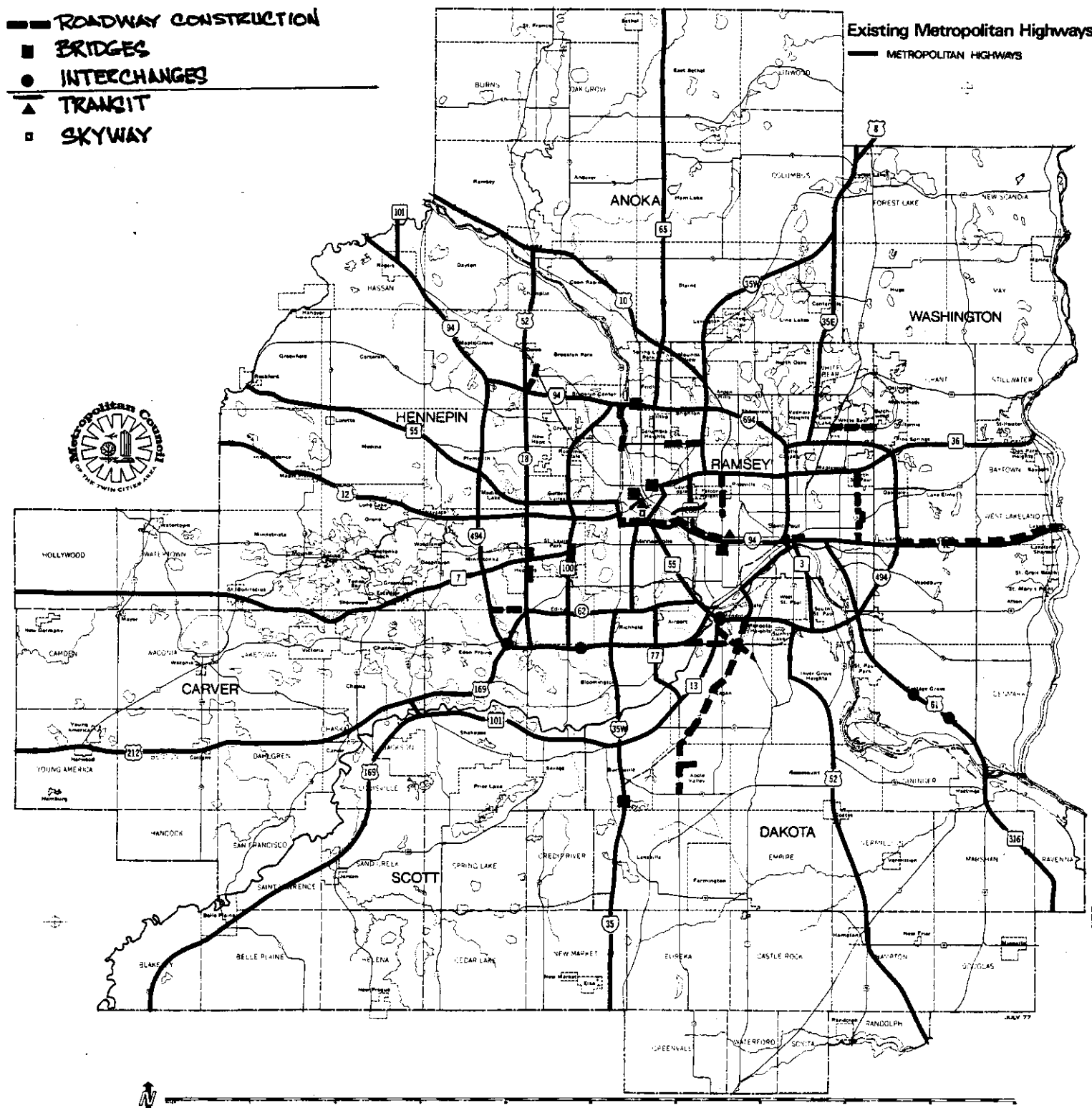
Three major highway projects are contained in the Regular Trunk Highway Program. All three would implement various TSM projects.

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 Resurfacing and Minor Improvement Program are major projects (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."

The Interstate Substitution Program includes six major projects, two of which are immediate area 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.

Figure 5 MAJOR PROJECTS IN THE 1981-1983 TLP.



There are 16 major projects identified in the Federal Aid Urban (FAU) programs for 1981-1983. Three of these would implement the Transportation Policy Plan, twelve would implement TSM objectives and one would implement the TSM directly. There are several smaller projects in the FAU programs that 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.

There are 5 major transit projects identified in the UMTA Section 3 and 5 (capital) programs for 1981-83, all of which would implement the policy plan and TSM objectives to improve transit.

The commitment of this TIP to TSM projects is also shown in Sections 4 and 5. Projects that implement objectives of the Twin Cities TSM plan and are consistent with federal TSM guidelines are identified on the program sheets in the last two columns in Section 4 and on a separate table (Table 22) in Section 5.

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

Tables 3 and 4 summarize all project proposals in the 1981-1983 TIP, including major projects listed in Section 3 and other highway and transit related projects in Sections 4 and 5. These tables show that federally funded transportation projects for 1981-1983 total \$555,843,000, 38 percent for transit and 62 percent for highway projects.

INTERSTATE PROGRAM

1981 ANNUAL ELEMENT

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

Completion of new I-94 north of the Minneapolis CBD comprises a major portion of the annual element of the Interstate Program. The work scheduled for 1981 includes construction of the 3rd/4th Street connector into downtown Minneapolis, new and remodeled bridges, grading and surfacing from 49th to 59th Avenues North, fencing, signing, and noise abatement at a total cost of \$31,075,000. This facility is given priority in the Transportation Policy Plan.

Table 3
SUMMARY OF 1981-1983 TIP - HIGHWAY RELATED PROJECTS
(in thousands of dollars)*

December 1980

<u>Project Category</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>Total</u>	<u>Federal</u>	<u>Other</u>
Interstate Construction	79,130	69,210	80,380	228,720	213,761	14,959
Interstate R/W	34,876	-	-	34,876	31,388	3,488
Regular T.H. Construction	2,225	3,500	3,750	9,475	7,270	2,205
Bridge Improvement and Replacement	984	-	-	984	755	229
Resurfacing and Minor Improvement	1,925	565	440	2,930	2,697	233
Federal Aid Urban (Roadway Related)	22,585	3,220	15,102	40,907	31,387	9,520
Interstate Substitution (Roadway)	<u>9,214</u> 150,939	<u>13,427</u> 89,922	<u>3,364</u> 103,036	<u>26,005</u> 343,897	<u>22,104</u> 309,362	<u>3,901</u> 34,535

*Title II Safety Projects and preliminary engineering not included.

Table 4
SUMMARY OF 1981-1983 TIP - TRANSIT RELATED PROJECTS
(in thousands of dollars)

<u>Project Category</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>Total</u>	<u>Federal</u>	<u>Other</u>
Capital (UMTA Sections 3 and 5)	23,076	37,221	32,057	92,354	67,548	24,806
Operating Assistance (UMTA Section 5)	41,600	49,900	-	91,500	27,500	64,000
Demonstration (UMTA Section 6)	271	-	-	271	251	20
UMTA Section 16(b)2 ¹	-	-	-	-	-	-
FAU (Transit)	3,254	2,125	300	5,679	4,289	1,390
Int. Sub. (Transit)	<u>6,736</u>	<u>3,422</u>	<u>11,984</u>	<u>22,142</u>	<u>17,552</u>	<u>4,590</u>
Subtotal	74,937	92,668	44,341	211,946	117,140	94,806
Total All Projects (Highway and Transit)	225,876	182,590	147,377	555,843	426,502	129,341

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

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

Construction of the superstructure of the Minnesota River bridge in Hennepin and Dakota Counties is shown in the annual element at a cost of \$14,500,000. Completion of this facility has a high priority in the Transportation Policy Plan.

I-94 - S.P. #2781/6282

The 1981 element includes rehabilitation, geometric improvements and median barriers on I-94 from the Lowry Tunnel to Snelling Ave. in Minneapolis and St. Paul at a cost of \$30,000,000. The need for replacing this pavement, which was constructed by the continuous pour method, had not been identified at the time the Transportation Policy Plan was adopted. This area is identified as a specific TSM target area to reduce vehicular congestion (Table 4 of the TSM Plan).

1982-1983 PROGRAM

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

The 1982 and 1983 programs include construction of I-494 from TH 5 in Hennepin County to TH 55 in Dakota County and reconstruction in South St. Paul. The work includes bridge construction, grading, surfacing, fencing, signing and lighting at a two-year total cost of \$56,700,000. Completion of this facility has a high priority in the Transportation Policy Plan.

I-35E - S.P. #1982

Construction of the 9 mile stretch of I-35E from Cedar Av. to TH 110 in Dakota County is shown in the 1982-83 programs. Individual projects include bridges, grading, surfacing, and noise abatement at a cost of \$50,700,000. Construction of this facility has a high priority in the Transportation Policy Plan.

I-35 - S.P. #1980

The 1982 program includes reconstruction of the bridge at I-35 and Crystal Lake Road in Burnsville at a cost of \$1 million. This is a TSM project.

I-694 - S.P. #0285

Replacement of the Burlington Northern Bridge over I-694 in Fridley (\$6,200,000) is shown in the 1982 program. The narrow clearance on I-694 caused 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 and reconstruction of I-94 under Kellogg Blvd., east of the bridges on I-94 in St. Paul (\$6,700,000) is shown in the 1982 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, and is also considered a TSM project.

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 1983 program at a cost of \$41,440,000. 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

1981 Annual Element

TH 55 - S.P. #1909, 1910

The 1982 program contains signalization, grading and surfacing 1.5 miles of TH 55 in Dakota County between Blue Gentian Rd. and the south junction of TH 49 at a cost of \$1,800,000. This is in conjunction with the I-494 construction, and is a TSM type project.

