



URBAN PARTNERSHIP AGREEMENT:

Innovative Choices for Congestion Relief

www.dot.state.mn.us/funding/upa

May 2008

Location

Anoka, Hennepin and Dakota counties

Project Background

Minnesota has been awarded \$133.3 million through the U.S. Department of Transportation's Urban Partnership Agreement program for strategies to reduce traffic congestion in the Twin Cities. Money from the UPA will be used to reduce congestion on I-35W and Highway 77 and downtown Minneapolis. The program includes projects between downtown Minneapolis and the southern suburbs, and additional transit service and park-and-ride lots also will be developed on I-35W in the northern suburbs and on Highway 77.

Minnesota intends to add an additional MnPASS High Occupancy Toll lane, implement the use of dynamic shoulders, expand transit opportunities, add advanced traffic management systems and promote telecommuting working with major employers along the I-35W corridor.

A coalition led by the Metropolitan Council and Mn/DOT applied for the funding in April 2007. The coalition includes: Metro Transit; the city of Minneapolis; US Department of Transportation; University of Minnesota; Minnesota Valley Transit Authority; and Scott, Hennepin, Anoka, Dakota and Ramsey counties. Minnesota is one of five states selected by the U.S. DOT to receive funding.

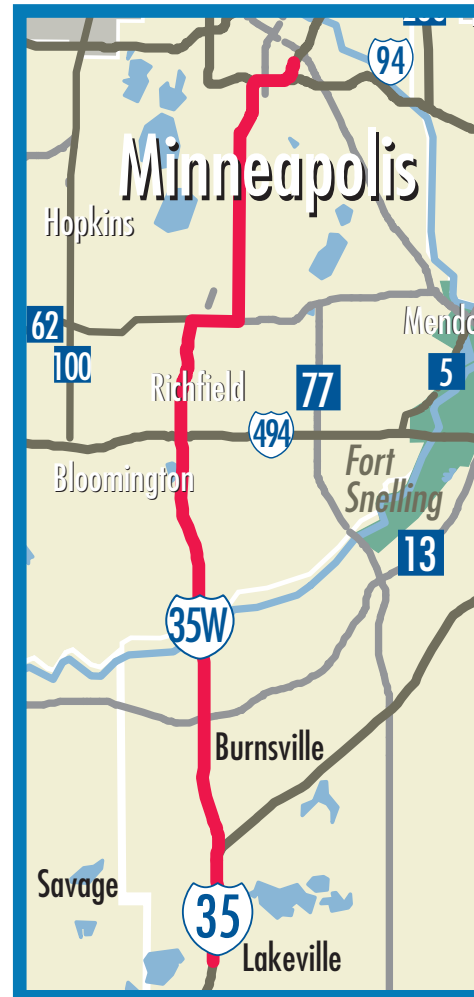
Funding

The Minnesota State Legislature passed a bill, which was signed by Governor Tim Pawlenty in May 2008, allowing Minnesota to proceed with the \$133.3 million Urban Partnership Agreement. Minnesota provided a local match of \$55.2 million.

Status

The UPA agreement with the U.S. DOT requires that the project be operational by Sept. 30, 2009, with the exception of the downtown Minneapolis transit lanes, which have a deadline of Dec. 31, 2009, and the HOT lane in the area of the 35W/Crosstown, which will be completed in the fall 2010. Legislative approval for tolling and driving on a shoulder on I-35W was secured, releasing the UPA federal funds to Minnesota. Extensive planning, design and construction needs to be done in a short timeframe to make the system operational by the 2009 deadline.

Contact: Nick Thompson, 651-234-7728



Details of Improvements Eligible for UPA funding include:

- Priced dynamic shoulder lanes on I-35W from 46th Street to downtown Minneapolis
- Addition of a HOT lane in the Crosstown reconstruction project from 66th Street to 46th Street
- Conversion of the HOV lane to a HOT lane on I-35W from 66th Street to Burnsville Parkway
- Phase I of Cedar Ave. BRT between downtown Minneapolis and Lakeville built ahead of the current schedule
- Construction of additional 1500 park-and-ride spaces along the I-35W corridor north and south of Minneapolis
- Construction of contra flow dedicated bus lanes in downtown Minneapolis
- Use of additional Intelligent Transportation Systems technology for congestion management and traffic signal coordination.

Minnesota's UPA Partners

Minnesota Department of Transportation (lead)
Metropolitan Council, Metro Transit (lead)
Hennepin, Dakota, Scott, Ramsey
and Anoka Counties
Minnesota Valley Transit Authority

City of Minneapolis
University of Minnesota Center for Transportation Studies
Humphrey Institute of Public Affairs
U.S. Department of Transportation
Federal Highway Administration and Federal Transit Authority