

2007 - 2010

**TRANSPORTATION
IMPROVEMENT PROGRAM**

FOR THE

**TWIN CITIES
METROPOLITAN AREA**



Metropolitan Council

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2007 - 2010 TRANSPORTATION IMPROVEMENT PROGRAM

SUMMARY

The Twin Cities Metropolitan Planning Organization's Transportation Improvement Program (TIP) for 2007 through 2010 responds to procedures required by the Transportation Equity Act for the 21st Century (TEA 21). (SAFETEA-LU requirements will be fully incorporated into the 2008 to 2011 TIP) The legislation requires that all federally funded transportation projects within the entire seven county area be included in the regional TIP. The TIP must be consistent with the projections of federal funds and local matching funds. All major transportation projects in the federally defined carbon-monoxide non-attainment area must be evaluated for their conformity with the Clean Air Act Amendments (CAAA) of 1990. This analysis must also include regionally significant non-federally funded projects. The 2007-2010 TIP is fiscally constrained, is in conformity with the CAAA of 1990 and had adequate opportunity for public involvement.

The Transportation Improvement Program (TIP) for 2007 through 2010 is a multi-modal program of highway, transit, bicycle, pedestrian and transportation enhancement projects proposed for federal funding for the Twin Cities Metropolitan Area. Federal regulations require that a TIP be developed at least every two years. The region has chosen to revise its TIP every year. Last year the region developed a TIP that covered three years, 2006-2008. In 2005 the region completed solicitation for federal funds for projects to be programmed in 2009 and 2010. MnDOT also identified projects for 2009 and 2010. This year the 2006 projects that have had contracts let, or in some manner have been authorized, were deleted. This resulted in a TIP for four years (2007-2010).

The region developed separate processes to solicit projects for 2009 to 2010 utilizing Surface Transportation Program Urban Guarantee funds (STP), Congestion Mitigation Air Quality Funds (CMAQ), Transportation Enhancement Funds (TEP) and Bridge Improvement/Replacement. Mn/DOT, working with the region, solicited for and prioritized projects for Hazard Elimination and Railroad Surface and Signals. A cooperative process was followed to prioritize the remaining "federal highway funds" (Title I), and to a limited degree, state highway funds.

The 2007-2010 TIP for the Twin Cities Metropolitan Area includes Title I type projects valued at approximately \$1,973 million for highway, transit, enhancement, bike and walk projects, of which approximately \$1,164 million is requested of the federal government including High Priority Project funds allocated to regional projects.

The region has assumed it will receive approximately \$333 million in federal transit funds (Title III) over the 2007-2010 period. The region will receive \$117 million in Title III, Sections 5307 and 5309 in 2007. Title I funds approved for transit capital projects, new service operating costs, and transportation demand management projects over the four year period total to approximately \$84 million.

The Transportation Advisory Board (TAB) held a public meeting and a public hearing on the TIP prior to adoption. Over 300 groups were mailed notices of these meetings, in addition to the various public notifications carried out in accordance with Council requirements. The TAB considered and responded to comments received on the draft TIP prior to adopting the final TIP.

The 2007-2010 TIP adopted by the Transportation Advisory Board and approved by the Metropolitan Council, implements and is consistent with the regional Transportation Development Guide/Policy Plan (TPP) adopted on December 15, 2004. All projects included are consistent with the regional transportation plan. In many cases, the major projects are specifically identified in the regional plan. Identified projects are subject to the approvals of various agencies.

The inclusion of a specific project as part of the TIP does not imply an endorsement of the specific design alternative or engineering details. Inclusion in the TIP is a funding commitment assuming the individual project development process has addressed all local, state or federal requirements.

1. INTRODUCTION

The 2007-2010 Transportation Improvement Program (TIP) for the Twin Cities Metropolitan Area (shown in Figure 1) is a multi-modal program of highway, transit, bike, walk and transportation enhancement projects and programs proposed for federal funding throughout the seven-county metropolitan area in the next four years. The TIP is prepared by the Metropolitan Council in cooperation with the Minnesota Department of Transportation (MN/DOT). The projects contained in the TIP are consistent with and implement the region's transportation plan and priorities.

FEDERAL REQUIREMENTS

Federal regulations require that a Transportation Improvement Program:

- Be developed and updated every two years.
- Must cover a period of at least three years.
- Be a product of a continuing, comprehensive and cooperative (3C) planning process.
- Be consistent with regional land use and transportation plans as well as the State Implementation Plan (SIP) for air quality.
- Fulfill requirements of the Aug. 15, 1997 final rule as required by the U.S. Environmental Protection Agency (EPA), Transportation Conformity Rule.
- Identify transportation improvements proposed in the Transportation Development Guide/Policy Plan and recommended for federal funding during the program period.
- Contain projects that are from a transportation plan approved by the Federal Highway Administration.
- Be developed from a conforming regional metropolitan transportation plan that is fiscally constrained.
- Be fiscally constrained.
- Be initiated by locally elected officials of general-purpose governments.
- Include both highway and transit projects.
- Allow opportunities for public participation in preparation of the TIP.
- Include Metro Council's Program of Projects (POP)
- Afford an opportunity for participation of private transit providers in preparation of the TIP.
- Indicate the priorities in the seven-county metropolitan area.
- Indicate year in which initial contracts will be let.
- Indicate appropriate source of federal funds.
- Include realistic estimates of total costs and revenues for the program period.
- Fulfill requirements of the final order on Environmental Justice
- Twin Cities Metropolitan Area MPO certifies that it is in conformance with the provisions of 49 CFR Part 20 regarding lobbying restrictions on influencing certain Federal activities

The 2007-2010 TIP for the Twin Cities Metropolitan Area meets all these requirements and will be submitted to Mn/DOT for inclusion in the STIP to be approved by the Governor's designee

The following detailed information on each project that will use federal funds is provided in Appendix A:

- Identification of the project;
- Description of the scope of project;
- Estimated total cost and the amount of federal funds proposed to be obligated during each of the program years;
- Proposed source of federal and nonfederal funds; and
- Identification of the regional or state local agencies that are the recipients responsible for carrying out the project.
- Air Quality Analysis Category
- Identification of projects from ADA implementation plans

REGIONAL PLANNING PROCESS

The transportation planning process in the Twin Cities region is based on Minnesota Statutes and requirements of federal rules and regulations on urban transportation planning that first became effective June 30, 1983 when they were published in the Federal Register. The Metropolitan Council is the designated Metropolitan Planning Organization (MPO) and is responsible for continuing, comprehensive and cooperative transportation planning in the Metropolitan Area. Since transportation planning cannot be separated from land use and development planning, the transportation planning process is integrated with the total comprehensive planning program of the Metropolitan Council.

The Twin Cities regional transportation planning process is defined in the Prospectus revised in 1996. Administered and coordinated by the Metropolitan Council, this process is a continuing, comprehensive and cooperative effort, involving municipal and county governments, the Metropolitan Airports Commission (MAC), the Minnesota Department of Transportation (Mn/DOT), the Minnesota Pollution Control Agency (MPCA), transit operations and FHWA and FTA. Elected local government officials are ensured participation in the process through the Metropolitan Council's Transportation Advisory Board (TAB). The TAB provides a forum for the cooperative deliberation of state, regional and local officials, intermodal interests and private citizens.

The Metropolitan Reorganization Act of 1994 merged the Metropolitan Transit Commission (MTC), the Metropolitan Waste Control Commission (MWCC) and the Regional Transit Board (RTB) into the Metropolitan Council, transferring the duties, functions, property and obligations of the abolished agencies to the Council. This restructuring changes the roles and responsibilities for transit planning and service provision significantly throughout the region.

Private transit operators are informed of transit projects and competitive bidding opportunities, and participate in the planning process through the Transit Providers Advisory Committee (TPAC) and quarterly providers meetings. A representative of the TPAC is a member of the TAB's TAC.

PUBLIC PARTICIPATION OPPORTUNITIES IN PREPARATION OF THE TRANSPORTATION IMPROVEMENT PROGRAM

A concerted effort has been made to insure all interested and concerned parties are offered opportunities to participate in the preparation of the TIP. Two public meetings and a public hearing were held by the Transportation Advisory Board to provide information and to get public reaction to the TIP.

- The TAB at its regular monthly meeting in April, reviewed and explained the schedule and approval process for the 2007-2010 Transportation Improvement Program.
- A public meeting was held on May 17, 2006 to adopt the draft TIP for the purpose of a public hearing and to initiate public comment period on the draft TIP.
- A public hearing was held by TAB on June 21, 2006 to hear comments on the draft TIP.
- The public comment period ended on July 3, 2006.
- A public meeting was held by the TAB on August 16, 2006 to consider comments received, subsequent changes and to adopt the TIP and forward it to the Metropolitan Council for adoption.

In preparation for these meetings, 300 mailings were sent, notification was made in the State Register, press announcements were sent to the media, and the schedule was published in the Metropolitan Digest which was mailed to 600 local elected officials and legislators. Notification of adoption of final TIP 2007-2010 by the Metropolitan Council will be made in the State Register.

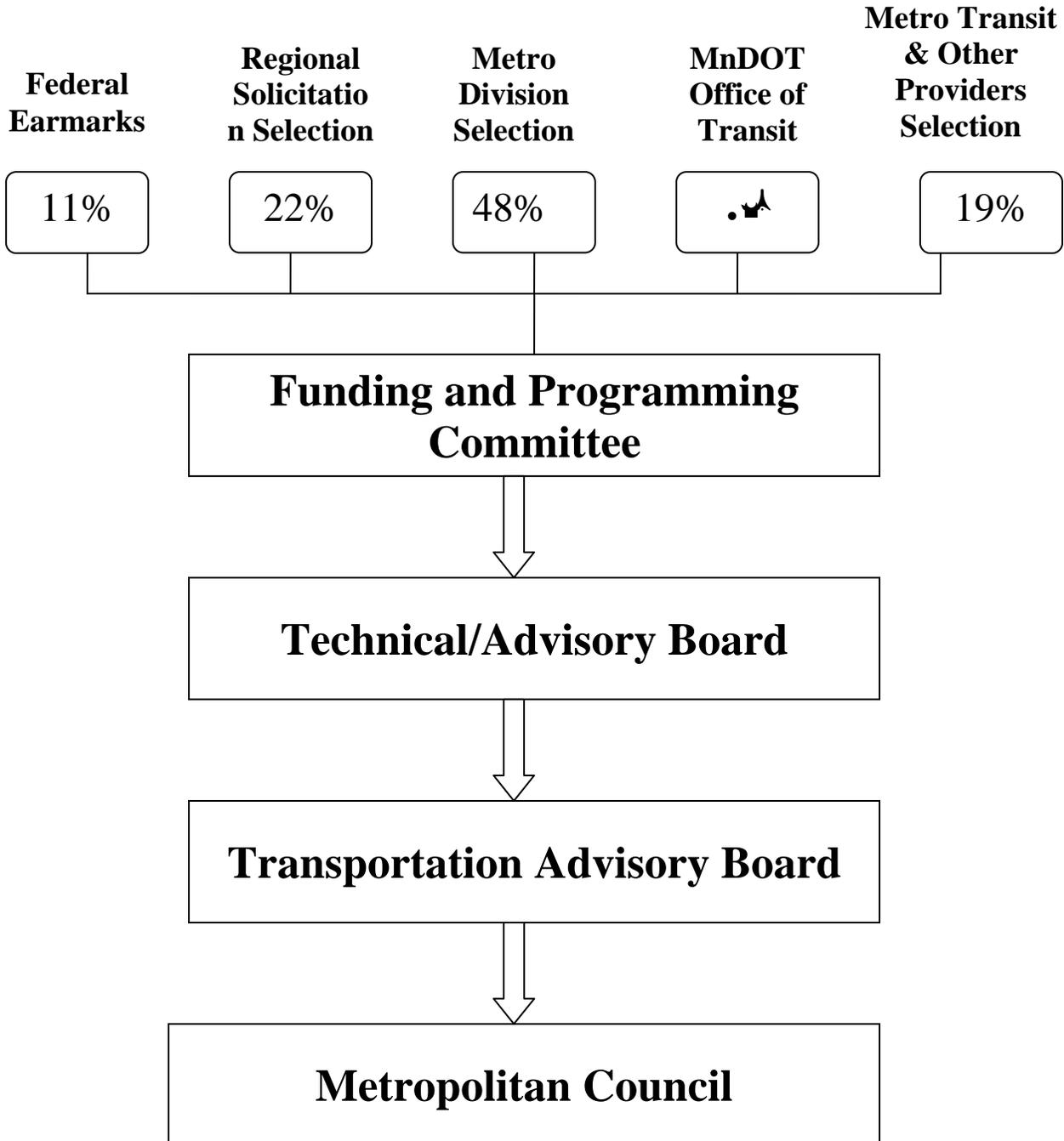
In 2005 the Transportation Advisory Board conducted a solicitation to allocated SAFETEA-LU funds. In that process 700 informational letters were sent to cities, counties, agencies and special interest groups. A forum was held to discuss the solicitation process, criteria and answer questions. The projects recommended for a total of \$185,000,000 in federal funds.

In addition to the presentations identified above, the meetings of the Transportation Advisory Board's TAC, TAB, Metropolitan Council's Transportation Committee and Council when actions are taken, concerning the Solicitation and the TIP, are noticed and open to the public.

DEVELOPMENT AND CONTENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM

The Twin Cities Capital Funding process is shown in Figure 2. The TIP is a federal requirement. The Metropolitan Council and TAB have chosen to prepare a four-year document with a major amendment in alternating years. Last year a three-year TIP was adopted for 2006-2008. This year a four-year (2007-2010) TIP has been prepared. The TIP is an integral part of the overall regional transportation planning and implementing process. The preparation is a cooperative effort among local units of government and metropolitan and state agencies. This cooperative process uses technical skills and resources of the various agencies, and minimizes duplication by the participants.

FIGURE 2
TWIN CITIES TRANSPORTATION
CAPITAL FUNDING PROCESS
Percentage of Funding Source 2007-2010



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

- The Development Framework sets the overall priorities for regional facilities and services in the Twin Cities Metropolitan Area.
- The Metropolitan Council's 2030 Transportation Policy Plan (TPP) sets overall regional transportation policy and details major long-range transportation plans. This plan was adopted in 2004 and addresses all applicable TEA 21 requirements and considerations.
- The Transportation Air Quality Control Plan, prepared by the Metropolitan Council, sets objectives and implementation strategies for transportation improvements to address air quality problems.
- Local comprehensive plans and transportation programs contain transportation elements that must be consistent with the Metropolitan Council's plans for transportation.