1982-1983 Program

TH 61 - S.P. #8205-46

Construction of interchanges at TH 61 and Grange Blvd. and TH 61 and Jamaca in Cottage Grove is included in the 1982 program at a cost of \$1,100,000. TH 61 is identified as an intermediate arterial in the Transportation Policy Plan. This plan does not identify the need for any improvements. The TSM Plan does show isolated segments of TH 61 in this area as congested and high accident locations. These improvements would meet the TSM objective of "reduce roadway hazards for both vehicles and pedestrians" even though they are not specifically listed as TSM actions in that plan.

I-494 - S.P. #2785

Construction of the TH 494 interchange with TH 212/169 and the Eden Prairie Ring Road, including bridges, grading, surfacing, signals, lighting and signing, at a cost of \$3,750,000 is scheduled for 1983.

This improvement is not shown in the Transportation Policy Plan but was recommended by the Council prior to 1976 as part of the overall plan for Eden Prairie Center. Although it is not specifically listed as a TSM action, it does fulfill TSM objective 4, "improve vehicle flow on the metropolitan highway system." I-494 and TH 169/212 are both principal arterials and the existing interchange is rather circuitous.

INTERSTATE SUBSTITUTION PROGRAM

1981 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 1981 through 1983 Interstate Substitution Programs. Work to be completed includes preliminary engineering, grading, surfacing, bridges and storm sewer. Total costs of the CSAH 18 work in the Interstate programs for 1981-1983 are \$15,833,000. Completion of CSAH 18 has a high priority in the policy plan.

UNIVERSITY AREA TRANSIT CORRIDOR - S.P. #2700-20; 6200-15

The 1981-1983 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 \$14,950,000.

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).

BUS PURCHASE

The annual element includes \$4,250,000 of Interstate Substitution funds to be spent by the MTC in combination with FAU and UMTA funds on 104 standard buses. This implements the TSM objective to generally improve transit.

1982-1983 PROGRAM

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

University Avenue will be upgraded from 9th Av. NE. to 1st Av. NE. since it is a local street that will carry traffic that would have otherwise used I-335. The project includes grading, surfacing and a bridge at a total cost of \$1,505,000 in 1982.

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 1982 and 1983 Interstate programs at a two-year cost of \$1,000,000. The policy plan assigns a high priority to this project.

TH 65/CSAH 66 CENTRAL/BROADWAY BRIDGES OVER BN RR - S.P. 2710-2, 2710-9433

The intersection of Central and Broadway Aves. bridges of the Burlington Northern Railroad. Replacement of these bridges at a cost of \$1,143,000 in 1983 is an immediate impact area project that fulfills the TSM objective "improves roadway safety".

FEDERAL AID URBAN PROGRAM

1981 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 1981 element of the FAU Program at a total two-stage 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 1981 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."

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 at a cost of \$1,254,000. 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 in three stages from I-94 to TH 36 (\$1,896,000) is programmed for 1981. This is not shown in the Transportation Policy Plan or TSM Plan, but it would fulfill TSM objectives.

TH 13-55-110 - Mendota Interchange - S.P. #1901, 1902, 1903, 1981

The first stage of construction of the Mendota Interchange to eliminate congestion at the south end of the TH 55 bridge is included in the 1981 program. This stage is construction of a bridge at a cost of \$1,850,000. The Transportation Policy Plan does not identify this improvement as necessary for the 1990 Metropolitan Highway System, but it does identify a deficiency in this corridor based on a comparison of 1990 demand against 1970 capacity. Likewise, the TSM identifies this as a congested area. It is also identified in the TSM Plan as a specific target area to reduce vehicular congestion.

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.

CO. ROAD D - S.P. #62-619-03 M5114

The annual element includes reconstruction of CR D in Ramsey and Hennepin Counties between Silver Lake Road and I-35W from 2 lanes to 4 lanes at a cost of \$1,400,000. This road is a minor arterial and the project is not identified in the policy plan. However, will fulfill the TSM objective regarding improvement of roadway safety.

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 1981. This project fulfills TSM objectives regarding improved roadway safety and vehicle flow.

GOVERNMENT CENTER SKYWAY - S.P. #141-218 - 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.

BUS PURCHASE

The annual element includes \$1,875,000 of FAU funds to be spent on 18 replacement buses. This is a part of a larger program also using Interstate Substitution and UMTA funds to replace 104 buses. This implements the TSM objective to generally improve transit.

1982-83 PROGRAM

CSAH 18 S.P. #27-618-39 M5003

Construction of a 4 lane rural design expressway between I-94 and TH 52/152 is scheduled in 2 stages for 1982 and 1983 at a total cost of \$4,209,000. The Transportation Policy Plan shows construction of this road is necessary to complete the 1990 Metropolitan Highway System.

HENNEPIN AVENUE TRANSIT MALL S.P. #141-313-141-020-M524

Construction of a transit mall on Hennepin Avenue between 2nd Street and 10th Street is scheduled for 1982 at a cost of \$2,335,000. This project is not part of the metropolitan highway system but it will fulfill TSM objectives. It is being constructed in conjunction with the Hennepin Avenue/1st Avenue North one-way pair which is being implemented to bring the area into compliance with NAAQS for carbon monoxide. This strategy of a one-way pair is contained in the Transportation Control Plan. Funding will also come from Interstate Substitution for this project.

CROSSTOWN CSAH 62 - S.P. #27-662 M5168

The completion of the first stage of the Crosstown as a 4 lane expressway from CSAH 61 to I-494 is scheduled for 1983 at a cost of \$2,500,000. The Transportation Policy Plan identifies construction of this road is necessary to complete the 1990 Metropolitan Highway System.

TH 51 (Snelling Avenue) - S.P. #6215/6216 M5421

Reconstruction of Snelling Avenue between Como Avenue and TH 36 in Ramsey County is scheduled for 1983 at a cost of \$1,750,000. This project fulfills TSM objectives.

TH 212 (Marshall Avenue) - S.P. #6215/6228 M5409

Replacement of the railroad bridge over Marshall Avenue at Snelling is scheduled for 1983 at a cost of \$2,000,000. This project fulfills the TSM objective of improving roadway safety.

CSAH 17 (France Avenue) - S.P. #27-617 M5024

Reconstruction of the interchange at France Avenue and I-494 including widening the bridge, revising signals and reconstruction of ramps is scheduled for 1983 at a cost of \$1,200,000. This project fulfills TSM objectives.

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

1981 ANNUAL ELEMENT

The 1981 annual element contains only one MTC project that costs over \$1 million in 1981. Although several of the multi-year projects total over \$1 million, less than that amount will be spent in the 1981 annual element so they are not included here although they are in Section 5.

One other UMTA Section 3 project, the Downtown Bus Layover Facility sponsored by Minneapolis, is a project over \$1 million in the 1981 annual element.

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 new Overhaul Facility and will convert previous overhaul facility space to bus service garage use. The construction contract will be let in 1981. The total project cost is \$5,522,000 with \$4,843,000 budgeted for 1981. This project implements the TSM objective "Improve metropolitan transit services generally".

DOWNTOWN BUS LAYOVER FACILITY: MN-03-0026

This project includes design, site acquisition, construction and contract administration for a bus layover facility with the skyway street crossing connection in downtown Minneapolis. The facility would house buses and be used as a marshalling point from which peak period buses would be put into service in downtown Minneapolis. The layover facility would take peak period buses off the street until the appropriate time, thus relieving traffic congestion and scheduling confusion. This facility would be constructed on the grade level of a fringe municipal parking ramp and be tied to the downtown skyway system. This facility will be constructed using funds from Minneapolis, UMTA, MTC, and private interests. Total net project cost is \$14,040,000. This project fulfills TSM objectives.

1982-1983 PROGRAM (METROPOLITAN TRANSIT COMMISSION)

VEHICLES

The acquisition of buses for both regular route service and elderly and handicapped service are programmed in the 1982-1983

period at a cost of \$52 million. A more complete description of the 1981-83 bus acquisition program is contained in Section 5. This project implements the TSM objective to generally improve transit.

BUILDINGS

The MTC is currently carrying out long-range capital improvements to its existing facilities. The new full-service South Garage will be in operation in November 1980. The new Overhaul Facility is scheduled to be in full operation in March 1981. In addition, the existing Nicollet Garage will be renovated in 1983 at a cost of \$10,558,000. This implements the TSM objective to improve transit generally.

SHELTERS

The shelter program for 1982-1985 includes installation of 20 or 30 standard downtown shelters annually in 1982 and 1983, the retrofit of existing shelters, the design and construction of four special downtown shelters annually from 1982 through 1985, and the installation of 20 to 30 shelters per year over the same time period. The 1982-83 program will cost \$2,240,000 and will implement the TSM objective to improve transit generally.

URBAN MASS TRANSIT ADMINISTRATION SECTION 5 (OPERATING ASSISTANCE)

1981 ANNUAL ELEMENT (METROPOLITAN TRANSIT COMMISSION)

OPERATING ASSISTANCE - FY 1981 (FOR CY 1980)

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 current quality of bus service. The federal funds (\$12,600,000) shown in the 1981 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 1981 funds will be submitted in late 1980.

OPERATING ASSISTANCE - FY 1982 (FOR CY 1981)

An application for the 1982 funds will be submitted toward the end of 1981. Total operating assistance is estimated at \$49,900,000 with a federal share of \$14,900,000.

SECTION 4
HIGHWAY PROJECTS

LEGISLATIVE REFERENCE LIBRARY
STATE OF MINNESOTA

EXPLANATION OF TSM CODES USED IN SECTIONS 4 AND 5

Identification codes were assigned to target groups, target programs, and target areas identified in the TSM Plan.

Separate identification codes were assigned to reflect TSM projects eligible for federal funding.

To be identified as a TSM project, a project must: (1) be identified in the Metro Area TSM Plan's target groups, programs or areas; and (2) be among those TSM projects eligible for federal funding as identified by the Federal Highway Administration.

Metro Area TSM Plan Activity Code

Target, Group, Program, Area

1	Handicapped/elderly
2a	Roadway Safety
2b	Metropolitan Transit Services
3a	Metropolitan subregions (Internal Transit)
3b	Metro Centers/Subregional Link (Express Transit)
3c	Arterial Corridors (Vehicle Congestion)
3d	Major River Crossing (Vehicle Congestion)

Federal Eligible TSM Project Code

Project Category

1	Traffic Operations Improvement Programs (TOPICS)
2	Preferential or Exclusive Lanes for High Occupancy Vehicles (HOVs)
3	Ridesharing Activities
4	Provisions for Parking
5	Pedestrian and Bicycle Facilities
6	Provisions for Public Transportation

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

1981 ANNUAL ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

This program is directed toward the completion of the national system of Interstate and defense highways in accordance with the Federal mandate which required all major construction to be under contract by 1986 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. Letting dates for projects scheduled after July 1, 1981 are tentative and subject to the availability of State Funds.

