



UPA

URBAN PARTNERSHIP AGREEMENT

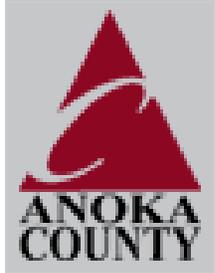
Nick Thompson
Mn/DOT



Urban Partnership Agreement

- US DOT initiative to fight congestion
 - Up to \$1.1 Billion in grants
 - Seeks partners willing to reduce congestion through the “4 T’s”
 - Tolling
 - Technology
 - Transit
 - Telecommuting
 - Minnesota formed partnership in early 2007 to develop application
 - 28 UPA applications submitted
-

MN UPA Partners



UPA Finalists and Funds

- New York \$345.5M
 - Miami \$ 62.9M
 - Seattle \$138.7M
 - San Francisco \$158.7M
 - Minneapolis/St Paul \$133.3 M
-

UPA Timeline

- Federal funds released early:
 - \$1.6M to Mn/DOT for planning and engineering
 - \$13.2M to Met Council for 35W North Transit
 - Sept 30, 2009 Implementation, except:
 - Downtown Mpls by Dec 31, 2009
 - 35W/Crosstown HOT lane Fall 2010
 - Construction starting in late 2008
-

Legislative Needs

- Legislative authority required to get Federal funds
 - within 90 days of next session opening (May 12th)
 - Authorizing legislation package
 - Must include:
 - Authority to allow driving on shoulder
 - Authority to tolling users of shoulder lane
 - Will also include:
 - Matching funds
 - Revenue distribution language
 - Operational definitions
 - Governor's \$54.9 Million State Match Proposal
 - \$25.2 M: TH Bonds
 - \$16.7 M: G.O. Bonds
 - \$13.0 M: General Fund
-

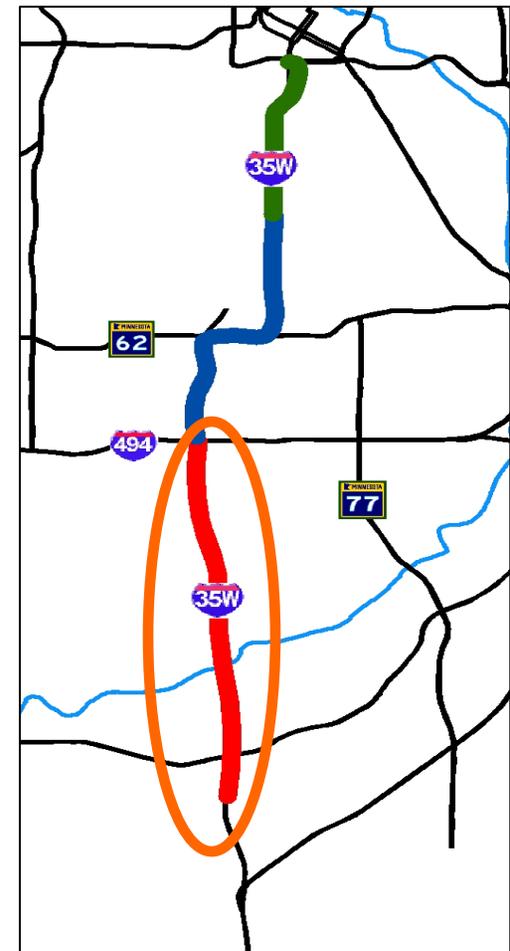
35W UPA Project Summary

- Outcome: Congestion free High Occupancy Toll (HOT) /Bus Rapid Transit (BRT) lane from Burnsville Parkway to Downtown Minneapolis
 - Seven Projects for 35W
 - 3 Technology projects
 - Includes technology/signing/stripping changes within existing 35W/Crosstown project
 - 4 Roadway projects
 - Projects from Burnsville Parkway to Hwy 65 Split in Minneapolis
 - 35W UPA Project Budget: \$65.7M
 - Federal: \$42.2 M
 - State: \$23.5 M
-

I-35W HOV to HOT Conversion

Segment 1: Burnsville Parkway to 66th Street

- Existing HOV Lane extended/
converted to HOT Lane
 - Extend existing NB HOV from 86th Street through 494
 - Widen HOT lane 2 ft, add buffer
 - Add tolling and lane management technology
 - Modify striping
- Spot capacity added to mainline
 - New SB auxiliary lane: 106th to Hwy 13
 - New NB collector ramp system 90th St through I-494 (extends HOT lane)