The TPP and the Air Quality Control Plan provide a framework for the development of specific projects by MnDOT, MC, the county and local governmental units and agencies which are responsible for planning, construction and operation of transportation facilities and services. All projects contained in this TIP must be consistent with the Transportation Policy Plan and the transportation Air Quality Control Plan.

The Metropolitan Council identifies transit service needs and objectives, planned transit service and capital improvements, and costs and funding sources that help implement the TPP with input from the TPAC.

Many of the highway construction projects included in this TIP are under MnDOT jurisdiction. They originate from ongoing MnDOT planning and programming activities and respond to the region's transportation plan. The projects that lead to the completion of the metropolitan highway system, along with the projects on other major arterials, are based on the Council's TPP and on MnDOT's Transportation System Plan and programming process.

The TPP is further refined through various implementation and corridor studies. These studies, included the needed environmental analysis, lead to specific project recommendations that are included in implementation programs. Other projects, such as those concerned with resurfacing, bridge improvements and safety, arise from continual monitoring and evaluation of existing highway facilities through MnDOT's pavement and bridge management plans.

City and county federal aid 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. Such plans must be consistent with the TPP.

PROGRAM AREAS IN THE TRANSPORTATION IMPROVEMENT PROGRAM

TEA 21 establishes a number of highway and transit funding programs are described below. In many cases, transit projects can also be funded through the highway programs.

National Highway System (NHS). The NHS, signed into law on Nov. 28, 1995, consists of 161,000 miles of major roads in the United States. Included are all interstates and a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors. All NHS routes in the Region are eligible to use NHS funds.

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

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

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

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

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

FTA Title III Section 5309 and 5307 Transit Capital and Operating Assistance Programs. These programs provide assistance with capital and operating costs.

FTA Title III Section 5310 Program. This program funds the purchase of lift-equipped vehicles by nonprofit organizations, which provide transportation for the elderly and handicapped.

FTA Title III Section 5311 Program. This program is available for operating and capital assistance to areas with less than 50,000 population (small urban and rural programs).

FTA Title III Section 5316 Job Access/Reverse Commute Program. This program provides funding for local programs to provide job access and reverse commute services.

FTA Title III Section 5317 New Freedoms Program. This new formula program provides capital and operating costs of services and facility improvements in excess of those required by the Americans with Disabilities Act. The formula is based upon the population of persons with disabilities.

2. SUMMARY OF REGIONAL PLANS AND PRIORITIES

All projects in the TIP are reviewed by the Transportation Advisory Board and the Metropolitan Council for consistency with the Transportation Policy Plan (TPP) and the Air Quality Control Plan. This chapter summarizes the TPP, indicates Council priorities and identifies air quality control measures undertaken in the region. The Council adopted a new TPP on December 15, 2004. The Plan is in balance with forecasted revenues over the 26-year planning period and is in conformity with the CAAA of 1990. The Council carried out an extensive public participation process and held a public hearing on the TPP prior to adoption. The material below describes the plan. The Regional Transportation Financial Plan is provided in Appendix D.

Transportation Policy Plan/Development Guide Chapter (Excerpts)

Preface

The Metropolitan Council is directed by Minn. Stat. sec. 473.145 to prepare a comprehensive development guide for the seven-county Twin Cities metropolitan area. The development guide, as currently implemented, consists of the *2030 Regional Development Framework* and four “chapters,” dealing with transportation, aviation, water resources and regional parks. Minn. Stat. sec. 473.146, provides direction to the Council to adopt these comprehensive policy plans for transportation, airports and water resources as chapters of the metropolitan development guide.

This is the first time the system plan for surface transportation also includes a reference to the aviation system. The *Transportation Policy Plan* incorporates the transportation policies and plans that support the Metropolitan Council’s *Regional Development Framework* and describes the Council’s approach to investments between now and 2030. This is the tenth update of the regional transportation plan first adopted by the Council in 1971 and represents the fifth decade of coordinated efforts in planning and implementing this region’s metropolitan urban transportation system. It replaces the 2001 Transportation Policy Plan.

The *Transportation Policy Plan* has been prepared pursuant to the federal Transportation Equity Act for the 21st century (TEA-21) requirements and to Minn. Stat. sec. 473.145 and 146. Minnesota Statutes require the Council to review and revise the transportation guide at least every five years; TEA-21 requires an update every three years. However, the Council may amend the plan more frequently if necessary due to changing conditions. The Council is designated by state legislation as the Metropolitan Planning Organization (MPO) for the Twin Cities metropolitan area (Minn. Stat. sec. 473.146). This requires the Council to assure administration and coordination of transportation planning with appropriate state, regional and other agencies, counties and municipalities. The administration and coordination is carried out through the established transportation 3C (comprehensive, coordinated and continuing) planning process. The plan preparation process includes the involvement of local elected officials through the Council’s Transportation Advisory Board (TAB) and participation of citizens. The roles and responsibilities of all participants in the regional transportation planning process are fully described in the TAB’s *Prospectus*.

The *Transportation Policy Plan* conforms to the 1990 Clean Air Act Amendments (CAAA) as required by TEA-21. The conformity of regional transportation plans and programs to CAAA requirements is determined by the air quality analysis methods as discussed in Appendix K of the plan.

Public Participation Process

The Council provided a variety of methods for interested parties and the public to participate in the formulation of the region’s Transportation Policy Plan. Described below are the specific activities undertaken to encourage public participation to the development of this regional transportation plan. These activities are consistent with the council’s proposed Citizen Participation Plan, found in Appendix D of the plan.

- Preliminary draft presented and discussed with the Technical Advisory Committee (TAC).
- Three public outreach meetings were held to present issues and schedule for system plan preparation: May 18, 20 and 24, 2004.

Public notice of participation process and key dates:

- August 25, 2004 – Council will adopt the draft plan for purpose of public hearing
- September 27, 2004 – Public hearing on draft plan
- October 22, 2004 – Record closed on public comments
- Six public open houses were held throughout the region to present the draft plan during September.
- Copies of the draft plan and background material were provided free upon request. The draft plan was sent to area libraries for public access and was posted on the Council's Web site.
- The draft policy plan was presented to the TAB Policy Committee and TAB, the TAC Planning and Funding and Programming Committees and TAC.
- Comments were accepted at the public hearing, open houses via comment cards, mail, facsimile, a comment telephone line and Web site postings.
- Copies of all comments received were available for review at the Council's Data Center.
- The Council's Transportation Committee considered the public hearing report and revised plan at its November and December meetings.
- The Council accepted the public hearing report at its December 15, 2004 meeting and adopted the plan with recommended changes.

Accommodating Regional Growth

During the 1990s, the Twin Cities metropolitan area gained more population – 353,000 – than any previous decade in our history. By the year 2030, the region is expected to grow by nearly 1 million people – the equivalent of two Denvers plunked down within the boundaries of the seven-county metropolitan area.

Such robust growth is a sign of the region's economic health and vitality. With this growth will come new jobs, greater ethnic diversity, expanded economic opportunities and increased tax revenues. But accommodating growth is not always easy, as the increasing public concern about traffic congestion attests. In a 2003 regional survey, metro area residents listed traffic congestion as the region's top problem, outpacing crime, education and housing.

The purpose of the Metropolitan Council's *2030 Regional Development Framework*, adopted in January 2004, is to provide a plan for how the Council and its regional partners can address such challenges. The Council's *Framework* and the accompanying metropolitan system plans – including this *Transportation Policy Plan* – are intended to help ensure the “coordinated, orderly and economical development” of the seven-county Twin Cities metropolitan area – consisting of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington Counties (Minn. Stat. sec. 473.851).

The *Framework's* strategies are organized around four policies:

Policy 1: Work with local communities to accommodate growth in a flexible, connected and efficient manner: Supporting land-use patterns that efficiently connect housing, jobs, retail centers and civic uses. Encouraging growth and reinvestment in centers with convenient access to transportation corridors. Ensuring an adequate supply of developable land for future growth.

Policy 2: Plan and invest in multi-modal transportation choices, based on the full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs: Improving the

highway system, removing bottlenecks and adding capacity. Making more efficient use of the highway system by encouraging flexible work hours, telecommuting, ridesharing and other traffic management efforts. Expanding the bus system and developing a network of transitways, based on a thorough cost-benefit analysis.

Policy 3: Encourage expanded choices in housing location and types, and improved access to jobs and opportunities: Allowing market forces to respond to changing market needs, including increased demand for townhomes and condominiums as baby-boomers grow older. Preserving the existing housing stock to help maintain a full range of housing choices and ensure existing local and regional infrastructure is fully utilized. Supporting the production of lifecycle and affordable housing with better links to jobs, services and amenities.

Policy 4: Work with local and regional partners to reclaim, conserve, protect and enhance the region's vital natural resources: Encouraging the integration of natural-resource conservation into all land-planning decisions. Seeking to protect important natural resources and adding areas to the regional park system. Working to protect the region’s water resources.

The *Framework* recognizes that “one size does not fit all” – that different communities have different opportunities, needs and aspirations. It includes implementation strategies that are tailored for different types of communities – fully developed communities, communities that are still developing and four different types of rural communities.

Regional Growth Forecasts

During the last three decades, the seven county Twin Cities metropolitan area grew by nearly 800,000 people. By the year 2030, we forecast that the region will add another 966,000 people and 471,000 households. (Table1)

**Table 1
Metropolitan Area Growth, 1970-2030**

	1970	2000	2030	1970– 2000 Increase	2000–2030 Projected Increase
Households	573,634	1,021,454	1,492,000	448,000	471,000
Population	1,874,612	2,642,056	3,608,000	767,000	966,000
Jobs	779,000	1,563,245	2,126,000	784,000	563,000

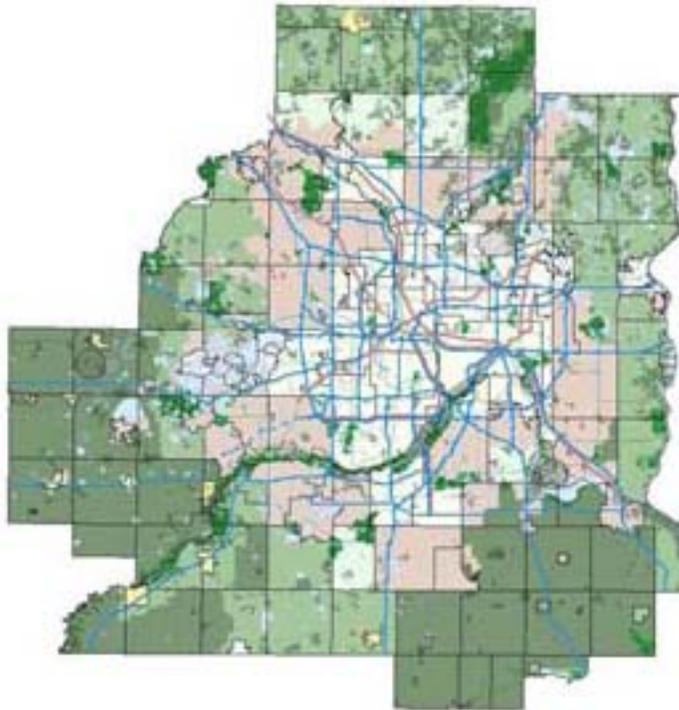
The metropolitan system plans seek to carefully integrate regional land-use, transportation, housing and natural resource policies to achieve regional goals in each area and to avoid working at cross-purposes. The forecasts are used in the planning and capital improvement program processes to assess regional needs, land use patterns and infrastructure investments that will be needed to serve growth in a timely, efficient and cost-effective manner.

Transportation and Framework Planning Areas

The *Framework* sets out different strategies for communities based on the types of growth that are expected (see “Geographic Planning Areas” map, Figure 3). The *Framework* identifies an urban area and a rural area, each of which occupies approximately half of the region.

The urban area is divided into two specific geographic planning areas: the Developing Communities and the Developed Communities. The rural area is divided into four specific geographic planning areas: Rural Centers/Rural Growth Centers, the Diversified Rural Communities, the Rural Residential Areas and the Agricultural Areas. Approximately 91% to 95% of new growth is forecast to be located in the urban area – in land use patterns that make efficient use of regional infrastructure – with the rest, 5% to 8%, in the rural area, particularly in small towns to be designated as Rural Growth Centers.

Figure 3
Development Framework Geographic Planning Areas



One of the primary differences among these planning areas is the density at which they develop. The Council has established benchmarks indicating the overall densities for planned development patterns in each of the geographic planning areas. The Council negotiates a share of the regional forecasts with each community based on its geographic planning area designation(s), development trends, expected densities, available land, local interests and Council policies. The cumulative results of the community-negotiated distribution of the forecasts among planning areas becomes the basis for determining the required land supply, and for the Council's plans for investments in regional systems such as highways and wastewater service.

The Developed Communities are the cities where more than 85% of the land is developed, infrastructure is well established and efforts must go toward keeping it in good repair. These communities have the greatest opportunities to adapt or replace obsolete buildings, improve community amenities and remodel or replace infrastructure to increase their economic competitiveness and enhance their quality of life. The *Transportation Policy Plan* and infrastructure investments will support the maintenance and enhancement of transportation facilities to accommodate growth and reinvestment in the developed communities.

Developing Communities are the cities where the most substantial amount of new growth – about 60 percent of new households and 40 percent of new jobs – will occur. The amount of infill and redevelopment and the way in which new areas are developed directly influence when and how much additional land in Developing Communities will need urban services – services that will call for substantial new regional and local investments. The TPP and infrastructure investments will support the staged, coordinated expansion of regional systems (wastewater treatment, transportation, parks and open space and airports) to help develop services to communities as they grow and stage their development within an area needed to accommodate 20 years worth of forecasted growth.

Roughly half of the 3,000 square miles in the seven-county Twin Cities area are rural or agricultural. That includes cultivated farmland, nurseries, tree farms, orchards and vineyards, scattered individual home sites or clusters of houses, hobby farms, small towns, gravel mines, woodlands and many of the region’s remaining important natural resources. About 5% to 8% of new growth is forecast for the rural and agricultural area. The TPP and infrastructure investments will support rural growth centers in their efforts to concentrate growth as a way to relieve development pressure in rural parts of the metropolitan area.

