

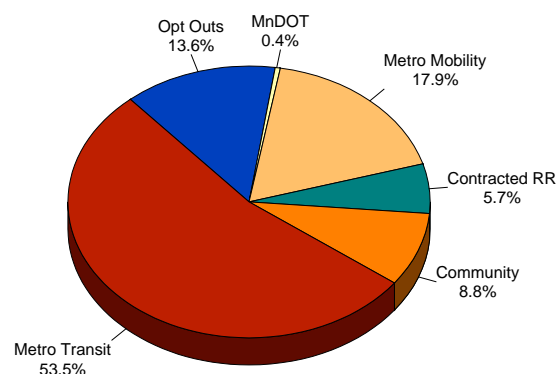
Chapter 8. Capital Investments

This chapter looks at three transit capital investment categories: (1) vehicle fleet, (2) park-and-rides, and (3) transit corridors, which include bus-only shoulders on freeways, arterial corridors and dedicated transitways.

Vehicle Fleet

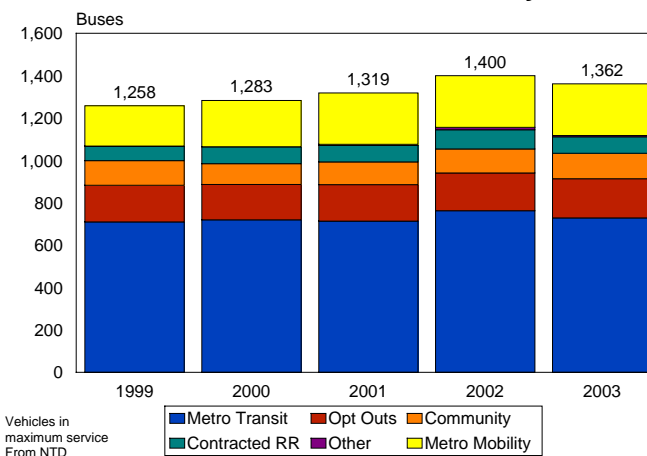
The core of any transit system is its vehicle fleet. In 2003, the maximum number of buses used on any given day in the Twin Cities was 1,362. Over half of these vehicles were used by Metro Transit, with the remaining vehicles used by the other programs in the region. These vehicles are overwhelmingly buses, although there are a small number of vans also used.

Vehicles in Maximum Service: 1,362 by Service Classification



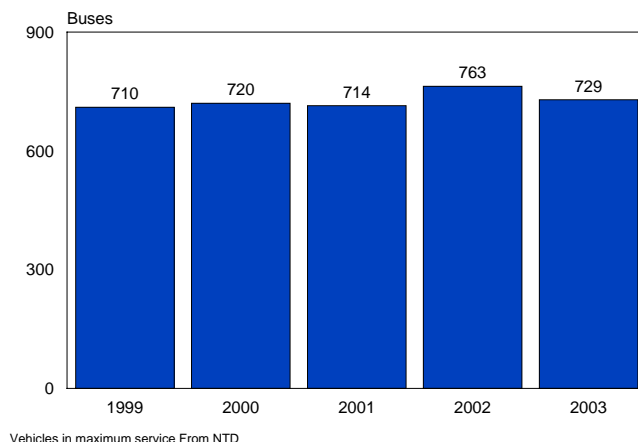
The number of vehicles in maximum service overall had been increasing since 1999 but declined in 2003 due to funding reductions. Changes in fleet size have not been uniform across all programs.

Vehicles in Maximum Service, by Year

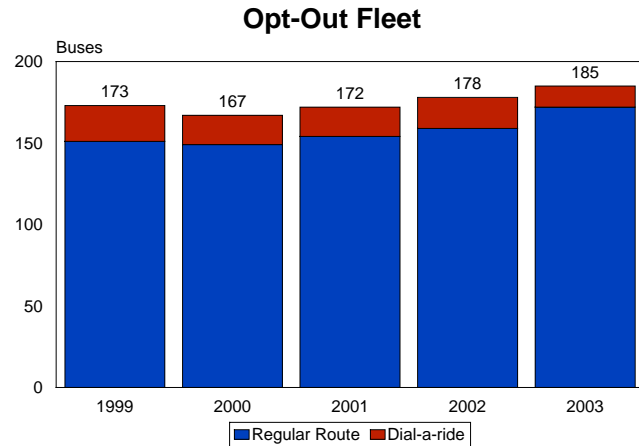


Metro Transit had the largest reduction in fleet between 2002 and 2003.