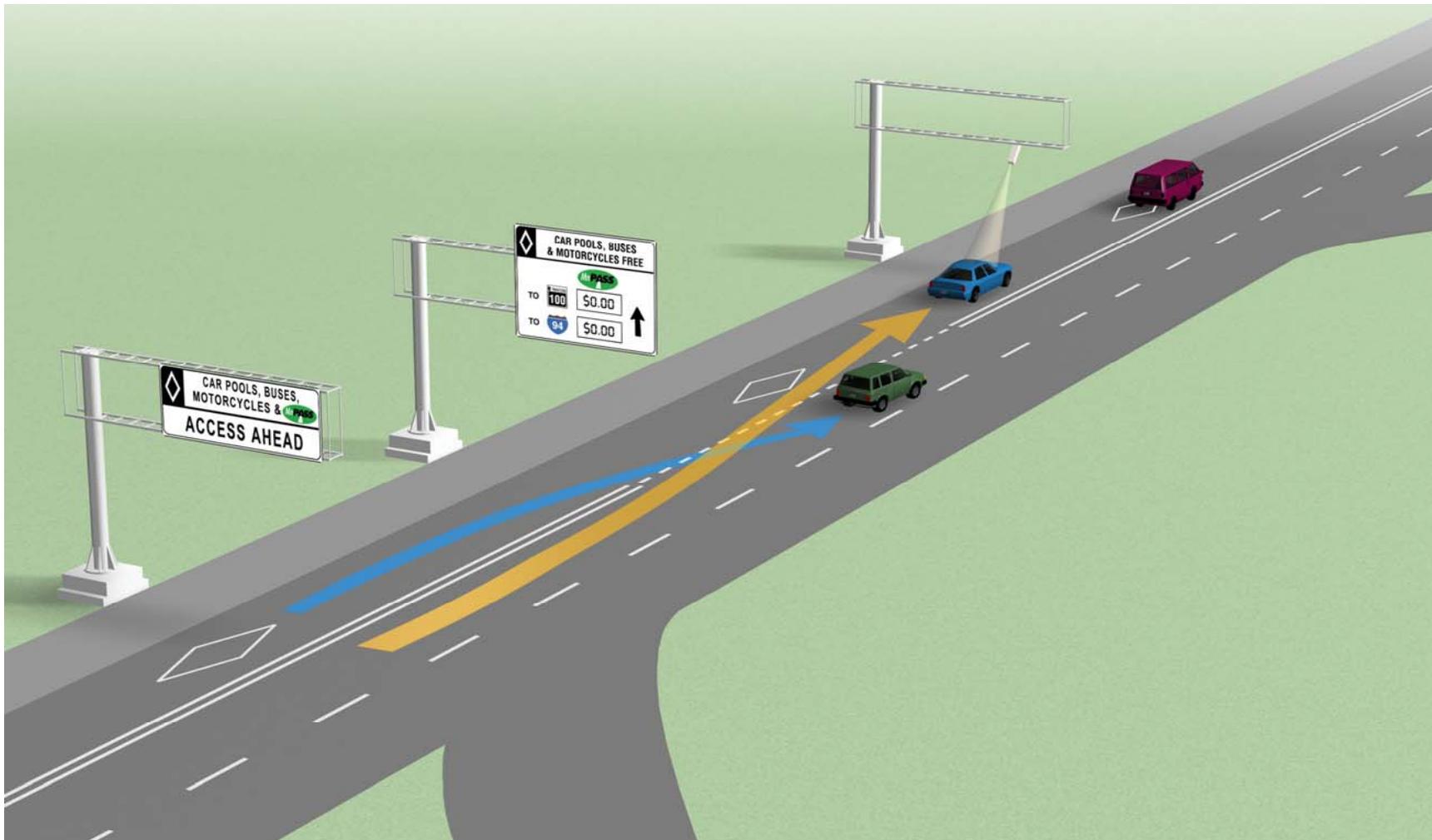
I-35W HOV to HOT Conversion

Segment 2: 66th Street to 42nd Street

- HOV Lane currently under construction in 35W/Crosstown project
- HOV lane will open in 2010 as HOT lane



HOT Lane Design



Priced Dynamic Shoulder Lane (PDSL):