Transportation and Land Use

Transportation – the link to countless destinations within our metro area and beyond – is a vital tool for keeping our region competitive in the world economy and improving our quality of life. Decisions relating to transportation, sewers, housing, natural resources and other land uses cannot be made in isolation from one another. Regional transportation and sewer investments and services help shape growth patterns; housing location and types affect mobility options and travel patterns; unplanned growth can put a strain on natural areas, groundwater quality and other resources. In the longer term, the region also can slow the growth in congestion by encouraging development and reinvestment in centers that combine transit, housing, offices, retail, services, open space and connected streets that support walking and bicycle use. Such development enables those who wish to reduce their automobile use to meet their daily needs and makes it possible for those who are unable to drive to live more independently.

The significant costs associated with building new transportation facilities mean that the region will have to make targeted investments, recognizing that “one size does not fit all” and carefully weighing the options in every corridor. The first priority for highway improvements must be to maintain the existing metro highway and roadway system, reducing or providing congestion relief from the numerous bottlenecks that impede travel, implementing new strategies to improve the efficiency of the system and adding capacity where possible. But the region also must look for new ways to make more effective use of the existing system. Transitways in heavily traveled corridors – bus rapid transit (BRT), light rail transit (LRT) and commuter rail – will help slow the growth of highway congestion and attract livable, mixed-use developments of housing, retail, offices and open space. Other such strategies include encouraging flexible work hours, telecommuting, ridesharing and other traffic management efforts and employing a variety of pricing techniques such as FAST lanes and HOT lanes.

The major features of this *Transportation Policy Plan* include:

- Three scenarios for maintaining, managing and expanding the metropolitan highway system, depending on the level of resources available.
- A plan for increasing transit ridership 50 percent by 2020, with the goal of doubling ridership by 2030.
- An integrated network of transitways – rail and bus – on dedicated rights of way, as well as an expanded system of express bus routes on freeways.

The TPP seeks to integrate growth, housing policies and natural resource protection efforts with transportation plans and investments to achieve regional goals contained in the *Framework* along with the

strategies for each of the planning areas. The full potential of investments in transportation, housing, natural resource preservation and other factors is best realized when they are considered together in well conceived land use patterns. Maximizing the benefits of transportation infrastructure has a key role in supporting the competitive position of the region. Transportation investments will be coordinated with land use decisions to support and encourage development concentrations along transportation corridors and at key activity centers.

In addition to supporting the largest regional activity centers – the two central city downtowns, the Twin Cities campus of the University of Minnesota, and the MSP/Airport South/Mall of America – investments will give support to community development plans for mixed use centers. By combining retail, commercial, civic and residential uses, more people have the option of working in the same community in which they live. If the land use patterns cluster housing, businesses, retail and services in walkable, transit-oriented centers along transportation corridors, the benefits increase –improved access to jobs, open space, cultural amenities and other services and opportunities.

Greater attention must be given to the challenges of moving resources and goods within and through the region to North American and world markets. The importance of a coordinated regional and state system is key for increasing the economic competitiveness of businesses, industries and their customers. Regional transportation investments – coordinated with investments by local governments and the private sector where feasible – must provide sufficient access to freight facilities, business and industrial concentrations and distribution centers.

The aviation industry is very important to keeping the region economically competitive in the global economy. Continued implementation of the MSP 2010 improvement plan is necessary to increase runway and terminal capacity at Minneapolis-St. Paul International Airport, along with the maintenance, improvement and expansion of the regional system of reliever airports. These improvements should include runway extensions at Anoka County and Flying Cloud airports to better serve corporate jets.

While airports have benefits for the whole region, there are land use and ground transportation impacts. Regional agencies must work with local communities to mitigate the adverse impacts of airports and ensure compatible land uses in adjacent areas and provide adequate highway and transit support.

Transit System Plan

The 2030 transit system must be multi-modal, geographically balanced, cost-effective and supportive of the *Regional Development Framework*. Facing rapid population growth, growing congestion and limited prospects for new major freeways, the Twin Cities area will need a strong transit system to ensure its continued economic vitality. A transit system designed and scaled to various regional needs will promote mobility and access to opportunities around the region, and support the *Framework*, with its benefits of more efficient use of land and public infrastructure.

The bus system will remain the foundation of future transit services.

- Bus service will be significantly increased with strategically focused improvements to better meet customer needs and promote more efficient use of public facilities consistent with the *Framework's* policies and strategies. The transit vehicle fleet and related public and support facilities – including transit stations, park-and-ride lots and garages – will be expanded and enhanced to deliver transit service capable of meeting the ridership goal.
- Local routes, including suburb-to-suburb services, will benefit from expanded coverage and frequency improving transit connections between workplaces, residences, retail services and entertainment activities.
- “Arterial corridors” – selected high-traffic urban and suburban streets – will receive the highest level

of local bus service – very frequent, 7-day, up-to-24-hour service, with highly visible passenger facilities at major stops and the introduction of faster limited-stop service similar to University Avenue’s Route 50 limited-stop service.

- The current network of freeway express bus routes will be enhanced and expanded in congested highway corridors. These routes will be supported by extensive park-and-ride facilities and will use bus-only shoulders, HOV lanes and ramp meter bypasses to provide fast and reliable Bus Rapid Transit.
- Other bus services, including Metro Mobility and the small urban-rural systems, will also be expanded along with related support facilities.

A network of dedicated transit corridors will be developed.

- An integrated network of dedicated transitways will also be developed. These corridors will provide a travel time advantage over single-occupant autos, improve transit service reliability and boost the potential for transit-oriented development. The Hiawatha LRT line and the I-394 HOV lane have already been completed. In 2005, I-394 will be converted to a HOT lane, which will still give preference to transit and carpool vehicles, but will also allow available space to be used by single occupancy vehicles willing to pay a toll.
- The most appropriate and cost-effective technologies will be determined on a corridor-by-corridor basis. Potential technologies will include LRT, commuter rail and BRT. Many of these corridors have been studied extensively since adoption of the 2001 TPP, and in some corridors – such as Northstar, Cedar and Northwest– studies have progressed to select a locally preferred technology.
- The first tier of dedicated transitways would include Hiawatha LRT line, the Northstar commuter rail line coming from outside the metro area, three bus rapid transit corridors, Northwest, I-35W and Cedar, and the Central Corridor between Minneapolis and St. Paul.

Regional Development Framework Direction

The Regional Development Framework provides the following direction to this transit plan:

- Enhance transportation choices and improve ability to travel throughout region.
- Maximize effectiveness and value of services, infrastructure investments and incentives.
- Collaborate with partners to accommodate growth.

Regional Transit Goal

The goals for the 2030 regional transit system for the Twin Cities metropolitan area are:

- Double current transit ridership by 2030 (2020 target: 50% ridership increase).
- Develop a network of transitways.

Goal 1: Grow Transit Ridership

The short-range target for doubling transit ridership by 2030 is to increase ridership by 50% in the next 16 years. Several components are necessary to achieve a 50% increase in ridership or 36 million new annual riders, by 2020:

- *Baseline 2020 population-employment growth* – Ridership gains generated solely from the expected 2020 population and employment growth, assuming the percentage of trips made by transit remains constant, would account for about 15 million new annual rides, or a 21% ridership increase.
- *Fare pricing and incentives* – Cost is a major influence in determining which mode people choose for a trip. Providing fare incentives for the average transit trip, through a variety of programs such as the expanding MetroPass and U-Pass or offering frequent rider tax incentives, would result in 8 million,

or 11%, more rides above and beyond the 2020 baseline.

- *Arterial corridor enhancements* – Implementation of new limited stop routes, improved frequency and longer service hours in select arterial corridors (see Figure 4) with transit advantages to improve transit travel times would generate additional ridership of almost 2 million, or 3% above and beyond the 2020 baseline.
- *Express corridor network enhancements* – Additional ridership gains of 3.5 million, or 5%, would be generated from the implementation of additional and improved express bus service and facilities along freeway express corridors above and beyond the 2020 baseline.
- *Dedicated transitways* – Additional ridership gains of 8 million or 11% above and beyond the 2020 baseline would be generated from the completion of a comprehensive regional network of dedicated transitways.

Figure 4
2020 Local Arterial Corridors

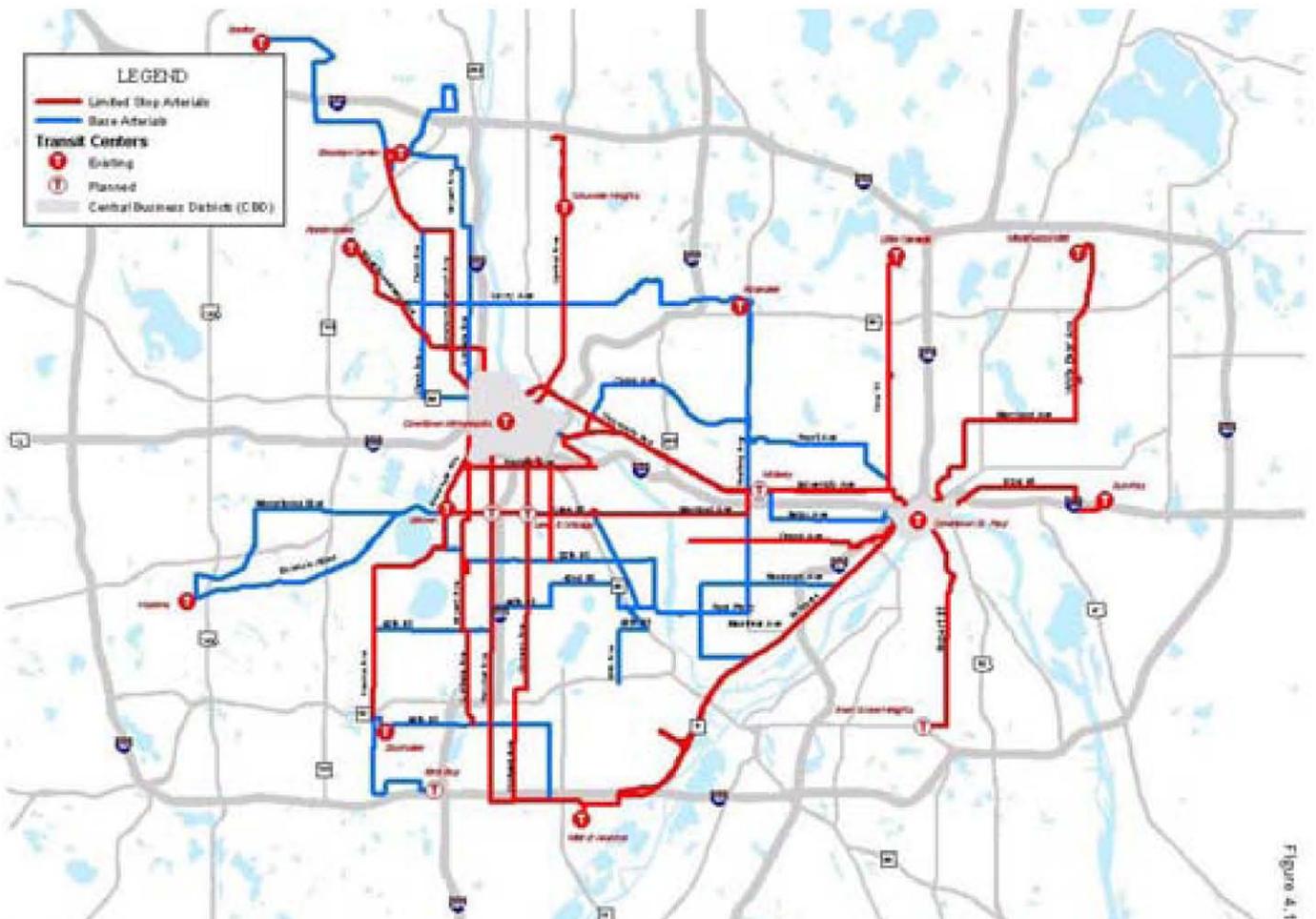


Figure 4.1

Goal 2: Develop A Network of Transitways

A number of heavily traveled metro area corridors offer promising opportunities for focusing investments to provide improved and expanded transit service. This plan envisions two types of transit corridors, express commuter bus corridors and dedicated right-of-way corridors, which are shown on Figure 5 and described below.

Express Commuter Bus Corridors

Express commuter bus corridors primarily serve to connect commuters from suburban markets to employment in the Minneapolis and St. Paul central business districts, as well as the University of Minnesota and other major employment centers. Several highways in the region have very successful express bus service today; this plan proposes additional corridors as well as enhancement and expansion of service in existing corridors. Within each corridor, express bus routes will be supported by sufficiently sized and conveniently located park-and-ride facilities. In several corridors these routes will be further supported by community and circulator networks.

Many of these corridors have “transit advantages,” which are roadway improvements such as shoulder bus lanes, ramp meter bypasses and exclusive bus lanes at the downtown end of the trip that give transit a travel time advantage over the single occupant auto. Express bus routes should have uninterrupted and continuous access to transit advantages in congested areas of the bus trip (including at the destination end). All of these corridors will be provided with “transit advantages” by 2020. (Needed transit advantages are shown in the Transit Support Facilities section)

The express commuter bus corridors are characterized by congested freeway traffic, low residential density and high population growth. They have high ridership potential if express bus service within the corridors is time-competitive with the automobile, is frequent and convenient, and if the destination is of sufficient size and employment density. A minimum level of express service (3 trips per peak hour) from any one location within a corridor should be provided.

Transitway Corridors on Dedicated Right of Way

Transitways on dedicated rights of way would provide a travel-time advantage over the single-occupant vehicle, improve transit service reliability and maximize the potential for transit-oriented development and redevelopment. These transit corridors could be developed with a variety of transit modes, including bus rapid transit, light rail transit or commuter rail facilities. The most appropriate and cost-effective mode for any given corridor is best determined after extensive study of the individual corridor; therefore modes are not specified on Figure 5. Criteria to determine the preferred alternative should include among others: mobility improvements, operating efficiency, passenger carrying capacity, environmental benefits, cost-effectiveness and land-use benefits.

However, since these corridors have been shown on the regional plan for many years and are at various stages of study, a cost-effective mode has already been determined in many corridors. Two of the dedicated right-of-way corridors shown on the 2030 plan already exist, the Hiawatha LRT and the I-394 HOV lane.