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE	METRO TSM PLAN ACTIVITY CODE	FED ELIGIBLE TSM PROJ. CODE
						TOTAL	FEDERAL			
2781-235	94	Hennepin	59th Ave. N. to 49th Ave. N.	Grading & Surfacing Br. 27808	1.7	11,000	9,900	1/23/81	-	-
2781	94	Hennepin	Under W. Broadway, Plymouth 53rd, 57th, & 26th Ave. N.	Paint Brs. 27815, 27796 27807, 27806 & 27814		375	338	3/27/81	-	-
2781-27808	94	Hennepin	49th Av N over TH 94	Bridge 27808		1,500		1/23/81	-	-
2781-286	94	Hennepin	21st to 23rd Ave. N.	Detached Frontage Road & Noise Abatement		200	180	3/27/81	-	-
2781-257	94	Hennepin	3rd & 4th St. Connection from 12th Ave. No. to 2nd Ave. N.	Br. 27816 (ramps on Trestle), Fencing, Signing and Traffic Management	0.6	18,000	16,200	3/27/81	-	-
2781-30	94		Lowry Tunnel	Tunnel lighting and power factor correction		670		2/27/81	2a	1

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

1981 ANNUAL ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1000's		ESTIMATED LETTING DATE	METRO TSM PLAN ACTIVITY CODE	FED. ELIGIBLE TSM PROJ. CODE
						TOTAL	FEDERAL			
2785	494	Hennepin	TH 7 over TH 494 in Minnetonka	Replace rail and Deck Bridges 9753 and 9754	780	702		1/23/81	2a	I
6283-116	94	Ramsey	TH 94 EB to SB Lafayette Ramp	Reconstruct Ramp & Widen Br. 9800	980	882		2/27/81	3c	I
2785 1986-05	494	Hennepin	TH 494 over Minnesota R.	Br. 9217 Superstructure & Misc. Lighting	14,500	13,050		1/23/81	-	-
2781 2782	94	Hennepin Ramsey	Lowry Tunnel to Snelling Ave.	Pavement Rehabilitation, Geom. Improvement, and Temp. Med. Barrier, traffic surveillance	10.2 30,000	27,000		1981	2a	I
2781-232	94	Hennepin	40th Av. N. to 12th Av. N.	Surveillance control	370	333		1/23/81	2a	I
2781-272	94	Hennepin	Webber Pkwy to 41st Av. N.	Signals	150	135		2/27/81	2a	I
2781-273	94	Hennepin	Dowling to 17th Av. N.	Signals	255	230		1/23/81	2a	I
1982	35E	Dakota	At ramp terminals at CSAH 42	Signals	180	162		1/23/81	2a	I
1985-72	494	Dakota	TH 55 at Lexington- Blue Gentian	Signals	80	72		1/23/81	2a	I
1986	494	Dakota	TH 55 at Mendota Hts. Rd.	Signals	90	81		1/23/81	2a	I
1981 Total					79,130	71,318				

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

1982 ANNUAL ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1000's		ESTIMATED LETTING DATE	METRO TSM PLAN ACTIVITY CODE	FED. ELIGIBLE TSM PROJ. CODE
						TOTAL	FEDERAL			
2785- 27767	494	Hennepin	TH 494 & TH 5 (WB) over Inverted Loops	Bridge		2,340	2,106	1982	-	-
2785- 27983	494	Hennepin	TH 5 (EB) & Inverted Loops over TH 494	Bridge		1,300	1,170	1982	-	-
2785- 27984	494	Hennepin	TH 5 (EB) & Inverted Loops over TH 494	Bridge		2,030	1,827	1982	-	-
0285-43	694	Anoka	CSAH 1 (E. River Rd.) to TH 47	Grade, Bridges & Surfaces		6,200	5,580	1982	3d	1
1980	35	Dakota	At Crystal Lake Rd.	Reconstruct Bridge 19806 & Revise Rdwy.		1,000	900	1982	2a, 3c	1
1982-14	35E	Dakota	0.3 MI. E. of CSAH 23 (Cedar Ave.) to Blackhawk Rd.	Grading & Bridge	1.1	8,500	7,650	1982	-	-
1982-92	35E	Dakota	Blackhawk Rd. to Co. Rd. 30	Grading & Bridge	1.1	7,100	6,390	1982	-	-
1982-61	35E	Dakota	From 0.3 MI. So. to 0.6 MI. N. Co. Rd. 26 and from 0.4 MI. N. of Mendota Heights Rd. to TH 110	Grading, Surfacing, & Noise Abatement	1.6	11,800	10,620	1982	-	-
6283-112	94	Ramsey	6th St. Bridges in St. Paul	Widen & Replace		5,900	5,310	1982	2a	1

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

1982 ANNUAL ELEMENT FEDERAL AID
INTERSTATE CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MILES	ESTIMATED COST \$1000's TOTAL	FEDERAL	ESTIMATED LETTING DATE	METRO TSM PLAN ACTIVITY CODE	FED. ELIGIBLE TSM PROJ. CODE
6283 6218-05	94	Ramsey	Under TH 5 (Kellogg Blvd.) (Tied to S.P. 6218 in Bridge Replace- ment Program)	Bridge 62080 (Replace) Bridge 6500)		800	720	1982	2a	1
1986-18	494	Dakota	E. end of Minnesota River Bridge 9217 to TH 55.	Partial Grading Surfacing		3,000	2,700	1982	-	-
1986	494	Dakota	E. end of Minnesota River Bridge 9217 to TH 55.	Fencing		100	90	1982	-	-
94 1986-14	494	Dakota	W. end of Minnesota River Bridge 9217 to TH 55.	Signing & Lighting		900	810	1982	-	-
1985-66	494	Dakota	TH 55 to 0.5 MI. E. of TH 49	Grading, Bridges & Surfacing & Fencing	1.5	16,000	14,400	1982	-	-
1985	494	Dakota	Mendota Heights Rd. over TH 35E	Bridge 19861		1,800	1,620	1982	-	-
6285	694	Ramsey	At Lexington Ave. in Arden Hills	Storm Sewer		440	396	1982	-	-
1982 Totals						69,210	62,289			

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

1983 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	METRO TSM PLAN ACTIVITY CODE	FED. ELIGIBLE TSM PROJ.CODE
						TOTAL	FEDERAL			
8282-37 8282-38 8282-30	94	Washington	0.2 Mi. E. of TH 494 & TH 694 to TH 95	Grading, Bridges, Surfacing and Misc.	9.1	41,440	37,296	1983	-	-
1986-19	494	Dakota	E. end of Minnesota River Bridge 9217 to TH 55	Final Grading & Surfacing	2.0	1,000	900	1983	-	-
1985-67	494	Dakota	0.2 Mi. W. of CSAH 73 (Babcock Trail to 5th Ave. in S. St. Paul)	Grading, Bridges, Surfacing & Fencing	1.5	12,100	10,890	1983	-	-
47 1981-02	35W	Dakota	From CSAH 42 to Burnsville Crosstown	Noise Abatement		300	270	1983	-	-
6284-03	35W	Ramsey	From TH 36 to Co. Rd. 19	Noise Abatement		500	450	1983	-	-
6284-02	35W	Ramsey	From TH 9 to Co. Rd. 12	Noise Abatement		300	270	1983	-	-
6284-01	35W	Ramsey	TH 96 to Co. Rd. H-2	Noise Abatement		200	180	1983	-	-
6282-03	94	Ramsey	From TH 280 to Pascal Street	Noise Abatement		300	270	1983	-	-
6286-26	694	Ramsey	From White Bear Ave. to Helen Street	Noise Abatement		440	396	1983	-	-
1982	35E	Dakota	Blackhawk Rd. to Co. Rd. 30	Surfacing, Noise, etc.	6.0	2,300	2,070	1983	-	-

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

1983 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	METRO TSM PLAN ACTIVITY CODE	FED. ELIGIBLE TSM PROJ. CODE
						TOTAL	FEDERAL			
1982	35E	Dakota	Co. Rd. 30 to Co. Rd. 28 (around Blackhawk Lake)	Grading and Bridge	1.2	13,100	11,790	1983	-	-
1982	35E	Dakota	Co. Rd. 28 to 0.3 Mi. S. of Co. Rd. 26	Grading and Bridge	0.7	7,900	7,110	1983	-	-
1982	35E	Dakota	Under TH 13	Reconstruct Deck Bridge 9535		500	450	1983	2a	1
1983 Totals=						80,380	72,342			

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

1981 ANNUAL ELEMENT INTERSTATE AND TRUNK HIGHWAY RIGHT OF WAY PROGRAM	ESTIMATED COST \$1,000's
S.P. 1982 (35E=390) I. 35E-4 (25) 106 T.H. 494 to T.H. 110	1,100
S.P. 1982 (35E=390) I. 35E-4 (40) 100 0.5 Mi. No. of C.S.A.H. 30 to T.H. 494	9,300
S.P. 1985 (494=393) I. 494-4 (68) T.H. 35E to S. St. Paul	6,500
S.P. 2785 (494=393) I. 494-4 (135) 24th Ave. S. to Minn. River	3,200
S.P. 1986 (494=393) I. 494-4 (67) Minn. R. to T.H. 35E	1,000
S.P. 2789 (394=107) I. 394-6 (2) 235 Jct. T.H. 94 to Wash. Avenue N.	3,257
S.P. 8282 (94=392) I. 094-3 (304) Jct. T.H. 494-694 to St. Croix River	10,500
S.P. 2781 (94=392) Jct. Cedar Ave. S. & T.H. 94	19
1981 TOTAL	\$34,876

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

1981 ANNUAL ELEMENT
REGULAR TRUNK HIGHWAY CONSTRUCTION PROGRAM

Two-Part Program (Reconditioning/Reconstruction Program and New/Major Construction Schedule)
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. Letting dates for projects scheduled after July, 1981 are tentative and are subject to the availability of State Funds.