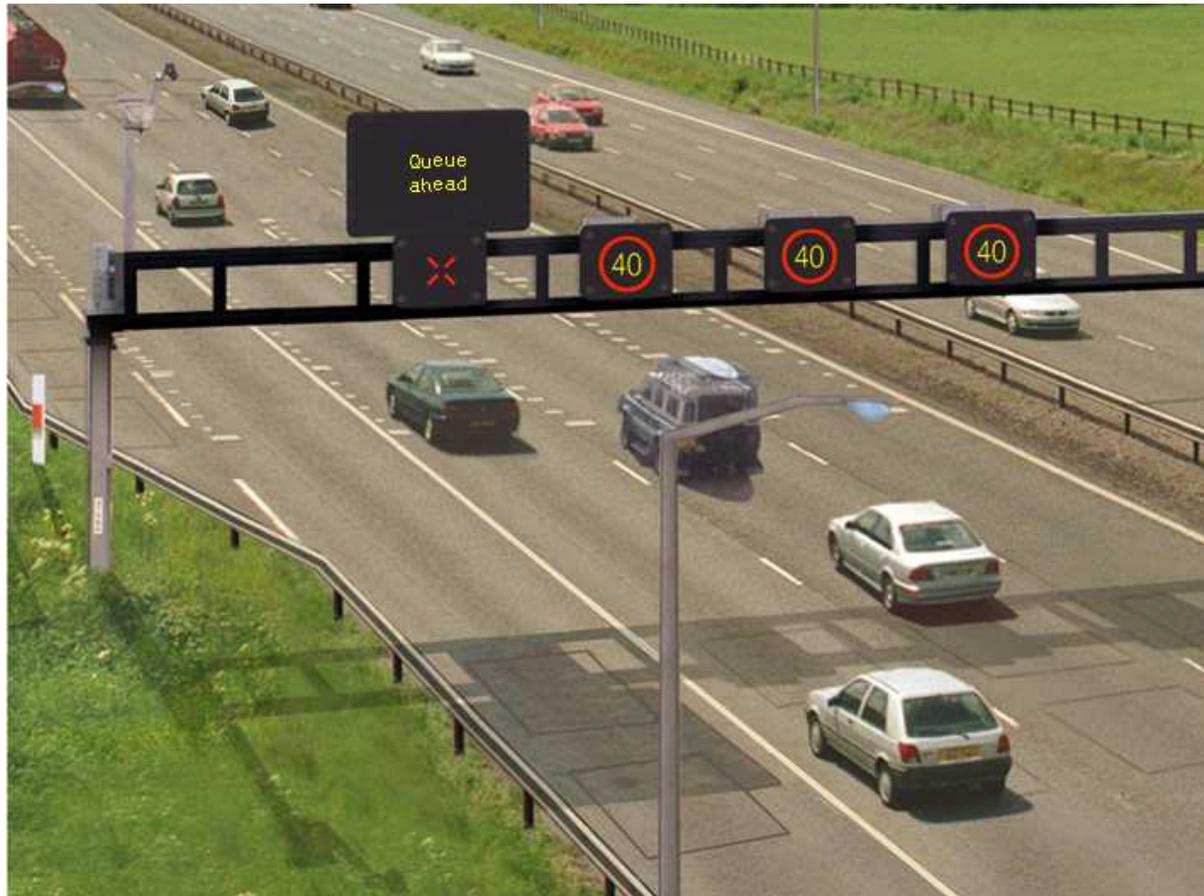
Segment 3: 42nd Street to I-35W/Hwy 65 Split

- Priced Dynamic Shoulder Lane North of 42nd St on NB 35W
- Maintains existing 4 lanes with an added PDSL Lane
- Extends the HOT lane to Downtown