2030 Transitway System

Figure 5

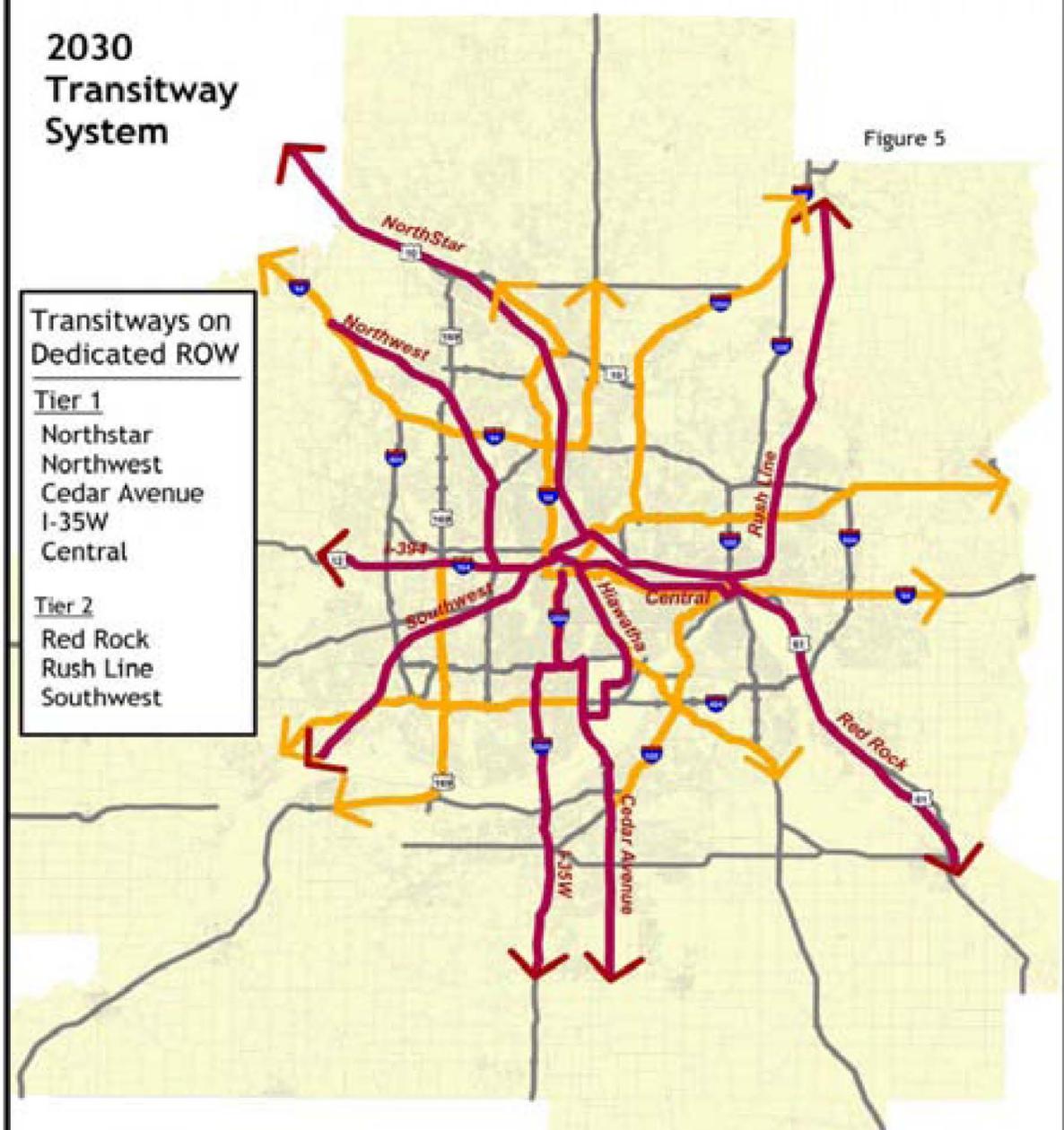
Transitways on Dedicated ROW

Tier 1

Northstar
Northwest
Cedar Avenue
I-35W
Central

Tier 2

Red Rock
Rush Line
Southwest



 Transitways on Dedicated ROW
 Express Commuter Bus System

August 2004

Metropolitan Highway Plan

Since the 1991 federal Intermodal Surface Transportation Efficiency Act (ISTEA), the region is required to adopt a long-range transportation plan that balances planned investments with reasonable expected resources and produces cleaner air or meets the adopted emission budget. However, this plan also considers two scenarios that assume a significant increase in current resource levels.

This plan focuses on the needs of the 2030 metropolitan highway system and the “A” minor arterial system. The metropolitan highway system, a network of 657 miles of freeways and expressways (classified as principal arterials) carries the majority of vehicle travel in the region and the longest trips at the highest speeds. There are three Principal Arterials owned and maintained by cities or counties which are not included in the state road construction funding allocation discussed below.

The 1,500-mile “A” minor arterial system, defined and adopted by the region in 1993, supplements the metropolitan highway system. (A large map of the minor arterials, which is too detailed to reproduce in this plan, is available from the Metropolitan Council.) Many miles of the “A” minors are owned and operated by counties or cities. Federal funding for these “A” minor arterials, as well as the non-MnDOT principals, is available through the STP program of the Regional Solicitation. The STP program is assumed to be about 60% of the total Solicitation of \$61.5 Million annually.

The remainder of streets and highways in the region are made up of “B” or other minor arterials, collectors and local streets (the function and characteristic of all streets and highways are explained in Appendix F of the plan). The predominant use of all roads and highways is either for mobility or land access. Principal Arterials serve the mobility needs of the public, while the local street emphasis is land access.

Major Highway Problems

The focus of the plan is to help implement the *Framework* and address the major problems facing the metropolitan highway system over the next 26 years, which are:

- Significant increases in travel demand due to more people, more licensed drivers and more automobiles;
- Inefficient use of the highway system by vehicles with only one person;
- Increasing maintenance needs for an aging system of highways;
- Funding levels that have not matched the increase in demand and maintenance needs;
- Funding sources that do not provide incentives to improve the efficiency of the transportation system;
- Difficulty in expanding highway capacity due to the social, environmental, physical and political impacts.

Framework Direction

Unless these problems are adequately addressed, the lane-miles of congested metropolitan highways will increase from just over 1,900 miles in 2000 to over 2,500 lane-miles in 2030. This, in turn, will result in an increase in the cost of doing business, making it more difficult for the region to compete with other economic centers in North America.

While the region cannot build its way out of congestion, the region must take steps to reduce its rate of growth and to meet the transportation needs of the people and businesses. One of the *Framework's* four goals is to “enhance transportation choices and improve the ability of Minnesotans to travel safely and efficiently throughout the region.” The related policy is to “plan and invest in multi-modal

transportation choices, based on the full range of costs and benefits to slow the growth in congestion and serve the region's economic needs.”

The following five strategies provided in the *Framework* are intended to help achieve this policy as it is related to highways:

Strategies

1. Focus highway investments on maintaining and managing the existing system, removing or relieving bottlenecks and adding capacity.
 - Highest priority must be given to adequately maintaining the entire highway system to serve existing and planned development and relieving bottlenecks.
2. Make more efficient use of the regional transportation system by encouraging flexible work hours, telecommuting, ridesharing and other traffic management efforts, and by employing a variety of pricing techniques such as FAST lanes and HOT lanes.
 - The region, working with its state and local partners, must make investments that help better manage traffic and increase the efficient operation of the system. These investments should produce incentives for people and business to share rides, to change the time of travel outside the peak periods and to use arterial streets for shorter trips.
 - The region needs to pursue innovative pricing strategies – such as tolls, HOT lanes, FAST lanes, value pricing and variable rate pricing – that provide incentives to more efficiently use the highway system, encourage use of alternative modes and increase the resources available to help maintain regional accessibility.
3. Expand the transit system, add bus-only lanes on highway shoulders, provide more park-and-ride lots and develop a network of transitways.
 - A multi-modal transportation system is required to address a variety of personal and business transportation needs.
4. Encourage local governments to implement a system of fully interconnected arterial and local streets, pathways and bikeways.
 - Minor arterial roadways must be carefully designed to safely balance their dual roles of serving local and subregional trips by many different modes. These arterials serve adjacent land uses while carrying autos, trucks, local bus routes, bicycles and pedestrians.
5. Promote the development and preservation of various freight modes and modal connections to adequately serve the movement of freight within the region and provide effective linkages that serve statewide, national and international markets.

Many of the metropolitan highways that connect to Greater Minnesota are identified as Interregional Corridors (IRCs) by MnDOT. Investments for those highways outside the I-494/I-694 beltway are an important component of the State's Plan. These facilities should be planned, prioritized and funded by MnDOT centrally.

The Highway Plan

The Council and MnDOT work very closely to produce this plan and the Metro District Transportation Systems Plan (TSP). Both plans are consistent and supportive of each other. The forecast of highway revenues and cost for this plan have been prepared by MnDOT.

Resources and Scenarios

Highway revenue estimates for this plan include all state and federal fund categories that have historically gone to MnDOT. However, a number of activities currently underway suggest that new funding sources and higher funding levels could also materialize in the near future. Those activities include:

- The new federal Surface Transportation Act yet to be passed, which could result in significant funding increases over the previous TEA21 funding levels.
- MnDOT's review of the funding allocations among MnDOT's districts, which could affect the Metro District's construction funding levels.
- Statewide initiatives underway to increase state transportation funds, which could be successful in upcoming legislative sessions.
- Adjustment in distribution of Federal gasoline tax revenue due to ethanol credit.

Because of the funding uncertainties described above, this plan contains three scenarios. One reflects historical funding levels while the other two contemplate higher levels of resources. Should additional state or federal highway funds become available, the Constrained Plus 30% Scenario provides general direction as to how these funds might be allocated. The level of funds would determine if and when a revised Regional Transportation Plan would be required.

Natural or other disasters may cause the priorities in this plan to change. The nature of the emergency may require action that would need to be implemented immediately.

Constrained Plan Scenario: This scenario assumes highway revenue estimates based on historic levels of state and federal funds. It also includes the federal funds allocated through the TAB regional solicitation process. The revenue estimates include inflationary increases that result in a real purchasing power increase with respect to current levels of about 20 percent by 2030. The Constrained Plan Scenario is the formally adopted plan as required by federal rules. The constrained plan is shown on Figure 6.

The Constrained Plan assumes the 2030 State Road Construction Fund will grow by 20% in real purchasing power over existing levels by 2030. This may or may not be accurate, given the four activities noted above. As these activities are completed or end, a re-examination of the revenue forecast will be in order. The Council hopes there will be additional new revenue that can go toward funding the +30% Scenario. While this may happen, the Council also realizes that identified and unidentified obligations recorded in this plan will need to be paid for before allocations are made to new projects or needs. Unanticipated increases in project costs are always possible, although various procedures and policies have been put in place to attempt to account for these. Payback and cost overages for the 2001 bonding projects in the current TIP are still being resolved. Short term cash flow problems due to delay in the new Federal Act are a priority use for any new Federal Funds. Payback of advance construction funds must be accounted for fully.

Table 2
Resource Allocations Summary
Trunk Highways, 2009-2030 *
(in millions)

	Constrained	Unconstrained	Constrained +30%
Preservation	31	31	31
Pavement	55	55	55
Bridge	<u>16</u>	<u>16</u>	<u>16</u>
Miscellaneous	102	102	102
Management	60	60	40
Other Allocations	12	12	12
R/W	12.5	12.5	12.5
Supplemental Agreements	<u>5.0</u>	<u>5.0</u>	<u>5.0</u>
Cooperative Agreements	29.5	29.5	29.5
Expansion	92	973	197
Total	283.5	1,164.5	368.5
22 YEAR TOTAL	\$6,237	\$25,619	\$8,107

*These funds are not available for city or county owned highways

Constrained Plan Investment Priorities

Since 1988, the Council and MnDOT have agreed on the following highway investment priorities:

Preservation of the Existing Highway System

The first investment priority must be to preserve the existing trunk highway system, a significant regional asset that includes the 657 miles of the metropolitan highway system and an additional 450 miles of minor arterials, most of which are “A” minors. The MnDOT pavement management and bridge management systems, which monitor roadway conditions, were used to determine preservation needs, which are assumed to be the same for all three scenarios. Primary activities include preventive maintenance, pavement repair and rehabilitation, and bridge repair and rehabilitation to achieve pavement and bridge performance measures.

The total investment required to preserve the trunk highway system is about \$2.244 billion between 2009 and 2030. (These figures included trunk highways in Chisago County because it is within MnDOT’s Metro District. This issue will be addressed in the financial plan section.)

If funding becomes so limited that preservation investments must be reduced, investing in the metropolitan highway system should take precedence over the other trunk highways.

Management of the Highway System for Capacity and Safety

The second investment priority is to manage the trunk highway system to improve its efficiency and safety. The investment strategies include a wide range of spot geometric design and traffic flow improvements to address localized concerns. Over the coming 22 years, \$1.32 billion has been allocated to this project category. A portion of the right-of-way set aside will be used also for the management investments. Should management funds be less than projected, management of the principal arterials should have priority over the other trunk highways.

This category includes activities such as:

- Hazard elimination safety (HES) and capacity safety projects
- Access management
- Intersection improvements
- Signal timing
- Freeway management strategies such as metering ramps, ramp meter bypasses, bus-only shoulders, video surveillance and providing travel information
- Various ITS investments to add capacity or improve safety
- Construction of isolated interchanges and auxiliary lanes of less than one mile in length
- Tolling of existing lanes

The focus of system management must be to move more people in a safe and efficient manner, not more vehicles. The management of the highway system should provide incentives to those willing to share rides and reduce vehicle travel whenever possible.

The expansion investments now being made or recommended in this plan will result in fully managed facilities. The following components define a fully managed facility: ramp meters and bypasses, ITS technology to allow monitoring and active intervention by use of changeable message signs, and transit advantages such as bus-only shoulders and park and ride lots.

The Council offers the strategies listed below for MnDOT to establish management investment priorities and to review project plans and local comprehensive plans:

- The Council, working with MnDOT, the Transportation Advisory Board and its Technical Advisory Committee, has developed a congestion management system plan (CMSP) that provides the region's philosophy, policy direction and tools for managing highways. The CMSP should play a key role in prioritizing management investments.
- The Council's rural policies assume low or very low-density development. Rural highway investments should not encourage urban density development. Management investments in rural areas typically would include:
 - Access management,
 - Safety improvements, and
 - Park-and-pool lots
- Incentives to encourage users to share rides should be a common theme for management investments. HOV bypass of meters, HOV lanes, transitways, bus shoulder lanes, bus queue jumpers, park-and-ride and kiss-and-ride lots are critical strategies for the operation of the system.
- Travel demand management activities go beyond what MnDOT can do alone. The Council, counties, cities, private sector, traffic management organizations, the University system and school districts can and should play a role. The Council will continue to provide and fund activities that result in reduced vehicular travel demand. MnDOT management projects should reflect these efforts.
- Improved management of access to principal and minor arterials should be emphasized in the selection of management projects. The capacity that exists today can quickly erode if additional uncontrolled access is allowed. MnDOT has developed access management guidelines for its trunk

highway system. Most counties have either adopted MnDOT's guidelines or have developed their own. Cities and counties should note the need for, and benefits from, access management in their comprehensive plans and support the use of such guidelines. Where appropriate, cities should incorporate these features into their zoning and subdivision ordinances. Strategies such as development of frontage roads, "backage" roads, and parallel routes may be needed to limit access on local, county and state arterials.