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MI	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE	METRO TSM PLAN ACTIVITY CODE	FED. ELIGIBLE TSM PROJECT CODE
						TOTAL	FEDERAL			
1013 1015	212	Carver	0.2 Mi. E. of TH 41 to TH 101	Widen Resurface & Bituminous Shoulders	3.4	475	364	2/27/81	2a	1
1909-55	55	Dakota	Blue Gentian Rd to TH49	Grading & Surfacing (4 lanes)	1.5	1,500	1,151	6/26/81		
1909-56	55	Dakota	TH49 and Lone Oak Rd.	Traffic Signals		250	192	8/28/81		
1981 TOTAL						2,225	1,707			

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

1982 ANNUAL ELEMENT
REGULAR TRUNK HIGHWAY CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MI	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE	METRO TSM PLAN ACTIVITY CODE	FED. ELIGIBLE TSM PROJECT CODE
						TOTAL	FEDERAL			
1013	212	Carver	From 2.2 Mi. E. of TH 284 to 0.2 Mi. W. of TH 41	Widen, Resurface & Bituminous Shoulders	7.0	1,000	767	FY-82	2a	1
1917	49	Dakota	Blue Gentian to TH 55	Grading and Surfacing (4-lane)	0.4	750	576	FY-82	2a	1
1909	55	Dakota	Near N. Jct. TH 49 (Frontage Road)	Grade & Surface	0.1	50	38	FY-82	-	-
8205-46	61	Washington	Grange Blvd. & Jamaca Ave.	4 Bridges, Ramps, Traffic Signals & Misc.	5.0	1,100	844	FY-82	2a	1
2723	55	Hennepin	NW Quad. TH 100 over MN & S Railroad	Bridge & Frontage Road Construction		600	460	FY-82	2a	1
TOTAL						3,500	2,686			

TABLE 11

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

1983 ANNUAL ELEMENT
REGULAR TRUNK HIGHWAY CONSTRUCTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MI	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE	METRO TSM PLAN ACTIVITY CODE	FED. ELIGIBLE TSM PROJ. CODE
						TOTAL	FEDERAL			
2785	494	Hennepin	TH 169 & TH 212 to 1.0 MI. E. & 494 over Ring Route	Grading, Surfacing, Signals, Lighting, Signing & 2 Bridges	1.0	3,750	2,877	FY-83	2a	1
				TOTALS		3,750	2,877			

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

1981 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. Letting Dates for projects scheduled for after July 1, 1981 are tentative and are subject to the availability of State Funds. All Resurfacing and Minor Improvement projects are in the T.S.M. Category.

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MI	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE	METRO TSM PLAN ACTIVITY CODE	FED. ELIGIBLE TSM PROJECT CODE
						TOTAL	FEDERAL			
5 2751	55	Hennepin	W. Limits Mpls. to New Const. W. of Lyndale Ave.	Resurfacing	1.3	120	92	3/27/81	2a	1
8202-19	10	Washington	TH 61 N. of Hastings to Point Douglas	Grading & Surfacing Bike Trail	2.5	87	67	5/22/81	2a	5
			REMARKS: To be paid with Bikeway Funds - C-421 Estimate = \$87							
6212-02	36	Ramsey	TH 35W to TH 61	Resurfacing and Bituminous Shoulders	6.8	432	331	5/22/81	2a	1
8210-66	95	Washington	Wash. Co. Rd. 59 to S. Limits Marine-on-St. Croix	Grading and Surfacing Bike Trail	2.1	120	92	5/22/81	2a	5
2706	7	Hennepin	Quebec Ave. to MN & S R/R Bridge 5199	Resurfacing	0.7	70	54	11/20/81	2a	1

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

1981 ANNUAL ELEMENT
RESURFACING AND MINOR IMPROVEMENT

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MI	ESTIMATED COST \$1,000's TOTAL	FEDERAL	ESTIMATED LETTING DATE	METRO TSM PLAN ACTIVITY CODE	FED. ELIGIBLE TSM PROJ. CODE
7007-01 7008	169	Scott	N.B. Lane M.P. 89.1 to 88.8, M.P. 92.3 to 90.1 & M.P. 102.8 to 99.4 - N.B. & S.B. Lanes M.P. 99.3 to 98.4	Resurfacing	6.3	340	261	12/18/81	2a	1
2785-209	494	Hennepin	At Penn. Ave.	Replace pumps and drainage modifica- tions		156	120	6/26/81	2a	1
62114-40	49	Ramsey	Demont Av to TH694	Grading & Surfacing	1.9	\$600	450		2a	1
Totals						\$1925,000	\$1,466.753			

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

1982 MULTI-YEAR ELEMENT
RESURFACING AND MINOR IMPROVEMENT

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MI	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE	METRO TSM PLAN ACTIVITY CODE	FED. ELIGIBLE TSM PROJ. CODE
						TOTAL	FEDERAL			
1923-01	50	Dakota	TH 52 to TH 61	Resurfacing and Bituminous Shoulders	6.9	440	338	FY-82	2a	1
1908	52	Dakota	N. Jct. TH 55 to TH 110	Resurfacing	2.8	125	96	FY-82	2a	1
					Total	\$565	\$434			

TABLE 14
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
ANNUAL ELEMENT

1983 MULTI-YEAR ELEMENT
RESURFACING AND MINOR IMPROVEMENT

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MI	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE	METRO TSM PLAN ACTIVITY CODE	FED ELIGIBLE TSM PROJ. CODE
						TOTAL	FEDERAL			
1302	61	Chicago	0.5 Mi. S. of S. Jct. TH 97	Resurfacing	6.6	440	338	FY-83	2a	1
8206		Washington	to I-35							
8207										

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

1981 ANNUAL ELEMENT
 BRIDGE IMPROVEMENT PROGRAM

The work on the bridges listed below will be funded with
 Federal Aid Primary Funds.

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE	METRO TSM PLAN ACTIVITY CODE	FED. ELIGIBLE TSM PROJECT CODE
					TOTAL	FEDERAL			
815	10	Anoka	Over CSAH 7	Repair & Overlay Bridge 9716	\$165	\$127	1/23/81	2a	1
905	52	Dakota	SB over Cannon River 0.7 mi. NW of Jct TH 19	Replace Railing and Overlay - Br. No. 9425	\$190	\$146	2/27/81	2a	1
905	52	Dakota	NB over Cannon River 0.7 mi. NW Jct TH 19	Replace Railing & Overlay - Br. No. 9426	\$190	\$146	2/27/81	2a	1
905	52	Dakota	Under CSAH 88 6.6 mi. SE of Jct TH 50	Replace Railing and Overlay Br. No. 9488	\$121	\$93	2/27/81	2a	1
117	212	Washington	Over St. Croix River and City St. at Wisconsin State Line	Repair Sidewalk & Repair End Span-Br. No. 4654	\$35	\$27	2/27/81	2a	5
113	8	Washington	Over B.N.I. & Fr Rd 1.0 mi. W of Jct TH 61	Overlay Br. No. 82001	\$133	\$102	2/27/81	2a	1
113	8	Washington	Over TH 61 1.0 mi. E. of Jct TH 35	Overlay Br. No. 82002	\$150	\$115	2/27/81	2a	1
Total					\$984	\$755			

PRELIMINARY ENGINEERING

Inasmuch as it is relatively impossible to accurately assess preliminary engineering needs for any one of our construction program areas since most Interstate projects and Interstate Substitution projects are viable options for Federal P.E. funds 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 for FAI projects and \$1,000,000 for Interstate Substitution 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 and Interstate Substitution Categories.

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

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. All of the Interstate Substitution Projects are in the T.S.M. Category.

STATE PROJECT NO.	HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MI	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE	RESPONSIBLE AGENCY	TSM METRO ACTIVITY CODE	FED. ELIG TSM CODE
2700-62 6200-15	-	Hennepin Ramsey	University Area Transit Corridor	Grading, Surfacing Signals, Bridges, etc.		1650 (R/W & PE)	1400	1981	Mn/DOT	3a,b	6
141-333		Hennepin	Broadway St. N.E. I-35W to Taft	Grading & Surf.	.62	991	842	1981	Mpls.	2a	1
09	-	-	Eden Prairie, Newport, Moundsview, N. St. Paul, Burnsville	Design 5 Park/Ride Lots		86	73	PE*	MTC	3b	4,6
-	-	-	-	Bus Purchase		5000	4250	1981	MTC	2b	6
27-618	CSAH 18	Hennepin	CSAH 18 & TH-7 Interchange area	Grading, Surfacing, Bridges, etc. & Row	0.75	7763	6599	1981	Henn.Cty.	-	-
141-080	-	Hennepin	3rd Av. N.E. Main St. to Central	Grading, Surfacing		60	51	PE	Mpls.	2a	1
2720-35	52	Hennepin	Washington Ave. over BN RR	R-O-W		400	340	1981	Mn/DOT	2a	1
TOTAL 1981						15,950	13,555				

