

Appendix A: Twin Cities Transportation Priorities



Urban Area / County	Facility/Route/Corridor/System	From-To/Route Intersected	ADT/Ridership	Importance of Facility to Local, Regional Mobility and why Improvements are Needed	Improvement Needed	How Improvement will Benefit/Support State's Future Development/Quality of Life	Likely Status (Including Funding) of Project in 2019 under Current Funding	Light	Estimated Cost (millions)
Minneapolis	TH 65	Bridge # 2440 over Mississippi River	18,400	Historic bridge over Mississippi River between Downtown Minneapolis and NE/SE Mpls.	Bridge redeck and repair	Historic bridge over Mississippi River between Downtown Minneapolis and NE/SE Mpls.	In the 10-Year Work Plan for 2018-2023		Greater than \$33 million
Hennepin/Dakota	I-35W	Bridge # 5983 over Minnesota River	117,000	Critical crossing of the Minnesota River between the south metro and job centers and the airport in Hennepin County.	Bridge redeck and repair	Critical crossing of the Minnesota River between the south metro and job centers and the airport in Hennepin County.	In the 10-Year Work Plan for 2018-2023		Greater than \$100 million
Twin Cities	Various including: Snelling Ave, East 7th, West 7th, Nicollet, Central Ave, Chicago, Robert St. Amecian Blvd., Fremont /Emerson, Lake St., Penn Ave. and Broadway Ave.	Connecting downtown Minneapolis and downtown St. Paul to neighborhoods and development along various arterial corridors.	100- mile system of 12 corridors, estimated 140,000+ rides per average weekday in 2030, about twice the existing ridership		Provide Bus Rapid Transit (all-day frequent station-to-station service) on up to 12 significant arterial corridors	System currently provides about 86,000 average weekday rides in the regional transit system with about 450,000 people and 460,000 jobs within 1/2 mile of the routes. The Arterial BRT system would provide a faster, higher amenity transit service in these strong existing transit markets to attract new riders and improve the experience of existing riders.	Partial capital funding available for 1-2 lines by 2019, service operations not funded.		Not available
Twin Cities	Green line extension	downtown Mpls thru St. Louis Park, Hopkins, Minnetonka and Eden Prairie	15-mile corridor, estimated 30,000 rides per average weekday in 2030		Extend the Light Rail Green Line to the southwest connecting Minneapolis, St. Louis Park, Minnetonka, Hopkins and Eden Prairie	The Green line extension will provide an important connection between Minneapolis and the southwest suburbs providing a link for commuters to many major employers both in downtown Mpls and along the entire corridor.	Currently in federal New Starts process. Federal and state funding shares uncertain. CTIB and local shares likely funded.		\$1.25 billion
Twin Cities	Blue Line extension	downtown Minneapolis thru Golden Valley, Robbinsdale, Crystal and Brooklyn Park	13-mile corridor estimated 27,000 rides per average weekday in 2030.		Extend the Light Rail Blue Line northwest connecting Minneapolis, Golden Valley, Robbinsdale, Crystal and Brooklyn Park	The Blue Line extension will provide an important connection between downtown Minneapolis and the northwest suburbs connecting to the planned Target campus in Brooklyn Park and also allowing trips to connect thru to the MOA and airport along the existing Blue Line.	Preparing to enter federal New Starts process. Federal and state funding currently uncertain. CTIB and local shares likely funded.		\$1 billion
Twin Cities	Orange line	I-35W from downtown Minneapolis thru SW Mpls, Richfield, Bloomington and Burnsville	16- miles, estimated 10,000 rides per average weekday in 2030 on station-to-station service (excluding corridor express ridership)		Provide all day station-to-station bus rapid transit along I-35W south from downtown Minneapolis to Burnsville.	The Orange line will provide all day service along I-35W south connecting stations along the corridor at Lake Street, 46th Street, 66th Street, American Boulevard, 98th, and the Burnsville station.	Partial funding for capital improvements, service operations not funded		\$150 million
