

RESOLUTION 5-S.F.No. 388

A resolution memorializing the President and Congress to enact legislation to allow greater flexibility in the use of federal funds and the use of flexible highway design standards in the interstate highway 35W corridor; to make federal money available for a light rail transit system, and to make funds available for the completion and repair of federal aid highways.

WHEREAS, activities have been undertaken, including the preparation of a draft environmental impact statement, which may eventually lead to a major highway construction project in the corridor of interstate highway 35W in the cities of Minneapolis, Richfield, Bloomington, and Burnsville; and

WHEREAS, these activities have generated apprehensiveness in established residential neighborhoods concerning the potential disruption which a major construction project would produce; and

WHEREAS, the interstate highway 35W corridor presents an opportunity to deal with urban freeway traffic congestion in a creative manner by examining alternatives which could avoid the necessity of adding new freeway lanes north of the intersection of interstate highway 35W and interstate highway 494; and

WHEREAS, the use of intensive traffic management techniques, accident reduction and mitigation strategies, and increased transit use through existing and new modes hold the potential of substantially expanding the corridor's capacity for moving traffic without disrupting neighborhoods with extensive new construction; and

WHEREAS, the Congress of the United States has once before recognized a unique transportation situation in the Twin Cities metropolitan area by authorizing federal funding in a "high density urban highway intermodal transportation connection" demonstration project in the trunk highway 55 corridor in the city of Minneapolis; and

WHEREAS, the Congress of the United States can again recognize a unique transportation situation by authorizing greater flexibility for the state of Minnesota in using federal funds made available for improvements on interstate highway 35W and more flexible design standards in making such improvements; and

WHEREAS, greater flexibility in the use of federal funds and the use of flexible highway design standards in the interstate highway 35W corridor would test whether a combination of new and enhanced transit and new and intensive traffic management techniques can reduce the need for increased highway capacity; and

WHEREAS, greater flexibility in fund use and design standards would encourage the implementation of transit and shared ride facilities such as high occupancy vehicle lanes and bypasses of freeway meters, and allow for flexibility in implementing the stages of the project; and

WHEREAS, greater flexibility in fund use and design standards could result in substantial cost savings for both the state and federal governments as well as limiting the potential adverse impact caused by new urban freeway construction; NOW, THEREFORE,

BE IT RESOLVED by the Legislature of the State of Minnesota that the Congress of the United States is urged to enact, and the President of the United States is urged to approve, legislation authorizing greater flexibility in the use by the state of Minnesota of federal funds made available for improvements on interstate highway 35W than is now allowed under the federal 4-R program, including the use of flexible

design standards and the use of these federal funds for transportation system management techniques and transit promotion.

BE IT FURTHER RESOLVED that the Congress of the United States make sufficient highway funds available to the states so that Minnesota and other states can proceed to timely completion of the interstate system and needed reconstruction and repair of federal aid highways.

BE IT FURTHER RESOLVED that since light rail transit has great potential in the metropolitan area to alleviate freeway congestion and increase the capacity to efficiently move people, the Legislature of the State of Minnesota urges Congress and the President to make federal grant money available to the regional rail authorities for design, construction, and capital costs of a light rail transit system.

BE IT FURTHER RESOLVED that the Secretary of State of the State of Minnesota is directed to prepare certified copies of this resolution and to transmit them to the President of the United States, the President and Secretary of the United States Senate, the Speaker and Chief Clerk of the United States House of Representatives, and to Minnesota's Senators and Representatives in Congress.

Presented to the governor May 19, 1989

Filed May 23, 1989