Metro Transit Fleet

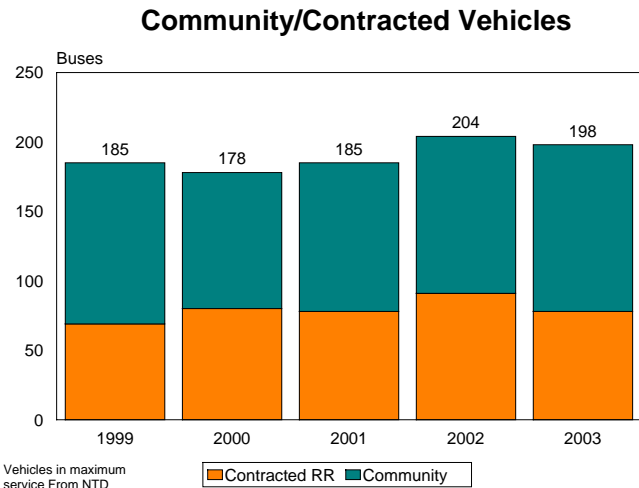


The Opt-Out program fleet, in contrast, has increased from 1999 to 2003. This is in part due to increases in operating budgets and also due to greater reliance on regular-route buses. In 1999, there were 151 regular-route buses and 22 dial-a-ride buses but in 2003, there were 172 regular-route buses and only 13 dial-a-ride buses.



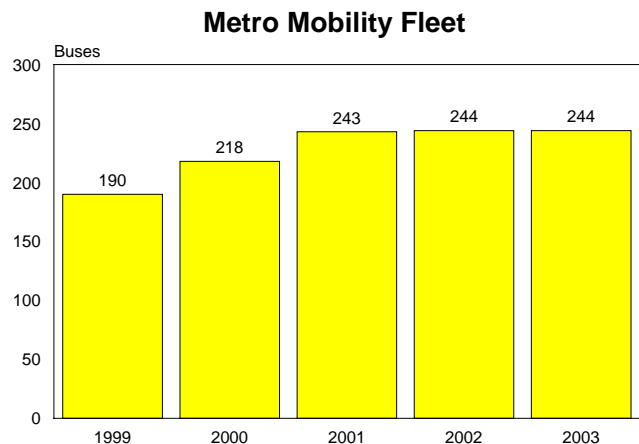
Vehicles in maximum service From NTD

The Contracted Regular Route and Community programs share some buses and, therefore are shown together. Annual variation is related to changes in levels of service and shifts between using smaller or larger buses on particular routes.



Vehicles in maximum service From NTD

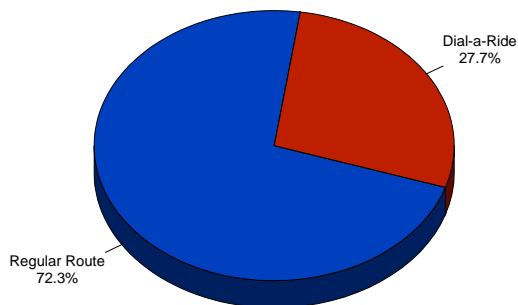
The Metro Mobility fleet expanded in 2000/2001 and then has remained stable.



Vehicles in maximum service. From NTD

About three-quarters of the total transit fleet is used for regular-route service. The balance is used for dial-a-ride service.

Vehicles in Maximum Service: 1,362 by Type of Service



2003 NTD
Excludes private vehicles used for transit

Over the last five years, the dial-a-ride fleet at maximum service increased 15%. The vehicle requirements for regular-route service increased 10% from 1999 to 2002 but declined from 2002 to 2003 by 4% due to service reductions.