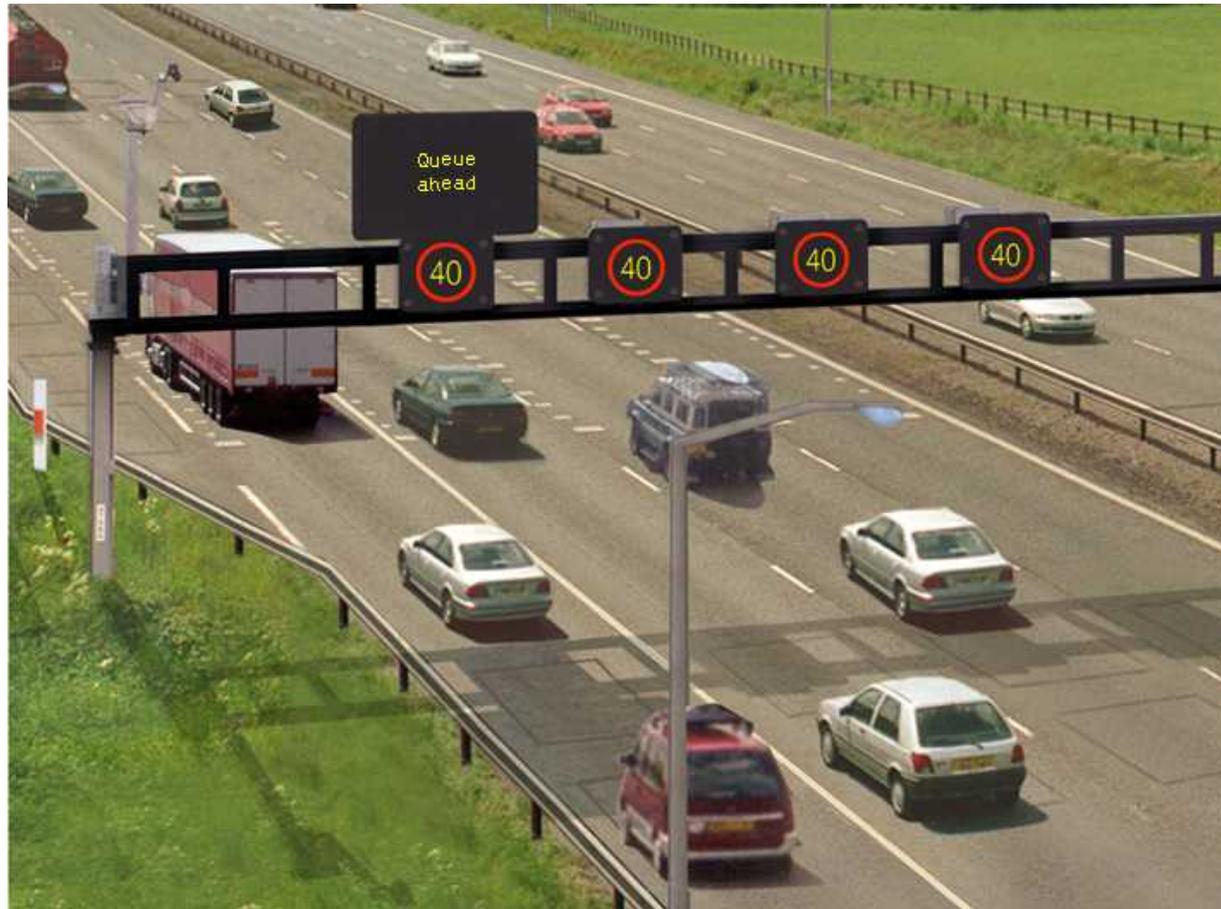
Dynamic Shoulder Lane

United Kingdom M42 Example

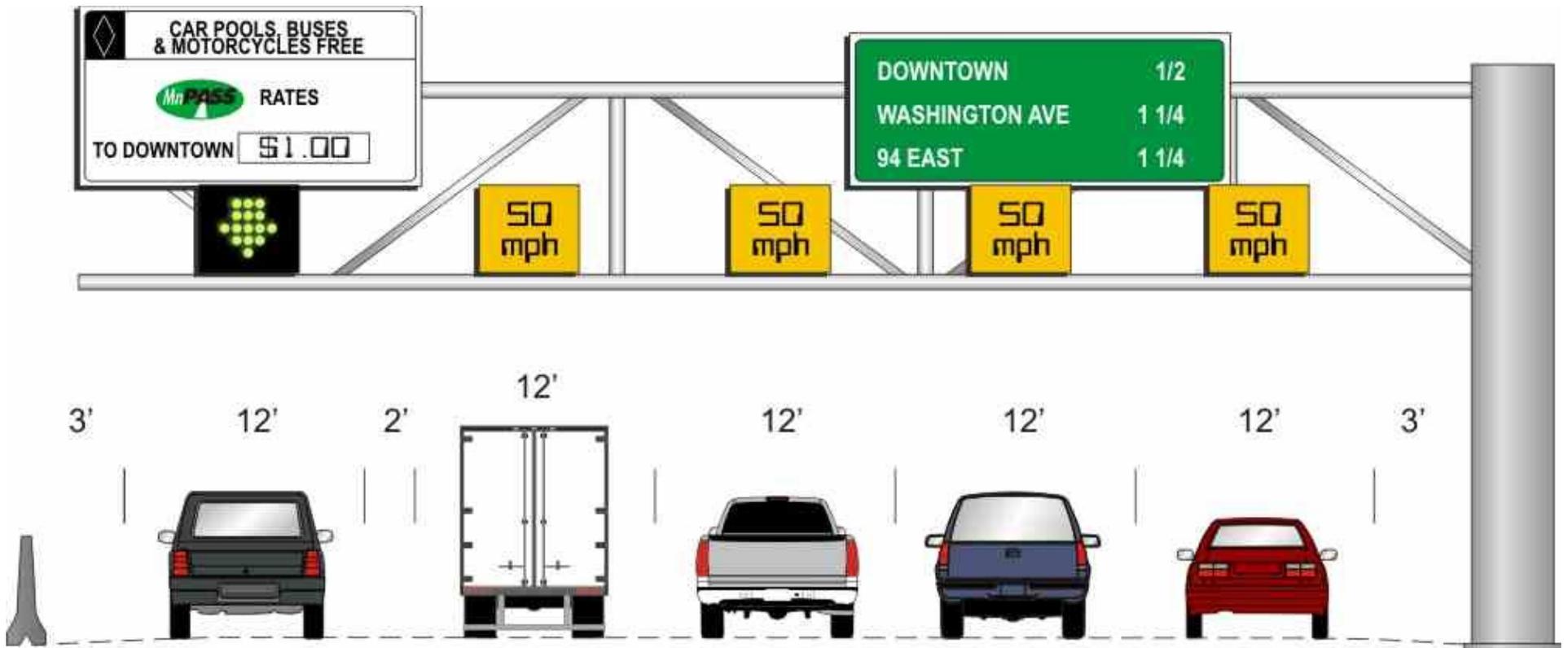


Dynamic Shoulder Lane

United Kingdom M42 Example



Minnesota's PDSL



HOT Lane General Operating Parameters (preliminary)

- **Hours of tolling match peak traffic times**
 - 6 to 10 AM, 2 to 7 PM
 - HOT lane open to all traffic when not tolled
 - PDSL hours match NB HOT lane hours of operation
 - **Hours of tolling match peak direction**
 - South of 494
 - HOT Lane Tolled Northbound in AM, Southbound in PM
 - North of 494
 - HOT Lane Tolled both peaks, both directions
 - **Tolls match strategy of I-394 MnPASS System**
 - Min price: \$0.25 Max Price: \$8.00
 - Prices adjust to traffic in HOT lane
 - **Extra Enforcement will be included**
-

PDSL General Operating Parameters

(preliminary)