*These projects are also in FAU Program

TABLE 17
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	MI	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE	RESPONSIBLE AGENCY	METRO TSM ACTIVITY CODE	FED. ELIG. TSM CODE
						TOTAL	FEDERAL				
2700-62 6200-15	-	Hennepin Ramsey	University Area Transit Corridor	Grading, Surfacing Signals, Bridges, etc.	-	1650	1400	1982	Mn/DOT	3a,b	6
-	-	-		5 Park/Ride Lots PE, ROW, Construction	-	970	824*	1982	MTC	3b	4,6
27-618	CSAH 18	Hennepin	2nd St. N.E. to Minnehaha Creek	Grading, Surfacing, Bridges, etc.	0.5	9153	7780	1982	Henn. Cty.	-	-
2734	100	Hennepin	Excelsior Blvd. to TH 7	Grading, Surfacing Bridges, etc.	0.75	500	425 (R/W)	1982	Mn/DOT	2a	1
-	-	Hennepin	South Hennepin Transit Center	Transit Center	-	802	682 (R/W & Const.)	1982	MTC	3a,b	6
141-080	-	Hennepin	3rd Ave. N.E.-Main St. to Central Ave.	Grading, Surfacing, etc.	0.75	532	452	1982	Mpls.	2a	1
2726-48	TH47	Hennepin	Univ. Ave. 9th Av. N.E. to 1st Av. N.E.	Grading, Surfacing, etc.		710	603	1982	Mn/DOT	2a	1
2726-46	TH47	Hennepin	Univ. Ave. Bridge over BN	Bridge # 90443	-	650	553	1982	Mn/DOT	2a	1
-	-	Hennepin	Hennepin Ave. Transit Mall	Transit Mall	.7	850	723*	1982	Mpls.	2b	5,6
2720-35	52	Hennepin	Washington Ave. over BNRR	Bridge # 6992		403	343		Mn/DOT	2a	1
27-652-13 & 27-627-03	CSAH 52 & 27	Hennepin	Hennepin Ave. from 17th Ave. SE to 19th Ave. SE and Stinson Blvd. from 500' South to 1000' North of E. Hennepin	Grading, Surfacing, Bridges, etc.	0.42	91	77 (R/W)	1982	Henn. Cty.	2a	1

*These projects are also in the FAU Program

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

1982 MULTI-YEAR ELEMENT (Cont'd).
INTERSTATE SUBSTITUTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MI	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE	RESPONSIBLE AGENCY	METRO TSM ACTIVITY CODE	FED.ELIG. TSM CODE
						TOTAL	FEDERAL				
27-666-03	CSAH 66	Hennepin	2nd St N to Marshall St. NE	Grading, Surfacing Bridges, etc.	0.54	30	25 (R/W)	1982	Henn. Cty.	2a	1
27-666-04	CSAH 66	Hennepin	Washington St NE to Jackson St. NE	Grading & Surfacing	0.37	508	432 (R/W)	1982	Henn. Cty.	2a	1
1982 TOTALS						16,849	14,319				

62

*These projects are also in the FAU Program

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

1983 MULTI-YEAR ELEMENT
INTERSTATE SUBSTITUTION PROGRAM

STATE PROJECT NO.	TRUNK HIGHWAY	COUNTY	LOCATION	PROJECT DESCRIPTION	MI	ESTIMATED COST \$1,000's		ESTIMATED LETTING DATE	RESPONSIBLE AGENCY	METRO TSM ACTIVITY CODE	FED. ELIG. TSM CODE
						TOTAL	FEDERAL				
2734	100	Hennepin	Excelsior Blvd. to TH 7	Gradings, Surfacing, Bridges, etc.	0.75	500 (R/W)	425	1983	Mn/DOT	2a	1
2748	252	Hennepin	1-694 to TH 610	Gradings, Surfacing, etc.	3.4	200 (R/W)	170	1983	Mn/DOT	-	-
-	-	Hennepin	University Area Transit Corridor	PE & R.O.W, Grading, Surfacing, etc.		11,650	8,640	1983	HTC	3a,b	1
2710-2 2710-9433	TH 65/ CSAH 66	Hennepin	Central Av/ Broadway over BN	Bridges #9433 & #90433A	-	1,392	1,183	1983	Mn/DOT, Hennepin Cty.	2a	1
29	-	-	-	5 Park/Ride Lots Construction	-	334	283*	1983	HTC	3b	4,6
27-652-12	52	Hennepin	1st Ave S to Nicollet Island	Grading, Surfacing and Bridges	0.23	50 (R/W)	43	1983	Henn. Cty.	2a	1
27-623-01	23	Hennepin	Main St. NE over BN RR	Bridges & Approaches	0.14	145 (R/W)	123	1983	Henn. Cty.	2a	1
27-652-11	52	Hennepin	8th St SE to 17th Ave SE	Grading & Surfacing	0.98	217 (R/W)	184	1983	Henn. Cty.	2a	1
27-666-04	66	Hennepin	Washington St. NE to Jackson St. NE	Grading & Surfacing	0.37	860 (Const)	731	1983	Henn. Cty.	2a	1
1983 TOTALS						15,348	11,782				

*These projects are also in the FAU Program

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

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 1981 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 19
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION

ROADWAY CONSTRUCTION

1981 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	METRO TSM PLAN ACTIVITY CODE	FED. ELIGIBLE TSM PROJECT CODE
					TOTAL	FED.					
02-608-M 5110	Anoka	on CSAH 8 (Osborne Rd.) between TH 47 and CSAH 35 in Fridley and Sp. Lk. Pk.	Reconstruct Exist. 44 ft Rdwy. to 52	1.2	270	207	County	County	County	2a	1
02-601-23 M 5007(1)	Anoka	on CSAH 1 from 100' N. of Charles St. to 64th Way in Fridley	Channelization, 0.53 Grading, Signalization, Drainage, Bit. Base & Surf., Curb & Gutter		925	710	County City	County	County	2a	1
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	2a	1
1929- M 5405	Dakota	On TH 77 from S. Ramps proposed 35E to MN Zoological Entrance in Apple Valley and Eagan	1st Stage of a four lane divided roadway	2.8	700	537	State	Mn/DOT	Mn/DOT	-	-

TABLE 19 - page 2
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION

ROADWAY CONSTRUCTION

1981 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	METRO TSM PLAN ACTIVITY CODE	FED. ELIGIBLE TSM PROJ. CODE
					Total	Fed.					
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	-	-
19-642-11 M 5046	Dakota	CSAH 42 from Pen- nock Ave. to CSAH 33 in Apple Valley	Reconstruct to four lanes	3.25	990	760	City County	County	County	2a	1
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	2a	1
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	2a	1

TABLE 19 - page 3

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

1981 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	METRO TSM PLAN ACTIVITY CODE	FED. ELIGIBLE TSM PROJECT CODE
					TOTAL	FED.					
62-668-13 M 5081 M 5085	Ramsey	McKnight Rd. (CSAH 68) : I-94 to TH 36	Roadway Reconstruction Stage 2	4.37	713	547	County	County	County	2a	1
62-668-13 M 5081, M6081 M 5085	Ramsey	McKnight Rd. (CSAH 68): I-94 to TH 36	Roadway Reconst. Stage 1	4.37	208	160	County	County	County	2a	1
62-668-13 M 5061, M5081 M 5085	Ramsey	McKnight Rd. (CSAH 68); I-94 to TH 36.	Roadway Reconst. Stage 3	4.37	975	748	County	County	County	2a	1
164-020-43 M 5022	Ramsey	White Bear Ave. C.N.W. R.R. to Arlington	Roadway Reconst. Widen to 44'	0.78	632	485	City	City	City	2a	1

TABLE 19 - page 4
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
ROADWAY CONSTRUCTION

1981 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 TOTAL FED.</u>		<u>SOURCES OF MATCHING FUNDS</u>	<u>RECIPIENT AGENCY</u>	<u>RESPONSIBLE AGENCY</u>	<u>METRO TSM PLAN ACTIVITY CODE</u>	<u>FED. ELIGIBLE TSM PROJECT CODE</u>
62-619-03 M 5114	Ramsey & Hennepin	on CSAH 19 (Co. Rd. D) Between CSAH 44 (Silver LK RD) and I-35W	Reconstruct Roadway to 4-Lanes	1.4	1,400	1,074	Municipal & County	County	County	2a	1
82-639- M 5044	Washington	CSAH 39 at TH 61	County portion of proposed inter- change		741	568	County	County	County	2a	1
Total for 1981 Roadway Construction Projects											
Totals					11,298	8,668					

TABLE 19 - page 5

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

CAPACITY

All Capacity projects are in the T.S.M.
category

1981 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	METRO TSM PLAN ACTIVITY CODE	FED. ELIGIBLE TSM PROJ. CODE
					TOTAL	FED.					
62-665- M 5022	Ramsey	on CSAH 65 (White Bear Ave.) at 11th Ave. in Maplewood	Signals and Turn Lanes	0.4	200	153	- - -	County	County	2a	1
164-070- M SIGS	Ramsey	St. Paul C.B.D.	Computerized Signal Project		1,522	1,168	St. Paul	St. Paul	St. Paul	2a,3a	1
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	2a	1
Total for 1981 Capacity Projects					1,904	1,461					

TABLE 19 - page 6
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION

SAFETY

All Safety projects are in the T.S.M. category

1981 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	METRO TSM PLAN ACTIVITY CODE	FED. ELIGIBLE TSM PROJECT CODE
					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	2a	1
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	2a	1
27-635-10	Hennepin	CSAH 35 (Portland Avenue) from CSAH 62 in Richfield to W. 95th in Bloomington	Signal Interconnect	3.0	177	136	County	County	County	2a	1
157-363-05 M 5205	Hennepin	Lyndale Avenue S. from I-35W to CSAH 53 in Richfield	Widening & Channelization	0.85	585	449	City	City	City	2a	1
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	2a	1

TABLE 19 - page 7
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION

SAFETY

All safety projects are in the T.S.M.
category

1981 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>RECIPIENT</u>	<u>RESPONSIBLE</u>	<u>METRO TSM PLAN</u>	<u>FED. ELIGIBLE</u>
					<u>TOTAL</u> <u>FED</u>	<u>FUNDS</u>	<u>AGENCY</u>	<u>AGENCY</u>	<u>ACTIVITY CODE</u>	<u>TSM PROJ. CODE</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	2a, 3a	1,6
62-665-17 M5022	Ramsey	White Bear Ave. between C.R.B. to TH 36	Geometric Improvement Turn lanes, widening, medians and signals		425 326	County	County	County	2a	1
			TOTAL for 1981 Safety Projects		2128 1632					