- Safety should be a key criterion in selecting management projects. Correctable causes of vehicle, bicycle and pedestrian accidents need to be considered in allocating these resources. MnDOT TSP performance measures should be used as appropriate in this effort.
- Mobility of the highway users, no matter the mode, should be reflected in the projects selected for implementation.

MnDOT's TSP will better define the criteria and process that will be used to identify, prioritize and design management projects. At this time, MnDOT is committed to a number of short-term management projects. The funding of these projects will be the subject of MnDOT's Cost Participation Policy and, as such, a significant local share of costs is assumed. These will be the first priority for management as defined in this plan and MnDOT's TSP.

Committed Management Projects:

- I-35 at CR 70
- I-694 at Rice St.
- TH 10 at Hanson Blvd.
- TH 36 at McKnight
- TH 52 at CR 46
- TH 169 at CR 6/CR 64
- TH 169 at CR 81/85th Ave.
- TH 169 at 93rd Ave.

Expansion of the Metropolitan Highway System

Expansion is the third investment priority once preservation and management investments have been funded. These projects, which produce significant increases of principal arterial capacity, include the addition of one or more through lanes (including new tolled lanes or FAST lanes), expressways rebuilt to freeway design standards, new principal arterials on new alignments or the construction or substantial increase of transit services. These expansion projects are needed when capacity needs clearly cannot be met through corridor management strategies.

There are 15 projects that are either under contract or are programmed for contract letting in the 2005-2008 period. They are estimated to cost \$1.650 billion. The TH 36 St. Croix Bridge project has only \$5 million allocated. However, if an agreement can be reached on the alignment, design, and mitigation, the project will need to be fully funded at a cost estimate ranging from \$248-\$333 million.

A significant portion of the committed projects use "advance federal construction funding." These funds are "borrowed" from future years' resources and thus have been debited from the annual highway allocation recorded in Table 2.

Table 3 includes the expansion projects that were recommended in the previous 2001 TPP and continue to be recommended in this plan. Together with the projects in the TIP, these projects represent a major investment in the mobility needs of the region. The total cost of these projects is estimated to be about \$2.035 billion, or about 30% of the total \$6.237 billion in funds available to MnDOT for 2009 to 2030.

Table 3 defines the specific project scope and cost recommended for various highways or corridors

based upon the analysis conducted by MnDOT for the update of the Metro District TSP. The regionally agreed upon project description and cost provide the basis for a fiscally constrained plan that meets federal air quality conformity requirements. Any project that exceeds the cost estimate recorded in this plan by 20% or more (after adjusting these 2004 costs by the Minnesota Construction Cost Index and increased right-of-way costs) at the time of contract advertisement, or that adds more capacity than described in this plan, will be considered inconsistent with this plan and will require a plan amendment. The plan amendment process must resolve the question of funding resources, recalculate air quality conformance and provide adequate public input.

While no additional expansion projects are recommended as part of the 2030 Constrained Plan Scenario, three modifications have been made as described below.

The planned improvement project on I-35W north of 46th Street to I-94 has been modified to include an additional “transit priority/HOV lane” and Lake Street access. This is the logical extension of the Crosstown/I-35W common area expansion project. The 2001 TPP included \$185 million for this project. Inclusion of this project assumes a large portion of the additional funds needed will come from federal high priority project allocation or other non-MnDOT sources. The timing of this project is uncertain, but it will not be added to MnDOT’s work plan during the next five years unless new funds materialize that are not currently assumed in the Constrained Scenario.

The TH 36/St. Croix Bridge project had been fully funded at one time, but due to delays, the allocated funds were used for other projects. The funding was a partnership between the Metro Division and MnDOT Central Office, since TH 36 is of more than regional significance connecting Minnesota to Wisconsin and other parts of the U.S. and Canada. The 2004-2006 TIP included \$5 million as a placeholder. This project is not programmed to move into MnDOT’s 10-year plan at this time. The mediation process is not complete. The region has assumed it will be responsible for one-half of the Minnesota share of the bridge and highway project. The cost of mitigation is significant and is not assumed to come from traditional sources.

MnDOT annually prepares a 10-year Highway Work Plan. Table 4 records the projects from the 2004-2013 10-year work plan that cost \$10 million or more and that are not included in the region’s TIP. These are the next projects to move into the TIP as funds become available since project development activities such as environmental assessment and final design are currently being undertaken on these projects. Table 5 lists the priority expansion projects to move into the 10-year Work Plan prior to the next revision of this plan.

The 2001 TPP made recommendations on future bridge needs across the major rivers in the region. At present, there is \$5 million allocated for right-of-way preservation for a crossing of the Minnesota River near Chaska. This plan also adds \$5 million for a crossing of the Mississippi River north of Anoka. A specific alignment has not yet been selected, although several alternatives are being examined within the corridor shown on Figure 4. The general location of these crossings must also continue to be shown in local comprehensive plans until a specific alignment is chosen through the environmental process.

The Lafayette and Hastings bridges suffer from “critical fractures.” They are inspected frequently to evaluate their condition and may need to be advanced quickly and moved into the TIP ahead of other projects. The Hastings bridge replacement is assumed to be a four-lane structure to replace the present two-lane bridge. The Lafayette bridge project will replace the four-lane bridge that exists today with adequate lane and shoulder width. The cost for these bridges are included in the preservation costs, but are mentioned in this section due to their importance and unique situation of requiring funding in short notice. The region recognizes there may be other emergencies that require moving projects into the TIP.

In many instances, corridor studies will need to be conducted prior to entering the design phase for these expansion projects. As each corridor study moves forward, a number of factors should be considered or included:

1. Reflect the regional policy direction in the *Framework* and this *Transportation Policy Plan*.
2. Reflect adopted local comprehensive plans.
3. Evaluate at least the following alternatives:
 - No build
 - Travel demand management
 - Transportation system management
 - Transit improvements identified in the Transit System Plan.
 - Expansion based on the project scope recorded in this plan and the TSP.
4. Define all “build” alternatives with the objective of holding cost to the level recorded in this plan and the TSP.
5. Evaluate a range of alternative financing mechanisms, including but not limited to FAST or toll lanes, or other value pricing techniques.
6. Define and evaluate minor arterial system to provide for short to moderate-length trips if it does not exist or is not planned for within the corridor or subarea.
7. Evaluate access management and develop an access management plan as a study product.
8. Evaluate timing of the corridor improvements based on the timing of the urbanization of the travel shed.

The adopted study recommendations will be incorporated into this policy plan in future revisions. The affected local units of government will be required to modify their comprehensive plans accordingly.

Figure 6
2030 Constrained Metropolitan Highway System Plan Investment Priorities



**Table 3
Metropolitan Highway System Expansion Projects
2009-2030**

Highway	From	To	Length (miles)	Total (millions)	2001 TPP Comment	Recommended Facility Improvement
I-35E	TH 110	TH 5	2.3	39	Improvement to be Defined	Bridge Under Construction. Add 3 rd Lane.
I-35E**	I-94	I-694	5.6	197	Subarea Study Needed	Add 3 rd and 4 th Lane. Connect Phalen Corridor, Reconstruct Cayuga Bridge
I-35W**	46 th St.	I-94	5.3	309	Improvement Corridor	Add HOV/ transit priority lane and Lake Street interchange
I-494	TH 55	I-94	5.5	176	Description was I-394 to I-94	Add 3 rd Lane
I-494	TH 77	TH 100	5.1	628	Description was from TH 77 to TH 100	Build in Accordance with EIS Completed in 1997
I-694**	I-35W	W. Jct. I-35E	5.6	180		Add 3 rd Lane
I-694	E Jct. I-35E	TH 36	5.5	86	Corridor Study Needed	Add 3 rd Lane
TH 36 St. Croix Bridge*			1.0	201		New four lane bridge and mitigation
TH 36**	I 35W	I-35E	5.3	118	Description was I35W to I35E	Add 3 rd Lane
TH 41	TH 169	TH 212	3.0	10	Right-of-Way Preservation	Preserve Right-of-Way after alignment is defined
New Miss. River Crossing	TH 10	I-94 or TH 610	2.0	10	River crossing need recorded	Preserve R/W after alignment is defined
TH 100**	36 th St.	Cedar Lake Rd.	1.0	104		Add 3 rd Lane
TH 252	73 rd Av.	TH 610	2.9	127	Corridor Needs Unclear	Convert to 4-Lane Freeway
TH 610	CR 130	I-94	5.0	148		Complete 4-Lane Freeway
TOTAL			46.8	\$2,322		

* The region assumes it is responsible for one-half of the state's share.

**All or part of these projects are in the MnDOT 10-year (2004-2013) Work Plan

Table 4
MnDOT Highway Work Plan, 2009-2013
Major Construction, Reconstruction and Bridge Replacement Greater Than \$10 Million

Highway	Project Description	Program	Construction Fiscal Year	Project Cost Estimates				Total Project Cost (\$000)
				Design Estimate (\$000)	R/W Estimate (\$000)	Year-of-Construction Estimate (\$000)	Construction Engineering Estimate (\$000)	
35E	I-94 to Maryland Ave. in St. Paul, grading, surfacing, brs., etc., including Cayuga Br. and Phalen Blvd. connection	MC	2010	7,687	Limited	76,755	6,140	90,571
35W	At Lake St. in Minneapolis, reconstruct interchange (Ph. 1)	MC	2009	1,160	Continuous/ Major	11,600	928	13,688
35W	At Lake St. in Minneapolis, reconstruct interchange (Ph. 2)	MC	2010	1,785	Continuous/ Major	17,850	1,428	21,063
36	At Lexington Ave.. in Roseville, replace Br. 5723 and reconstruct interchange	MC	2009	1,380	Limited	13,804	1,104	16,289
100	36 th St. to Cedar Lake Rd. in St. Louis Park, grading, surfacing, Brs., etc. for 6-lane freeway	MC	2011	6,150	Continuous/ Major	61,500	4,920	72,570
169	Near CSAH 6 in Belle Plaine, grading, surfacing, Br., etc. for new interchange	MC	2010	1,904	Limited	19,040	1,523	22,467
694	E of I35W in Arden Hills to E of Lexington Ave.. in Shoreview, grading, surfacing, Brs., etc. to add third lane and correct weave at TH 10/51	MC	2012	6,960	Minimal/ Spot	69,596	5,568	82,123
TOTALS				27,015		270,145	21,611	318,771

**Table 5
Regional Priority Projects to Move into
10-Year Highway Work Plan, 2005-2009**

Highway	Project Description
I-35E	TH 110 to TH 5, add one through lane
I-494	TH 55 to I-94, add one through lane
TH 610	CSAH 81 to I-94, Complete four-lane freeway
Total: \$ 300 million	

Plan for Non-Motorized Modes

Walking and bicycling are important modes of transportation in the Twin Cities region that are available to people of all ages and socio-economic levels. These non-motorized modes provide key alternatives to the auto, especially for short trips in urban areas. Like driving an automobile, walking and bicycling provide people with a high degree of independence and flexibility regarding travel schedule and destination. Bicycling and walking facilities provide important access to transit for the region's residents.

Ensuring safe routes for bicyclists and pedestrians is key to creating safe, high-quality bicycle and pedestrian systems that travelers feel comfortable using. These travel modes provide many benefits to users as well as the whole region. Benefits to the environment include zero emissions of air or noise pollutants, no consumption of fuel resources, smaller pavement and parking space requirements than other travel modes, and congestion relief. Providing for the access and mobility needs of bicyclists and pedestrians expands travel choices and helps free resources for other needs. These modes also offer many health benefits for users and can be used for both transportation and recreational trips.

As the Council works with communities to promote centers of development and redevelopment along transportation corridors, walking and bicycling become increasingly important as effective means of travel within and between compact, mixed-use neighborhoods. Systems of safe, continuous, barrier-free bicycle and pedestrian facilities are integral to the success of these developments. To ensure the most efficient investment of public resources, regional bikeway and walkway facilities shall be located where potential use is highest. These locations are travel corridors that link major bicycling and walking destinations such as central business districts, transit centers, schools or college campuses, shopping centers, residential areas, office parks and regional parks.

Along with improvements to facilities, education and promotion are important fundamentals in increasing bicycling and walking while also improving safety. The Council supports building upon the existing education and promotion activities of community and county bicycle/pedestrian advisory boards and regional and local Transportation Management Organizations (TMOs). In addition, following federal direction, the Council will support local Safe Routes to Schools programs that address bicycling and walking safety issues for students.

Pedestrian and bicycle access to transit is a key component of a regional intermodal transportation system, since linking these modes provides travelers access to a larger service area. Pedestrians can best access transit service in the urban core where higher frequency service and facilities such as sidewalks are provided. Bicycle trips also provide easy access to transit and can be especially useful in the suburbs and developing parts of the region where the distribution and frequency of transit service is less dense. As light rail, commuter rail and busway corridors are developed, bicycle and pedestrian connections will be important aspects of planning for local access to regional transit systems.

Recreational bicycling and walking are very popular activities among the region's residents. The region has 170 miles of regional trails and 101 miles of state trails open to the public, which are popular for recreational walkers and bicyclists as well as commuters. The Council is currently developing or acquiring another 31 miles of regional trails and has plans or proposals for an additional 483 miles of regional trails in the future. Regional recreational trail plans are detailed in the Council's Regional Recreation Open Space Policy Plan.

Freight

The development of a high-capacity, cost-effective regional freight transportation network to ensure freight mobility is important to the region's long-term economic vitality. Freight mobility is now recognized as a major economic development issue in an era of regional, national and global competition. Changes in the demand for goods and services alter patterns of trade and places demands on the supporting transportation systems. The challenge is to effectively plan, program and coordinate regional transportation investments with a full understanding of the patterns of freight flows serving the region, their linkages by freight modes (truck, rail, water, and air), and their relationships to state, national and international flows of goods. The understanding of freight flows and the dependence of these movements on transportation infrastructure improvements are ongoing regional planning priority.