Metro District	All Trunk Highways	all	NA	The aging transportation system requires more maintenance to keep it in service. Inflation erodes the purchasing power of the operations funding needed to plow snow. When new capacity is added, more maintenance and operations dollars are needed for that new capacity. New funding needs to include maintenance and operations as well as the capital needs.	Need additional funding to keep pace with inflation, additional maintenance of aging infrastructure, and additional operating costs of new infrastructure. Additional resources are also needed to operate and maintain the growing level of technology features such as traffic management systems.	Timely maintenance increases the useful life of the infrastructure and improved operations and use of technology improves mobility for highway users.	Additional funding for operations and maintenance included in the 20-year plan is insufficient to keep pace with inflation and increased needs.		Greater than \$10 million per year
Metro	I-94	St. Paul to Minneapolis	165,000	Extremely important to traffic flow in the Metropolitan area and for connecting the two downtowns	Pavement and other infrastructure replacement due to extreme deterioration. Overlays are having diminishing returns as the subsurface layers continue to deteriorate.	Improvement will extend the life of the pavement and contribute traveller safety, and to meeting MAP-21 pavement performance targets.	Funding is only sufficient for a mill and overlay every 5-7 years. No funding is identified for a pavement replacement in the 20-year plan. Planned for 2020.		Greater than \$300 million
Ramsey County	I-35W	TH 36 to TH 10	112,000	I-35W in this area experiences significant congestion during the peak periods on a daily basis.	Managed lanes expansion between TH 36 and TH 10 (Phase 1)	This improvement will improve the movement of traffic, increase transit ridership and the use of high occupancy vehicles, provide a choice for commuters during the peak periods, enhance economic development prospects for the area, and improve safety.	In the 10-Year Work Plan for 2022. Identified in MnPASS Phase II Study and separate "I-35W North Managed Lanes Corridor Study" - June 2013		Phase 1 + Phase 2 = Greater than \$100 million

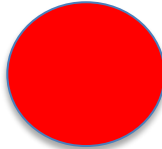
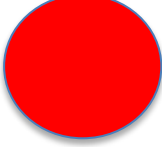
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Twin Cities	Various including: I-35W North, TH 36, TH169, I-94 West, I-394, I-35E North, TH 61 (Red Rock)	all	Estimated range of 4,000-9,000 rides per line per average weekday in 2030 on the station-to-station service (excluding corridor express ridership)		Provide Bus Rapid Transit (all-day frequent station-to-station service) on up to five significant highway corridors	The regional highway system is continuing to become more congested as population and employment grows within the region. Highway BRT will provide additional connections between major regional centers of activity and residents while taking advantage of improvements in travel time as a result of coordinated highway investments.	Partial capital funding potentially available for 1-2 lines by 2019, service operations not funded.		Not available
Hennepin County	I-494	France Avenue to I-35W	160,000	I-494 in this area experiences significant congestion during the peak periods on a daily basis.	Add eastbound Auxiliary lanes between interchanges	This improvement will improve the movement of traffic, and improve safety.	No funding in 20-year plan.		\$10-17 million
Mpls./St. Paul	I-94	Downtown Mpls to DT St. Paul	165,000	Major interstate connector between the states two largest commercial centers.	Managed lanes expansion between TH 55 and I-35E (Phase 2)	This improvement will improve the movement of traffic, increase transit ridership and the use of high occupancy vehicles, provide a choice for commuters during the peak periods, enhance economic development prospects for the area, and improve safety.	In the 10-Year Work Plan for 2020.		Greater than \$100 million
Hennepin County	I-35W	From DT Mpls to TH 36	160,000	I-35W in this area experiences significant congestion during the peak periods on a daily basis.	Managed lanes expansion between DT Mpls and TH 36 (Phase 2)	This improvement will improve the movement of traffic, increase transit ridership and the use of high occupancy vehicles, provide a choice for commuters during the peak periods, enhance economic development prospects for the area, and improve safety.	Part of the Managed Lanes vision. In Workplan, listed as 2022.		Phase 1 + Phase 2 = Greater than \$100 million