Vehicle Fleet, by Usage

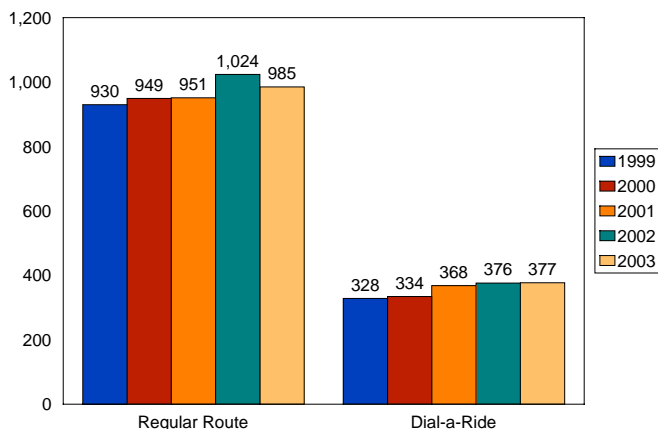


Table 9-1. Fleet Size, by Year and Provider

PEAK BUSES	1999			2000			2001			2002			2003		
	Reg Rt	DAR	Total	Reg Rt	DAR	Total	Reg Rt	DAR	Total	Reg Rt	DAR	Total	Reg Rt	DAR	Total
Metro Transit	710	0	710	720	0	720	714	0	714	763	0	763	729	0	729
Opt Outs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MVTA - Private	38	1	39	38	0	38	39	0	39	37	0	37	71	0	71
MVTA - MT	49	0	49	49	0	49	48	0	48	44	0	44	13	0	13
SMTC - Private	21	10	31	23	6	29	23	6	29	23	6	29	31	0	31
SMTC - MT	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0
MG - Private	4	2	6	4	3	7	5	3	8	4	3	7	4	3	7
MG - MT	16	0	16	16	0	16	16	0	16	20	0	20	19	0	19
Plymouth - Private	9	6	15	9	6	15	9	6	15	15	7	22	16	7	23
Plymouth - MT	10	0	10	10	0	10	14	0	14	14	0	14	13	0	13
Shakopee	0	3	3	0	3	3	0	3	3	0	3	3	3	3	6
Prior Lake	0	0	0	0	0	0	0	0	0	2	0	2	2	0	2
Subtotal Opt Outs	151	22	173	149	18	167	154	18	172	159	19	178	172	13	185
Community	0	116	116	0	98	98	0	107	107	0	113	113	0	120	120
Contracted RR	69	0	69	80	0	80	78	0	78	91	0	91	78	0	78
U of M	0	0	0	0	0	0	5	0	5	5	0	5	0	0	0
MnDOT	0	0	0	0	0	0	0	0	0	6	0	6	6	0	6
Metro Mo - Private	0	57	57	0	85	85	0	88	88	0	90	90	0	95	95
Metro Mo - Council	0	133	133	0	133	133	0	155	155	0	154	154	0	149	149
Total	930	328	1258	949	334	1283	951	368	1319	1024	376	1400	985	377	1362

Note: Metro Transit Buses reported in service for Opt Outs are reflected as part of the opt out fleet
Note: Excludes private automobiles used for volunteer service

Park-and-Ride Facilities

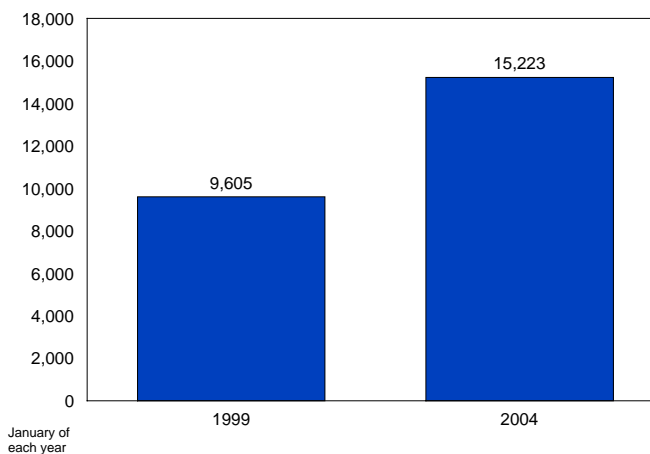
The Twin Cities area had 124 active park-and-ride lots as of January, 2004. There were 15,233 spaces available for transit riders. In January 1999, there were 9,605 spaces, a growth of 59% in four years.

Even though there are 124 lots, 62% of spaces are concentrated in the 15 largest lots. The two largest, the Burnsville Transit Station and Foley Park and Ride, have over 16% of the region's total park-and-ride capacity.

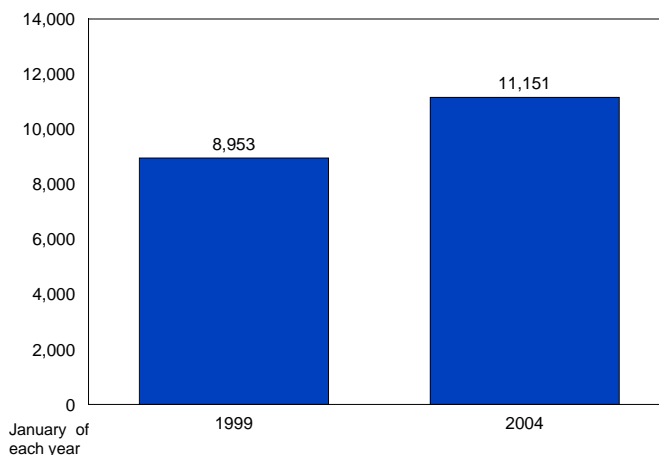
In January 2004, 11,151 park-and-ride spaces were in use on an average day, compared to 8,953 in January 1999, an increase of 87%. 73% of available spaces were in use in January 2004, versus 62% in 1999.

