

T T Committee

For the Metropolitan Council meeting of July 25, 2011

ADVISORY INFORMATION

Date July 26, 2011
Prepared:
Subject: Adopt Transportation Policy Plan Modification

Proposed Action:

That the Metropolitan Council modify the *2030 Transportation Policy Plan* adopted in November 2010 as shown on Attachment A.

Summary of Committee Discussion / Questions:

Arlene McCarthy presented this item. She explained that The Interchange project is on a tight timeline with a desired completion date of April 2014, prior to the 2014 Twins baseball season. In response to a question from Council member Brimeyer, she explained that multiple regional transitways and potentially passenger rail lines will connect at these two regional hubs. This is best demonstrated by the transitway map in the TPP.

Motion by Commers, seconded by Schreiber and passed unanimously to recommend adoption of the modification.

T Transportation Committee

Meeting date: July 25, 2011
Council Meeting date: July 27, 2011

ADVISORY INFORMATION

Date:	July 21, 2011
Subject:	Adopt Transportation Policy Plan Modification
District(s), Member(s):	All
Policy/Legal Reference:	2030 Transportation Policy Plan
Staff Prepared/Presented:	Arlene McCarthy, Director MTS (651-602-1754) Brian Lamb, General Manager MT (612-349-7510)
Division/Department:	Metropolitan Transportation Services and Metro Transit

Proposed Action

That the Metropolitan Council modify the *2030 Transportation Policy Plan* adopted in November 2010 as shown on Attachment A.

Background

The Council adopted a *2030 Transportation Policy Plan* update (TPP) update in November 2010. The TPP includes both The Interchange near Target Field in downtown Minneapolis and the Union Depot in downtown St. Paul as intermodal hubs as components of the region's long-range transit plan. In addition to other references in the plan in both text and on maps, the plan states the following (page 150):

Intermodal Hubs

The implementation of a network of transitways converging on the two downtowns will require the development of intermodal facilities where passengers can make connections between lines. This plan identifies the Union Depot in downtown St. Paul and the Target Field Station/Interchange near downtown Minneapolis as those two intermodal hubs.

The Union Depot has received significant federal transit funding which is being administered by the FHWA through MnDOT. The Interchange project partners, led by Hennepin County, intend to pursue federal funding for a portion of the project cost which will be administered by the FTA. The FTA has recently advised MTS and Metro Transit staff that The Interchange needs to be listed in a bulleted list of potential capital projects that may be completed between 2011 and 2020 before the FTA will engage in the necessary environmental process.

Rationale

While Council staff believe both The Interchange and the Union Depot are adequately presented in the TPP, it is recommended that the Council modify the TPP to satisfy the FTA's request. Staff recommends adding both The Interchange and the Union Depot to the list of projects, as shown on Attachment A, to continue to treat both regional intermodal hubs consistently throughout the TPP.

Funding

This modification does not impact the TPP estimated revenues. If federal revenue is awarded to this project, it will be amended in the region's TIP and Council's Capital Improvement Program as necessary.

Known Support / Opposition

Hennepin County supports this action.

Business Item 2011-201

Attachment A

TPP – Transit Chapter, p153

Capital Costs to Expand the Transit System

It is projected that the following projects may be completed between 2011 and 2020:

- Expansion of Hiawatha LRT fleet to three-car trains;
- Completion of Central Corridor Light Rail;
- Southwest LRT completed and a fourth LRT possibly begun by 2020;
- Additional investments in the Cedar BRT;
- Additional investments in the I-35W BRT;
- Possible investments in two additional Highway BRTs by 2020;
- Investments in The Interchange and the Union Depot intermodal hubs;
- New facilities and increased express bus service in corridors with transit advantages;
- Possible investments in six Arterial BRT lines;
- Expanded local bus service.

It is projected that, from 2021 to 2030, the following projects could possibly be completed:

- A fourth and fifth LRT line could be possibly be completed by 2030 if viable projects are identified;
- One additional commuter rail line may be completed by 2030 if a viable project with reasonable operating subsidies can achieved;
- Three additional Arterial BRT lines;
- Two additional Highway BRT lines.

If improvements, such as passenger rail, high-speed rail, dynamic shoulder lanes, or managed lanes are added, these priorities could change. Also, local and express bus service will continue to be expanded. If two or more projects to receive federal funding concurrently, this timeline may be accelerated.