Freight planning and investments have been given a greater national importance at the federal level due to global competition and homeland security requirements. Although freight modes are privately owned, they use publicly owned facilities and waterways such as roads, navigable rivers and airports. TEA-21 broadened the planning role of the Council to incorporate freight mobility in the regional transportation planning process. The additional planning responsibilities must be done with the active participation of the business community, agencies, communities and other freight stakeholders that are part of the Council's planning and decision-making processes.

The logistics industry continues to change in response to the demands of the marketplace for service that is reliable, cost-effective and secure with reduced transit times. Coordinated logistics have merged as a management tool that promotes a seamless system of freight movement between modes. The tandem development of ITS by the public sector and E-commerce by the private sector can become integrated into an important logistic management tool. The evolution of efficient internet communications between customers and businesses promote expectations of fast and reliable delivery of goods and services, making multi-modal transportation a more important freight system planning concept. Distribution center capacity, location (with respect to present and future markets) and operations that allow integrated product movement across freight modes are critical business decisions in providing the most cost-efficient delivery of services. The addition of ITS real-time traffic and travel information can be applied to devise trip routes to expedite freight movement, estimate transit times and plan around traffic delays.

The Council will encourage communities with significantly sized clusters of freight facilities and that have suitable sites for the development, redevelopment and expansion of clusters, to support mixed industrial uses at those locations. A cluster of related mixed industrial uses located in close proximity to one another – such as production, distribution centers, logistics and other added value services – can increase employment and provide an opportunity to improve operating efficiencies to the businesses in the complex. The benefits of industrial mixed-uses are similar to the Mixed-Use Centers described in Strategy 21g. The integration of land uses and job concentrations can reduce commercial vehicle travel times, trip frequency and length. The proposed Regional Distribution Center to consolidate the movement of air cargo can present an opportunity to implement an industrial mixed-use complex.

Roadway congestion will remain a problem to the efficient movement of freight. The Council will create a regional freight database to enhance the effectiveness of its truck-travel forecasting model. The model will help evaluate roadway access to major freight clusters, and identify the congested highway

corridors and choke points that cause the greatest reduction to freight mobility. This information will be considered when determining priorities for future highway investments.

The Council supports the integration of public sector ITS and the private sector information technology used to manage the shipment of goods. Such integration provides an opportunity to share real-time travel information on road conditions, travel times route selection, and implement security procedures.

TRANSPORTATION AIR QUALITY CONTROL PLAN

The Metropolitan Council's Transportation Air Quality Control Plan (TAQCP), a supplement to the TPP, sets forth three principal objectives: to attain and maintain National Ambient Air Quality Standards (NAAQS) for carbon monoxide (CO) and ozone; to implement transportation systems management (TSM) strategies that effectively contribute to air quality attainment and maintenance; and to meet federal and state air quality standards in the most economical and equitable manner. The Twin Cities area meets the ozone standard and is designated as an attainment area for CO. Planning for control of carbon monoxide pollution caused by transportation sources in the Twin Cities Metropolitan Area is the responsibility of the Metropolitan Council as the Metropolitan Planning Organization (MPO). The TAQCP specifies strategies to improve the management of the region's transportation system, based on an analysis of the air quality problems in the seven-county Twin Cities area. These strategies are listed in Appendix B.

The 1977 Clean Air Act Amendments (CAAA) required a State Implementation Plan (SIP) for air quality for all areas that have not attained the NAAQS. The 1990 Clean Air Act Amendments (CAAA) retained this requirement. The SIP is a planning document prepared by the MPCA, and submitted to the U.S. Environmental Protection Agency (EPA) for approval by its Commissioner as the Governor's representative. The SIP contains the programs and plans that will result in achievement of the NAAQS. The SIP serves as the state's legally binding commitment to actions that will reduce or eliminate air quality problems. At the time of passage of the CAA, the seven-county Twin Cities Area was designated as a nonattainment for NAAQS CO standards.

The TAQCP and the SIP contain the same measures to control CO but the SIP contains additional measures, including a mandated oxygenated gasoline program and a vehicle emissions and inspection program. The vehicle emissions and inspection program was terminated in 1999. All federally approved or financially funded functions must "conform" to the SIP, and be consistent with the TPP and other officially adopted transportation plans of the MPOs under the 1977 and 1990 Clean Air Act Amendments. MPOs can only legally approve projects, plans, or programs that conform to the SIP.

CONFORMITY TO THE CLEAN AIR ACT AMENDMENTS

Conformity Determination Based on the U.S. Environmental Protection Agency Final Rule

The Clean Air Act Amendments of 1990 require transportation conformity in nonattainment and maintenance areas. Conformity is the process that links transportation to the State Implementation Plan (SIP) to reduce emissions and bring (or keep) the area in compliance with air quality standards. Conformity determinations are required on Transportation Plans, TIPs and federally funded or federally approved transportation projects. In Minnesota, the Twin Cities is a maintenance area for carbon monoxide (CO). The term "maintenance area" means EPA previously cited the area for not meeting CO standards but now legally recognizes the area as meeting (attaining) these standards. Maintenance areas must continue to demonstrate that they will meet the standards. EPA designated the Twin Cities to maintenance status on October 29, 1999. The Conformity Rules of 1993, and as amended in 1995, 1997, 1999 and 2000, lay out technical and procedural requirements of conformity and require states to develop their own conformity procedures as part of their State Implementation Plan (SIP).

As described in the rule, the MPO must make a conformity determination on transportation plans and programs for maintenance areas, including federally funded or approved projects, as well as non-federal projects which are regionally significant. The MPO prepared the 2007-2010 TIP following the requirements of the final conformity rule. A consultation process was followed, involving the MPCA, Mn/DOT, U.S.DOT and the Council, as described in the provision of the interagency consultation process and in Appendix B.

Projects Included in TIP Conformity Analysis

The TIP conformity analysis involves review of all federally funded or approved highway and transit projects, all state trunk highway projects, and all projects which meet the federal definition of regionally significant (see Appendix B) in the Twin Cities nonattainment area. Certain project types will not have regional or local emissions impact. The TIP project tables annotate the projects "exempt" from regional emission analysis with a code under the column "AQ," corresponding to the appropriate category listed in Exhibit 3 of the Appendix. Certain types of exempt projects may require a hotspot analysis. Those projects that are not exempt and can be modeled in the regional network used for computer modeling, are included in the regional emissions analysis for the TIP. In addition, regionally significant projects programmed in the portion of Wright County and New Prague within the nonattainment area are also included as appropriate in the analysis as documented in Appendix B.

Conformity of the TIP

The Metropolitan Council and TAB have determined that the TIP conforms to the broad intentions of the CAAA and to the specific requirements of the final transportation conformity rules (EPA's 40 CFR PARTS 51 and 93). The TIP emissions analysis, using the latest available planning assumptions, traffic forecast models and EPA emission analysis approved models and other supporting documentation, shows that the TIP continues to remain below the motor vehicle emissions budget established for the region. The 1996 motor vehicle emissions budget was revised in a 2005 amendment to the SIP. The TIP is fiscally constrained, and comes from the conforming metropolitan long range transportation plan. Interagency consultation and public participation processes specified in the EPA rule and in the Transportation Policy Plan were followed in the development of the TIP and the conformity analysis. The new federal transportation legislation SAFETEA-LU revises some requirements for long-range plans and TIPs, including air quality conformity and public participation requirements. The Metropolitan Council is revisiting its policies and processes in light of this new direction and will have a revised policy in place prior to the development of the 2008-2010 TIP. A detailed description of the conformity analysis is found in Appendix B.

Original and New SIP Measures

The region has implemented the adopted transportation control measures in the SIP strategies contained in the original Air Quality Control Plan. A list of the plan amendments, strategies, their status, and how they have changed with new improvements, is in Appendix B.

3. PROJECT SELECTION PROCESS AND CONSISTENCY REQUIREMENTS WITH THE FINANCIAL RESOURCES

This chapter discusses the sources (federal, state, regional, local) and level of transportation funds available for projects and programs in the region, the process used to select projects and programs for inclusion in the TIP and the balance between selected projects and resources. A key element in this TIP Fiscal Constraint Analysis is the balance between resources and projects. Also included here is a discussion of the consistency of projects and programs with the Regional Transportation Policy Plan (TPP).

The detailed description of projects approved for Federal Title I and Title III funds, State Trunk Highway funds and Regional Capital Bonding projects are recorded in the attached Appendix A.

STATE PROCESS TO ALLOCATE FEDERAL AND STATE FUNDS

MN/DOT has developed a process of fund allocation to the Area Transportation Partnership regions (ATP) in the state to ensure the regional TIPs and the State TIP meet the fiscally constrained requirement.

This allocation process has four basic steps:

1. MnDOT's Office of Investment Management (OIM) determines the target level of funds available for the TIP period 2007 to 2010. These funding targets are sent to the ATPS for comment. Also included is guidance for TIP preparation.
2. The regions develop their draft TIPs using these funding targets. The regions can include funding for additional projects or programs for consideration by OIM.
3. OIM assembles the draft regional TIPs and the requests for additional funds. OIM informs the regions if their request for a higher level of funds will be honored.
4. The regions modify their list of projects based on OIM response, adopt their final TIPs and submit them to MnDOT for inclusion in the STIP.

RESOURCES AVAILABLE 2007-2010

The Region receives federal Title I and III funds, state trunk highway funds and regional transit capital bond funds. In addition, all federally funded projects require a local match provided by the sponsoring agency. These can come from state trunk highway funds, regional bond funds, city or county funds or from other groups such as the DNR. These add to the resource available to pay for the projects in the TIP.

Transportation resources available to the region for highway, transit, and alternative mode projects are approximately \$2,421 million over the 2007 to 2010 period (See Tables 6, 7 and 8). These funds include capital investments for highway, transit and alternative modes and some operating funds for the metropolitan and small area transit systems. Federal Title I and State Trunk Highway funds represent approximately 81% of the funds available, while Federal Title III and other state and local taxes represent the remaining 19%. A major portion of the local funds comes from property taxes that help fund the regional transit system and the city and county highway systems.

Recorded in Table 7 are the traditional highway funding sources available to the region. The total for four years is \$1,984 million. The region's "target" for Federal Title I and state trunk highway funds is \$1,041 million. These targets set out the parameters that are used in the regional and MN/DOT process for project selection. These funds come to the Area Transportation Partnership regions based on a

formula that takes into account various attributes of the existing transportation system and the future populations of the regions. The four-year total is \$1,041 million. This includes \$624 million of Federal Formula funds and \$482 million of State Trunk Highway funds. (This has to be reduced by \$75 Million for BAP reduction/redistribution and other adjustments made to arrive at the final figure.)

In 2003, the Minnesota Legislature adopted the Pawlenty/Molnau Transportation Financing Package. This added approximately \$550 million for the Metro area and the portion to be spent in the 2007 to 2010 period is included in Additional MnDOT Allocation in Table 7. This category also includes additional allocations to help the Metro Division balance the TIP. The region assumes \$17 million of projects will lapse or additional funds (bonds) will be available due to legislative action. High priority projects have received federal earmarked funds by Congress. At present, \$109 million is available over the four-year period for specific projects.

MN/DOT will again use the Advanced Construction (AC) process to extend available resources. MN/DOT constructs federal aid projects in advance of the apportionment of authorized federal aid funds. MN/DOT has to meet a number of conditions to use the AC process. MN/DOT can commit future federal funds to projects as long as they go through the normal FHWA approval and authorization process. The projects using AC must be fully encumbered in the state budget for both the amount of state funds and the federal AC amount. The state funds available at contract letting must equal 100% of the local match of federal funds. This is normally 10% or 20% of the project costs. The AC amounts must be shown in the TIP. (The detailed tables in Appendix A identify AC by project.) The AC must be shown in the year incurred and in each year the conversion takes place. Sufficient cash must exist to make project payments until AC is converted or that the amount of work to be undertaken in a given construction season that does not exceed the actual federal funds available for that year. MN/DOT estimates, given the level of federal funds allocated to the state, an AC level of \$1 billion are feasible. MN/DOT believes a level of \$400 million is more appropriate. This will ensure there will be flexibility to advance projects should they be ready for contract letting prior to the existing program year.

Within the TIP timeframe, \$281 million of funds will be used to advance construct projects in the region (Table 7).

The AC funds that have been or will be used by the region by year are shown below. By 2011 all AC will be paid back. Given the AC funds will virtually all be “paid back” within the TIP time frame, these funds are not designated “additional” resources.

	Advance Construction	AC Pay Back
2000	\$ 31 M	-
2001	44 M	16 M
2002	33 M	48 M
2003	150 M	32 M
2004	150 M	65 M
2005	115 M	97 M
2006	100 M	122M
2007	229 M	85 M
2008	52 M	200 M
2009	0	144 M
2010	0	95 M
2011	8 M	8 M
Totals	\$ 912 M	\$ 912 M

The last category of funds included in Table 7 is Local Funds necessary to match the federal funds. The majority of the projects on the trunk highway system are matched with trunk highway funds included in the targets and not in the local match figure. In all other cases, the federal funds are matched by city or county funds, regional transit capital or operating funds or funds from other agencies such as the Minnesota Department of Natural Resources. At a minimum, these funds represent 20 percent of the project cost although this can be significantly higher. This represents \$323 million over four years.