Spaces are provided through three types of arrangements. Some park-and-rides are owned by transit agencies like Metro Transit or Opt-Out organizations. Others are owned by Mn/DOT, typically on excess highway right-of-way and used under agreement between Mn/DOT and the transit agency. Third, some are joint use with private entities like theaters, shopping centers, or churches. Table 9-2 shows active park-and-rides as of January 2004.

Park-and-Ride Spaces, 1999 & 2004



Park-and-Ride Spaces Used, 1999 & 2004



Park-and-Ride Spaces, by Owner, 1999 & 2004

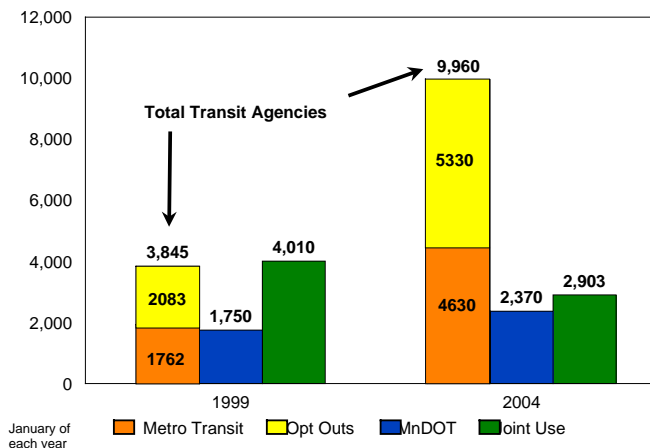


Table 9-2. Metro Area Active Park-and-Ride Facilities

Park-and-Ride Facility	Type	Spaces
Foley Blvd. (between Coon Rapids Blvd. and East River Rd)	Metro Transit	1,243
95th Ave. NE. & I-35W	Metro Transit	800
Woodbury Theater Park and Ride - 1400 block of Queens Dr.	Metro Transit	550
Cottage Grove Park & Ride	Metro Transit	494
95th & Noble	Metro Transit	410
Northtown Shopping Center Transit Hub - 85th & Jefferson	Metro Transit	340
Brooklyn Center - 65th Ave. N. & Brooklyn Blvd.	Metro Transit	242
Champlin City Lot - 117th Ave. N. & West River Rd.	Metro Transit	147
Metro Transit - Hwy. 252 & 73rd Ave.	Metro Transit	116
Wayzata Blvd. & Barry Ave.	Metro Transit	91
Champlin Lot - Dayton Road & Colburn Ave.	Metro Transit	68
Hopkins Transit Center - Co. Rd. 3 & 8th Ave. So.	Metro Transit	65
Metro Transit - Como & Eustis	Metro Transit	45
Nicollet & 62nd	Metro Transit	19
Metro Transit Subtotal		4,630
Mn/DOT - Co. Rd. 73 & I-394	Mn/DOT	463
Riverdale - Northdale Blvd. & 123rd Ave. NW	Mn/DOT	400
171st Ave. NW. & Tyler St. NW	Mn/DOT	315
Mn/DOT - Hwy. 61 & Co. Rd. C	Mn/DOT	207
Co. Rd. H & I-35W	Mn/DOT	206
Louisiana Ave. Transit Center - I-394 & Louisiana Ave.	Mn/DOT	172
85th Ave./Hwy. 169/Co. Rd. 81	Mn/DOT	131
Plymouth Road Transit Center - I-394 & Plymouth Rd.	Mn/DOT	111
I-394 & General Mills Blvd.	Mn/DOT	110
Garfield & 7th Ave.	Mn/DOT	80
I-394 and Xenia Ave.	Mn/DOT	59
Hwy. 61 & Lower Afton Rd.	Mn/DOT	41
Rice & I-694	Mn/DOT	40
Hwy. 7 & Vinehill Rd.	Mn/DOT	25
Hwy. 7 & Texas Ave.	Mn/DOT	10
Mn/DOT Subtotal		2,370
Burnsville Transit Station - Hwy. 13 & Nicollet	Opt-Out	1,260
Maple Grove Transit Station - Elm Creek Blvd. and Main St	Opt-Out	940
Southwest Metro Transit Station - Technology Dr. & Prairie Center Dr.	Opt-Out	650
Eagan Transit Station - Pilot Knob & Yankee Doodle	Opt-Out	610
Apple Valley Transit Station & Carmike Cinema & Watson	Opt-Out	568
Blackhawk - Cliff Road & I-35E	Opt-Out	361
Palomino Hills Park & Ride - Christus Victor Lutheran Church	Opt-Out	312
Market Blvd. - Pauley Rd. & Market	Opt-Out	120
Shady Oak Rd. & Hwy. 212	Opt-Out	70
Savage Park & Ride - Co. Rd. 42 & Huntington	Opt-Out	182