Time Period	PDSL Status
6 AM to 10 AM	High Occ Toll (HOT) Lane
10 AM to 2 PM	General Purpose/HOT/Closed
2 PM to 7 PM	HOT Lane
7 PM to 9 PM	General Purpose/HOT/Closed
9 PM to 6 AM	Closed
Weekends	Varies by event times

- PDSL status can be actively changed by operators to close or open lane when needed for incidents or emergency vehicles
 - Lane status managed via technology
-

Evaluation, Telecommuting, Outreach

- **Comprehensive Evaluation**
 - Contribute to National Evaluation of UPA Programs
 - Conducted to determine congestion reduction benefits
 - \$400k in Federal Funds, \$100k State Match
 - **Telecommuting**
 - Partner with local companies to develop new tele-commuters from I-35W corridor
 - Budget Request: \$5 M in General Funds
 - **Outreach**
 - Project to Program level outreach and communication
 - Budget Request: \$4 M in General Funds
-



UPA

URBAN PARTNERSHIP AGREEMENT

Craig Lamothe Transit



Minnesota Department of
Transportation



UNIVERSITY
OF MINNESOTA

MN Transit Goals

- Reduce congestion by attracting auto commuters to transit
 - Provide an alternative to paying congestion prices
 - Improve speed of transit service
 - Increase attractiveness of transit service
 - Increase capacity of transit service
-

Improve Transit Speed

- Increase speed and capacity of downtown Minneapolis bus lanes
 - Use priced dynamic shoulder lanes (PDSLs) and HOT lanes instead of bus-only shoulders (BOS)
 - Implement specific transit advantages
 - Northbound Hwy 77 (Cedar) to westbound Hwy 62 (Crosstown) connection
 - Implement ITS technologies
 - Lane guidance system
 - Transit Signal Priority (TSP) system
-

Increase Transit Attractiveness

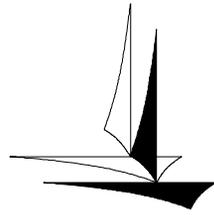
- Provide improved passenger waiting shelters and stations
 - Implement ITS technologies to make transit more convenient
 - Bus arrival time information
 - Congestion condition information
 - Parking availability information
 - Provide dynamic fare pricing
 - Reduces fares during periods of greatest congestion
-

Increase Transit Capacity

- Provide more park & ride spaces at new or expanded lots
 - Purchase new buses and operate additional express service
 - Downtown Minneapolis bus lanes
-

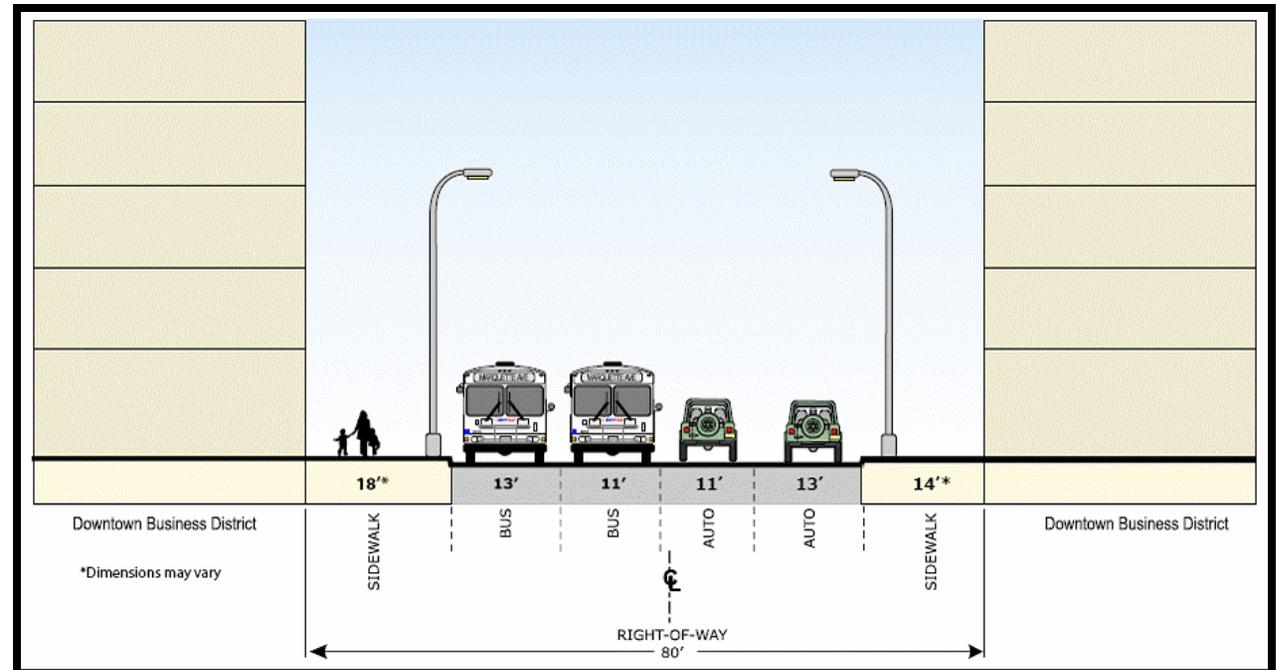
Advance Existing Projects

- Regional Transitways Plan
 - I-35W BRT
 - Cedar Ave BRT
 - Regional Park & Ride Plan
 - Access Minneapolis Plan
 - ITS projects currently planned or under consideration
 - ICM
 - Bus arrival time
 - Congestion condition
 - Lane guidance
 - Signal priority
-



Budget \$32,166,000

- Construct double-lane contra flow bus lanes
- Sidewalks
- Lighting
- Landscaping





Budget \$11,000,000

- Construct two Cedar Ave. BRT transit stations with Park & Rides
- Construct two Cedar Ave. BRT station stops



Budget \$5,300,000

- Implement lane guidance system for shoulder running buses on Cedar Avenue.