Table 6
Twin Cities Transportation Program
Source of Funds
4 Year Summary

Federal Title I		\$ 1,152 Million
• <i>Target</i>	\$ 624	
• <i>High Priority Funds</i>	109	
• <i>Misc. Federal Funds</i>	93	
• <i>Additional SAFETEA-LU</i>	5	
• <i>Additional MnDOT Allocation</i>	396	
• <i>Adjustments (Payback, BAP Reductions)</i>	-75	
 Federal Title III		 333 Million
• <i>Formula/Discretionary</i>	333	
 Property Tax and Other State Taxes		 437 Million
• <i>Local and TRLF</i>	322	
• <i>Regional Transit Bonds/Bond Transit Adv.</i>	115	
 Trunk Highway		 487 Million
• <i>Target</i>	482	
• <i>District 1 Payback</i>	5	
 Legislative Allocation (bonds) and Anticipated Lapsed Projects	 12	 12 Million
TOTAL:		\$ 2,421 Million
 Advance Construction-additional authorization available against future funds		 281 Million

Table 7
Federal Title 1 and State Highway Funds
Assumed to be Available to Region-2007-2010
(Millions)

	2007	2008	2009	2010	Total
Federal Title I Funds	143	143	169	169	624
District 1 Payback	5	0	0	0	5
BAP Reduction/Redistribution	-8	-28	-21	-18	-75
Additional SAFETEA-LU	2	3	0	0	5
State Funds	119	119	122	122	482
Target for Region	261	237	270	273	1041
Additional MnDOT Allocations	126	176	71	23	396
Legislative Allocation(Bonds) & anticipated lapsed projects	12	0	0	0	12
High Priority Projects	22	38	49	0	109
Misc Federal Funds	44	26	22	1	93
Local Funds	166	74	49	33	322
Total Funds Available	631	551	461	330	1973
Advance Construction (Additional authorization available against future funds)	229	52	0	0	281

Includes \$3M of STP, \$15M-HPP, \$5M of State, and \$4M of local funds for Chisago Co. projects

Table 8
FEDERAL TITLE III AND MATCHING FUNDS AVAILABLE
AND REQUESTED BY REGION 2007-2010
(Millions)

	2007	2008	2009	2010	Total
Section 5307 Formula	78.5	50.8	55.6	57.6	242.5
Section 5309	35.4	18.5	15.3	12.8	82.0
Section 5310 Formula	Projects not selected yet				
Section 5311 Formula	0.23	0.23	0.23	0.23	0.92
Section 5316 Formula	2.0	1.0	0.86	1.0	4.86
Section 5317 Formula	1.03	0.57	0.6	0.62	2.82
Total Federal Funds	117.16	71.1	72.59	72.25	333.10
Regional Capital Bonds *	28.4	28.7	23.6	30.1	110.8
Bond Transit Advantages	4.67	---	---	---	4.67
Total Local	33.07	28.7	23.6	30.1	115.47
Total Local and Federal	150.23	99.8	96195	102.35	448.58

*Reduced by the amount used to match Title 1 funds

Transit funds available to the region in 2007-2010 are recorded in Table 8. Included are Federal Title III funds and regional capital bonds used to match federal funds. This table does not show the Title I funds allocated to transit. These are shown as expenditures in Tables 10 and 11. The establishment of the level of Title III funds available for use by the region is done in a completely different manner than the Title I Funds. There are four different Title III section funds that come to the region. The region estimates a total of \$333 million in Title III funds will be received by the region in the next four years.

Section 5307 is capital formula funds provided to Metro Transit and other transit operators as the region's major transit providers. These funds have continued to increase year to year under TEA-21. The total 5307 formula funds are approximately \$242.5 million.

Section 5309 is discretionary funds that are allocated to Metro Transit or other operators on request by Congress. The level of funds received varies from year to year. The level of funding in 2007 is the region's best estimate of what might be available and reflective of the Regional Capital Improvement Program. The level of funds shown in Table 8 reflects the detailed tables in Appendix A. Historically, the level of funds that are made available in the latter years of the TIP are closer to the level received in the first year.

Sections 5310 and 5311 funds are provided to MN/DOT as the state's agent. The Section 5310 provides capital funds for lift-equipped vehicles to non-profit agencies providing transit services for elderly and handicapped (the list of projects to utilize these funds is not available at this time). The Section 5311 funds provide operating assistance for small city operators.

The region generates transit capital and operating funds from four principal sources: fares, state motor vehicle sales tax for operations, regional property taxes that are dedicated to repay bonds that fund capital projects, and state general funds that are directed to the region's ADA service, the regular transit service or to repay state bonds for transit projects. The transit opt-out providers may also use local general fund money to subsidize operating cost or to match federal funds. Regional Capital Bonds of \$140 million will be used to match federal Title I and Title III funds as well as fund 100% of various capital transit investments. The region has assumed the total level would increase each year to reflect the growth in regional property value. Approximately \$25 million appear in the "Local Funds" in Table 7 because they are used to match Title 1 CMAQ Funds.

PROJECT SELECTION PROCESS AND CRITERIA

The processes followed for selection of projects to use the resources described above vary depending on the type of funds. Summarized below are the sources of transportation funds that come to the region and the processes followed for project selection and the agency that is responsible for the selection process. These processes are described on the following pages.

<u>Funding Category</u>	<u>Project Selection Process Followed</u>
Title I Federal Funds (Traditional Highways Fund)	
<ul style="list-style-type: none"> • STP Urban Guarantees, Enhancement, Congestion Mitigation/Air Quality, Bridge Improvement/Replacement 	Competitive Regional Solicitation Process conducted by the Transportation Advisory Board (TAB)
<ul style="list-style-type: none"> • Railroad Safety and Hazard Elimination/Safety funds 	Competitive regional solicitation process conducted by MN/DOT and TAB
<ul style="list-style-type: none"> • National Highway System Interstate Maintenance, STP Non-Urban Guarantee, Intelligent Transportation System 	MN/DOT/Metro Division Process with assistance from Capital Improvement Committee (CIC)
Federal Title III Funds	
<ul style="list-style-type: none"> • Sections 5307 and 5309 • Section 5310 	Metropolitan Transit Selected MN/DOT Office of Transit/Statewide Competitive Process
<ul style="list-style-type: none"> • Section 5311 	MN/DOT Office of Transit/Categorical Allocation
State Trunk Highway Funds	MN/DOT Metro Division Process with CIC assistance
Regional Capital Transit Bond Funds	Competitive Regional Solicitation Process conducted by the Metropolitan Council
State Transportation Revolving Loan Fund (TRLF)	Statewide competitive solicitation process conducted by MN/DOT

COMPETITIVE REGIONAL PROJECT SELECTION PROCESS

A substantially new competitive process was developed by the region to select projects for use of Title I federal funds after passage of ISTEA in 1991. Projects to utilize the following funding programs are selected through this process: STP Urban Guarantee, CMAQ, TEP, Bridge Improvement/Replacement, Hazard Elimination and Railroad Safety. This process prioritizes approximately 50 percent of the Title I target funds that are available to the region. (See Table 6.) The regional partners designed the process to insure federal Title I funds would help the region implement its plans and high priority projects and programs. The priorities are based on the goals and policies in the Regional Development Framework and Transportation Plan. Specifics of the process are described below.

Projects have been solicited in the following categories:

- Principal Arterials
- “A” Minor Arterials (A category of minor arterials with regional importance)
 - Reliever
 - Augmenters
 - Expanders
 - Connectors
- CMAQ Transit Expansion
- CMAQ - Other
- Bikeway
- Walkway
- Enhancements
- Bridge Improvement/Replacement
- Hazard Elimination/Safety
- Railroad Safety

Subcommittees of the TAC’s Funding and Programming Committee (F&PC) ranked all categories of projects except the last two categories that were ranked by MN/DOT staff. In turn, the recommended projects were reviewed and approved by the F&PC. Using these rankings, the F&PC recommended two allocation options to be considered by TAC and recommended to TAB. Subsequently, the TAB Programming Committee approved one option to be included in the 2007-2010 TIP. There was no predetermined distribution of funds by category or geographic subarea other than the level of funding identified for enhancements and CMAQ.

Separate qualifying and prioritizing criteria were used for each category. A numerical rating was completed for each project in each category. The qualifying and prioritizing criteria used were selected to be consistent with and implement regional priorities and plans. Recorded below are the most commonly used qualifying criteria. These are followed by the subject matter of the prioritizing criteria used. (The complete solicitation package is available upon request.)

Examples of Qualifying Criteria

- The project must be consistent with the policies of the Metropolitan Council's adopted Regional Framework that includes the Transportation Policy Plan (TPP).
- The project must implement a solution to a transportation problem discussed within the local or county comprehensive plan and/or in an approved Capital Improvement Program (CIP) of a local, regional or state agency.
- The proposer must include with the submittal a letter from the agency with jurisdiction over the facility affected indicating it is aware of and understands the project being submitted and that it commits to operate and maintain the facility for its design life.
- The proposer must show that the project has been coordinated with all affected communities, the appropriate transit operator, and other levels of government.

Categories of Prioritizing Criteria

- Consistency with the Region's Development Framework.
- Integration Land Use and Transportation.
- Demonstrated Need for Facility - Present and Future.
- Service Provided.
- Characteristics of Area or Population Served.
- Integration of Modes.
- Reduction of congestion on principal or minor arterials.
- Increase in hourly person through-put.
- Accident Prevention and Control.
- Cost Effectiveness.
- Air Quality.

Regionally Selected Projects

Recorded in Table 9 is a summary of the projects selected by category through the regional competitive process in 2003/2004 and 2005/2006. This table only records the federal funds allocated to the projects. The 2005/2006 solicitation process identified projects to be programmed in 2009 and 2010. The 2003/2004 process selected projects to be programmed in 2007 and 2008. MN/DOT solicited projects for Hazard Elimination/Safety and the Railroad Safety. The criteria for project evaluation were reviewed and approved by the Funding and Programming Committee of the TAC. Once MN/DOT staff evaluated the projects, the Funding and Programming Committee selected the projects to be funded. The Enhancement (EN), Congestion Mitigation/Air Quality (CMAQ), Surface Transportation Program (STP) and Bridge Improvement and Replacement (BIR) projects were evaluated by subcommittees of the Funding and Programming Committee and selected through the TAB process.

These totals do not equal the amounts shown in Table 10 and 11 for a number of reasons. Only federal amounts are shown in Table 9 and projects selected in the solicitations could have already been authorized, dropped or moved to another program year.

PROJECT SELECTION FOR ADDITIONAL TITLE I FUNDS BY MN/DOT METRO DIVISION WITH ADVICE FROM THE CAPITAL IMPROVEMENT COMMITTEE PROCESS

The MN/DOT Metro Division with the advice of the Capital Improvement Committee (CIC) identifies MN/DOT projects for inclusion in the TIP. Metro Division selects projects on the state trunk highway system that use National Highway System, Interstate Maintenance, STP Non-Urban Area Guarantee, and Intelligent Transportation funds. The CIC assists in developing investment strategies for MN/DOT programs and prioritizes projects across program categories; it identifies and carries major programming issues to MN/DOT Metro Division management and to the TAC Funding and Programming Committee. Participation on the committee includes staff of MN/DOT Metro Division functional areas, Transportation Advisory Board, Metropolitan Council and six representatives of the TAC.

The Council and MN/DOT have cooperatively identified priorities to be used to direct the inclusion of major projects into the TIP. The priorities and projects are drawn from the regional plans of the Council and MN/DOT. Projects are identified to follow the four broad regional plan priorities recorded in the order of importance: preserve, manage, improve, and expand. The "preserve" and "manage" projects are considered the highest priority and those "needs" are attempted to be met first within the available resources. With the remaining funds, improvement and then expansion projects are selected.

METROPOLITAN TRANSIT SELECTION OF SECTIONS 5307 AND 5309 PROJECTS

The Title III federal funds come to Metro Transit as the principal transit provider in the region. The agency uses the federal funds for bus purchase, bus rebuilding, shelters, garages, guideway improvements such as, shoulder bus lanes and maintenance and operations. These projects are identified in Metro Transit's 5-year Capital Improvement Program. This is developed as a tool to implement the regional transportation plan. Metro Transit also submits projects for funding with Title I and Regional Capital Bonds.

MN/DOT OFFICE OF TRANSIT

The Title III Section 5310 and 5311 are allocated by MN/DOT's Office of Transit. The Section 5310 funds are competitively allocated to non-profit agencies for vehicles. This is a statewide process. The projects selected in the region are recorded in the TIP. Projects are selected annually so each year the TIP is revised or amended and a new table of projects is included for the next fiscal year.

Section 5311 allocates operating funds for small city transit service. The amount is determined based on formula. There are three transit services in the region that receives funds.

Table 9
SUMMARY OF PROJECTS SELECTED
COMPETITIVELY IN 2003/04 and 2005/06
(Federal Funds/in millions)

	2007	2008	2009	2010	Total
	Selected 2003/2004	Selected 2003/2004	Selected 2005/2006	Selected 2005/2006	
PROGRAM CATEGORY					
Hazard Elimination/Safety (HES)	1.206	3.242	4.338	5.701	14.487
Railroad Surface & Signals (RRSS)	1.530	1.440	2.489	2.287	7.746
Bridge Improvement/Replacement (BIR)	0.716	8.048	0.630	5.727	15.121
Enhancements (EN)	3.937	5.176	8.396	8.365	25.874
Congestion Mitigation Air Quality (CMAQ)	11.450	18.455	27.780	26.087	83.772
Surface Transportation Program (STP)	19.320	32.061	46.296	45.285	142.962
TOTALS	38.159	68.422	89.928	93.452	289.962

BALANCE OF SELECTED PROJECTS WITH AVAILABLE FINANCIAL RESOURCES

TEA 21 requires that the region's TIP must be consistent with funds reasonably expected to be available. This means the projects recorded in the TIP cannot significantly exceed expected revenues. The state and region have agreed on a process that ensures a balance exists between resources and expenditures. The project costs identified for 2008 to 2010 closely match the funds available. The MN/DOT process of fund allocation to the Area Transportation Partnership (ATP) regions in the state ensures the regional project commitments and the STIP are in balance with the funds available from Title I and State Trunk Highways. MN/DOT sets funding targets for each of the regions to use as they developed their draft regional TIP. The draft TIPs submitted to MN/DOT can be over programmed by the regions as a means of requesting additional federal and state funds. MN/DOT sets the final regional funding levels that are in balance for the state. The regions, in turn, make final modifications to their TIPs to reflect these funding levels

The allocation of Federal Title I and state Trunk Highway funds to various expenditure categories are recorded in Table 10 for the four-year TIP period. This Table uses the major funding programs to illustrate how the funds are allocated. These reflect the programs followed in the selection processes. Comparing Table 10 with the resource recorded in Table 7 illustrates the use of Title I and State Trunk Highway funds.

The total Title I, Trunk Highway and Local funds allocated over four years is \$1,973 million. Also included in this figure are the high priority project funds allocated by Congress which represent \$143 million in resources which includes the state and other funds to deliver the projects.

In Table 11 the 2007 funds are allocated to various expenditures categories. By comparing this total to the 2007 figure from Table 7 it can be seen revenues balance with expenditures.

Federal guidance only requires Title III funds match the approved project costs in the first year of the TIP. The 2007 projects funded with Title III have a total value of approximately \$150.23 million (Table 8). Additional funds are available to transit from CMAQ and STP Urban Guarantee funds (See detail tables attached).

