



I-35 Bridge Response Plan

Brian Lamb, General Manager
August 8, 2007



I-35W Bridge Response Plan

Immediate Actions

- Operate 25 retirement-age buses – starting Aug. 2
- Offer free rides from lots with space – Aug. 6-10
- Seek transit advantages
- Outreach to employers, new riders
- Operating/capital costs



I-35W

Bridge Response Plan

Immediate Results

- Ridership up
- Park-ride use growing
- Punctuality of service good
- Outreach efforts hold promise



I-35W

Bridge Response Plan

Short-Term Plan

- Increase added buses to 50
- Order 50 new buses for year-end delivery
- Begin recruiting drivers, mechanics
- Build park-ride capacity by 2,100 spaces
- Operating/capital costs



I-35W

Bridge Response Plan

Long-Term Plan

- Increase added buses to 75
- Add 1,300 more park-ride spaces
- Increase marketing/ridesharing efforts
- Hire / train drivers, mechanics
- Operating/capital costs



I-35W

Bridge Response Plan

Two-Year Operating Funding

- \$16.6 million — Metro Transit
- \$4.6 million — Metro Mobility
- \$4.0 million — MTS



I-35W

Bridge Response Plan

Two-Year Capital Funding

- \$6.6 million — 75 buses – pro-rated
- \$225,000 — 9 used Metro Mobility vehicles
- \$730,000 — Park-ride construction – pro-rated
- \$255,000 — Fareboxes – pro-rated



Minnesota's Urban Partnership Agreement Transit Plan

Brian Lamb, General Manager
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Urban Partnership Agreement



- ❖ US DOT initiative to fight congestion
- ❖ Up to \$1.1 billion in grants nationwide
- ❖ Four strategies
 - Congestion Pricing (Tolling)
 - Transit
 - Telecommuting
 - Technology



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UPA Timeline

- ❖ Proposals submitted April 30
 - 28 metro areas competed
- ❖ 9 semi-finalist selected June 7
 - New York, Miami, Dallas, Denver, Seattle, San Francisco, San Diego, Minneapolis
- ❖ Grantees to be picked this month



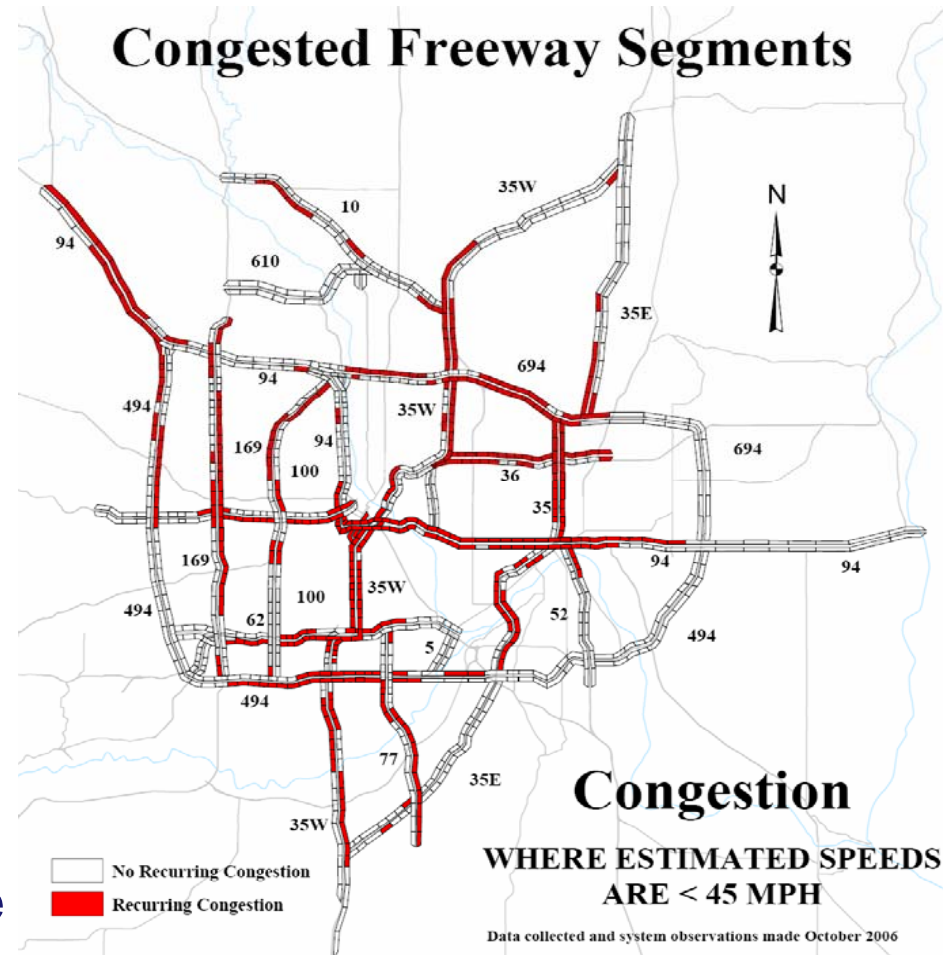
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Minnesota UPA Goals

- ❖ Reduce congestion
- ❖ Improve transit service
- ❖ Increase attractiveness of transit
- ❖ Provide options for commuters
 - Transit
 - HOT Lanes
 - Telecommute



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UPA Transit Highlights

- ❖ I-35 HoV to HOT Lane
- ❖ Dynamic shoulders north of 46th St.
- ❖ Double-wide transit lanes downtown
- ❖ Added buses, park-ride space
- ❖ Adjustable transit fares



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Minnesota UPA Summary

	Road Infrastruc- ture	Transit	ITS & Pricing Systems	Outreach, Education, and Marketing	Estimated Total Cost
(dollars in millions)					
Downtown Minneapolis	--	\$28	--	\$1	\$29
I-35W South	\$25	\$16	\$20	\$1	\$57
TH 77 at TH 62	\$5	\$11	\$5	\$1	\$37
I-35W North	--	\$20	\$10	\$1	\$31
I-394 ICM	--	--	\$7	--	\$7
CMPS	\$59	--	--	--	\$59
Telecommuting	--	--	\$10	--	\$10
Total Costs	\$89	\$75	\$52	\$4	\$220