



Minnesota Department of Transportation

395 John Ireland Boulevard

Saint Paul, MN 55155

November 15, 2013

The Honorable Frank Hornstein, Chair
House Transportation Finance Committee
471 State Office Building
Saint Paul, MN 55155

The Honorable Michael Beard, GOP Lead
House Transportation Finance Committee
207 State Office Building
Saint Paul, MN 55155

The Honorable Ron Erhardt, Chair
House Transportation Policy Committee
543 State Office Building
Saint Paul, MN 55155

The Honorable Linda Runbeck, GOP Lead
House Transportation Policy Committee
295 State Office Building
Saint Paul, MN 55155

The Honorable Scott Dibble, Chair
Senate Transportation and Public Safety
Committee
111 Capitol
Saint Paul, MN 55155-1606

The Honorable John C. Pederson
Ranking Minority Member
Senate Transportation and Public Safety
Committee
27 State Office Building
Saint Paul, MN 55155-1206

Dear Legislators:

I am pleased to provide you with the 2013 Guideway Status Report, as required by Minn. Stat. 174.93. This report was prepared by the department in collaboration with the Metropolitan Council.

The initial Guideway Status Report was submitted in January 2012. This report updates information for eight guideway corridors currently in operation, construction or design, as well as 12 more that are in the planning or analysis phase that include three intercity passenger rail corridors. The capacity analysis looks at regional guideway funding needs and resources related to capital, operations and capital-maintenance for the next 10 years.

These projects are key components of the transportation system for Minnesota, and particularly for the Twin Cities metropolitan area. However, they do not represent the full range of planned transitway investment. The statute defines "guideways" as "a form of transportation service provided to the public on a regular or ongoing basis that operates on exclusive or controlled rights-of-way." While guideways include light-rail transit, commuter rail, street cars, intercity passenger rail and bus service that uses an exclusive or managed lane, the guideway definition omits more broadly-defined transitway corridors with major transit advantages such bus-only shoulders that may not have a dedicated guideway or controlled right-of-way. Thus, this report alone does not provide a complete overview of planned regional transit investment or the full context of planned comprehensive transportation policy and investments.

A comprehensive transportation system evaluation that includes all transitway corridors will be provided in the 2014 update of the Metropolitan Council's Transportation Policy Plan.

If you have specific questions about this report or wish additional information, please contact Victoria Nill at 612-251-1279 or Victoria.Nill@state.mn.us.

Sincerely,

Charles A. Zelle
Commissioner

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