TABLE 19 - page 8
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION

BIKEWAY/WALKWAY

All Bikeway/Walkway projects are in the T.S.M. category

1981 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	METRO TSM PLAN ACTIVITY CODE	FED. ELIGIBLE TSM PROJECT CODE
					TOTAL	FED.					
141-218-06 5241	Hennepin	4th Avenue in Minneapolis	Government Center Skyway	---	1,265	970	City	City	City	2a	5
27-600-04 M 5237	Hennepin	Minneapolis Gov't Center to Pillsbury Center	Skyway	---	293	225	County	City	County	2a	5
109-010 M 5402	Hennepin	Over TH 100, .55 Mi N.E. of TH 152 Interchange in Brooklyn Center	BW/WW Bicycle- Pedestrian Bridge over TH 100	0.15	450	345	City Bikeway Grant	City	City	2a	5
164-010- M 5406	Ramsey	Robert St. between 6th & 7th St. in St. Paul	Skyway over Robert St.	0.03	677	519	Private	City	City	2a	5
Total for 1981 Bikeway/ Walkway Projects					2,685	2059					

TABLE 19 - page 9
 TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
 MINNESOTA DEPARTMENT OF TRANSPORTATION
TRANSIT
 All Transit Projects are in the T.S.M.
 Category

1981 ANNUAL 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>\$1,000's</u> <u>Total Fed.</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>METRO TSM PLAN</u> <u>ACTIVITY CODE</u>	<u>FED. ELIGIBLE</u> <u>TSM PROJECT CODE</u>
M CAR P	Metro Area	7 County Metro Area	Mn Ride Share Program		586 450	Mn/DOT	Mn/DOT	Mn/DOT	2b	3
90-100 M Bus	Metro Area	7- County Metro Area	Purchase-18 Replacement Buses		2500 1875	MTC	MTC	MTC	2b, 3a	1,6
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	2a, 2b	1,6
Total for 1981 Transit Projects					3254 2454					
Grand Total for 1981 All Project Categories					25,839 19,782					

TABLE 20
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1982 MULTI-YEAR ELEMENT FEDERAL
AID URBAN CONSTRUCTION PROGRAM

1982 MULTI-YEAR ELEMENT FEDERAL AID URBAN CONSTRUCTION PROGRAM					EST. COST \$1,000's		SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY	METRO TSM PLAN ACTIVITY CODE	FED. ELIGIBLE TSM PROJECT CODE
S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	TOTAL	FED.					
ROADWAY CONSTRUCTION											
27-618-39 M 5003	Hennepin	on CSAH 18 Between I-94 and TH 52/152	4 Lane Rural Design Expressway	1.2	2,500	1,918 (1st stage)	County Property Tax	County	County	-	-
141-313- M 5240	Hennepin	on Hennepin Ave. Between 10th St. So. and 16th St. So.	Total Reconstruction of Roadway	0.42	580	445		City	City	2a	1
SAFETY											
82-616- M 5037	Washington	on CSAH 16 at At Bielenburg Drive	Signals & Interconnect	0.10	140	107	CSA, County, City	County	County	2a	1

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

1982 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	METRO TSM PLAN ACTIVITY CODE	FED. ELIGIBLE TSM PROJECT CODE
					TOTAL	FED.					
<u>TRANSIT</u> All Transit projects are in the T.S.M. category											
90-179-02 M 5407	Dakota	TH 13 at Nicollet Ave. in Burnsville	Park-ride Facility		240	184	MTC City	MTC	MTC	3b	4,6
141-313- 141-020- M 5240	Hennepin	on Hennepin Ave. between 2nd St. No. and 10th St. No. in Minneapolis	Transit Mall	0.70	1,485	1,114	Municipal State Aid	City	City	2b	1,2,5
90-146- M 5025	Ramsey	I 35 W/TH 10 at Co. Rd. H in Moundsview	Park-ride facility		280	215	MTC, City	MTC	MTC	3b	4,6
90-100- M	Washington	TH 10/61 at 20th St. in Newport	Park-ride facility		120	92	MTC, City	MTC	MTC	3b	4,6
Total for 1982 All categories					5,345	4,075					

TABLE 21
TRANSPORTATION IMPROVEMENT PROGRAM - TWIN CITIES METROPOLITAN AREA
MINNESOTA DEPARTMENT OF TRANSPORTATION
MULTI-YEAR ELEMENT

1983 MULTI-YEAR ELEMENT FEDERAL
AID URBAN CONSTRUCTION PROGRAM

<u>AID URBAN CONSTRUCTION PROGRAM</u>					EST. COST \$1,000's		SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY	METRO TSM PLAN ACTIVITY CODE	FED. ELIGIBLE TSM PROJECT CODE
<u>S.P.</u>	<u>COUNTY</u>	<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>MILES</u>	<u>TOTAL</u>	<u>FED.</u>					
<u>ROADWAY CONSTRUCTION</u>											
27-662-M 5168	Hennepin	on CSAH 62 (Cross-town Hwy) From I 494 to CSAH 61	4 Lane Rural design Freeway	1.25	2,500	1,918 (1st Stage)	County Property Tax	County	County	-	-
27-618-39 M 5003	Hennepin	on CSAH 18 Between I-94 and TH 52/152	4 Lane Rural Design Expressway	1.2	1,709	1,311 (2nd Stage)	County Property Tax	County	County	-	-
6215/6216 M 5421	Ramsey	on TH 51 (Snelling Ave.) between Como Ave. and TH 36	Reconstruction of Roadway	2.0	1,750	1,343	State Funds	Mn/DOT	Mn/DOT	2a	1
6215/6228 M 5409	Ramsey	on TH 212 (Marshall Ave.) at Jct. TH 51 (Snelling Ave.)	Replace R.R. Br 90384 over Marshall Ave.	0.3	2,000	1,535	State Funds	Mn/DOT	Mn/DOT	2a	1
1901-29 1909-31 1918-51	Dakota	Jct. TH 13, 55, 110 in Mendota & Mendota Hts.	1st stage - Construct bridge for 2nd stage of Interchange		1,850	1,420	State	Mn/DOT	Mn/DOT	3d	1
6232-09 M5412	Ramsey	TH 244 from TH 61 to TH 120	Reconstruct to 4-lane divided		1,750	1,343	State	Mn/DOT	Mn/DOT		

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

All Capacity Projects are in the T.S.M. category

1983 MULTI-YEAR ELEMENT FEDERAL
AID URBAN CONSTRUCTION PROGRAM

1983 MULTI-YEAR ELEMENT FEDERAL AID URBAN CONSTRUCTION PROGRAM					EST. COST \$1,000's		SOURCES OF MATCHING FUNDS	RECIPIENT AGENCY	RESPONSIBLE AGENCY	METRO TSM PLAN ACTIVITY CODE	FED. ELIGIBLE TSM PROJ. CODE
S.P.	COUNTY	LOCATION	DESCRIPTION	MILES	TOTAL	FED.					
CAPACITY											
27-601 M 5001	Hennepin	on CSAH 1 (24th Ave.) at I 494 in Bloomington	Widen & Redeck Br. over I 494 Inter- section, signal Revisions at Ramps Signal Interconnect	0.2	816	626	County Property Tax	County	County	2a	1
27-617- M 5024	Hennepin	on CSAH 17 (France Ave.) at I 494 (No. of 80th St. to No. of 78th St.) in Bloom- ington	Signals, Interconnect Widen Br. over I 494 Realign Ramps, at Fr. Rd.	0.33	1,260	967	County Property Tax	County	County	2a	1
62-665 M 5022	Ramsey	on CSAH 65 (White Bear Ave.) between Beam Ave. and Edgewater Ave. in Maplewood & Wh. B. Lk.	Signals, Interconnect Minor Geometric Revisions	0.70	602	462	Municipal & CSAH	County	County	2a	1
27-617- M 5024	Hennepin	on CSAH 17 (France Ave.) at W. 90th St. in Bloomington	Channelization and Signal Revisions (1st stage)	0.26	640	491	County Property Tax	County	County	2a	1

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

All Safety Projects are in the T.S.M. category

1983 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	METRO TSM PLAN ACTIVITY CODE	FED. ELIGIBLE TSM PROJECT CODE
					TOTAL	FED.					
<u>SAFETY</u>											
62-655- M 5022	Ramsey	on CSAH 65 (White Bear Ave.) at CSAH 23 (Co. Rd. C)	Signals, Turn Lanes		225	173		County	County	2a	1
<u>TRANSIT</u>											
90-151 M 5085	Ramsey	McKnight Rd. At 13th Ave. in No. St. Paul	Park Ride Facility		150	115		MTC	MTC	3b	4,6
90-181- M 5174	Hennepin	TH 169/212 at CSAH 61 in Eden Prairie	Park Ride Facility		150	115		MTC	MTC	3b	4,6
TOTAL for 1983 All Categories					15,402	11,819					

SECTION 5
TRANSIT PROJECTS

TABLE 22
TRANSIT TSM PROJECTS IN 1981 ANNUAL ELEMENT

UMTA Section 3 and Section 5 (Capital)

<u>APPROVED GRANTS</u>	<u>TITLE</u>	<u>1981 BUDGET \$1000's</u>	<u>METRO TSM PLAN CODE</u>	<u>FED. ELIG. TSM CODE</u>
MN-03-0005	Systems Improvement Project	\$ 450	1	6
MN-03-0012	Bus Service Expansion Program	7	2b	6
MN-03-0013-01	South Garage	104	2b	6
MN-03-0016	Shingle Creek Garage Purchase	7	2b	6
MN-03-0017	DPM - Phase I	407	3a	6
MN-03-0021	Bus Related Road Improvements	11	2b	1,6
MN-03-0022	Overhaul Facility	413	2b	6
MN-03-0023	Shingle Creek Renovation	315	2b	6
MN-03-0024	1978 TSI	693	2b	6
MN-03-0025	MIS (Management Information Systems)	267	2b	6
MN-03-0027	Snelling Renovation	4,843	2b	6
MN-05-0005				
MN-05-0003	1979 TSI (Transit System Improvements)	886	2b	6
MN-05-0008	Articulated Bus Purchase	258	2b	6
MN-05-0026	Minneapolis Downtown Bus Layover Facility	14,040	2b	6
New Grant	St. Paul Lowertown Street And Transit Improvements	375	2b	5,6

UMTA Section 5 (Operating Assistance)

Operating Assistance- FY 1981	41,600	2b	6
Operating Assistance- FY 1982	49,900	2b	6

UMTA Section 6

MN-06-0014	Variations on Free Transit	177	2b	6
MN-06-0011	Service Reliability Demonstration	94	2b	6