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Park-and-Ride Facility	Type	Spaces
Hwy. 55 & Co. Rd. 73	Opt-Out	65
Walnut & Hwy. 212	Opt-Out	62
Municipal Lot - west of Main St. between Eagle Creek	Opt-Out	65
Chanhasen Lot - Hwy 169 & TH101/TH 212	Opt-Out	30
City Hall - Belle Plaine	Opt-Out	20
Lions Park - Triangle Lane & Creek Lane	Opt-Out	15
	Opt-Out Subtotal	5,330
Rosedale Shopping Center - Co. Rd. B2 & Snelling	Joint Use	175
Southdale Shopping Center - 69th & York Ave.	Joint Use	100
Faith United Methodist Church - 1530 Oakdale Ave.	Joint Use	100
West St. Paul Sports Complex - Oakdale and Wentworth	Joint Use	100
St. Croix Valley Recreation Center	Joint Use	100
Target - Chaska	Joint Use	100
Woodbury Lutheran Church - Afton and Queens Rd.	Joint Use	90
Maplewood Mall - UA Theatre	Joint Use	85
Seagate Technology - 1280 Disc Drive	Joint Use	85
Four Seasons Mall - Pilgrim & Lancaster	Joint Use	83
Shepherd of the Grove Church - Hemlock & West Eagle Lake	Joint Use	75
Crosswinds Church - Ranchview & West Fish Lake Rd.	Joint Use	75
Messiah United Methodist Church	Joint Use	75
Roseville City Hall - Co. Rd. C & Civic Center Dr.	Joint Use	60
Mermaid Supper Club - Hwy. 10 & Co. Rd. H	Joint Use	60
Salem Covenant Church - Silver Lake Rd. & 5th St. NW	Joint Use	50
Christ Episcopal Church - Afton Rd. & Queen Rd.	Joint Use	50
Preserve Village Mall - Hwy. 169 & Anderson Lakes Pkwy.	Joint Use	50
Plymouth Covenant Church - Old Rockford Rd. & Vicksburg Lane	Joint Use	50
Brooklyn Evangelical Lutheran - Zane Ave. & 69th Ave.	Joint Use	45
Westwood Lutheran Church - Cedar Lake Rd. & Flag Ave.	Joint Use	40
Community Center - 167th block of Valley View Rd.	Joint Use	40
Mall of America - 24th Ave. & Killebrew Drive	Joint Use	36
Transfiguration Lutheran Church - 110th St. & Goodrich	Joint Use	35
Church of the Nazarene - Hwy. 252 & 73rd Ave. N.	Joint Use	32
Atonement Lutheran Church - Portland & 98th St.	Joint Use	30
Woodlake Lutheran Church - 76th & Oliver Ave. S.	Joint Use	30
Community of the Cross Lutheran	Joint Use	30
St. Stephen's Evangelical Lutheran - 84th & France	Joint Use	30
Signal Hills Shopping Center - Robert St. & Orme St.	Joint Use	30
Blainebrook Bowl - Paul Parkway & Hwy. 65	Joint Use	30
Maple Valley Shopping Center - Revere Lane & 97th Ave.	Joint Use	30
Wells Fargo Plaza - 7900 Xerxes Ave. S.	Joint Use	25
Normandale Village	Joint Use	25
St. Edward's Catholic Church - Nesbitt Rd. & 94th St.	Joint Use	25
Steele St. & Minnetonka Blvd. (north side of Minnetonka)	Joint Use	25
Spring Gate Shopping Center: Duluth St. & W. Service Rd. of Hwy. 100	Joint Use	25