Twin Cities	NA	all	1% annual increase in service will provide an additional 1 M rides annually (i.e. additional 10 M rides after 10 years)		Expand base bus service in the region, including more routes, increased frequency of service and longer hours, at a minimum rate of 1% expansion annually	The Twin Cities region is expected to grow by approximately 900,000 more people and 570,000 more jobs by 2040. Serving this increased population and employment, providing connecting service to regional transitways and a growing mode share of existing trips, will require growth in the base bus system.	Bus expansion capital and service operations not funded.		Not available
Metro area	Bicycle and Pedestrian Facilities	Metro area	NA	There is an increasing need and demand for improved bicycle and pedestrian facilities to create a better network.	Expansion of the bicycle and pedestrian network and an accelerated program of main street/complete street projects.	This project will allow for expanded bicycle and pedestrian facility investments such as high ROI stand-alone projects as well as major investments such as trail segments, highway grade-separated crossings, and major accessibility projects.	Current funding levels are sufficient to cover investments embedded in existing projects, with no additional funding identified in the 20-year plan.		Statewide Needs Bicycle = \$14million/year Pedestrian = \$8 million/year
Hennepin County	I-35W	I-35W/I-494 Interchange	12,000	High traffic volumes, economic growth along the corridors and harsh weather conditions have led to longstanding congestion, safety, and flooding issues at the interchange.	Possible northbound I-35W to westbound I-494 flyover ramp	An ongoing study is looking at alternatives to improve safety, reduce congestion, allow for future development and improve access to transit alternatives in adjacent communities.	No funding in 20-year plan.		\$50-\$125 million
Ramsey County	I-35E	Little Canada Rd to TH 96	126,000	Major Interstate connecting several employment centers with DT St. Paul.	Managed lanes extension from Little Canada Rd to TH 96	This improvement will improve the movement of traffic, increase transit ridership and the use of high occupancy vehicles, provide a choice for commuters during the peak periods, enhance economic development prospects for the area, and improve safety.	Part of the Managed Lanes vision		Not available
Hennepin County	I-494	SW Metro (Bloomington, Eden Prairie, Edina)	110,000	Major Interstate connecting several employment centers and the MSP Airport.	Managed lanes expansion along I-494 in SW Metro	This improvement will improve the movement of traffic, increase transit ridership and the use of high occupancy vehicles, provide a choice for commuters during the peak periods, enhance economic development prospects for the area, and improve safety.	Part of the Managed Lanes vision		Not available

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Twin Cities	Various: Gateway Corridor, Rush Line Corridor various alternatives still under consideration	all	24- miles across 2 lines, estimated range of 8,000-10,000 rides per line		Provide Gateway and Rush Line corridors light rail or bus rapid transit in region's Eastern and Northeastern area	Additional LRT or BRT lines will provide capacity and added service levels to high-demand transit corridors currently not served by LRT or BRT service. Lines will connect major regional employment centers and centers of activity and foster future economic development in a region expected to grow by approximately 900,000 more people and 570,000 more jobs by 2040.	Partial capital funding potentially available after 2019, federal and state shares uncertain, service operations funding uncertain.		Not available
Hennepin/Scott County	TH 169	I-494 to Marschall Rd	79,000	Major Trunk Highway crossing over the Minnesota river, connecting several employment centers in the SW Metro	Managed lanes expansion between I-494 and Marschall Rd	This improvement will improve the movement of traffic, increase transit ridership and the use of high occupancy vehicles, provide a choice for commuters during the peak periods, enhance economic development prospects for the area, and improve safety.	Part of the Managed Lanes vision		Not available