Minnesota Department of
Transportation

Budget \$2,000,000

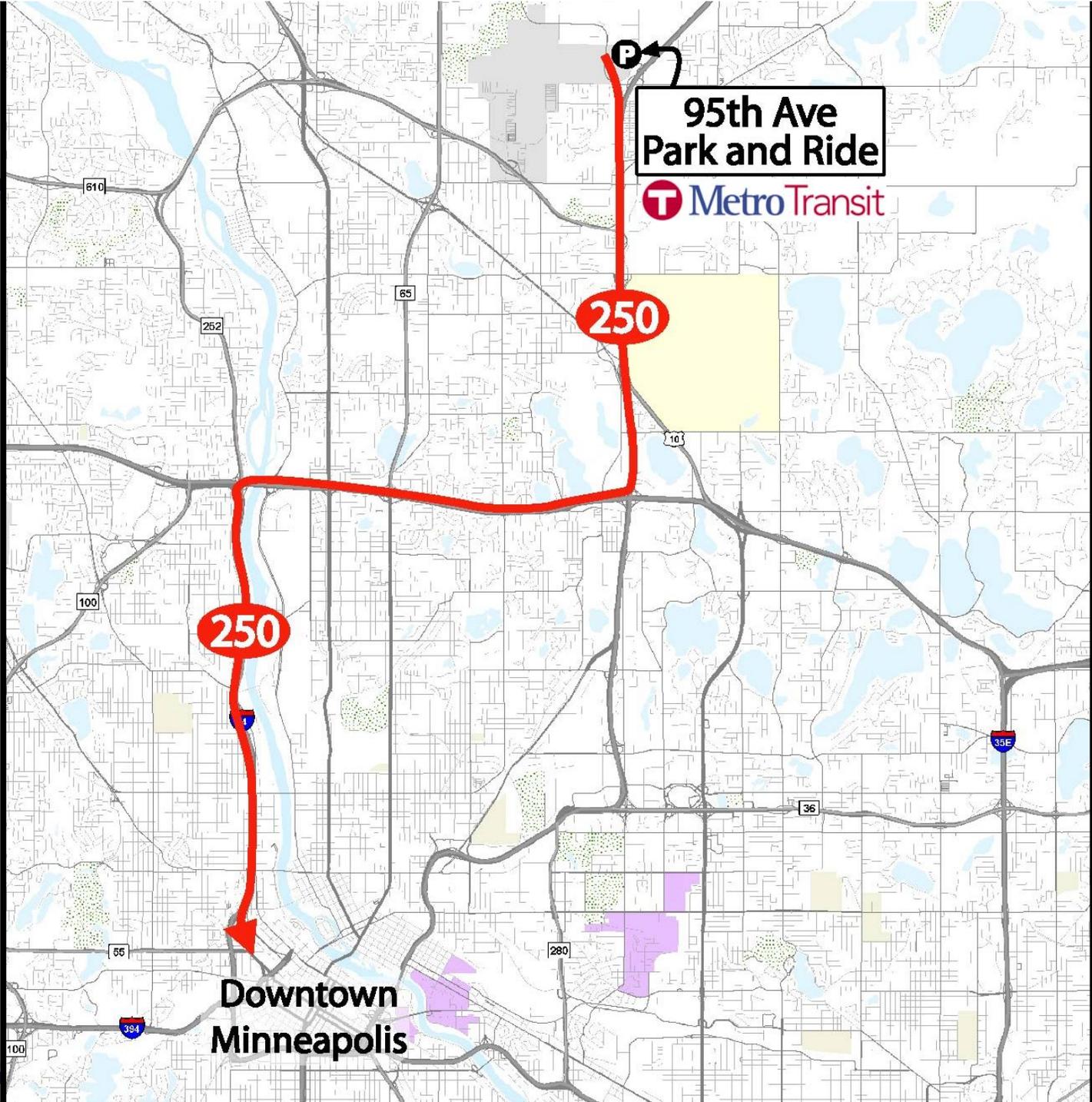
- Construct a bypass lane/ramp at the interchange of TH77 and TH 62
- Transit advantage for transit vehicles