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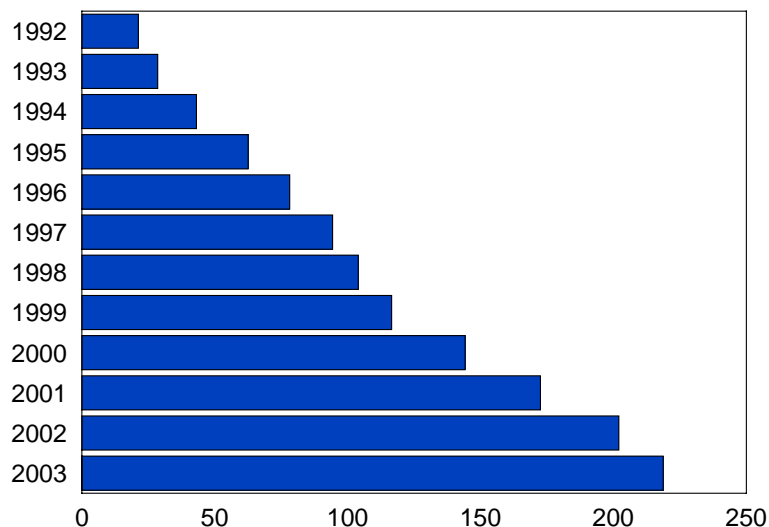
Park-and-Ride Facility	Type	Spaces
Village Square Shopping Center	Joint Use	25
Beth El Synagogue - 26th St. & Toledo Ave.	Joint Use	25
Municipal Lot - 3rd St. & Broadway	Joint Use	25
Redemption Lutheran Church - 10th Ave S & Old Shakopee Rd	Joint Use	25
Gustavus Adolphus Lutheran - Larpenteur & Arcade/Hwy. 61	Joint Use	25
Atonement Lutheran - Silver Lake Rd. & Rice Creek Rd.	Joint Use	25
Golden Valley Lutheran Church	Joint Use	25
Faith-Lilac Way Lutheran Church - 42nd Ave. & Welcome	Joint Use	25
Navarre Center Parking Lot - Co. Rd. 15 & Co. Rd. 19	Joint Use	25
Richfield Municipal Pool - 66th Street & Park Ave.	Joint Use	25
St. Luke's Lutheran Church - 1701 W. Old Shakopee Rd.	Joint Use	25
North of City Hall - 17th & Hadley	Joint Use	25
Hwy 13 & Eagle Creek Ave.	Joint Use	25
Cub Foods - Centerville Rd. & Meadowlands Dr.	Joint Use	25
Wayzata Junior High - Wayzata Blvd. & Barry Ave.	Joint Use	20
Municipal Parking Lot - 3rd St. & Water St.	Joint Use	20
Municipal Lot - Little Canada Rd. & McMenemy St.	Joint Use	20
St. Phillip's Lutheran Church - Hwy. 65 & W. Moore Lake Dr.	Joint Use	20
Servant of Christ Lutheran Church - Hayden Lake Rd.	Joint Use	20
Public Works - Main St. & Co. Rd. 14	Joint Use	20
Guilliam Ball Park - 12100 block of Minnetonka Blvd	Joint Use	20
Creekside Community Center - 98th St. & Penn	Joint Use	20
Minnetonka Blvd., west of Cottagewood Rd.	Joint Use	20
City Hall - Minnetonka Blvd. & Northhome	Joint Use	20
City Hall - Country Club Rd. & Co. Rd. 19	Joint Use	20
Lino Park - Lake Dr. & Lois Lane	Joint Use	20
Mound Post Office - Co. Rd. 15 & Auditors Rd.	Joint Use	15
Aldrich Arena - White Bear Ave. & Ripley	Joint Use	15
St. Mary's Catholic Church - 5th St. & Pine	Joint Use	15
Praise Christian Center - Colorado & 41st Ave. No.	Joint Use	15
Old Public Works Facility - Centerville Rd. & Heritage	Joint Use	13
White Bear Shopping Center - South Lake Ave. & Whitaker	Joint Use	12
Marina Center - Co. Rd. 15 & Island Dr.	Joint Use	12
St. Joseph's Church - Elm Street & Rice Lake Drive	Joint Use	12
Fairview Ave. & Excelsior Blvd.	Joint Use	10
Co. Rd. 60 & Minnetonka Blvd. (SW. corner of intersection)	Joint Use	10
Oak Park Plaza Shopping Center - 109th Ave. & University	Joint Use	10
Birchwood City Hall - Birchwood Ave. & Birch Street	Joint Use	10
Colonial Church - Colonial Way & Olinger Blvd.	Joint Use	10
Community Center - Hwy. 96 & Victoria	Joint Use	10
Tonka Bay City Hall - 4901 Manitou Rd. (Co. Rd. 19)	Joint Use	18
Joint Use Subtotal		2,903
Grand Total		15,233