- NOTES: 1. Code explanations given in Chapter 4, page 42
2. Some transit projects are included in the FAU and Interstate Substitution programs in Chapter 4

Transportation Improvement Program (Table No. 23)
 1981 Annual Element (MTC)
 UMTA - Section 3 & Section 5 (Capital)

APPROVED GRANTS	TITLE	TOTAL NET PROJECT COST \$1,000's	FEDERAL SHARE \$1,000's	ESTIMATED EXPENDITURES AS OF 12/31/80 \$1,000's	1981 BUDGET \$1000's
1	MN-03-0005 System Improvement Project	\$ 26,547	\$ 17,698	\$ 26,060	\$ 450
2	MN-03-0012 Bus Service Expansion Program	28,234	22,587	28,225	7
3	MN-03-0013-01 South Garage	11,338	9,070	8,501	104
4	MN-03-0016 Shingle Creek Garage Purchase	3,394	2,715	3,327	7
5	MN-03-0017 DPM - Phase I	2,178	1,742	1,771	407
6	MN-03-0021 Bus Related Road Improvements	237	190	226	11
7	MN-03-0022 Overhaul Facility	17,104	13,683	14,130	413
8	MN-03-0023 Shingle Creek Renovation	4,211	3,369	3,598	315
9	MN-03-0024 1978 TSI	1,950	1,560	1,257	693
10	MN-03-0025 MIS (Management Information Systems)	1,155	924	573	267
11	MN-03-0027) MN-05-0005) Snelling Renovation	5,522	4,418	358	4,843
12	MN-05-0003 1979 TSI (Transit System Improvements)	2,068	1,655	402	886
13	MN-05-0008 Articulated Bus Purchase	4,175	3,340	3,831	258
SUBTOTAL		\$ 108,113	\$ 82,951	\$ 92,259	\$ 8,661

NEW GRANTS

14	MN-03-0025 MIS Amendment #1	\$ 500	\$ 400	0	0
15	Standard Bus Purchase (1)	12,893	10,314	0	0
16	Garage Construction	16,500	13,200	0	0
17	Hennepin Avenue Transit Mall (2)	3,955	3,164	0	0
SUBTOTAL		\$ 33,848	\$ 27,078	0	0

RELATED FAU PROJECTS (3)

18	MN-23-2001 Bus Fleet Expansion	\$ 2,550	\$ 1,785	\$ 2,550	0
19	Standard Bus Purchase (1)	2,500	1,875	0	0
SUBTOTAL		\$ 5,050	\$ 3,660	\$ 2,550	0

RELATED INTERSTATE SUBSTITUTION PROJECTS (3)

20	Standard Bus Purchase (1)	\$ 5,000	\$ 4,250	0	0
21	Park/Ride Facilities	1,390	1,182	0	0
SUBTOTAL		\$ 6,390	\$ 5,432	0	0

TOTAL PROGRAM

\$ 153,401 \$ 119,121 \$ 94,809 \$ 8,661

- (1) UMTA, FAU and Interstate Substitution funds combined to purchase 104 standard buses. Should FAU and Interstate funds not be available, the entire project would have to be UMTA funded. An option to this project is to apply for funds for rehabilitation instead of for new vehicles.
- (2) It is presumed that the MTC would be the grantee for these UMTA funds. They would be supplemented by FAU and Interstate Substitution funds requested by the City of Minneapolis, as shown in the transit categories of these two funding programs included in this Transportation Improvement Program.
- (3) If FAU and Interstate Substitution funds are not available, these projects will be considered for UMTA funding.

URBAN MASS TRANSPORTATION ADMINISTRATION
SECTION 3 AND SECTION 5 (CAPITAL)
1981 ANNUAL ELEMENT

Item 1 System Improvement Project - MN-03-0005

This project includes the expansion and modernization of the bus transit system following acquisition of Twin City Lines, Inc. Expenditures in 1981 will be primarily for the purchase of eleven Project Mobility vehicles, vehicles used in MTC's special service for elderly and handicapped.

Item 2 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. The only 1981 expenditure will be administrative costs of auditing and closing the grant.

Item 3 South Garage - MN-03-0013

South Garage is a new, 200 bus service facility built to house, service and dispatch buses and to provide facilities for driver 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 operation scheduled for November, 1980. The project includes the purchase of related capital equipment for service and maintenance of the bus fleet. Activities in 1981 include purchase of additional equipment and administrative costs associated with the new facility.

Item 4 Shingle Creek Garage Purchase - MN-03-0016

This grant was originally used to purchase the Shingle Creek Garage. Excess funds are now being used to help fund the purchase of 25 articulated buses scheduled for purchase in 1981. An amendment to the previously approved grant requesting authorization to add the articulated bus project was submitted in June, 1980. The only 1981 expenditures will be administrative costs of auditing and closing the grant.

Item 5 DPM Implementation Planning - MN-03-0017

This project is a portion of the Phase I studies for the St. Paul Downtown People Mover Demonstration. The project has included preliminary engineering and other planning work leading to implementation of the DPM system, including such tasks as guideway and station design,

determination of bus/DPM relationship, development of system specifications and procurement documentation, and cost estimating. Completion of Phase I is expected in mid-1981, at which time Phase II - Implementation will begin. During Phase I the MTC has been the grantee; during Phase II, the grantee will be the City of St. Paul.

Item 6 Bus-Related Road Improvements - MN-03-0021

This project includes the design, site acquisition, and contract administration for four park/ride facilities 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. 1981 expenditure will be of an administrative nature. The facilities and their locations are:

Park/Ride Facilities:

Roseville P/R, Co. Rd. C and Lexington Ave.

Burnsville P/R, Cliff Rd.

Hopkins P/R, Co. Rd. 3 and 8th Ave.

Wayzata P/R, Wayzata Blvd. and Barry Ave.

Item 7 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 now for March, 1981. Expenditures for 1981 will be for equipment and possible change orders in the construction contract.

Item 8 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. Expenditures for 1981 will be for equipment and possible change orders.

Item 9 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 1981 will be for support and service and maintenance equipment, design and construction of bus turnarounds and retrofit of passenger waiting shelters. A grant budget revision will be required to accomplish these projects.

Item 10 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 1981. 1981 expenditures will be to purchase equipment and to design additional systems.

Item 11 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 described above and will convert overhaul facility space to bus service garage use. The construction contract will be let in 1981.

Item 12 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. 1981 expenditures for this grant will be design and construction of four special downtown shelters; design and construction of 40 regular passenger waiting shelters; design of bus turnarounds and construction of 20-30 standard downtown shelters.

Items 13 Articulated Bus Purchase - Bus Fleet Expansion - MN-05-0008 &
& 18 MN-23-2001

This project is concerned with the purchase of approximately 25 articulated transit coaches to expand the MTC fleet based on projected ridership increases and increased levels of service. The MTC expects to contract for the purchase of the vehicles in 1980. They will be equipped with wheelchair lifts. 1981 expenditures will include fare collection equipment and administrative costs.

Item 14 Management Information Systems MN-03-0025 - Amendment #1

See Item 10 above

Items 15 Standard Bus Purchase
19 & 20

This project is concerned with the purchase of 104 standard buses, using a combination of UMTA, Federal Aid Urban, and Interstate Substitution funds as shown. The use of FAU and Interstate Substitution funds in the amounts shown were approved locally in late 1980 in the development of these two funding programs.

Item 16 Garage Construction

This project is concerned with the construction of a new service garage or the renovation of the existing Northside Garage. A study to determine the best alternative is currently underway.

Item 17 Hennepin Avenue Transit Mall

This is primarily a City of Minneapolis project but the transit element has been endorsed by the MTC, which is participating financially in the planning phase. As part of the refurbishing and reconstruction of Hennepin Avenue in downtown Minneapolis, the avenue has been designated one-way northbound and an exclusive counterflow transit lane for southbound buses is in operation. The transit facilities would be constructed between Second Street and Tenth Street. The use of Federal Aid Urban and Interstate Substitution funds for parts of this project were approved locally in late 1980, and they would be supplemented by UMTA funds as shown. The MTC might be the grantee for this project.

Item 21 Park/Ride Facilities

This project is concerned with the construction of five park/ride lots, located in Burnsville, Newport, Mounds View, North St. Paul, and Eden Prairie. These lots are part of a program developed with the approved "Implementation Guidelines for Exclusive Use Park/Ride Lots."

PLANNING DOCUMENTATION - SOURCE OF PROJECTS

Items 3 and 4*: South Garage and Garage Purchase

"Services Planning Location Study," MTC, April 1974

Item 21: Park/Ride Facilities

"Route-Ridership Improvement Projects"***

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

Item 7: Overhaul Facility

"Capital Facility Needs Study," MTC, September 8, 1975

Items 8 and 11: Garage Renovation and Expansion

"Renovation Analysis and Safety Inspection Report," MTC,
March 13, 1977 and updated report to be published in late 1980.

Items 9 and 12: Transit System Improvements

"Route-Ridership Improvement Projects"

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

* Item Numbers shown on the list of Section 3 & Section 5 (Capital) projects.

** 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, 77-02, 77-03, and 77-12.

TABLE 24

TRANSPORTATION IMPROVEMENT PROGRAM 1982-1985 (MTC)
 UMTA - Section 3 and Section 5 (Capital)

Total Estimated Project
 Cost (Federal & Local)

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

<u>ITEM</u>	<u>1982</u> <u>\$1,000's</u>	<u>1983</u> <u>\$1,000's</u>	<u>1984</u> <u>\$1,000's</u>	<u>1985</u> <u>\$1,000's</u>
Full-Sized or Articulated Buses	\$ 34,234	\$ 17,669	\$ 46,200	\$ 21,450
E & H Special Service Vehicles	-0-	484	-0-	990
Garage Facilities				
- Renovation (Nicollet)	-0-	10,558	-0-	-0-
- New Facilities	-0-	-0-	-0-	14,000
Shelters	1,165	1,075	595	851
Park/Ride Lots	-0-	964	1,078	1,206
Bus Turnarounds	110	118	132	148
Equipment	862	1,089	1,020	1,204
Management Information Systems	<u>850</u>	<u>100</u>	<u>50</u>	<u>100</u>
TOTAL	\$37,221	\$32,057	\$49,075	\$39,949

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

1982-1985 Program (Metropolitan Transit Commission)

Vehicles

Buses for both regular route service and E&H service are programmed in the 1981-1985 period:

<u>NUMBER OF BUSES</u>	<u>YEAR CONTRACT ENCUMBERED</u>	<u>YEAR DELIVERED</u>
20-25 articulated	1980	1981
11 (Project Mobility)	1981	1982
104	1981	1982
200	1982	1983
10 (Project Mobility)	1983	1984
93	1983	1984
222	1984	1985
18 (Project Mobility)	1985	1986
90	1985	1986

The 20-25 articulated buses to be ordered in 1980 are shown as Items 13 and 18 in the 1981 Annual Element.