Budget \$54,809,000

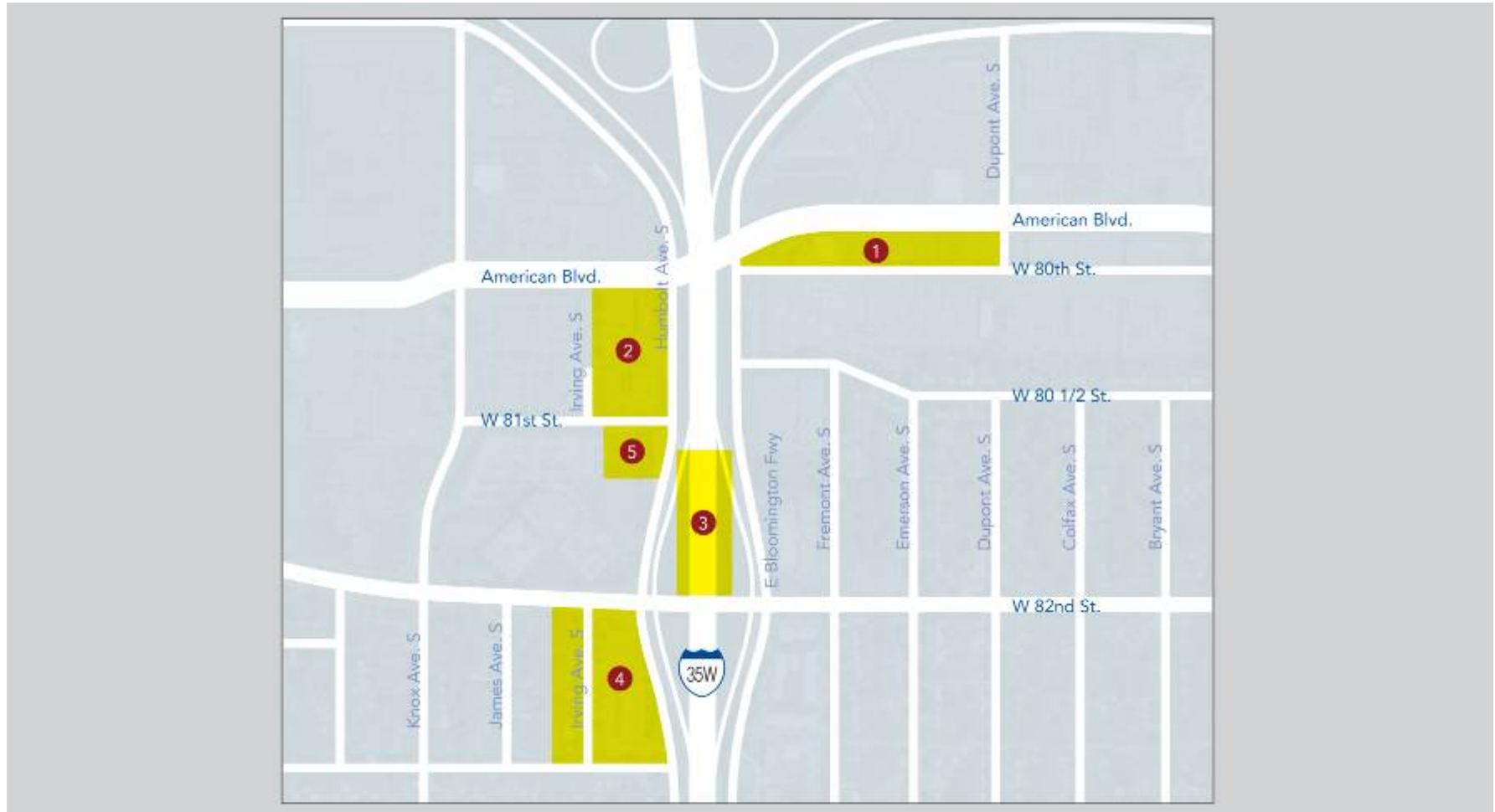
- Construct 3 Park & Rides
 - Purchase 26 buses
 - Install bus shelters (Marquette & 2nd Avenues)
 - Install customer information systems (CIS)
 - Transit signal priority
 - Dynamic fare pricing
-