Freeway Transit Corridors: Shoulder Bus Lanes

State law allows shoulder lanes on highways to be used by buses to bypass congestion and to improve travel times over automobiles. Most of these bus shoulders are 14 feet wide, wider than the typical shoulder which was constructed solely for automobile breakdowns and emergency vehicles. These lanes are also signed as being for bus use only. In 1992, the Twin Cities first bus-only shoulder lane was constructed. Since that time, there has been a dramatic growth in the number of bus-only shoulder lanes in the Twin Cities.

Year	Total Miles	Miles Added
	21.29	21.2
1993	28.52	7.23
1994	43.09	14.57
1995	62.56	19.47
1996	78.18	15.62
1997	94.36	16.18
1998	104.0	9.64
1999	116.54	12.54
2000	144.18	27.64
2001	172.53	28.35
2002	202.03	29.5
2003	218.73	16.7

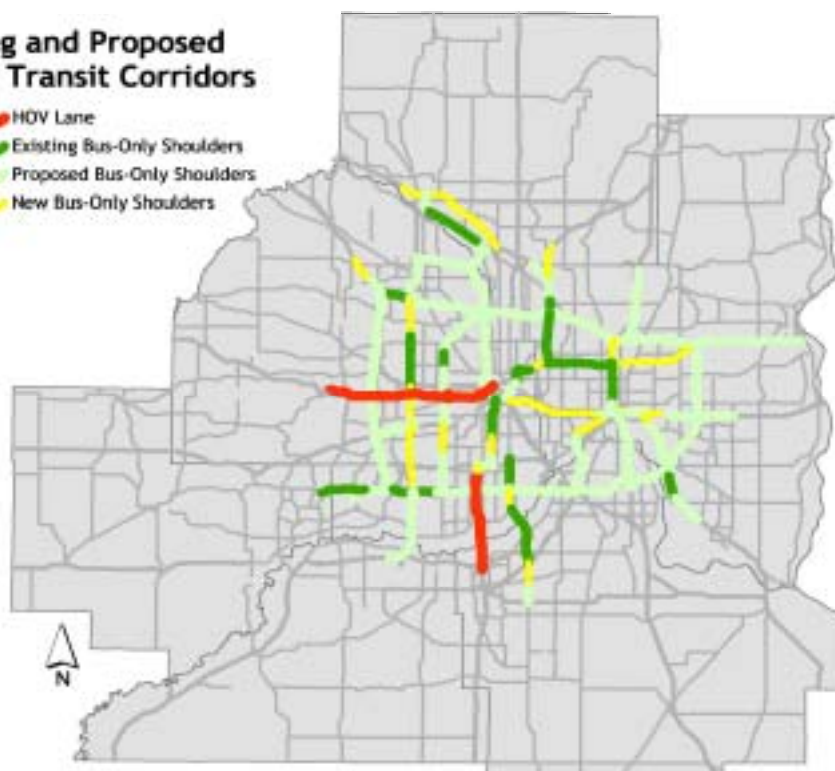
Miles of Bus-Only Shoulders



Even with the growth of bus-only shoulder lanes, much of the system does not yet have these lanes. Additional construction, however, is planned for the future. The rate of addition of new lanes will be determined by available funding.