The 11 Project Mobility vehicles for E&H fleet expansion which are to be ordered in 1981 are included in Item 1 in the 1981 Annual Element. The 104 regular buses to be ordered in 1981 are shown as Items 15, 19, and 20 in the 1981 Annual Element.

The Project Mobility vehicles to be delivered in 1984 and 1986 would replace vehicles in the existing E&H fleet: 11 Grumman Project Mobility buses in 1984, and 18 Coach and Equipment buses in 1986. Regular service bus needs have been based on an annual six percent system growth. New ridership forecasts are currently being prepared and may affect the proposed 1982-1985 bus purchases.

In addition, a study to determine the feasibility of rehabilitating buses is currently programmed and the results could affect the number of new buses to be acquired in future years.

Buildings

The MTC is currently carrying out long-range capital improvements to its existing facilities. The new full-service South Garage will be in operation in November, 1980. The new Overhaul Facility is scheduled to be in full operation in March, 1981. In addition, existing garages will be renovated as shown on Tables 1 and 2. With system growth and expansion of the bus fleet, an additional garage facility will be required and funding for this is shown in 1985.

Shelters

The shelter program for 1982-1985 includes installation of 20 to 30 standard downtown shelters annually in 1982 and 1983, the retrofit of existing shelters, the design and construction of 4 special downtown shelters annually from 1982 through 1985, and the installation of 20 to 30 shelters per year over the same time period.

Park/Ride Lots

The park/ride program calls for the construction of two lots per year with right-of-way acquisition, design, and construction for each lot usually requiring two years. No funds would be requested in 1982 because the Interstate Substitution funds for park/ride facilities shown in the 1981 Annual Element would provide funds for five lots.

Bus Turnarounds

Two bus turnarounds would be constructed each year in this program.

System Maintenance and Improvement

This is a continuation of the type of program identified in the narrative on Item 12 in the 1981 Annual Element, with specific activities varying from year-to-year.

Management Information Systems

This is a continuation of the project outlined in the narrative on Item 10 in the 1981 Annual Element.

TABLE 25
 1981 ANNUAL ELEMENT (Minneapolis and St. Paul)
 UMTA - Section 3

		TOTAL NET PROJECT COST	FEDERAL SHARE
ITEM	PROJECT DESCRIPTION	\$1,000's	\$1,000's
<u>Approved Grant</u>			
1	MN-03-0026 Minneapolis Downtown Bus Layover Facility	\$14,040	\$4,957
<u>New Grants</u>			
2	St. Paul Lowertown Street and Transit Improvements	375	300
Total		14,415	5,257

URBAN MASS TRANSPORTATION ADMINISTRATION
SECTION 3

1981 ANNUAL ELEMENT (MINNEAPOLIS AND ST. PAUL)

This category includes those projects of the cities of Minneapolis and St. Paul which are to be funded in part through the use of Section 3 funds.

Item 1. Downtown Bus Layover Facility: MN-03-0026

This project includes design, site acquisition, construction and contract administration for a bus layover facility with the skyway street crossing connection in downtown Minneapolis. This facility would house buses and be used as a marshalling point from which peak period buses would be put into service in downtown Minneapolis. The layover facility would take peak period buses off the street until the appropriate time, thus relieving traffic congestion and scheduling confusion. This facility would be constructed on the grade level of a fringe municipal parking ramp and be tied to the downtown skyway system. This facility will be constructed using funds from Minneapolis, UMTA, MTC, and private interests.

Item 2. Lowertown Street and Transit Improvements

As a part of the Lowertown Urban Revitalization Project, the City of St. Paul is proposing a series of street and transit improvements to be financed in part with UMTA funds. This project includes design, construction, and contract administration for the provision of waiting shelters, lighting, benches, landscaping, and related amenities in the bus stop areas in Lowertown.

TABLE 26
1981 ANNUAL ELEMENT (MTC)
UMTA-Section 5 (Operating Assistance)

ESTIMATED 1981 COST

ITEM	PROJECT DESCRIPTION	TOTAL	FEDERAL	SOURCE OF FEDERAL FUNDS
		\$1,000's	\$1,000's	
1	Operating Assistance-FY 1981	\$41,600	\$12,600	UMTA Section 5 Apportionment, including supplemental funds.
2	Operating Assistance-FY 1982	\$49,900*	\$14,900*	UMTA Section 5 Apportionment, including supplemental funds.

*These funds will be applied for the latter part of 1981. The estimated Total Cost shown is for CY 1981. The estimated FY 1982 Federal funds available to the MTC are based on the increase in total congressional authorization for Section 5 funds over FY 1981 and do not represent a specific allocation of funds to this area.

URBAN MASS TRANSPORTATION ADMINISTRATION
SECTION 5 OPERATING ASSISTANCE

1981 ANNUAL ELEMENT (METROPOLITAN TRANSIT COMMISSION)

Item 1. Operating Assistance - FY 1981 (for CY 1980)

This project consists of operating assistance for the bus system owned and operated by the Metropolitan Transit Commission. The purpose of the project is to provide financial assistance to allow the MTC to continue the present quality of bus service. The Federal funds shown in the 1981 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 1981 funds will be submitted in late 1980.

Item 2. Operating Assistance - FY 1982 (for CY 1981)

An application for the FY 1982 funds will be submitted towards the end of 1981.

* * * * *

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, but 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 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.

A fare increase of 10¢ was instituted in July 1979 to help offset the increase in operating costs and to maintain the per passenger subsidy limit set by the State Legislature. In early 1980, it appeared another fare increase of approximately 20¢ would again be needed to offset the rising fuel and labor costs. However, the 1980 Legislature appropriated another \$11.5 million for purposes of financing a portion of the increased bus operating deficits. The balance of the operating deficits has been made up by a 10¢ fare increase implemented April 1980.

The Metropolitan Transit Commission's 1981 legislative program calls for an increase in regular route service to 890 buses in the peak hours. This increase in service and the impact of inflation on service costs will require an additional \$4.7 million in revenues and subsidies for calendar year 1981.

TABLE 27
1981 ANNUAL ELEMENT (MTC)
UMTA-Section 6

ITEM	PROJECT DESCRIPTION	TOTAL NET PROJECT COST	FEDERAL SHARE	ESTIMATED 1981 EXPENDITURES
		\$1,000's	\$1,000's	\$1,000's
1	MN-06-0014 Variations on Free Transit	354	315	177
2	MN-06-0011 Service Reliability Demonstration	240	240	94

URBAN MASS TRANSPORTATION ADMINISTRATION
SECTION 6 DEMONSTRATION FUNDS

1981 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 techniques directed at improving "on street" reliability of transit service, and the subsequent application of proven principles to other transit properties.

URBAN MASS TRANSPORTATION ADMINISTRATION--SECTION 16(b)2

1981 ANNUAL ELEMENT (Mn/DOT)

Item 1. Transportation Services for the Elderly and Handicapped

The Minnesota Department of Transportation will be submitting in 1981 an application to the Urban Mass Transportation Administration for \$348,000 in Section 16(b)2 funds on behalf of private non-profit organizations throughout the State. These funds are to be used as 80% 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 after review of applications by a committee composed of representatives of state and metropolitan agencies and organizations.

Requests for applications were sent out in September, and the recommended program for the Metropolitan Area will not be developed until December 1980.

APPENDIX

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

A. E & H PROGRAMMING REVIEW

Cooperatively, the Metropolitan Transit Commission, the Metropolitan Council and the Minnesota Department of Transportation have 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.

A transition plan describing the implementation of both special services for handicapped persons and the phasing in of accessible buses has been 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 \$49,600

Source of Funds: 80% Section 9
20% Local

The purpose of this project is to refine and update the 504 transition plan that will provide for the unmet local transportation needs of handicapped persons in the Twin Cities metropolitan area. MTC and Mn/DOT activities in providing this service will be monitored, and the collected data will be used in preparing an evaluation of the service. The effectiveness of the implemented service will be evaluated to assess its compliance with 504 regulations, and recommendations for service expansion and improvement will be developed.

The Metropolitan Transit Committee for the Elderly and Handicapped provides input to the Commission and the community on matters relating to transportation for elderly and handicapped individuals, as required by the Section 504 regulations. This project also provides staff support to the 504 Advisory Committee and includes monies for the reimbursement of travel expenses for committee members.

Item 2 Project Mobility

Budget \$2,484,9000

Source of Funds: Local

This project has been providing demand-responsive service to the handicapped residing in a portion of Minneapolis since November, 1976. In 1981, Project Mobility will continue to serve all of Minneapolis and Saint Paul and some adjacent suburbs. For handicapped persons not requiring a lift-equipped vehicle, complementary service will be provided by other delivery systems, such as taxi companies and social service agencies. All services will be coordinated through the Metro Mobility Transportation Center.

Item 3 Metro Mobility

Budget \$865,000

Source of Funds: Local

As mentioned above, the Metro Mobility Transportation Center (MMTC) coordinates the various services of Metro Mobility. The MMTC staff takes calls, forwards calls to appropriate provider, certifies eligible recipients, etc.

HE 310 .T85 M47ax 1981/83
Metropolitan Council of the
Twin Cities Area.
Transportation improvement

HE 310 .T85 M47ax 1981/83
Metropolitan Council of the
Twin Cities Area.
Transportation improvement

LEGISLATIVE REFERENCE LIBRARY
STATE OF MINNESOTA