- Add approximately 500 - 600 net spaces

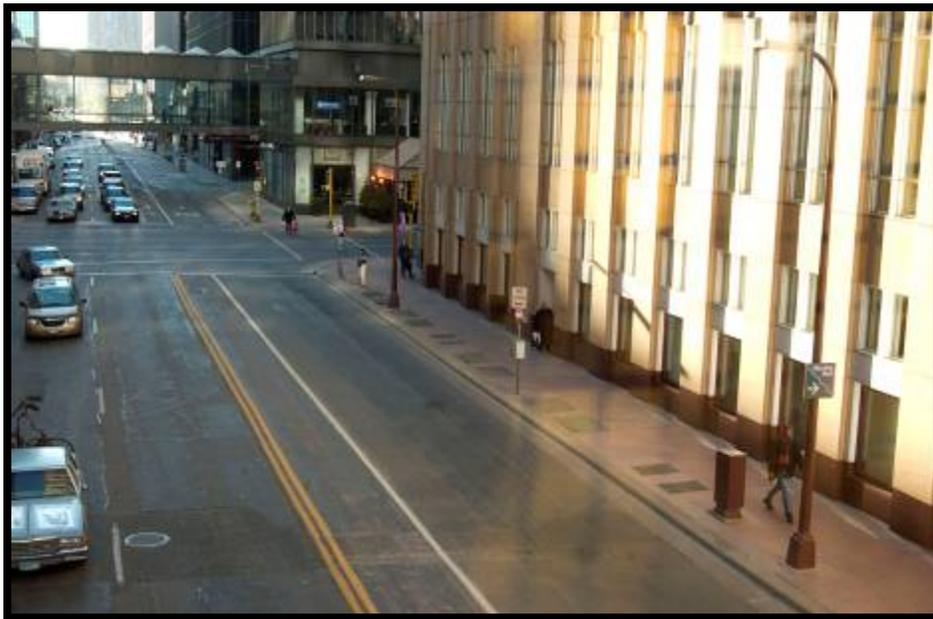


95th Avenue Park & Ride - Blaine

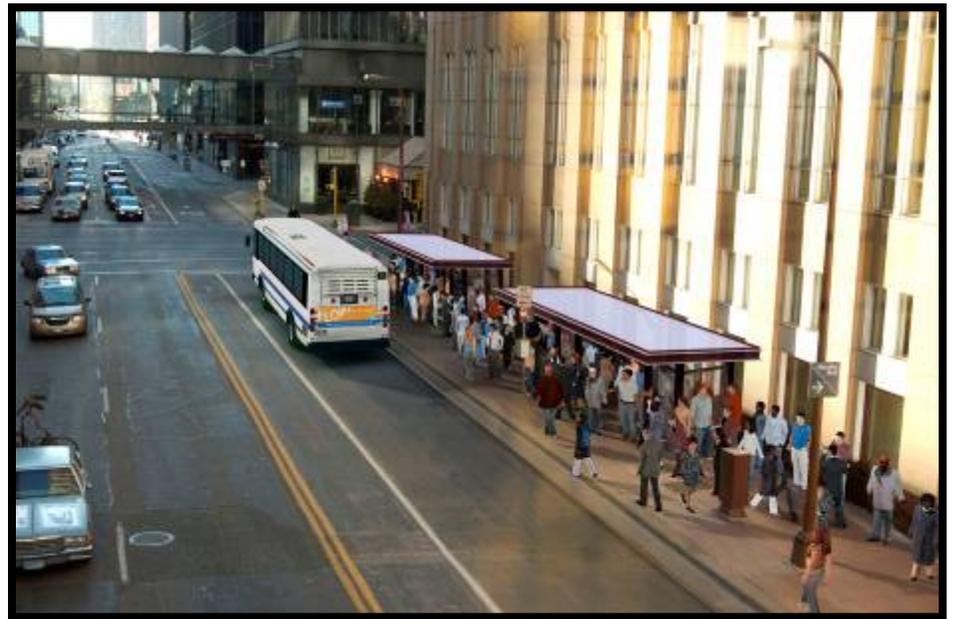


Add 200-300 spaces near 82nd Street - Bloomington

- Purchase 26 buses
- Install bus shelters on Marquette & 2nd Avenues



Before

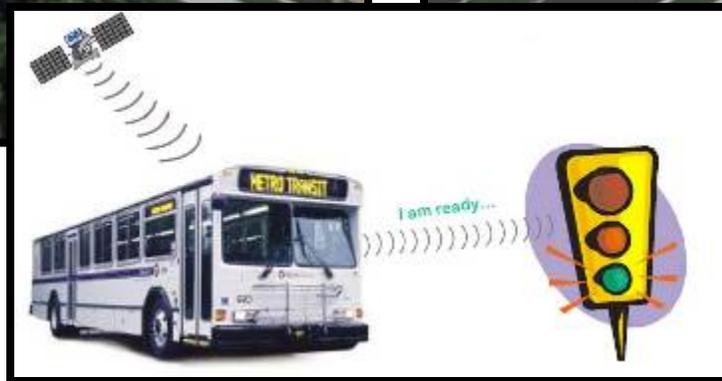


After

- Install customer information systems (CIS)
 - Real time conditions
 - Internet / Telephone



- Transit signal priority



- Dynamic fare pricing



UPA Transit Project Overview

UPA Partner	Project	Budget
Metro Transit	Park & Rides, buses, shelters, customer information systems	\$54,809,000
City of Mpls.	Double bus lanes in downtown	\$32,166,000
MVTA	Transit stations, station stops, Park & Ride	\$11,000,000
U of M	Lane guidance system	\$5,300,000
Dakota County	Transit Station w/ Park & Ride	\$2,100,000
Mn/DOT	Bypass lane/ramp for transit	\$2,000,000
TOTAL	(Federal + Local Match)	\$107,375,000



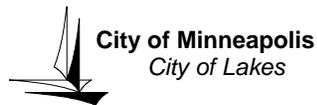
UPA

URBAN PARTNERSHIP AGREEMENT

Craig Lamothe Nick Thompson



Minnesota Department of
Transportation



City of Minneapolis
City of Lakes



UNIVERSITY
OF MINNESOTA