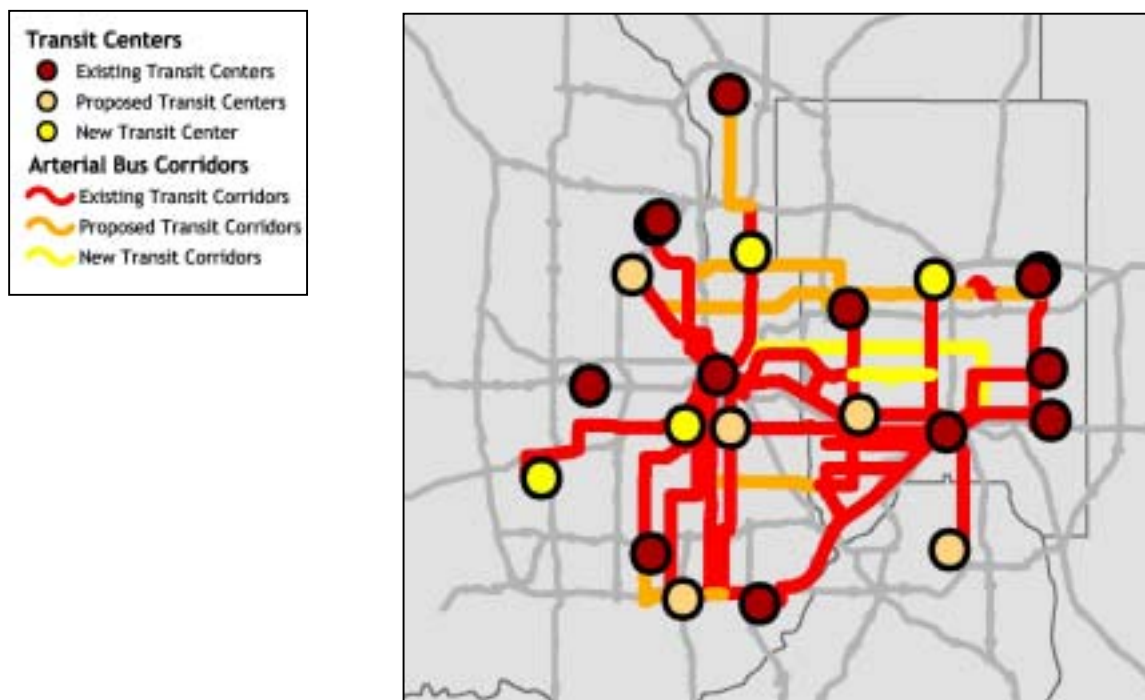
Existing and Proposed Freeway Transit Corridors

- HOV Lane
- Existing Bus-Only Shoulders
- Proposed Bus-Only Shoulders
- New Bus-Only Shoulders



Arterial Transit Corridors

Arterial corridors are major local streets where high frequency bus transit operates. These corridors act as collectors for other routes and are on major local thoroughfares like University Avenue, Lake Street, Central Avenue, Snelling Avenue, and West 7th Street. Much of the system ridership is concentrated on these routes. These routes are being developed for amenities like limited stop routes, signal prioritization, and real-time information systems. Metro Transit is developing a plan for adding to the routes that have these types of amenities.



Dedicated Transit Corridors

In the 2025 Transportation Policy Plan, the Metropolitan Council adopted a plan to develop a network of transitways throughout the Twin Cities. This plan identified 11 corridors for further study. As of June 2004, the status of the following corridors is:

Hiawatha: The first leg of the light-rail line (downtown Minneapolis to Fort Snelling) opened June 2004. The entire line (to the Mall of America) will open late 2004.

Minneapolis Northwest: Preliminary design is under way for bus rapid transit. Station and park-and-ride design contracts have been awarded. Application has been made to the state for funding.

Northstar: Preliminary engineering is completed for a commuter rail line operating on the Burlington Northern railroad line running from downtown Minneapolis to Big Lake. An Environmental Impact Statement Record of Decision was received from the FTA and it stated that the project meets FTA cost-effectiveness criteria. State funding is being sought for the required local match for federal funds.

Central Corridor: The Alternatives Analysis/Draft Environmental Impact Statement (DEIS) is finalized. Selection of the locally preferred alternative is anticipated in the summer of 2004.

Southwest: The Hennepin County Board is currently reviewing a feasibility study of light-rail transit in this corridor.

Rush: The Rush Line Corridor Transit Study report was completed in 2001. Bus improvements and park/ride lots are being constructed in the corridor to provide short-term transit improvements.

Red Rock: A commuter rail feasibility study was completed in 2001. An Alternatives Analysis/Draft EIS study is planned to begin in 2004.

Northeast Diagonal: This corridor underwent preliminary study. No further work is planned because substantial feasibility issues were found.

Riverview: Riverview was changed from a dedicated transitway to an arterial busway. Currently shelter improvements appropriate for an arterial bus route are being implemented.

Cedar: A Phase Two study is currently under way for bus rapid transit. The Governor has recommended \$10 million for preliminary engineering, work on a DEIS, and short term transit improvements.

I-494 South: Initial research was done on the feasibility of bus rapid transit in the south I-494 area but further work is awaiting a plan for reconstruction of the roadway.