Table 10
DISTRIBUTION OF TITLE 1, STATE TRUNK HIGHWAY
AND MATCHING FUNDS(millions)
2007-2010

	TOTAL	FEDERAL	STATE	OTHER(+ BONDS)	AC**
CMAQ	121	90	0	31	12
Enhancements	72	37	0	35	1
STP Urban Guarantee	341	200	2	139	22
STP Non-Urban	13	8	1	4	0
MnDOT & State Aid Bridge	51	37	6	8	0
HPP	143	94	10	39	14
MN Interstate Maintenance	393	352	39	2	189
ITS	0	0	0	0	0
NHS	206	186	13	7	39
100% State Funded	430	0	419	11	0
HSIP	33	24	3	6	0
Transit Advantage	12	0	0	12	0
Misc Fed	124	93	2	29	1
Chisago County	34	18	5	11	3
TOTAL	1973	1139	500	334	281

Table 11
DISTRIBUTION OF TITLE 1, STATE TRUNK HIGHWAY
AND MATCHING FUNDS(millions)
2007 Annual Element

	TOTAL	FEDERAL	STATE	OTHER(+ BONDS)	AC**
CMAQ	25	15	0	10	12
Enhancements	31	14	0	17	1
STP Urban Guarantee	136	56	0	80	12
STP Non-Urban	5	4	0	1	0
MnDOT & State Aid Bridge	8	4	0	4	0
HPP	29	17	1	11	7
MN Interstate Maintenance	112	72	38	2	189
ITS	0	0	0	0	0
NHS	71	68	3	0	5
100% State Funded	110	0	103	7	0
HSIP	6	4	1	1	0
Transit Advantage	12	0	0	12	0
Misc Fed	67	44	0	23	0
Chisago County	19	8	1	10	3
TOTAL	631	306	147	178	229

**Advance Construction(AC) allows additional authorization against future funds. AC will be paid back with other federal funds within the timeframe of this TIP.

CONSISTENCY WITH THE REGIONAL TRANSPORTATION PLAN (TPP) AND PRIORITIES

All projects in the TIP must be consistent with the TPP. The priorities of the TPP are recorded in Chapter 2, Summary of the Regional Plans and Priorities. The region's priorities for the trunk highways are to maintain and preserve all 1200 miles of the system in the region. The region has stated the order of priority, which is: to preserve, to manage, and to expand the principal arterial system as funds are available. Significant investments to be made in the later three categories are recorded in the TPP. The region also identifies transit priorities as recorded in the plan summary in Chapter 2. The priorities for transit are to serve four primary markets: alleviate congestion, provide better accessibility to jobs, promote higher density development and revitalize the core area of the region.

No attempt has been made to point out the projects that are consistent with maintaining the trunk highways. (See Table 12.) Funds assigned to preservation projects are \$428 million. Preservation distinguishes the more routine activities such as road resurfacing and bridge improvement from the periodic major investment needed such as reconstruction. This represents 26.1 percent of total federal and state funds available to the region.

The region's second highest priority for the highway system is to manage the transportation system. Management projects are advanced by Mn/DOT and other agencies. Approximately \$93 million or 5.7% will be spent on traffic management. The detailed project descriptions are found in Appendix A. A number of these projects put in place the facilities and equipment needed by Mn/DOT to manage all freeways in the urban area to ensure these highway segments are used effectively. These projects include ramp meters and HOV bypasses of meters. Many of the projects selected for STP and CMAQ are in part management projects. This is due to the criteria used to select the projects (see discussion above). This is especially true of the principal arterial and "A" minor arterial projects. In large part, these categories were developed to promote traffic management activities.

The third priority for funding is the expansion category. All of the major projects identified in Table 13 are consistent with and in most cases, specifically identified in the TPP. The combined federal and state funds allocated to expansion projects represent approximately 42% or \$688 million of the four-year target. A significant part of these funds labeled expansion are, in fact, required to reconstruct the highways as the expansion projects are carried out. It is difficult to separate one part of the work from another. The new HOV lanes on I-35W are included in the expansion project category. This category has increased significantly over the last TIP due to the passage of the Pawlenty/Molnau Transportation Financing Package that provided approximately \$560 million to the region.

The "A" minor arterial system is intended to provide for a more than local need. The "A" minor arterial system was adopted and is included in the regional transportation plan. The funding for "A" minor arterials are contained in the three categories discussed above depending on the particular project.

The TIP contains a number of "set-asides" that reserve funds for certain activities that are difficult to identify in advance. These include right-of-way needed for projects, which varies significantly by locale or based on court decisions. Also included in the \$189 million are supplemental agreements. These funds are set aside to cover contract changes due to unforeseen costs, such as poor or polluted soils or for cost overruns.

The “other” category in Table 12 includes agreements with local governments, enhancements and transit projects. These projects represent 14.7% or \$241 million. Local agreements cover work in Mn/DOT right-of-way and Mn/DOT is contributing to the cost of the project. These projects are difficult to characterize due to the variety of activities that are included. The enhancement funds are allocated through the regional process. Finally, transit projects are included. Many projects selected for funding can be found in the TPP or are consistent with adopted policies. This has come about in part due to the criteria used to select the projects which are in part intended to implement regional policies.

In Appendix A, Tables A-1 and A-3 record all transit and TDM projects funded with Title I funds. The region is committed to providing regional transit service consistent with the regional Framework and TPP. All Title I and Title III transit projects sponsored by Metro Transit have been developed with this end in mind.

The TPP emphasizes the need for bike and walk projects. Specific facilities are not identified relative to bike, walk or enhancement projects in the plan. There are policies that define needs in these areas. The criteria used to select projects are intended to encourage projects that fulfill these policies. Therefore, the projects selected are consistent with the TPP.

Table 12
2007-2010 ALLOCATION OF FEDERAL TITLE I AND
STATE TRUNK HIGHWAY FUNDS BY WORK TYPE
(in Millions)

	2007	2008	2009	2010	Total	
					\$\$	%
Preservation	113	111	119	85	428	26.1%
Manage	16	18	25	34	93	5.7%
Expansion	182	242	162	102	688	42.0%
Setasides for R/W, Cost Overruns, Supplemental Agreements	61	47	41	40	189	11.5%
Other(agreements, enhancements, transit)	81	59	65	36	241	14.7%
TOTAL FED/STATE FUNDS	453	477	412	297	1639	100.0%
Local Funds	178	74	49	33	334	
TOTAL FUNDS AVAILABLE	631	551	461	330	1973	
Advance Construction	229	52	0	0	281	

PLAN IMPLEMENTATION PROGRESS

STATUS OF MAJOR PROJECTS

Federal TIP guidance requires the progress made on implementing the region's transportation plan be reported annually. Discussed below is the progress made on major projects and project's authorized in the last fiscal year, 2006 (Table A-11). Over the past eleven years, the region has included a list of major projects in the TIP. Separate tables have been prepared on major highway and transit projects. The highway projects are found in Table 13. For each project a summary has been provided. The current letting year, cost and comments on the status of the project are included. During the past year three major projects were opened to traffic:

- TH 55 Hiawatha Ave. reconstruction of the four-lane expressway from the Crosstown (TH 62) north to I-94.
- TH 100 from Glenwood Ave. north to CSAH 152 reconstructed the four-lane expressway to a six-lane freeway.
- I-494 from TH 212 to TH 100 added the third lane in each direction.

The Hiawatha LRT began service in June 2004. In December, the Hiawatha line was extended to the Mall of America in Bloomington with service to the Minneapolis International Airport. Stations are located at both the Lindberg and Humphrey Terminals.

The status of major transit capital projects appears in Table 14. This table records Federal Title I and Title III funded projects, which exceed \$4,000,000. Replacement bus contracts have been regularly let. A number of service expansion projects are included in Table 14. Northstar Corridor commuter rail line, Bottineau Blvd. busway, Cedar Avenue BRT, Central Corridor Transitway and the Union Depot planning and design work are major transitway projects in various stages of implementation. This table also identified major CMAQ funded projects to be programmed between 2007 and 2010.

All of the major projects are either specifically included in the TPP and recorded Chapter 2 or are consistent with TPP policies. The tables and maps in Chapter 2 also show major projects not yet programmed. In the coming years, these projects can be expected to move into the TIP as funds become available.

PROJECTS AUTHORIZED IN FISCAL YEAR 2006.

Another measure of plan implementation are the projects and project value authorized in the previous fiscal year. These projects were in the 2007-2010 TIP. They have now been removed since they have advanced to a point of authorization of funds. These project authorizations, in addition to the status of major projects (Tables 13 and 14), illustrate the progress made toward implementing the region's 2030 Transportation Plan.

The projects authorized in 2006 are recorded in Table A-21. The total value of these project authorizations is approximately \$522 million, with \$210 million of federal funds, \$2 million federal demonstration funds, \$126 million state funds, \$97 million advance construction, and \$24 million other sources. For the most part, these are bond funds associated with BAP projects.

The legislative authorized additional funds used in 2006 are included in the project totals in Table A-21 but do not have a separate column due to limitation of the electronic spread sheet use. These funds are approximately \$15 million.

**Table 13
STATUS OF MAJOR HIGHWAY PROJECTS**

<u>Project Highway and Bridge</u>	Cost Estimates (000s)	Current program years	Program Year- Last TIP	Assumed year open to traffic	Project status/comments
1. TH 12	\$ 62,000 \$ 55,000 R/W	2003, 2006	2006	2007	Construct new limited access 2-lane highway between Wayzata Blvd. to CR 6 in Orono. Parallel to existing TH 12.
2. I-35W, HOV lane, 66 th St. to 42 nd St.	Revised Cost \$251,000 \$15,000 R/W (was \$233,000)	2006	No change	2010	Reconstruct TH 62 and I-35W and add the HOV lane. Contract letting 5/06.
3.. TH 36, St. Croix Bridge	\$150,000 to \$227,000				New 4-lane bridge and approaches. Cost share with Wisc. Request for HPP funding has been made. Funds for cut and cover study and Lift Bridge Management Plan received..
4. I-494/TH 61 interchange, TH 61/ local access	\$250,000	2002	No change	2008	Replace and widen I-494 bridge, reconstruct interchange, reconstruct TH 61. Provide local access. All contracts let..
5. TH 610 at CSAH 81, etc.	\$ 35,600 \$ 8,500 R/W	2005	No change	2006	Continue construction of new 4-lane freeway on new alignment. Under construction.
6. TH 169 N of 77 th , thru 610	\$ 31,500 \$ 3,000 R/W	2006	No change	2009	Convert expressway to freeway.

Table 13 (continued)
STATUS OF MAJOR HIGHWAY PROJECTS

<u>Project Highway and Bridge</u>	Construction Cost Estimates (000s)	Current program years	Program Year- Last TIP	Assumed year open to traffic	Project status/comments
7. TH 169 from Minnesota River to south of Highwood Drive	\$104,000	2005	No change	2008	Reconstruction two intersections as interchanges. Under construction.
8. I-494 from TH 212 to Carlson Parkway	\$135,000	2004	No change	2006	Widen I-494 to six lanes. Under construction.
9. TH 212 from CSAH 4 to ¾ mile west of CSAH 147	\$238,000	2005	No change	2008	Construct new four lane freeway on new alignment. Under construction.
10. I-694 from west to east Junction I-35E (unweave the weave)	\$145,280	2004	No change	2007	Reconstruct and add lanes to eliminate bottleneck. Under construction.
11. TH 65 and TH 242/CSAH 14 Interchange	Revised cost \$50,000 (was \$ 30,000) + \$ 10,000 R/W	2007	No change	2008	BAP Safety Project MnDOT has \$12 M available

***Table 14**
STATUS OF MAJOR TRANSIT CAPITAL PROJECTS

Project Title	Total Project Cost	Federal Participation	Grant Application	Type	Project Status
New Bus Purchases	25,000,000	20,000,000	<i>To be applied</i>	5307/5309	Annual Expense
Engines, Transmissions, Lifts, Tire Leases	4,000,000	3,000,000	<i>To be applied</i>	5307/5309	Annual Expense
New Bus Garage/Mpls FTH-2	45,000,000	36,000,000	<i>To be applied</i>	5307/5309	Program Year 2006
I-94 East Park and Ride Lot - 500 Cars, Co Rd. 19 & I-94	4,000,000	3,200,000	<i>To be applied</i>	CMAQ	Program Year 2007
10 Hybrid Electric Buses for I-94 East Park and Ride Service Expansion Plan	5,362,000	4,290,000	<i>To be applied</i>	CMAQ	Program Year 2008
CR 81/Northwest Corridor Park and Ride Lot - 800 Cars, Brooklyn Park	6,875,000	5,500,000	<i>To be applied</i>	CMAQ	Program Year 2007
10 Hybrid Electric Buses for Northwest Corridor/Sector 8 Service Expansion Plan	5,362,000	4,290,000	<i>To be applied</i>	CMAQ	Program Year 2008
New LRT Station at 34 th Ave., Expand 28 th Ave. Park & Ride	12,600,000	5,775,000	<i>To be applied</i>	CMAQ	2009
12 buses dedicated to Cedar Ave. Busway for station to station service	6,142,500	4,914,000	<i>To be applied</i>	CMAQ	2009
Commuter coach service from Ramsey to Minneapolis, 200 Park and Ride stalls	5,929,898	4,743,918	<i>To be applied</i>	CMAQ	2009
Construct 400 car parking garage adjacent to Anoka Northstar Station	8,881,000	5,885,000	<i>To be applied</i>	CMAQ	2010
Complete SMTC Market St. Station and Park & Ride Expansion	7,218,750	5,775,000	<i>To be applied</i>	CMAQ	2009

To be applied: This means that prior to spending these federal transit funds, an application must be submitted to and approved by the Federal Transit Administration

*Major: In excess of \$ 4,000,000 committed to the project

Table 14
STATUS OF MAJOR TRANSIT CAPITAL PROJECTS

Project Title	Total Project Cost	Federal Participation	Grant Application	Type	Project Status
Northstar Corridor, Commuter Rail Line, Big Lake to Mpls., extension of LRT to Commuter Rail Station	172,098,000	137,679,000	<i>To be applied</i>	State Bonding, Local Match	Program Year 2007
Phase I Bottineau Blvd. Busway Design and Construction	4,302,000	3,442,000	<i>To be applied</i>	Local Match	Program Year 2007
Cedar Ave Bus Rapid Transit (BRT)	15,000,000			State Bond Funds	Program Year 2007
Central Corridor Transitway	15,925,000	6,500,000	<i>To be applied</i>	State Bond Funds Local Match	Program Year 2007
Union Depot	58,720,000	44,177,000	<i>To be applied</i>	Local Match	Program Year 2007

To be applied: This means that prior to spending these federal transit funds, an application must be submitted to and approved by the Federal Transit Administration
 *Major: In excess of \$ 4,000,000 committed to the project